

2025

RICHLAND COUNTY TRANSPORTATION SCORING

Report by





Richland County Transportation 2025 Project Rankings

Overall Ranking
Based on Funding Categories

Prepared By:

Chao and Associates, Inc

Stantec



Executive Summary

In November 2012 and again in November 2024, Richland County voters approved the one-percent Transportation Sales Tax. This decision secures, respectively, approximately \$1.07 billion and \$4.5 billion in dedicated funding for various projects. The program encompasses a diverse range of project types—ranging from roadway widenings and intersection improvements to greenways, bikeways, sidewalks, dirt road paving, and resurfacing—while also providing funding for the COMET bus system. Guided by clearly defined principles and transparent evaluation criteria, the Penny Program reflects a strategic commitment to improving transportation infrastructure and quality of life for residents and businesses across Richland County. This report follows the 2024 County-wide Needs Assessment study.

Program Overview

Prior to the referendum, Richland County Council adopted a resolution titled “*Adopting the 2024 Penny Projects, Principles, and Categories.*” The resolution established six guiding principles for evaluating and scoring individual projects:

1. Additional Funding Sources
2. Overall Impact and Cost Ratio
3. Safety
4. Improvement of Overall Condition
5. Economic Development
6. Public Support

The Penny Program includes multiple project categories. Two categories—Pedestrian Safety and Access, and Multi-modal Improvements—were evaluated by Chao and Associates, Inc. Two categories—Widening and Traffic Safety and Congestion Relief—were evaluated by Stantec, and one category—New Roadway—was evaluated by the Richland County Transportation team. For detailed project scoring, refer to:

- **Volume I** – Chao and Associates, Inc. (C&A)
- **Volume II** – Stantec
- **Volume III** – Richland County Transportation

The following tables summarize the overall ranking of all project categories based on their respective funding allocations. These funding allocations are organized into two categories of Transportation Needs per the New Penny:

Community Investment Projects

- Pedestrian Safety and Access
- Traffic Safety and Congestion Relief
- Multimodal Transportation Improvements

County Advancement Projects

- Roadway Widening
- New Roadways

Pedestrian Safety and Access

The following table shows the overall ranking of all projects that will be funded through Pedestrian Safety and Access.

Rank	Project Name	From	To	District	Score	Project Type
1	Assembly St, Phase 2	Pendleton St	Lady St	4,5	78	Ped Improvements
2	Assembly St, Phase 3	Lady St	Elmwood	4,5	78	Ped Improvements
3	Devine St, Phase 1	Millwood Ave	Harden St	5, 6	72	Ped Improvements
4	Forest Drive, Utility Undergrounding	Beltline Blvd	Trenholm Rd	6	71	Ped Improvements
5	Devine St, Phase 2	Millwood Ave	I-77	5,6,11	65	Ped Improvements
6	Harden St, Phase 2	Gervais St	Colonial (excl:Read-Walker Solomon)	3,4,5	63	Ped Improvements
7	George Rogers Blvd	Rosewood Dr	Shop Rd	5, 10	62	Sidewalk Additions
8	Assembly St	Rosewood Dr	Flora St	5	60	Sidewalk Additions
9	Sunnyside Dr	Forest Dr	Trenholm Blvd	6	58	Sidewalk Additions
10	Gamewell Dr	Forest Dr	Daniel Dr	6	58	Sidewalk Additions
11	Gadsden St	Blanding St	Taylor St	4, 5	57	Sidewalk Additions
12	George Rogers Blvd	Key Rd	Shop Rd	10	57	Sidewalk Additions
13	US-321	Sharpe Rd	Crane Creek Ch Rd	7	53	Sidewalk Additions
14	Bollard Installation	Hospitality Districts		various	53	Ped Improvements
15	Greenlawn Dr	Garners Ferry Rd	Atlas Rd	11	52	Sidewalk Additions
16	Ped Xing Intersection	Blanding St	Gadsden St	4	50	Ped Improvements
17	Bethel Church Rd	Satchelford Rd	Trenholm Park	6	49	Sidewalk Additions
18	Edgewood Ave	Two Notch Rd	Pinehurst St	3	48	Sidewalk Additions
19	Ped Xing Intersection	Huger St	Laurel St	5	46	Ped Improvements
20	Spring Lake Road	Trenholm Rd	Spring Lake Cir	6	45	Sidewalk Additions
21	Pulaski St	Laurel St	Blanding St	5	44	Sidewalk Additions
22	Blanding St	Blanding St	Gadsden St	4,5	41	Sidewalk Additions

Traffic Safety and Congestion Relief

The following table shows the overall ranking of all projects that will be funded through Traffic Safety and Congestion Relief.

*Please note that **Traffic Signal Upgrades** were evaluated by the **C&A team**; therefore, the detailed scoring for these projects is included in **Volume I**. The remaining **Intersection Improvement** projects were evaluated by **Stantec**, and their scoring details can be found in **Volume II**.

Rank	Project Name		District	Score	Project Type
1	Broad River Road/Riverhill Circle		4,5	72	Intersection Improvements
2	US 321/Blythewood Road		2,7	71	Intersection Improvements
3	Rimer Pond Road/Wilson Boulevard		2	66	Intersection Improvements
4	Longtown Road/Rimer Pond		7	65	Intersection Improvements
5	SC 60/Columbiana Drive		2	64	Intersection Improvements
6	Farrow Road/Frye Road		7	63.6	Intersection Improvements
7	Broad River Road/Shivers Road		2,4	61	Intersection Improvements
8	US 378/Old Garners Ferry Road		11	61	Intersection Improvements
9	Langford Road/Main Street/Blythewood Road (2 locations)		2	59	Intersection Improvements
10	Broad River Road/Piney Woods Road		2,4	58	Intersection Improvements
*11	Traffic Signal Upgrades (Mast Arms)	Various	6	57	Intersection Improvements
12	SC 48/Pineview Drive		10	55.1	Intersection Improvements
13	Assembly Street/Gervais Street		5	55	Intersection Improvements
14	Bookman Road/Old Two Notch Road/Plantation Point		9	55	Intersection Improvements
15	Huger Street/Lady Street		5	54	Intersection Improvements
16	Olympia Avenue/Heyward Street/Wayne Street		5,10	54	Intersection Improvements
17	US 76/Mount Vernon Church Road		1	53	Intersection Improvements
18	US 378/Pineview Drive		11	52	Intersection Improvements
19	Clemson Road/Winslow Way		7	51	Intersection Improvements
20	Browning Road (Frontage Road) S-2892/Zimelcrest Drive S-672		5	51	Intersection Improvements
21	Hollingshed Road/Lost Creek Drive		1	50.8	Intersection Improvements
22	SC 6/Village Lane		1	50	Intersection Improvements
23	SC 6/Leamington Way		1	50	Intersection Improvements
24	Lawton Street/Monticello Road (2 locations)		4	49.9	Intersection Improvements
25	Two Notch Road/Polo Road		8,9	49	Intersection Improvements
26	Bethel Church Road/Atascadero Drive		6	48	Intersection Improvements
27	US 76/Johnson Marina Road		1	48	Intersection Improvements
28	US 176/Bickley Road		1	45	Intersection Improvements
29	SC 16 (Beltline Boulevard)/S-228 (English Avenue)		4	45	Intersection Improvements
30	US 378/Trotter Road/Old Garners Ferry Road		11	45	Intersection Improvements
31	US 378/East Exchange		11	44	Intersection Improvements
32	Olympia Avenue/Bluff Road		10	43	Intersection Improvements

33	US 76/Three Dog Road		1	42	Intersection Improvements
34	North Springs Road/South Springs Road		8	42	Intersection Improvements
35	Huger Street/Gervais Street		5	41	Intersection Improvements
36	Sparkleberry Lane/Wotan Road		9	40	Intersection Improvements
37	Assembly Street/Lady Street		5	40	Intersection Improvements
38	Lakeshore Drive/Forest Lake Place		6	40	Intersection Improvements
39	Sparkleberry Lane/Viking Drive		9	39.8	Intersection Improvements
40	Clemson Road/Ashcroft Circle/Prina Lane		9	39	Intersection Improvements
41	Hollingshed Road/Raintree Drive		1	38.5	Intersection Improvements
42	Dutch Fork Road/Mill Place Drive		1	38	Intersection Improvements
43	North Springs Road/Mill Field Road		8	37.1	Intersection Improvements
44	Millwood Avenue/Carlisle Street		6	36	Intersection Improvements
45	US 378/Old Eastover Road		11	36	Intersection Improvements
46	US 176/Chapin Road		1	31.6	Intersection Improvements
47	US 321/Lorick Road (multiple turn lanes- 3 of 5 locations)		7	27.8	Intersection Improvements
48	Millwood Avenue/Gladden Street		6	27	Intersection Improvements
49	US 321/Koon Store Road/Dubard Boyle Road (multiple turn lanes- 1 and 2 of 5 locations)		7	24.8	Intersection Improvements
50	Riverbanks Zoo/Greystone Boulevard/Candi Lane		5	23.9	Intersection Improvements
51	US 321/Cedar Creek Road (multiple turn lanes- 4 of 5 locations)		7	21.3	Intersection Improvements
52	Bluff Road/Lower Richland Boulevard		10	20.2	Intersection Improvements
53	US 321/Muller Road (multiple turn lanes- 5 of 5 locations)		2	19.9	Intersection Improvements
54	Ridge Road/Lower Richland Boulevard		11	19.6	Intersection Improvements
55	US 601 (McCords Ferry Road/Screaming Eagle Road)		10	19.4	Intersection Improvements
56	Ridge Road/Harmon Road		11	18.5	Intersection Improvements
57	Broad River Road/Hopewell Church Road		1	18.1	Intersection Improvements
58	US 321/Campground Road		7	18.1	Intersection Improvements
59	Bluff Road/MLK Boulevard		10	17.3	Intersection Improvements
60	Bluff Road/Congaree Road		10	17.1	Intersection Improvements
61	Broad River Road/Canterfield Road (at Spring Hill High School)		1	17.1	Intersection Improvements
62	Tobacco Barn Road/Loner Road/Blythewood Road (3 locations)		2	16.9	Intersection Improvements
63	Bluff Road/Saint Marks Road		10	16.2	Intersection Improvements
64	Kennerly Road S-217/Old Tamah Road S-244		1	16.2	Intersection Improvements
65	Crane Church Road/Heyward Brockington Road/Dubard Boyle (2 locations)		7	16	Intersection Improvements

Multimodal Transportation Improvements

The following table shows the overall ranking of all projects that will be funded through Multimodal Transportation Improvements.

Rank	Project Name	From	To	District	Score	Project Type
1	Vista Greenway Expansion	Elmwood St	N. Main St	4, 5	83	Greenway
2	Garners Ferry SUP	Hazelwood St	Devine St	6, 11	80	Bikeway
3	Broad River Road	Beatty Rd	Riverhill Ci	2, 4, 5	80	Bikeway
4	Broad River Road	St Andrews Rd	Elmwood Ave	4, 5	80	Bikeway
5	Broad River Road	Lake Murray Blvd	Greystone Blvd	1, 2, 4	80	Bikeway
6	Picken St	Washington St	Rosewood Ave	4, 5, 10	80	Bikeway
7	Decker Boulevard	Two Notch Rd	Percival Rd	3	78	Bikeway
8	Laurel Street Cycle Track	Harden St	Riverfront Park	3, 4, 5	76	Bikeway
9	Gervais Street	Park St	Millwood Ave	3, 4, 5	74	Bikeway
10	Assembly Street	Calhoun St	Blossom St	4	74	Bikeway
11	Devine Street	Harden St	Millwood Ave	5, 6	73	Bikeway
12	Clemson Road	Rhame Rd	Sparkleberry Ln	9	73	Bikeway
13	Hampton Street	Huger St	Harden St	3, 4, 5	72	Bikeway
14	Sumter St Bike/Cycle Trk	Franklin St	Blossom St	4, 5	71	Bikeway
15	Washington St	Wayne St	Pickens St	4, 5	71	Bikeway
16	Harrison Road	Two Notch Rd	Forest Dr	3, 6	70	Bikeway
17	Three River GW	River Dr Bridge	GW connection	5	68	Greenway
18	Covenant Road	Two Notch Rd	Bethel Church Rd	6, 3	66	Bikeway
19	Saluda Avenue	Wheat St	Blossom St	5	66	Bikeway
20	Greene St	Pickens St	Saluda Ave	5	65	Bikeway
21	Bluff Road	N.S. Railroad	Virginia St	10	64	Bikeway
22	Two Notch Road	N. Beltline Blvd	Decker Blvd	3	63	Bikeway
23	Whaley Street	Lincoln St	Pickens St	5	62	Bikeway
24	Lincoln Street	Lady St	College St	5	62	Bikeway
25	Catawba Street	Lincoln St	Sumter St	5	62	Bikeway
26	Beatty Road	Fernandina Rd	Broad River Rd	2	61	Bikeway
27	Wheat Street	Pickens St	Harden St	5	60	Bikeway
28	Wheat Street	Harden St	King St	5	59	Bikeway
29	N Beltline Boulevard	Valley Rd	Forest Dr	6	59	Bikeway
30	Marion Street	Calhoun St	Pendleton St	4, 5	58	Bikeway
31	Lady Street	Huger St	Park St	5	56	Bikeway
32	Pickens Street	Wheat St	Calway Alley	5	56	Bikeway
33	Monticello-Eau Claire GW	Monticello Rd	Eau Claire High School	4	55	Greenway
34	Wayne Street	Elmwood St	Hampton St	5, 4	43	Bikeway
35	Henderson Street	Wheat St	St James St	5	41	Bikeway
36	King Street	Wheat St	Blossom St	5	36	Bikeway
37	Kennerly Road	Freshly Mill Rd	St Johns Rd	1	30	Bikeway

Roadway Widening

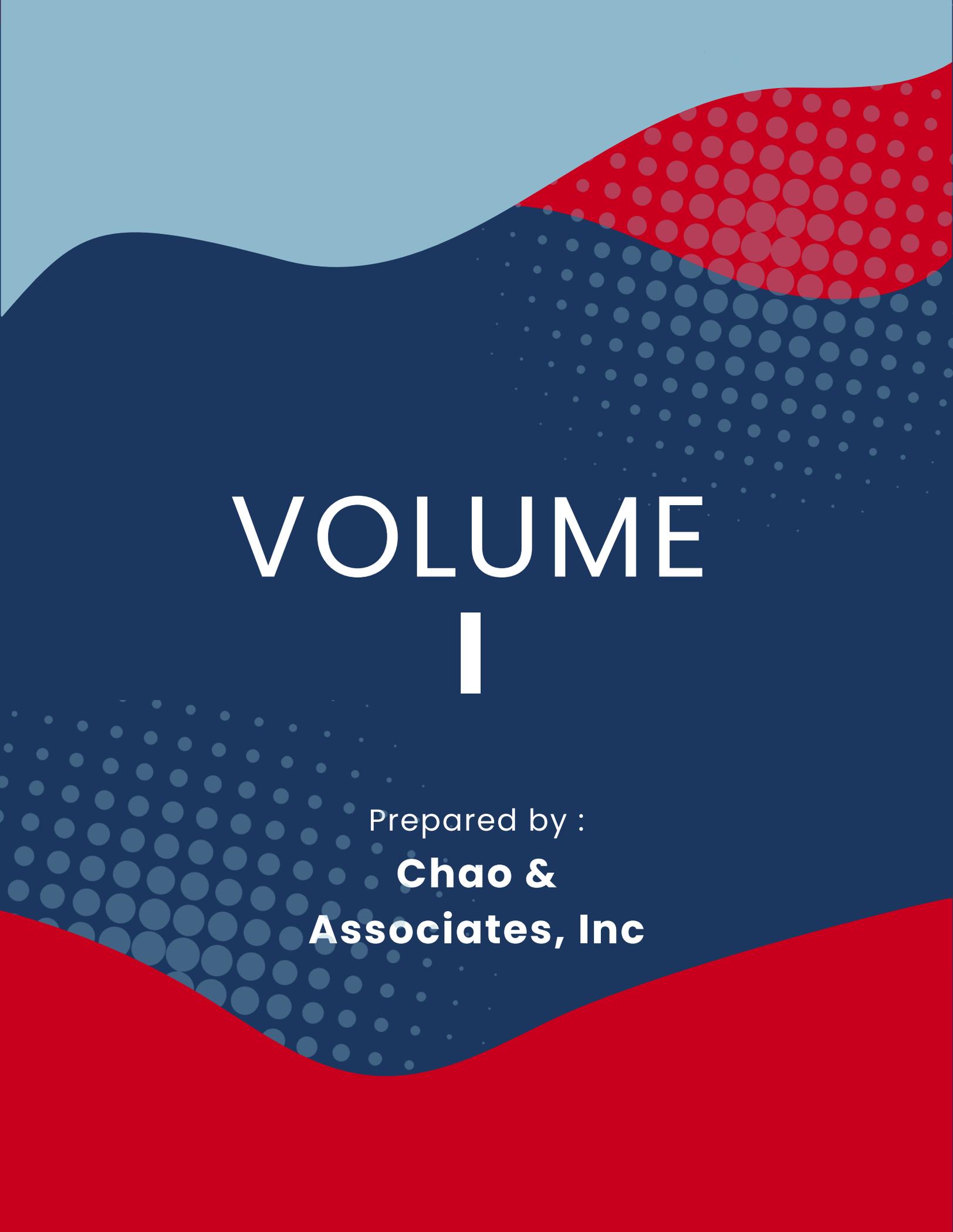
The following table shows the overall ranking of all projects that will be funded through Roadway Widening.

Rank	Project Name	From	To	District	Score	Project Type
1	Main Street (US 21)	I 77 (Ex 24)	Langford Road	2	76.4	Widening
2	Two Notch US 1 Pontiac	Richland County Line	S-53 Spears Creek	9	68.2	Widening
3	US 76	Broad River Road (US 176)	SC 6	1	68	Widening
4	Rimer Pond	US 21	Hardscrabble Road	2	66.5	Widening
5	Kennerly Road S-129	Hollingshed Road	Broad River Road	1,2	66	Widening
6	Longtown Road	Farrow Road	Longtown Road E/W	7	65.2	Widening
7	Broad River Road US 176 North	I-26	Chapin Road	1	63.5	Widening
8	Shady Grove Road	Broad River Road	Koon Road	1	60.8	Widening
9	N Springs Road	Brickyard Road	Clemson Road	8	60.4	Widening
10	Hardscrabble Road North	Langford Road	Kelly Mill Road	2,8,9	60.3	Widening
11	US 76	Shadowood Drive	Richland County Line	1	58.9	Widening
12	Lost Creek Drive	Broad River Road	Boat Ramp Road	1,2	57.1	Widening
13	Blythewood Road	I 77 (Ex 27)	Main Street	2	56.5	Widening
14	Rabon Road	SC 555	US 1	7	53.8	Widening
15	Percival Road	I 77	Clemson Road	3,10	51.1	Widening
16	Garners Ferry Road	Trotter Road	Lower Richland Boulevard	11	51	Widening
17	Rauch Metz Road	Dutch Fork Road	Broad River Road (US 176)	1	49.1	Widening
18	Bookman Road S-53	Two Notch Road	Kelly Mill Road	9	48.5	Widening
19	Langford Road	Main Street	Hardscrabble Road	2	47.6	Widening
20	Sunset Drive	Elmhurst Road	River Drive	4	45	Widening
21	Percival Road	Forest Drive	Decker Boulevard	3,6	45	Widening
22	Bluff Industrial Boulevard	Bluff Road	Silo Court	10	28	Widening
23	Patterson Road	Garners Ferry Road	Caroline Road	11	24.7	Widening
24	Spears Creek Ch Road	I-20 (Ex 82)	Percival Road	9	17	Widening
25	South Stadium Road	Bluff Road	End	10	9	Widening
26	National Guard Road	Bluff Road	End	10	9	Widening
27	Silo Court	Bluff Industrial Boulevard	End	10	7	Widening

New Roadways

The following table shows the overall ranking of all projects that will be funded through New Roadways.

Rank	Project Name	From	To	District	Score	Project Type
1	Shop Rd Ext (phase 3)	Montgomery Rd	Garners Ferry Rd	11	63	Connectors
2	Salem Church Rd	Old Dutch Fork Rd	Dutch Fork Rd	1	63	Connectors
3	New Connector Rd	S. Stadium Rd	National Guard Rd	6	49	Connectors
4	Creech Rd Ext	Creech Rd	Firetower Ct	2	47	Connectors
5	New Connector Rd	Pelham Dr	Sallie Baxter Dr	6	23	Connectors



VOLUME I

Prepared by :
**Chao &
Associates, Inc**



Richland County Transportation Scoring Project

EXECUTIVE SUMMARY FOR SIDEWALK,
BIKEWAY, GREENWAY/PEDESTRIAN
TRAILS, AND SPECIAL PROJECTS BASED
ON FUNDING CATEGORY

PREPARED BY:

CHAO AND ASSOCIATES, INC

REPORT FURNISHED DECEMBER 2025



Executive Summary for Pedestrian Safety and Access

This executive summary presents an overview of the 2025 scoring results prepared by the Chao and Associates (C&A) team for projects proposed under the 2024 Richland County Penny Tax program, specifically within the Pedestrian Safety and Access funding category. Projects are ranked from highest to lowest based on their total scores. Each project was evaluated across six (6) categories:

- Availability of additional funding sources
- Overall impact and cost efficiency
- Safety improvements
- Enhancement of existing conditions
- Economic development potential
- Level of public support

The following table shows a summary of the score each project received in every category, along with its total score out of 100 points. Total scores are classified into **High**, **Medium**, and **Low** categories—represented by **red**, **orange**, and **green**, respectively—and ranked accordingly. Based on the scoring results, the **high** projects are:

1. *Assembly St, Phase 2 (from Pendleton St to Lady St)*
2. *Assembly St, Phase 3 (from Lady St to Elmwood Ave)*
3. *Devine St, Phase 1 (from Millwood Ave to Harden St)*
4. *Forest Drive Utility Undergrounding (from N. Beltline Blvd to Trenholm Rd)*

For detailed insights into how scores were determined for each category, please refer to the individual project reports.

Pedestrian Safety and Access									
Rank	Project Name	District	Total Score	Evaluation Categories					
				Additional Funding Sources	Overall Impact and Cost Ratio	Safety	Improvement of Overall Condition	Economic Development	Public Support
1	Assembly St Phase 2 <i>(from Pendleton St to Lady St)</i>	4, 5	78	8	20	25	10	0	15
2	Assembly St Phase 3 <i>(from Lady St to Elmwood Ave)</i>	4, 5	78	8	20	25	10	0	15
3	Devine St Phase 1 <i>(from Millwood Ave to Harden St)</i>	5, 6	72	8	14	25	10	0	15
4	Forest Dr Utility Undergrounding <i>(from N. Beltline Blvd to Trenholm Rd)</i>	3	71	8	8	25	5	10	15
5	Devine St Phase 2 <i>(from Millwood Ave to I-77)</i>	5, 6, 11	65	5	20	25	10	0	5
6	Harden St Phase 2 <i>(from Gervais St to Colonial Dr - excluding Read St to Walker Solomon Way)</i>	3, 4, 5	63	3	20	25	10	0	5
7	George Rogers Blvd <i>(from Rosewood Dr to Shop Rd)</i>	5, 10	62	5	3	19	10	10	15
8	Assembly St <i>(from Rosewood Dr to Flora St)</i>	10	60	5	5	15	10	10	15
9	Sunnyside Dr <i>(from Forest Dr to Trenholm Rd)</i>	6	58	3	2	8	10	20	15

Pedestrian Safety and Access									
Rank	Project Name	District	Total Score	Evaluation Categories					
				Additional Funding Sources	Overall Impact and Cost Ratio	Safety	Improvement of Overall Condition	Economic Development	Public Support
10	Gamewell Dr <i>(from Forest Dr to Daniel Dr)</i>	6	58	3	2	8	10	20	15
11	George Rogers Blvd <i>(from Key Rd to Shop Rd)</i>	10	57	5	3	19	5	10	15
12	Gadsden St <i>(from Blanding St to Taylor St)</i>	4, 5	57	0	16	6	10	10	15
13	US-321 <i>(Sharpe Rd - Crane Creek Church Rd)</i>	7	53	5	2	11	10	10	15
14	Bollard Installation in hospitality districts	Various	53	3	20	25	0	0	5
15	Greenlawn Dr <i>(from Garners Ferry Rd to Atlas Rd)</i>	11	51	0	2	19	5	10	15
16	Pedestrian Crossing Improvement at Blanding and Gadsden	4	50	0	16	9	10	10	5
17	Bethel Church Rd <i>(from Satchelford Rd to Trenholm Park)</i>	6	49	3	2	14	5	10	15
18	Edgewood Ave <i>(from Two Notch Rd to Pinehurst St)</i>	3	48	0	2	11	10	10	15
19	Pedestrian Crossing Improvement at Huger and Laurel	5	46	0	10	19	5	7	5

Pedestrian Safety and Access									
Rank	Project Name	District	Total Score	Evaluation Categories					
				<i>Additional Funding Sources</i>	<i>Overall Impact and Cost Ratio</i>	<i>Safety</i>	<i>Improvement of Overall Condition</i>	<i>Economic Development</i>	<i>Public Support</i>
20	Spring Lake Rd <i>(from Trenholm Rd to Spring Lake Circle)</i>	6	45	3	2	17	5	13	5
21	Pulaski St <i>(from Laurel St to Blanding St)</i>	5	44	0	6	6	10	7	15
22	Blanding St <i>(from Blanding St to Gadsden St)</i>	4, 5	41	0	6	8	5	7	15

Executive Summary for Traffic Safety and Congestion

This executive summary presents an overview of the 2025 scoring results prepared by the Chao and Associates (C&A) team for projects proposed under the 2024 Richland County Penny Tax program, specifically within the Traffic Safety and Congestion funding category. Projects are ranked from highest to lowest based on their total scores. Each project was evaluated across six (6) categories:

- Availability of additional funding sources
- Overall impact and cost efficiency
- Safety improvements
- Enhancement of existing conditions
- Economic development potential
- Level of public support

The following table shows a summary of the score each project received in every category, along with its total score out of 100 points. Total scores are classified into **High**, **Medium**, and **Low** categories—represented by **red**, **orange**, and **green**, respectively—and ranked accordingly. Based on the scoring results, the **high** projects are:

1. *Traffic Signal Upgrades*

For detailed insights into how scores were determined for each category, please refer to the individual project reports.



Traffic Safety and Congestion Relief									
Rank	Project Name	District	Total Score	Evaluation Categories					
				<i>Additional Funding Sources</i>	<i>Overall Impact and Cost Ratio</i>	<i>Safety</i>	<i>Improvement of Overall Condition</i>	<i>Economic Development</i>	<i>Public Support</i>
11	Traffic Signal Upgrades	3	57	3	9	25	5	10	5

Executive Summary for Multimodal Transportation Improvements

This executive summary presents an overview of the 2025 scoring results prepared by the Chao and Associates (C&A) team for projects proposed under the 2024 Richland County Penny Tax program, specifically within the Multimodal funding category. Projects are ranked from highest to lowest based on their total scores. Each project was evaluated across six (6) categories:

- Availability of additional funding sources
- Overall impact and cost efficiency
- Safety improvements
- Enhancement of existing conditions
- Economic development potential
- Level of public support

The following table shows a summary of the score each project received in every category, along with its total score out of 100 points. Total scores are classified into **High**, **Medium**, and **Low** categories—represented by **red**, **orange**, and **green**, respectively—and ranked accordingly. Based on the scoring results, the **high** projects are:

1. **Vista Greenway Expansion and Columbia Riverwalk**
2. **Garners Ferry Shared Use Path**
3. **Broad River Rd (from Beatty Rd to River Hill Circle)**
4. **Broad River Rd (from St Andrews Rd to River Dr)**
5. **Broad River Rd (from Lake Murray Blvd to Greystone Blvd)**
6. **Pickens St (from Washington St to Rosewood Ave)**
7. **Decker Blvd (from Two Notch Rd to Percival Rd)**
8. **Laurel Cycle Track (from Harden to Riverfront Park)**
9. **Gervais St (from Park St to Millwood Ave)**
10. **Assembly St (from Calhoun to Blossom St)**
11. **Devine St (from Harden St to Millwood Ave)**
12. **Clemson Rd (from Rhame Rd to Sparkleberry Ln)**
13. **Hampton St (from Huger St to Harden St)**
14. **Sumter St Bike Lane/Cycle Track (from Franklin to Blossom St)**
15. **Washington St (from Wayne St to Pickens St)**
16. **Harrison Rd (from Two Notch Rd to Forest Dr)**
17. **Three Rivers GW**
18. **Covenant (from Two Notch Rd to Bethel Church Rd)**
19. **Saluda Ave (from Wheat St to Blossom St)**

See Appendix for rating rubric of each project. For detailed insights into how scores were determined for each category, please refer to the individual project reports.

Multimodal Transportation Improvements									
Rank	Project Name	District	Total Score	Evaluation Categories					
				Additional Funding Sources	Overall Impact and Cost Ratio	Safety	Improvement of Overall Condition	Economic Development	Public Support
1	Vista Greenway Expansion and Columbia Riverwalk	3	83	3	20	25	10	10	15
2	Garners Ferry Shared Use Path <i>(from Hazelwood Rd to Devine St)</i>	6, 11	80	5	20	25	5	10	15
3	Broad River Rd <i>(from Beatty Rd to River Hill Circle)</i>	2, 4, 5	80	5	20	25	5	10	15
4	Broad River Rd <i>(from St Andrews Rd to Elmwood Ave)</i>	4, 5	80	5	20	25	5	10	15
5	Broad River Rd <i>(from Lake Murray Blvd to Greystone Blvd)</i>	1	80	5	20	25	5	10	15
6	Pickens St <i>(from Washington St to Rosewood Ave)</i>	4, 5, 10	80	3	20	22	10	10	15
7	Decker Blvd <i>(from Two Notch Rd to Percival Rd)</i>	3	78	3	20	25	5	10	15
8	Laurel Cycle Track <i>(from Harden St to Riverfront Park)</i>	3, 4, 5	76	3	20	23	5	10	15
9	Gervais St <i>(from Park St to Millwood Ave)</i>	4, 5, 3	74	5	20	19	5	10	15
10	Assembly St <i>(from Calhoun St to Blossom St)</i>	4	74	5	20	19	5	10	15

Multimodal Transportation Improvements									
Rank	Project Name	District	Total Score	Evaluation Categories					
				Additional Funding Sources	Overall Impact and Cost Ratio	Safety	Improvement of Overall Condition	Economic Development	Public Support
11	Devine St <i>(from Harden St to Millwood Ave)</i>	5, 6	73	5	20	18	5	10	15
12	Clemson Rd <i>(from Rhame Rd to Sparkleberry Ln)</i>	9	73	3	20	20	5	10	15
13	Hampton St <i>(from Huger St to Harden St)</i>	3, 4, 5	72	3	18	21	5	10	15
14	Sumter St Bike Lane/Cycle Track <i>(from Franklin St to Blossom St)</i>	4, 5	71	3	20	18	5	10	15
15	Washington St <i>(from Wayne St to Pickens St)</i>	4, 5	71	5	20	14	10	7	15
16	Harrison Rd <i>(from Two Notch Rd to Forest Dr)</i>	3, 6	70	3	20	17	5	10	15
17	Three Rivers GW	5	68	3	20	15	5	10	15
18	Covenant Rd <i>(from Two Notch Rd to Bethel Church Rd)</i>	6,3	66	3	10	23	5	10	15
19	Saluda Ave <i>(from Wheat Street to Blossom St/Devine St/Greene St)</i>	5	66	3	20	13	5	10	15
20	Greene St <i>(from Pickens St to Saluda Ave)</i>	5	65	5	20	10	5	10	15

Multimodal Transportation Improvements									
Rank	Project Name	District	Total Score	Evaluation Categories					
				Additional Funding Sources	Overall Impact and Cost Ratio	Safety	Improvement of Overall Condition	Economic Development	Public Support
21	Bluff Rd <i>(from Norfolk Southern RR to Virginia St)</i>	10	64	3	20	11	10	5	15
22	Two Notch Rd <i>(from N. Beltline Blvd to Decker Blvd)</i>	3	63	3	20	10	5	10	15
23	Whaley St <i>(from Lincoln St to Pickens St)</i>	5	62	5	10	12	5	15	15
24	Lincoln St <i>(from Lady St to College)</i>	5	62	3	20	9	5	10	15
25	Catawba St <i>(from Lincoln St to Sumter St)</i>	5	62	3	20	9	5	10	15
26	Beatty Rd <i>(from Fernandina Rd to Broad River Rd)</i>	2	61	3	10	18	5	10	15
27	Wheat St <i>(from Pickens St to Harden St)</i>	5	60	3	20	10	5	7	15
28	Wheat St <i>(from Harden St to King St)</i>	5	59	3	20	9	5	7	15
29	N Beltline Blvd <i>(from Valley Rd to Forest Dr)</i>	3	59	3	10	6	5	20	15
30	Marion St <i>(from Calhoun St to Pendleton St)</i>	4, 5	58	3	10	15	5	10	15

Multimodal Transportation Improvements									
Rank	Project Name	District	Total Score	Evaluation Categories					
				Additional Funding Sources	Overall Impact and Cost Ratio	Safety	Improvement of Overall Condition	Economic Development	Public Support
31	Lady St <i>(from Huger St to Park St)</i>	5	56	3	20	6	5	7	15
32	Pickens St <i>(from Wheat St to Calway Alley)</i>	5	56	3	20	6	5	7	15
33	Monticello-Eau Claire Greenway	4	55	3	20	12	5	10	5
34	Wayne St <i>(from Elmwood Ave to Hampton St)</i>	5, 4	43	3	2	11	5	7	15
35	Henderson St <i>(from Wheat St to St. James St)</i>	5	41	3	2	6	5	10	15
36	King St <i>(from Wheat St to Blossom St)</i>	5	36	3	2	6	5	5	15
37	Kennerly Rd <i>(from Freshly Mill Rd to St Johns Rd)</i>	1	30	0	2	23	0	0	5

APPENDIX
PEDESTRIAN SAFETY AND
ACCESS

**2025 RCT Scoring Project – Special Projects
Assembly St Phase 2 Streetscape | 0.37-mile**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	8	COC Community Investment Projects SCDOT
	Exact Category Points	8	
	Max. Category Points	10	
	Overall Category Score	8	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	21	21,400 AADT
b	(1) point for every 500 AADT that serves as primary community access	0	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	21	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	10	5 proposed refuge point
c	(10) points for every mile of undergrounding	4	0.37-mile of new streetscaping
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Improving pedestrian safety
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	15	Utility undergrounding
	Exact Category Points	34	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	5	
b	(3) points for removing standing water	3	
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	beautification
e	(5) points for enhancing connectivity	5	ADA enhancement
	Exact Category Points	21	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	0	
	Exact Category Points	0	
	Max. Category Points	20	
	Overall Category Score	0	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		78	out of 100



**2025 RCT Scoring Project – Special Projects
Assembly St Phase 3 Streetscape | 0.95-mile**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	8	COC Community Investment Projects SCDOT
	Exact Category Points	8	
	Max. Category Points	10	
	Overall Category Score	8	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	21	21,400 AADT
b	(1) point for every 500 AADT that serves as primary community access	0	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	21	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	32	16 proposed refuge point
c	(10) points for every mile of undergrounding	10	0.95-mile of new streetscaping
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Improving pedestrian safety
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	15	Utility undergrounding
	Exact Category Points	62	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	5	
b	(3) points for removing standing water	3	
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	beautification
e	(5) points for enhancing connectivity	5	ADA enhancement
	Exact Category Points	21	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	0	
	Exact Category Points	0	
	Max. Category Points	20	
	Overall Category Score	0	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	SCDOT RSA
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	SCDOT RSA
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		78	out of 100



**2025 RCT Scoring Project – Special Projects
Devine St Phase 1 | 1.58-miles**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	8	COC Community Investment Projects SCDOT
	Exact Category Points	8	
	Max. Category Points	10	
	Overall Category Score	8	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	14	14,300 AADT
b	(1) point for every 500 AADT that serves as primary community access	0	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	14	
	Max. Category Points	20	
	Overall Category Score	14	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of undergrounding	16	1.58-miles of new streetscaping
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Improving pedestrian safety
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	15	Utility undergrounding
	Exact Category Points	36	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	5	
b	(3) points for removing standing water	3	
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	beautification
e	(5) points for enhancing connectivity	5	ADA enhancement
	Exact Category Points	21	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	0	
	Exact Category Points	0	
	Max. Category Points	20	
	Overall Category Score	0	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	SCDOT RPG
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	SCDOT RPG
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		72	out of 100



2025 RCT Scoring Project – Special Projects				
Forest Dr Utility Undergrounding (from N. Beltline Blvd to Trenholm Rd) 1.69 mile				
Scoring Category		Scoring		
		Points	Notes	
1. Additional Funding Sources [Max 10 Points]				
a	(1) point for every 10% outside source	8	City of Forest Acres Transportation Penny Priorities SCDOT	
	Exact Category Points	8		
	Max. Category Points	10		
	Overall Category Score	8		
2. Overall Impact and Cost Ratio [Max 20 Points]				
a	(1) point for every 1,000 AADT	8	7600 AADT	
b	(1) point for every 500 AADT that serves as primary community access	0		
c	(1) point for every 100 AADT that serves as sole community access	0		
	Exact Category Points	8		
	Max. Category Points	20		
	Overall Category Score	8		
3. Safety [Max 25 Points]				
a	(2) points for every signalized crosswalk	0	1.69-mile of utility undergrounding	
b	(2) points for every one way crosswalk	0		
c	(10) points for every mile of undergrounding	17		
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0		
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	5		Poles are close to the road
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	0		
g	(5) points if road serves as the primary access to a community	0		
h	(5) points if road serves as the sole means of access for a community	0		
i	(15) points if it address a critical issue caused by a weather-event	15		Prevention of downed lines
	Exact Category Points	37		
	Max. Category Points	25		
	Overall Category Score	25		
4. Improvement of Overall Condition [Max 10 Points]				
a	(5) points for restoring the roadway system surfaces	0	beautification	
b	(3) points for removing standing water	0		
c	(3) points for adding or improving the drainage system	0		
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5		
e	(5) points for enhancing connectivity	0		
	Exact Category Points	5		
	Max. Category Points	10		
	Overall Category Score	5		
5. Economic Development [Max 20 Points]				
a	(10) points for opening transportation corridor to a planned County development area	10	City and County Agreement	
b	(10) points for supporting a committed economic development project	0		
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0		
d	(3/5/7/10) points for ability to connect to bus stops	0		
	Exact Category Points	10		
	Max. Category Points	20		
	Overall Category Score	10		
6. Public Support [Max 15 Points]				
a	(5) points to a project identified in the Needs Assessment	5		
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5		
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10		
	Exact Category Points	20		
	Max. Category Points	15		
	Overall Category Score	15		
Total Score		71	out of 100	

2025 RCT Scoring Project – Special Projects			
Devine St Phase 2 3.36-miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	COC Community Investment Projects
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	35	35,333 avg. AADT
b	(1) point for every 500 AADT that serves as primary community access	0	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	35	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	2	Raised medians / refuge
c	(10) points for every mile of undergrounding	34	3.36-miles of new streetscaping
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Improving pedestrian safety
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	15	Utility undergrounding
	Exact Category Points	56	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	5	
b	(3) points for removing standing water	3	
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	beautification
e	(5) points for enhancing connectivity	5	ADA enhancement
	Exact Category Points	25	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	0	
	Exact Category Points	0	
	Max. Category Points	20	
	Overall Category Score	0	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	0	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	0	
	Exact Category Points	5	
	Max. Category Points	15	
	Overall Category Score	5	
Total Score		65	out of 100

2025 RCT Scoring Project – Special Projects Harden St Phase 2 | 1.74-miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COC Community Investment Projects
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	20	19,900 AADT
b	(1) point for every 500 AADT that serves as primary community access	0	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	52	26 proposed refuge point
c	(10) points for every mile of undergrounding	17	1.74-miles of new streetscaping
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Improving pedestrian safety
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	15	Utility undergrounding
	Exact Category Points	89	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	5	
b	(3) points for removing standing water	3	
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	beautification
e	(5) points for enhancing connectivity	5	ADA enhancement
	Exact Category Points	21	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	0	
	Exact Category Points	0	
	Max. Category Points	20	
	Overall Category Score	0	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	0	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	0	
	Exact Category Points	5	
	Max. Category Points	15	
	Overall Category Score	5	
Total Score		63	out of 100



2025 RCT Scoring Project – Sidewalks George Rogers Blvd (from Rosewood Dr to Shop Rd) 0.51-mile			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	SCDOT RSA and COC
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	6600 AADT 515 ped count
b	(1) point for every 500 AADT that serves as primary community access *	2	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	3	
	Max. Category Points	20	
	Overall Category Score	3	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	2	1 signalized c/w
b	(2) points for every one way crosswalk	2	1 refuge location
c	(10) points for every mile of new sidewalk	5	0.51-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	5	Willaims Brice Stadium/Fairground
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	19	
	Max. Category Points	25	
	Overall Category Score	19	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	beautification
e	(5) points for enhancing connectivity	5	Willaims Brice Stadium/Fairground
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	SCDOT RSA
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	SCDOT RSA
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		62	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Sidewalks			
Assembly St (from Rosewood Dr to Flora St) 0.51-mile			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	SCDOT RSA and COC
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	2	3000 AADT 752 ped count
b	(1) point for every 500 AADT that serves as primary community access *	3	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	5	
	Max. Category Points	20	
	Overall Category Score	5	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	5	0.51-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	5	Student housing
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	15	
	Max. Category Points	25	
	Overall Category Score	15	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	
e	(5) points for enhancing connectivity	5	USC/Stadium/Fairground
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	SCDOT RSA
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	SCDOT RSA
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		60	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Sidewalks
Sunnyside Dr (from Forest Dr to Trenholm Rd) | 0.25 mile

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	City of Forest Acres
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	4300 AADT on Glenwood Rd no ped count
b	(1) point for every 500 AADT that serves as primary community access *	1	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	3	0.25-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	8	
	Max. Category Points	25	
	Overall Category Score	8	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	5	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Ability to connect to existing sidewalks
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	10	County and Forest Acre Agreement
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		58	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Sidewalks
Gamewell Dr (from Forest Dr to Daniel Dr) | 0.37 mile

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	City of Forest Acres
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	4600 AADT on Forest Dr no ped count
b	(1) point for every 500 AADT that serves as primary community access *	1	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	3	0.27-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	8	
	Max. Category Points	25	
	Overall Category Score	8	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	5	
b	(3) points for removing standing water	5	
c	(3) points for adding or improving the drainage system	5	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	
e	(5) points for enhancing connectivity	5	Schools and Shopping Centers
	Exact Category Points	25	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	10	County and Forest Acre Agreement
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		58	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Sidewalks George Rogers Blvd (from Key Rd to Shop Rd) 0.25-mile			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	SCDOT RSA and COC
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	6600 AADT 515 ped count
b	(1) point for every 500 AADT that serves as primary community access *	2	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	3	
	Max. Category Points	20	
	Overall Category Score	3	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	6	3 signalized c/w
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	3	0.25-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	5	Willaims Brice Stadium/Fairground
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	19	
	Max. Category Points	25	
	Overall Category Score	19	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Willaims Brice Stadium/Fairground
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	SCDOT RSA
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	SCDOT RSA
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		57	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Sidewalks Gadsden St (from Blanding St to Taylor St) | 0.12-mile

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	0	
	Exact Category Points	0	
	Max. Category Points	10	
	Overall Category Score	0	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	5	1950 AADT 2858 ped count
b	(1) point for every 500 AADT that serves as primary community access *	11	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	16	
	Max. Category Points	20	
	Overall Category Score	16	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	1	0.12-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	6	
	Max. Category Points	25	
	Overall Category Score	6	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	
e	(5) points for enhancing connectivity	5	Finlay Park/DT Columbia
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		57	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Sidewalks US-321 (from Sharpe Rd to Crane Creek Church Rd) 0.55-mile			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	50% CTC 50% Penny
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	4900 AADT on US-321 no ped count
b	(1) point for every 500 AADT that serves as primary community access *	1	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	6	0.55-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	11	
	Max. Category Points	25	
	Overall Category Score	11	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	
e	(5) points for enhancing connectivity	5	Neighborhoods
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		53	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Special Projects			
Bollard Installation in Hospitality Districts Various Locations			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COC Community Investment Projects
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	20	DT Columbia high traffic volume
b	(1) point for every 500 AADT that serves as primary community access	0	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of improvement	15	
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	5	Bollard separation
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Bollard separation
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	25	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	0	
	Exact Category Points	0	
	Max. Category Points	10	
	Overall Category Score	0	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	0	
	Exact Category Points	0	
	Max. Category Points	20	
	Overall Category Score	0	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	0	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	0	
	Exact Category Points	5	
	Max. Category Points	15	
	Overall Category Score	5	
Total Score		53	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Sidewalks
Greenlawn Dr (from Garners Ferry Rd to Atlas Rd) | 0.86-mile

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	0	
	Exact Category Points	0	
	Max. Category Points	10	
	Overall Category Score	0	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	4200 AADT on Greenlawn 32 ped count
b	(1) point for every 500 AADT that serves as primary community access *	1	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	9	0.86-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	5	Subdivisions/apt. complex
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	19	
	Max. Category Points	25	
	Overall Category Score	19	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Shopping centers
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		51	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Sidewalks			
Pedestrian Crossing Improvement at Blanding St and Gadsden St			
Scoring Category	Scoring		
	Points	Notes	
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	0	
	Exact Category Points	0	
	Max. Category Points	10	
	Overall Category Score	0	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	5	1950 AADT 2858 ped count
b	(1) point for every 500 AADT that serves as primary community access *	11	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	16	
	Max. Category Points	20	
	Overall Category Score	16	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	4	2 crosswalks needed
c	(10) points for every mile of new sidewalk	0	
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	9	
	Max. Category Points	25	
	Overall Category Score	9	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	
e	(5) points for enhancing connectivity	5	Finlay Park
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	0	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	0	
	Exact Category Points	5	
	Max. Category Points	15	
	Overall Category Score	5	
Total Score		50	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Sidewalks Bethel Church Rd (from Satchelford Rd to Trenholm Park) 0.88 mile			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	City of Forest Acres
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	2650 avg. AADT on Bethel Church no ped count
b	(1) point for every 500 AADT that serves as primary community access *	1	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	9	0.88-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	14	
	Max. Category Points	25	
	Overall Category Score	14	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Parks and Schools
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	10	County and Forest Acre Agreement
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	0	
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		49	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Sidewalks Edgewood Ave (from Two Notch Rd to Pinehurst Rd) 0.58-mile			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	0	
	Exact Category Points	0	
	Max. Category Points	10	
	Overall Category Score	0	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	2500 AADT on Two Notch 153 ped count
b	(1) point for every 500 AADT that serves as primary community access *	1	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	6	0.58-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	11	
	Max. Category Points	25	
	Overall Category Score	11	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	
e	(5) points for enhancing connectivity	5	schools and parks
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		48	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Sidewalks Pedestrian Crossing Improvement at Huger St and Laurel St			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	0	
	Exact Category Points	0	
	Max. Category Points	10	
	Overall Category Score	0	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	4	4000 AADT 1500 ped count
b	(1) point for every 500 AADT that serves as primary community access *	6	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	6	3 signalized c/w
b	(2) points for every one way crosswalk	8	4 refuge to refuge
c	(10) points for every mile of new sidewalk	0	
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	19	
	Max. Category Points	25	
	Overall Category Score	19	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Riverfront Park
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	7	Proximity to existing bus stops
	Exact Category Points	7	
	Max. Category Points	20	
	Overall Category Score	7	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	0	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	0	
	Exact Category Points	5	
	Max. Category Points	15	
	Overall Category Score	5	
Total Score		46	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Sidewalks
Spring Lake Rd (from Trenholm Park to Spring Lake Circle) | 1.2 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	City of Forest Acres
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	5300 avg. AADT on Trenholm Park no ped count
b	(1) point for every 500 AADT that serves as primary community access *	1	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	12	1.2-miles of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	17	
	Max. Category Points	25	
	Overall Category Score	17	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Forest Lake Country Club
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	10	County and Forest Acre Agreement
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	3	Proximity to existing bus stops
	Exact Category Points	13	
	Max. Category Points	20	
	Overall Category Score	13	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	0	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	0	
	Exact Category Points	5	
	Max. Category Points	15	
	Overall Category Score	5	
Total Score		45	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Sidewalks Pulaski St (from Laurel St to Blanding St) | 0.11-mile

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	0	
	Exact Category Points	0	
	Max. Category Points	10	
	Overall Category Score	0	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	2	4000 AADT 1000 ped count
b	(1) point for every 500 AADT that serves as primary community access *	4	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	6	
	Max. Category Points	20	
	Overall Category Score	6	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	1	0.11-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	6	
	Max. Category Points	25	
	Overall Category Score	6	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	5	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	
e	(5) points for enhancing connectivity	5	Vista/Finlay/DT Columbia
	Exact Category Points	15	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	7	Proximity to existing bus stops
	Exact Category Points	7	
	Max. Category Points	20	
	Overall Category Score	7	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		44	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Sidewalks Blanding St (from Blanding St to Gadsden St) 0.27-mile			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	0	
	Exact Category Points	0	
	Max. Category Points	10	
	Overall Category Score	0	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	2	4000 AADT 1000 ped count
b	(1) point for every 500 AADT that serves as primary community access *	4	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	6	
	Max. Category Points	20	
	Overall Category Score	6	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new sidewalk	3	0.27-mile of new sidewalk
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	8	
	Max. Category Points	25	
	Overall Category Score	8	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Finlay Park/DT Columbia
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	7	Proximity to existing bus stops
	Exact Category Points	7	
	Max. Category Points	20	
	Overall Category Score	7	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		41	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

APPENDIX
TRAFFIC SAFETY AND
CONGESTION



**2025 RCT Scoring Project – Special Projects
Mast Arms (Traffic Signal Upgrades) | 9 locations**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	City of Forest Acres Transportation Penny Priorities
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	9	8500 AADT
b	(1) point for every 500 AADT that serves as primary community access	0	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	9	
	Max. Category Points	20	
	Overall Category Score	9	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	16	8 locations to have signalized c/w
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of undergrounding	0	
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Signalized c/w to improve safety
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	15	Prevent downed OH traffic lights
	Exact Category Points	36	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	beautification
e	(5) points for enhancing connectivity	0	
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	10	City and County Agreement
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	0	
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	0	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	0	
	Exact Category Points	5	
	Max. Category Points	15	
	Overall Category Score	5	
Total Score		57	out of 100



APPENDIX
MULTIMODAL
TRANSPORTATION
IMPROVEMENTS



2025 RCT Scoring Project – Greenway/Pedestrian Vista Greenway Expansion and Columbia Riverwalk

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COC Community Investment Projects
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	10	recreational
b	(1) point for every 500 AADT that serves as primary community access	10	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	20	10 locations for sig. c/w
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of greenway	25	Greenway connection
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Pedestrians on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	50	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	beautification
e	(5) points for enhancing connectivity	5	ADA enhancement
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		83	out of 100

2025 RCT Scoring Project – Bikeways
Garners Ferry Rd Shared Use Path (from Hazelwood St to Devine St) | 3.40 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	COC Community Investment Projects SCDOT RSA
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	6080 AADT 16 Cyclist Count (Fall)
b	(1) point for every 500 AADT that serves as primary community access *	10	Anticipate high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	5	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	34	3.4 miles of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	39	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Shopping Centers
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Bus stops along Garners Ferry
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		80	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways Broad River Rd (from Beatty Rd to Riverhill Cir) 3.35 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	SCDOT & Walk Bike Columbia
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	9	7000 AADT 86 cyclist count
b	(1) point for every 500 AADT that serves as primary community access *	17	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	26	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	34	3.35-miles of new bikeway
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	39	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Mall, subdivisions, schools
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		80	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways
Broad River Rd (from St Andrews Rd to Elmwood Ave) | 5.24 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	SCDOT & Walk Bike Columbia
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	9	7133 avg. AADT 86 cyclist count
b	(1) point for every 500 AADT that serves as primary community access *	17	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	26	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	40	3.99-miles of new bikeway
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	45	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Shopping centers, schools, subdivisions and parks
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		80	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways Broad River Rd (from Lake Murray Blvd to Greystone Blvd) 5.77 mile			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	SCDOT & Walk Bike Columbia
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	9	4733 avg. AADT 86 Cyclist count
b	(1) point for every 500 AADT that serves as primary community access *	17	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	26	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	58	5.77 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	63	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Schools, shopping centers & subdivisions, parks
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		80	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways Pickens St (from Washington St to Rosewood Ave) 1.69 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COG Funding
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	5900 AADT 46 Cyclist Count (Fall)
b	(1) point for every 500 AADT that serves as primary community access *	10	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	17	1.69 miles of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclist on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	22	
	Max. Category Points	25	
	Overall Category Score	22	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	5	Rough patching on the road
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Downtown Columbia, USC Campus, Student Housing
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Bus stops along Pickens St
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		80	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details



2025 RCT Scoring Project – Bikeways
Decker Blvd (from Two Notch Rd to Percival Rd) | 1.97 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	6000 AADT No cyclist count
b	(1) point for every 500 AADT that serves as primary community access *	10	Improves infrastructure and safety
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	20	1.97-miles of new bikeway; There is shared use sign but no pavement marking
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	25	
	Max. Category Points	25	
	Overall Category Score	25	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Schools shopping centers, and subdivisions
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		78	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways
Laurel St Cycle Track (from Harden St to Riverfront Park) | 1.79 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COC Community Investment Projects
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	3833 AADT 31 Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	10	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	18	1.79 miles of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	23	
	Max. Category Points	25	
	Overall Category Score	23	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Downtown Columbia, Finlay Park, Riverfront Park
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		76	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways Gervais St (from Park St to Millwood Ave) 1.44 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	SCDOT RSA & Walk Bike Columbia
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	3700 AADT 37 cyclist count
b	(1) point for every 500 AADT that serves as primary community access *	10	Anticipate high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	14	1.44 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclist on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	19	
	Max. Category Points	25	
	Overall Category Score	19	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Downtown Columbia
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Bus stops along Gervais
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		74	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways
Assembly St (from Calhoun St to Blossom St) | 1.37 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	SCDOT RSA & Walk Bike Columbia
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	3050 avg. AADT 66 Cyclist Count (Fall)
b	(1) point for every 500 AADT that serves as primary community access *	10	Anticipate high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	14	1.37 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	19	
	Max. Category Points	25	
	Overall Category Score	19	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Shopping Centers
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	SCDOT RSA
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	SCDOT RSA
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		74	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways Devine St (from Harden St to Millwood Ave) 1.31 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	SCDOT RPG & Walk Bike Columbia
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	14	8700 AADT 142 Cyclist Count (Fall)
b	(1) point for every 500 AADT that serves as primary community access *	28	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	42	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	13	1.31-miles of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	18	
	Max. Category Points	25	
	Overall Category Score	18	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Student Housing & Five Points Area
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Bus stops on Devine
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	SCDOT RPG
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	SCDOT RPG
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		73	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways
Clemson Rd (from Rhame Rd to Sparkleberry Ln) | 3.69 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	3900 AADT No cyclist count
b	(1) point for every 500 AADT that serves as primary community access *	10	Anticipate high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	15	1.5 mile of new bikeway
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclist on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	20	
	Max. Category Points	25	
	Overall Category Score	20	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Shopping centers, subdivisions, and park
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		73	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways Hampton St (from Huger St to Harden St) | 1.57 mile

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COG Funding
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	6	5167 AADT 61 Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	12	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	18	
	Max. Category Points	20	
	Overall Category Score	18	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	16	1.57 miles of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclist on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	21	
	Max. Category Points	25	
	Overall Category Score	21	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Downtown Columbia
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		72	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways
Sumter St Bike Lane/Cycle Track (from Franklin St to Blossom St) | 1.74 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COC Community Investment Projects
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	16	5750 AADT 158 Cyclist Count (Fall)
b	(1) point for every 500 AADT that serves as primary community access *	31	Anticipate high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	47	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	13	1.26 miles of no bike lane/shared use path
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	18	
	Max. Category Points	25	
	Overall Category Score	18	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	USC Campus and Student Housing
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		71	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways Washington St (from Wayne St to Pickens St) 0.88 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	Part of prior penny bikeways IGA with City (Penny \$)
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	1900 AADT 98 Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	20	
c	(1) point for every 100 AADT that serves as sole community access *	0	Anticipate medium-high usage
	Exact Category Points	30	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	0.88 Miles
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	9	
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	14	
	Max. Category Points	25	
	Overall Category Score	14	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	5	Existing rough patches on road
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	Downtown Columbia
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	Proximity to existing bus stops
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	7	
	Exact Category Points	7	
	Max. Category Points	20	
	Overall Category Score	7	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	Walk Bike Columbia
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		71	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways
Harrison Rd (from Two Notch Rd to Forest Dr) | 1.17 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	1350 AADT No Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	10	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	12	1.17 Miles
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	17	
	Max. Category Points	25	
	Overall Category Score	17	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Subdivision and park
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to bus stops on Two Notch Rd and Forest Dr
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		70	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Greenway/Pedestrian Three Rivers Greenway – River Drive Pedestrian Access on Southside

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COC Community Investment Projects
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	10	recreational
b	(1) point for every 500 AADT that serves as primary community access	10	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	6	3 locations for sig. c/w
b	(2) points for every one way crosswalk	2	1 crosswalk over Broad River
c	(10) points for every mile of greenway	7	Bike lane/existing ramp modification
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	0	
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	15	
	Max. Category Points	25	
	Overall Category Score	15	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Greenway/trail connectivity
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		68	out of 100

2025 RCT Scoring Project – Bikeways			
Covenant Rd (from Two Notch Rd to Bethel Church Rd) 1.75 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	5	4000 AADT No Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	5	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	18	1.75 miles of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	23	
	Max. Category Points	25	
	Overall Category Score	23	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Shopping Center, Schools, Park
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Bus stops on Beltline
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		66	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways
Saluda Ave (from Wheat St to Blossom St/Devine St/Greene St) | 0.79 mile

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	36	2383 AADT 359 Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	72	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	108	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	8	0.79-mile of new bike lane, current signed shared route
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclist on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	13	
	Max. Category Points	25	
	Overall Category Score	13	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Five Points Center
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		66	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



**2025 RCT Scoring Project – Bikeways
Greene St (from Pickens St to Saluda Ave) | 0.48 miles**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	COC Funding & USC
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	37	3100 AADT 373 Cyclist Count (Sprg)
b	(1) point for every 500 AADT that serves as primary community access *	74	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	111	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	5	0.48 miles of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	10	
	Max. Category Points	25	
	Overall Category Score	10	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	USC Campus
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Bus stops along Greene St
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		65	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways Bluff Rd (from Norfolk Southern RR to Virginia St) 0.57 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	850 AADT Cyclist Count Unknown
b	(1) point for every 500 AADT that serves as primary community access *	10	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	6	0.57-miles of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	11	
	Max. Category Points	25	
	Overall Category Score	11	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	5	Rough patching on existing road
b	(3) points for removing standing water	3	
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	5	
e	(5) points for enhancing connectivity	5	Olympia Park and Housing
	Exact Category Points	21	
	Max. Category Points	10	
	Overall Category Score	10	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	5	Proximity to existing bus stops
	Exact Category Points	5	
	Max. Category Points	20	
	Overall Category Score	5	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		64	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways Two Notch Rd (from N. Beltline Blvd to Decker Blvd) 3.48 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	10	1900 AADT 11 Cyclist count
b	(1) point for every 500 AADT that serves as primary community access *	10	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	5	0.54 miles of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclist on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	10	
	Max. Category Points	25	
	Overall Category Score	10	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Schools and subdivisions
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		63	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



**2025 RCT Scoring Project – Bikeways
Whaley St (from Lincoln St to Pickens St) | 0.69 miles**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	5	SCDOT got CTC to resurface
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	5	3433 AADT 21 Cyclist Count (Fall)
b	(1) point for every 500 AADT that serves as primary community access *	5	Anticipate medium usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	7	0.69 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	12	
	Max. Category Points	25	
	Overall Category Score	12	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Student Housing & USC Campus
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	5	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Bus stops on Whaley
	Exact Category Points	15	
	Max. Category Points	20	
	Overall Category Score	15	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		62	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways
Lincoln St (from Lady St to College St) | 0.40 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COC Funding
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	8	3500 AADT 82 Cyclist Count (Fall)
b	(1) point for every 500 AADT that serves as primary community access *	16	Anticipate increase in high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	24	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	4	0.40 mile of new bikeway
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclist on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	9	
	Max. Category Points	25	
	Overall Category Score	9	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Vista, Convention Center, Colonial Life headed to USC campus
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		62	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

**2025 RCT Scoring Project – Bikeways
Catawba St (from Lincoln St to Sumter St) | 0.39 miles**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	7	3500 AADT 66 Cyclist Count (Fall)
b	(1) point for every 500 AADT that serves as primary community access *	13	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	4	0.39 Miles
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	9	
	Max. Category Points	25	
	Overall Category Score	9	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Student Housing & USC Campus
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		62	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways			
Beatty Rd (from Fernandina Rd to Broad River Rd) 1.29 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	5	2000 AADT No cyclist count
b	(1) point for every 500 AADT that serves as primary community access *	5	Anticipate medium usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	13	1.29-miles of new bikeway
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	18	
	Max. Category Points	25	
	Overall Category Score	18	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Subdivisions and parks
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		61	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

**2025 RCT Scoring Project – Bikeways
Wheat St (from Pickens St to Harden St) | 0.50 miles**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	32	850 AADT 317 Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	63	Anticipate medium usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	95	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	5	0.50 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	10	
	Max. Category Points	25	
	Overall Category Score	10	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	USC Campus
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	7	Bus stop on Pickens and Harden (1 block away)
	Exact Category Points	7	
	Max. Category Points	20	
	Overall Category Score	7	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		60	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways
Wheat St (from Harden St to King St) | 0.41 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	8	1000 AADT 78 Cyclist Count (Spring)
b	(1) point for every 500 AADT that serves as primary community access *	16	Anticipate medium usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	24	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	4	0.41 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	9	
	Max. Category Points	25	
	Overall Category Score	9	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	School and park
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	7	Proximity to existing bus stops
	Exact Category Points	7	
	Max. Category Points	20	
	Overall Category Score	7	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		59	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways			
N Beltline Blvd (from Valley Rd to Forest Dr) 0.10 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	5	3050 AADT No Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	5	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	1	0.10 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclist on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	6	
	Max. Category Points	25	
	Overall Category Score	6	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Subdivision and park
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	10	Forest Acres
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Bus stops on Two Notch and Forest Dr
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		59	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways Marion St (from Calhoun St to Pendleton St) 0.99 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COC Community Investment Projects
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	5	3900 AADT No Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	5	Anticipate medium usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	10	0.99 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	15	
	Max. Category Points	25	
	Overall Category Score	15	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Downtown Columbia to USC Campus
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Bus stops on Marion
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		58	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways Lady St (from Huger St to Park St) 0.49 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	9	4700 AADT; 93 Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	18	Anticipate medium-high usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	27	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	1	0.05-mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclist on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	6	
	Max. Category Points	25	
	Overall Category Score	6	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Vista, Grocery Center, Student Housing
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	7	Bus stops one block away on Gervais
	Exact Category Points	7	
	Max. Category Points	20	
	Overall Category Score	7	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		56	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.



2025 RCT Scoring Project – Bikeways Pickens St (from Wheat St to Calway Aly) 0.05 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	32	5900 AADT 317 cyclist count
b	(1) point for every 500 AADT that serves as primary community access *	63	
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	95	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	0.05-mile of new bike lane
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	1	
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	6	
	Max. Category Points	25	
	Overall Category Score	6	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	Downtown Columbia
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) points for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	Proximity to existing bus stops
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	7	
	Exact Category Points	7	
	Max. Category Points	20	
	Overall Category Score	7	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	Walk Bike Columbia
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		56	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

**2025 RCT Scoring Project – Greenway/Pedestrian
Monticello Rd-Eau Claire High School | 0.71-mile**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	COC Community Investment Projects
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	10	Recreational use
b	(1) point for every 500 AADT that serves as primary community access	10	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of bike lane	7	0.71-mile of buffered bike lanes
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	cyclist on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	12	
	Max. Category Points	25	
	Overall Category Score	12	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	ADA enhancement
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Proximity to existing bus stops
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	0	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	0	
	Exact Category Points	5	
	Max. Category Points	15	
	Overall Category Score	5	
Total Score		55	out of 100

2025 RCT Scoring Project – Bikeways

Wayne St (from Elmwood Ave to Hampton St) | 0.59 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	550 AADT No Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	1	Anticipate low usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	6	0.59 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	11	
	Max. Category Points	25	
	Overall Category Score	11	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Downtown Columbia
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	7	Bus stops one block away
	Exact Category Points	7	
	Max. Category Points	20	
	Overall Category Score	7	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		43	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways

Henderson St (from Wheat St to St. James St) | 0.07 miles

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	No AADT or Cyclist Count Recorded
b	(1) point for every 500 AADT that serves as primary community access *	1	Anticipate low usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	1	0.07 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	6	
	Max. Category Points	25	
	Overall Category Score	6	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	USC Campus
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	10	Bus stop at intersection of Pickens and Henderson
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		41	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways			
King St (from Wheat St to Blossom St) 0.09 miles			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	3	Walk Bike Columbia
	Exact Category Points	3	
	Max. Category Points	10	
	Overall Category Score	3	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	2900 AADT No Cyclist Count
b	(1) point for every 500 AADT that serves as primary community access *	1	Anticipate low usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	1	0.09 mile of new bike lane needed
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	6	
	Max. Category Points	25	
	Overall Category Score	6	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	5	Proximity to School and Park
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	5	Bus stop on Devine (2 blocks away)
	Exact Category Points	5	
	Max. Category Points	20	
	Overall Category Score	5	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	Walk Bike Columbia
c	(10) points if indicated in the upper 25% of priority by the stakeholder	10	Walk Bike Columbia
	Exact Category Points	20	
	Max. Category Points	15	
	Overall Category Score	15	
Total Score		36	out of 100

*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

2025 RCT Scoring Project – Bikeways Kennerly Rd (from Freshly Mill Rd to St Johns Rd) 1.78 mile			
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	0	
	Exact Category Points	0	
	Max. Category Points	10	
	Overall Category Score	0	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT *	1	1450 avg. AADT No Cyclist count
b	(1) point for every 500 AADT that serves as primary community access *	1	Anticipate low usage
c	(1) point for every 100 AADT that serves as sole community access *	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	0	
b	(2) points for every one way crosswalk	0	
c	(10) points for every mile of new bikeway	18	1.78-miles of new bikeway
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	0	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	0	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	Cyclists on road
g	(5) points if road serves as the primary access to a community	0	
h	(5) points if road serves as the sole means of access for a community	0	
i	(15) points if it address a critical issue caused by a weather-event	0	
	Exact Category Points	23	
	Max. Category Points	25	
	Overall Category Score	23	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces	0	
b	(3) points for removing standing water	0	
c	(3) points for adding or improving the drainage system	0	
d	(5) for ability to clear aged and rundown roadside blight within the ROW	0	
e	(5) points for enhancing connectivity	0	
	Exact Category Points	0	
	Max. Category Points	10	
	Overall Category Score	0	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	0	
b	(10) points for supporting a committed economic development project	0	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	0	
d	(3/5/7/10) points for ability to connect to bus stops	0	
	Exact Category Points	0	
	Max. Category Points	20	
	Overall Category Score	0	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	0	
c	(10) points if indicated in the upper 25% of priority by the stakeholder	0	
	Exact Category Points	5	
	Max. Category Points	15	
	Overall Category Score	5	
Total Score		30	out of 100

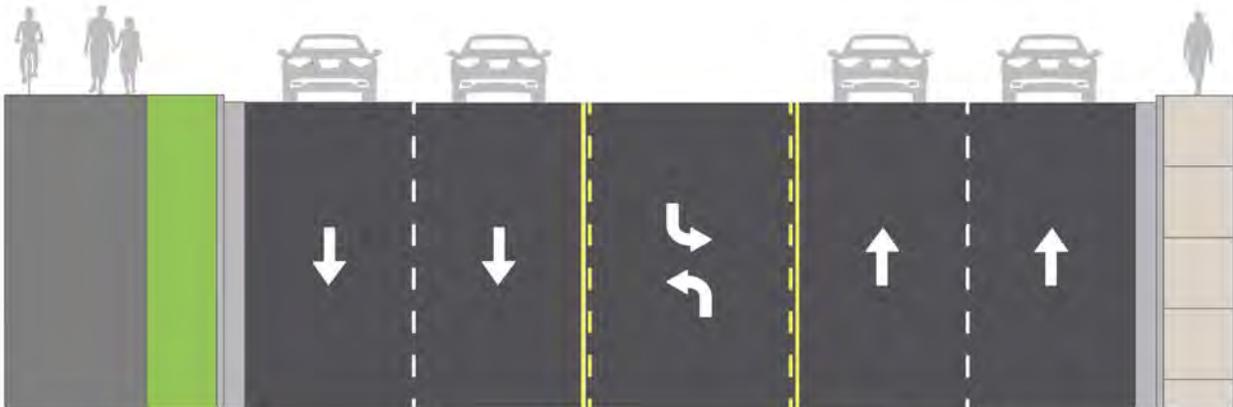
*AADT adjusted to reflect estimated pedestrian/cyclist traffic. See individual project report for more details.

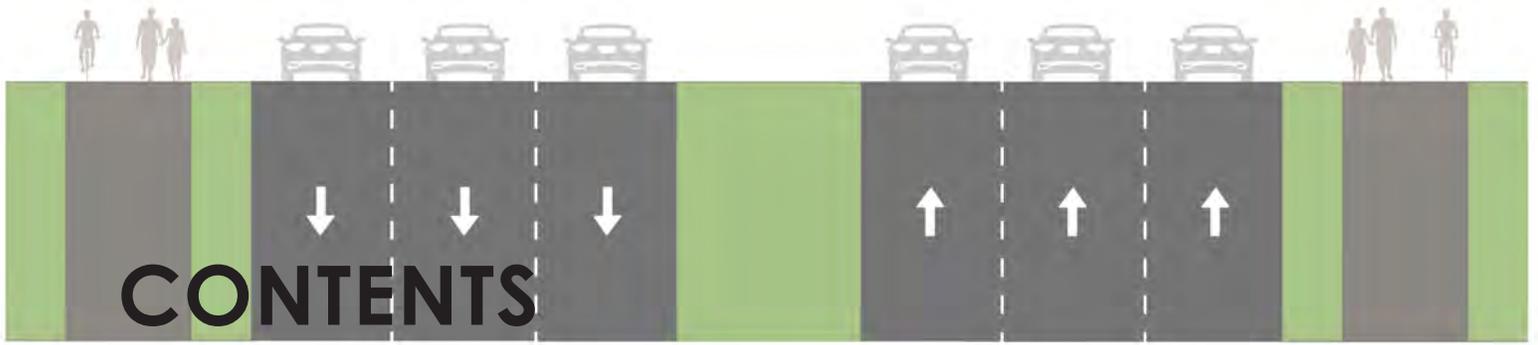


VOLUME II

Prepared by :
Stantec

RICHLAND COUNTY 2025 WIDENINGS & INTERSECTIONS PROJECT RANKINGS





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Richland County 2025 Widenings & Intersections Project Rankings

Executive Summary

In November 2024, the voters of Richland County elected to continue the one percent Transportation Sales Tax for 25 years, generating an anticipated \$4.5 billion for various project types, including Widenings, Intersection Improvements, Greenways, Bikeways, Sidewalks, Dirt Road Paving, Resurfacing, and others, to include funding for the COMET bus system. Prior to the November 2024 referendum, Richland County Council approved a resolution titled “Adopting the 2024 Penny Projects, Principles and Categories.” In addition to identifying funding categories and amounts, this resolution identified six (6) principles to determine an individual project’s score.

These principles are:

- 1. Additional Funding Sources**
- 2. Overall Impact and Cost Ratio**
- 3. Safety**
- 4. Improvement of Overall Condition**
- 5. Economic Development**
- 6. Public Support**

This document summarizes two (2) of the 2024 Penny Program categories: widenings and intersections. A total of 27 widenings and 65 intersections were identified by Richland County and have been evaluated and scored per the County’s resolution. Scores have been assigned for each of the widenings and intersections in accordance with the above principles. A general overview of the processes and procedures used per principle is as follows.

1. Additional Funding Sources

Up to 10 points were assigned if outside funding had previously been identified. Those projects are currently identified by the Central Midlands Council of Governments in the 2045 Long Range Transportation Plan.

2. Overall Impact and Cost Ratio

A maximum of 20 points were available, with 1 point being assigned for every average daily 1,000 vehicles, such that a road with 10,000 vehicles per day received 10 points. 2024 traffic volumes were obtained from SCDOT roadways within the widenings category and individual turning movement counts were collected in Spring 2025 for the intersections category.

3. Safety

This principle consisted of multiple items related to safety, including the presence of any planned crosswalks, pedestrian signal warrants, sidewalks. In addition, vehicle verses pedestrian conflicts, access to communities, improvement opportunities related to weather events, and crash data. Richland County provided crash data between 2019 and 2024. A total of 25 points were available for this principle.

4. Improvement of Overall Condition

Several items contributed to this principle having a maximum score of 10 points, including resurfacing, removing standing water, improving the current drainage system, and the opportunity to clear aged or rundown roadside blight. Information and scoring regarding blight were provided by Richland County staff.

5. Economic Development

Up to 20 points were available for projects opening a corridor for a planned development area, providing support to a committed economic development project, and providing capacity to alternative roadways/intersections for planned economic development areas. These scores were provided by Richland County staff.

6. Public Support

The final principle had 15 points available, based on the project having been identified in the 2024 Needs Assessment and within the upper 50% or 25% of priority by stakeholders.

The projects were then ranked with a maximum of 100 points available. Individual project sheets have been prepared showing the project location, traffic information, intersections that are currently signalized, those currently non-signalized intersections that meet warrants for signalization and conceptual improvements. As projects are potentially further developed based on Council direction, detailed engineering studies and design will need to be performed. The following pages include a summary of the rankings for the Widenings and Intersections categories, as well as individual project sheets.

Richland County Project Rankings



WIDENINGS

Rank	Name	From	To	Score
1	Main Street (US 21)	I 77 (Ex 24)	Langford Road	76.4
2	Two Notch US 1 Pontiac	Richland County Line	S-53 Spears Creek	68.2
3	US 76	Broad River Road (US 176)	SC 6	68
4	Rimer Pond	US 21	Hardscrabble Road	66.5
5	Kennerly Road S-129	Hollingshed Road	Broad River Road	66
6	Longtown Road	Farrow Road	Longtown Road E/W	65.2
7	Broad River Road US 176 North	I-26	Chapin Road	63.5
8	Shady Grove Road	Broad River Road	Koon Road	60.8
9	N Springs Road	Brickyard Road	Clemson Road	60.4
10	Hardscrabble Road North	Langford Road	Kelly Mill Road	60.3
11	US 76	Shadowood Drive	Richland County Line	58.9
12	Lost Creek Drive	Broad River Road	Boat Ramp Road	57.1
13	Blythewood Road	I 77 (Ex 27)	Main Street	56.5
14	Rabon Road	SC 555	US 1	53.8
15	Percival Road	I 77	Clemson Road	51.1
16	Garners Ferry Road	Trotter Road	Lower Richland Boulevard	51
17	Rauch Metz Road	Dutch Fork Road	Broad River Road (US 176)	49.1
18	Bookman Road S-53	Two Notch Road	Kelly Mill Road	48.5
19	Langford Road	Main Street	Hardscrabble Road	47.6
20	Sunset Drive	Elmhurst Road	River Drive	45
21	Percival Road	Forest Drive	Decker Boulevard	45
22	Bluff Industrial Boulevard	Bluff Road	Silo Court	28
23	Patterson Road	Garners Ferry Road	Caroline Road	24.7
24	Spears Creek Ch Road	I 20 (Ex 82)	Percival Road	17
25	South Stadium Road	Bluff Road	End	9
26	National Guard Road	Bluff Road	End	9
27	Silo Court	Bluff Industrial Boulevard	End	7

Richland County Project Rankings



INTERSECTIONS

Rank	Project	Score
1	Broad River Road/Riverhill Circle	72
2	US 321/Blythewood Road	71
3	Rimer Pond Road/Wilson Boulevard	66
4	Longtown Road/Rimer Pond	65
5	SC 60/Columbiana Drive	64
6	Farrow Road/Frye Road	63.6
7	Broad River Road/Shivers Road	61
8	US 378/Old Garners Ferry Road	61
9	Langford Road/Main Street/Blythewood Road (2 locations)	59
10	Broad River Road/Piney Woods Road	58
11	SC 48/Pineview Drive	55.1
12	Assembly Street/Gervais Street	55
13	Bookman Road/Old Two Notch Road/Plantation Point	55
14	Huger Street/Lady Street	54
15	Olympia Avenue/Heyward Street/Wayne Street	54
16	US 76/Mount Vernon Church Road	53
17	US 378/Pineview Drive	52
18	Clemson Road/Winslow Way	51
19	Browning Road (Frontage Road) S-2892/Zimelcrest Drive S-672	51
20	Hollingshed Road/Lost Creek Drive	50.8
21	SC 6/Village Lane	50
22	SC 6/Leamington Way	50
23	Lawton Street/Monticello Road (2 locations)	49.9
24	Two Notch Road/Polo Road	49
25	Bethel Church Road/Atascadero Drive	48
26	US 76/Johnson Marina Road	48
27	US 176/Bickley Road	45
28	SC 16 (Beltline Boulevard)/S-228 (English Avenue)	45
29	US 378/Trotter Road/Old Garners Ferry Road	45
30	US 378/East Exchange	44
31	Olympia Avenue/Bluff Road	43
32	US 76/Three Dog Road	42
33	North Springs Road/South Springs Road	42
34	Huger Street/Gervais Street	41
35	Sparkleberry Lane/Wotan Road	40
36	Assembly Street/Lady Street	40
37	Lakeshore Drive/Forest Lake Place	40
38	Sparkleberry Lane/Viking Drive	39.8
39	Clemson Road/Ashcroft Circle/Prina Lane	39
40	Hollingshed Road/Raintree Drive	38.5
41	Dutch Fork Road/Mill Place Drive	38
42	North Springs Road/Mill Field Road	37.1
43	Millwood Avenue/Carlisle Street	36
44	US 378/Old Eastover Road	36
45	US 176/Chapin Road	31.6
46	US 321/Lorick Road (multiple turn lanes- 3 of 5 locations)	27.8
47	Millwood Avenue/Gladden Street	27
48	US 321/Koon Store Road/Dubard Boyle Road (multiple turn lanes- 1 and 2 of 5 locations)	24.8
49	Riverbanks Zoo/Greystone Boulevard/Candi Lane	23.9
50	US 321/Cedar Creek Road (multiple turn lanes- 4 of 5 locations)	21.3
51	Bluff Road/Lower Richland Boulevard	20.2
52	US 321/Muller Road (multiple turn lanes- 5 of 5 locations)	19.9
53	Ridge Road/Lower Richland Boulevard	19.6
54	US 601 (McCords Ferry Road/Screaming Eagle Road)	19.4

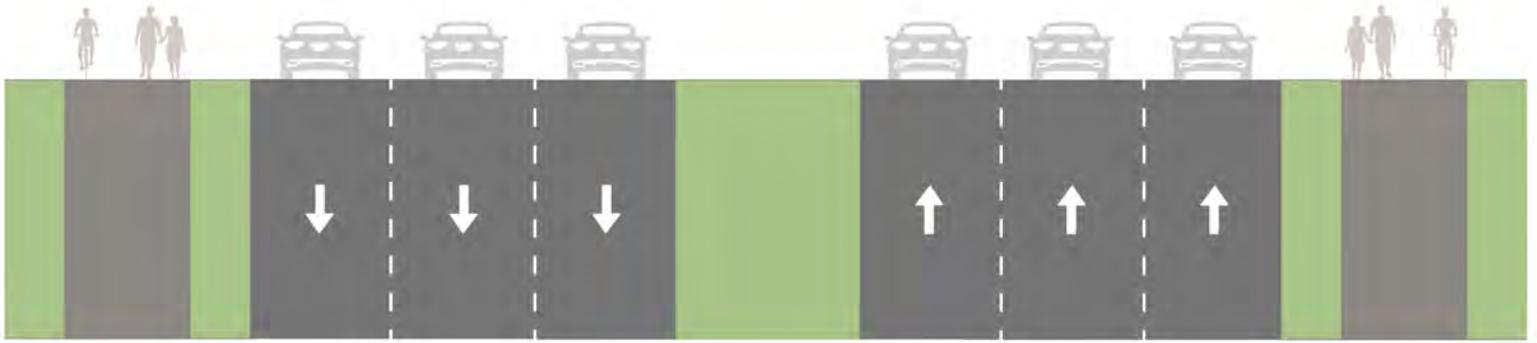
Richland County Project Rankings



INTERSECTIONS CONTINUED

Rank	Project	Score
55	Ridge Road/Harmon Road	18.5
56	Broad River Road/Hopewell Church Road	18.1
57	US 321/Campground Road	18.1
58	Bluff Road/MLK Boulevard	17.3
59	Bluff Road/Congaree Road	17.1
60	Broad River Road/Canterfield Road (at Spring Hill High School)	17.1
61	Tobacco Barn Road/Loner Road/Blythewood Road (3 locations)	16.9
62	Bluff Road/Saint Marks Road	16.2
63	Kennerly Road S-217/Old Tamah Road S-244	16.2
64	Crane Church Road/Heyward Brockington Road/Dubard Boyle (2 locations)	16

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WIDENING PROJECTS

Main Street (US 21)

from I 77 (EX 24) to Langford Road | Blythewood, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

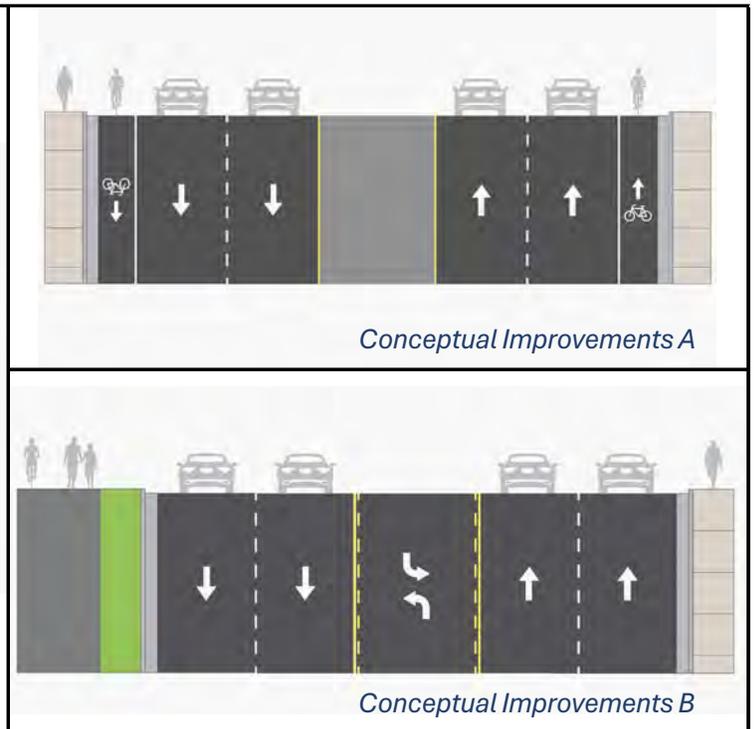
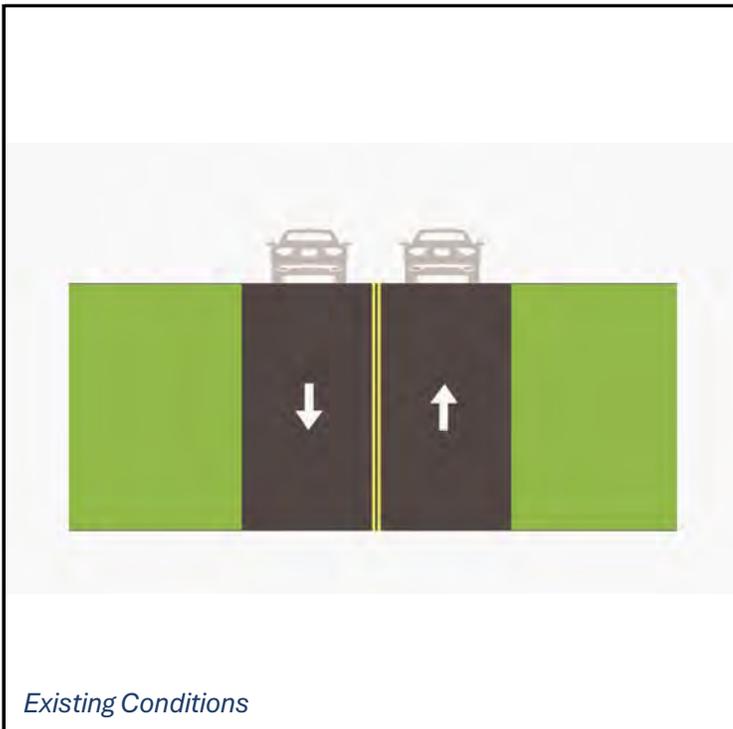
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

3 miles

Annual Average Daily Traffic (AADT) in 2024

16,400





Main Street

from I 77 (EX 24) to Langford Road | Blythewood, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Corridor AADT	16,400	16.4	20
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SAFETY

3. Miles of new sidewalk in planned project	3.0	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	No		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	15	20
14. Will the project support a committed economic development project?	Yes		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Yes		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	10	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	76.4		100
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Two Notch US 1 Pontiac

Widening

from Richland County Line to S-53 Spears Creek Church Road | Elgin, SC

PROJECT OVERVIEW

Project Sponsor: CMCOG



Location Map

Description of Planned Improvements

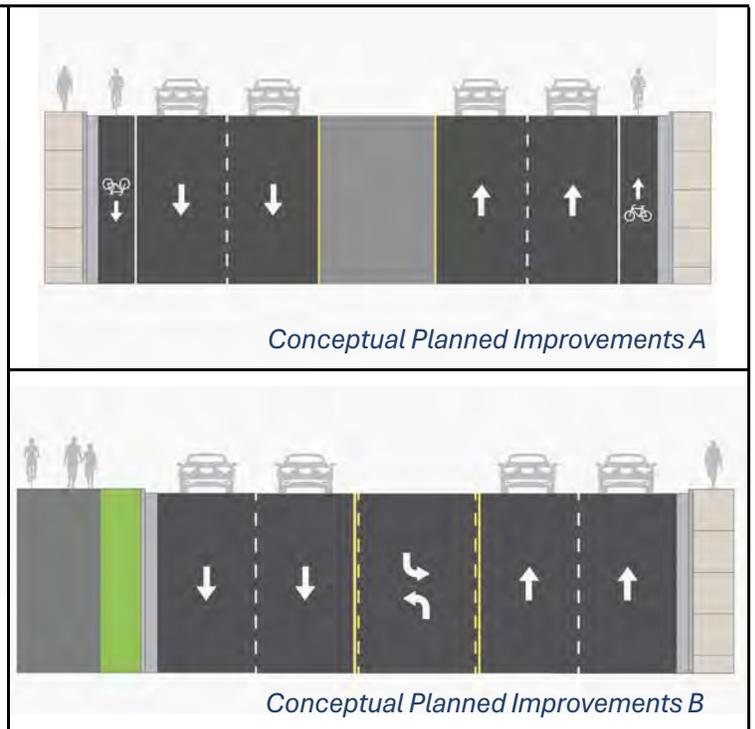
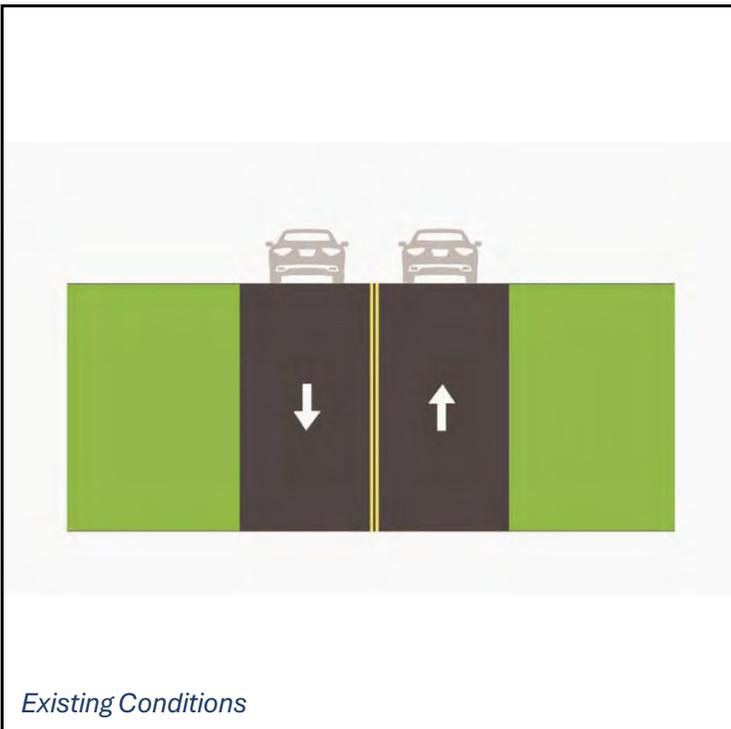
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

2.6 miles

Annual Average Daily Traffic (AADT) in 2024

13,200





Two Notch US 1 Pontiac

from Richland County Line to S-53 Spears Creek Church Road | Elgin, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	Score 5	Max 10
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OVERALL IMPACT & COST RATIO

2. Corridor AADT	13,200	Score 13.2	Max 20
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SAFETY

3. Miles of new sidewalk in planned project	2.6	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	Yes		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	15	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		

TOTAL	68.2		100
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US 76

from Broad River Road (US 176) to SC 6 | Irmo, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

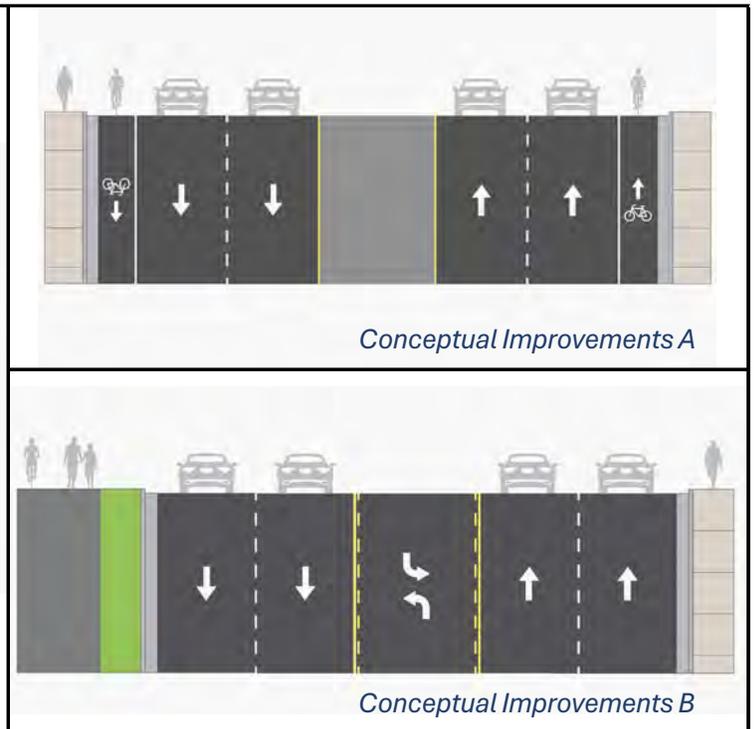
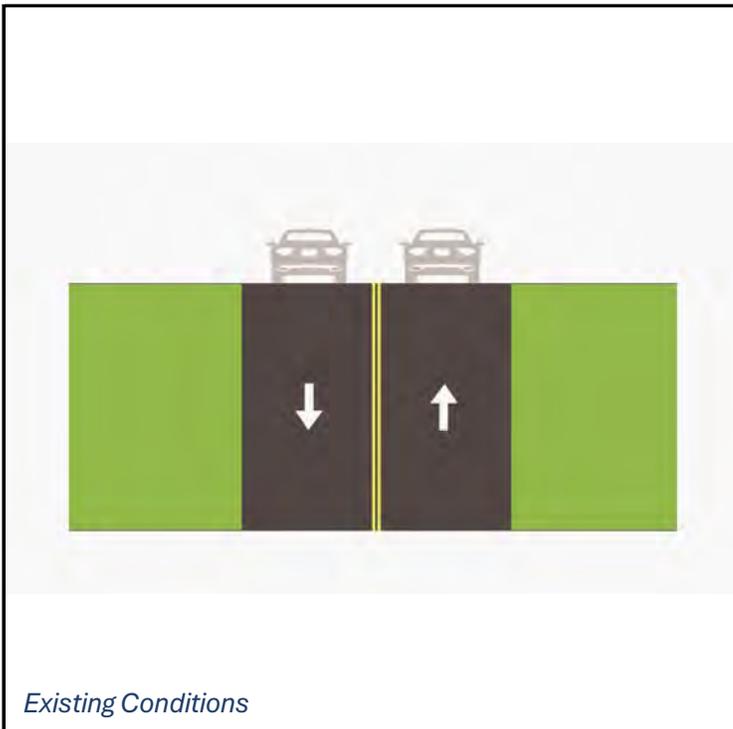
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

1.2 miles

Annual Average Daily Traffic (AADT) in 2024

27,900





US 76

from Broad River Road (US 176) to SC 6 | Irmo, SC

Widening

PROJECT SCORING

		Score	Max
ADDITIONAL FUNDING SOURCES			
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	27,900	20	20
SAFETY			
3. Miles of new sidewalk in planned project	1.2	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	15	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		
TOTAL		68	100



Rimer Pond Road

from US 21 to Hardscrabble Road | Columbia, SC

Project Sponsor: SCDOT

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

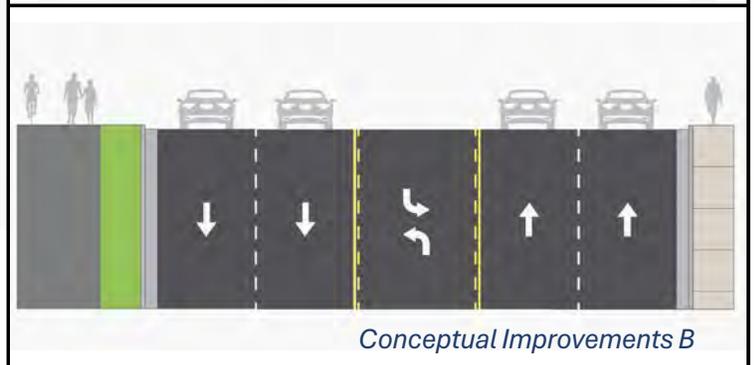
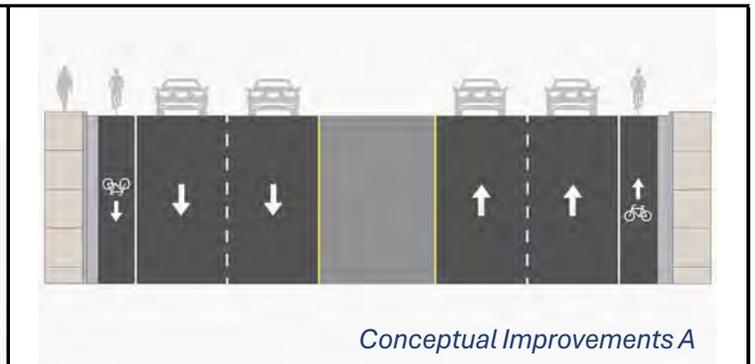
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

4.1 miles

Annual Average Daily Traffic (AADT) in 2024

8,500





Rimer Pond Road

from US 21 to Hardscrabble Road | Columbia, SC

Widening

PROJECT SCORING

		Score	Max
ADDITIONAL FUNDING SOURCES			
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	8,500	8.5	20
SAFETY			
3. Miles of new sidewalk in planned project	4.1	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	Yes		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	15	20
14. Will the project support a committed economic development project?	Yes		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Yes		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	10	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		
TOTAL		66.5	100



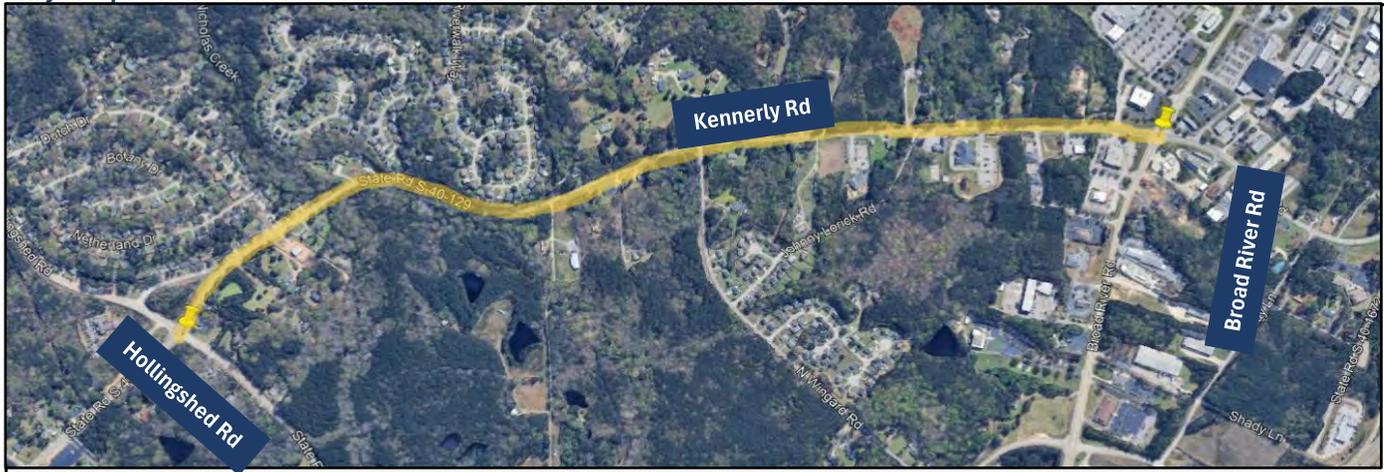
Kennerly Road (State Road S-40-129)

Hollingshed Road to Broad River Road | Irmo, SC

Project Sponsor: CMCOG

Widening

PROJECT OVERVIEW



Location Map

Description of Conceptual Improvements

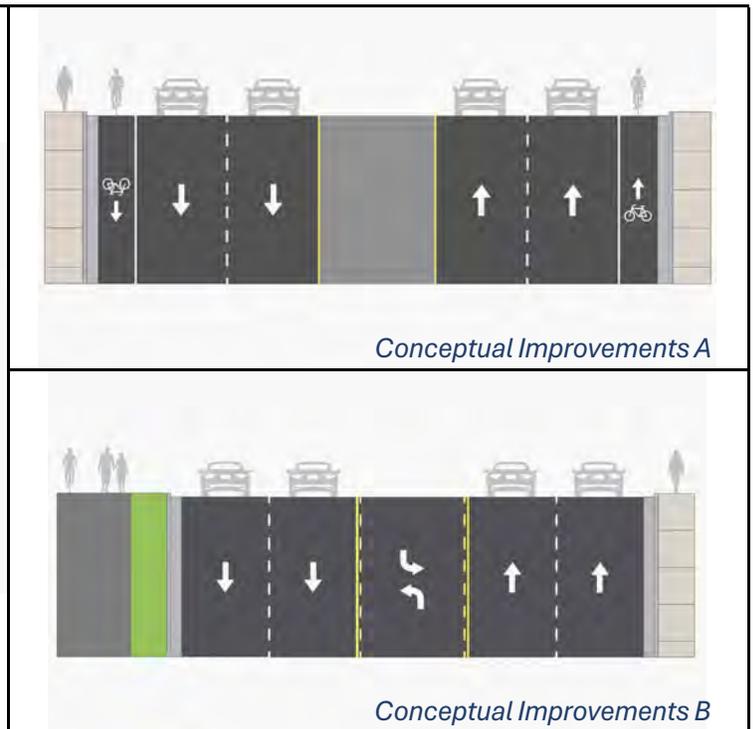
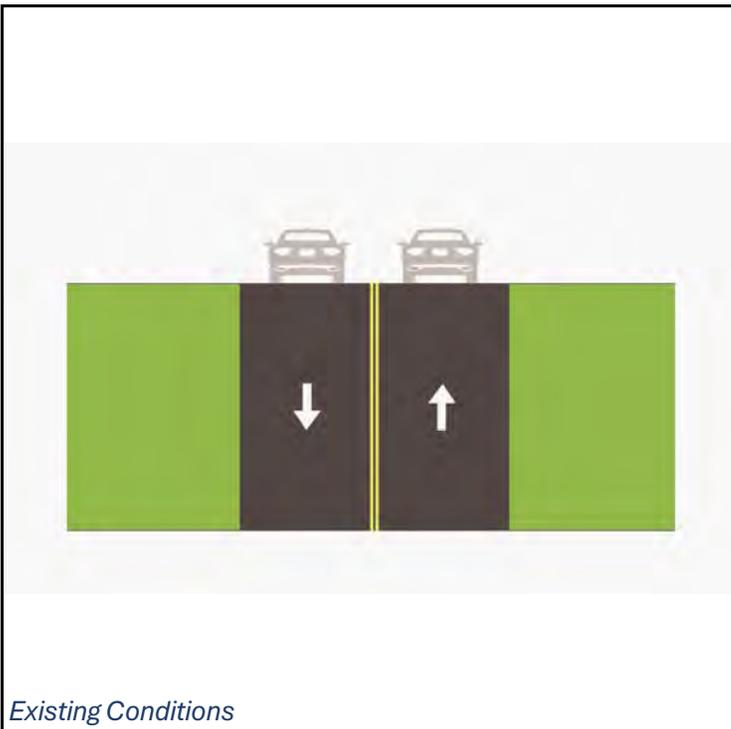
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

1.3 miles

Annual Average Daily Traffic (AADT) in 2024

17,600





Kennerly Road (State Road S-40-129)

Hollingshed Road to Broad River Road | Irmo, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	Score 5	Max 10
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OVERALL IMPACT & COST RATIO

2. Corridor AADT	17,600	Score 20	Max 20
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SAFETY

3. Miles of new sidewalk in planned project	1.3	Score 18	Max 25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	Score 8	Max 10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	Score 0	Max 20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	Score 15	Max 15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		

TOTAL	66		100
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Longtown Road

from Farrow Road to Longtown Road E/W | Killian, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

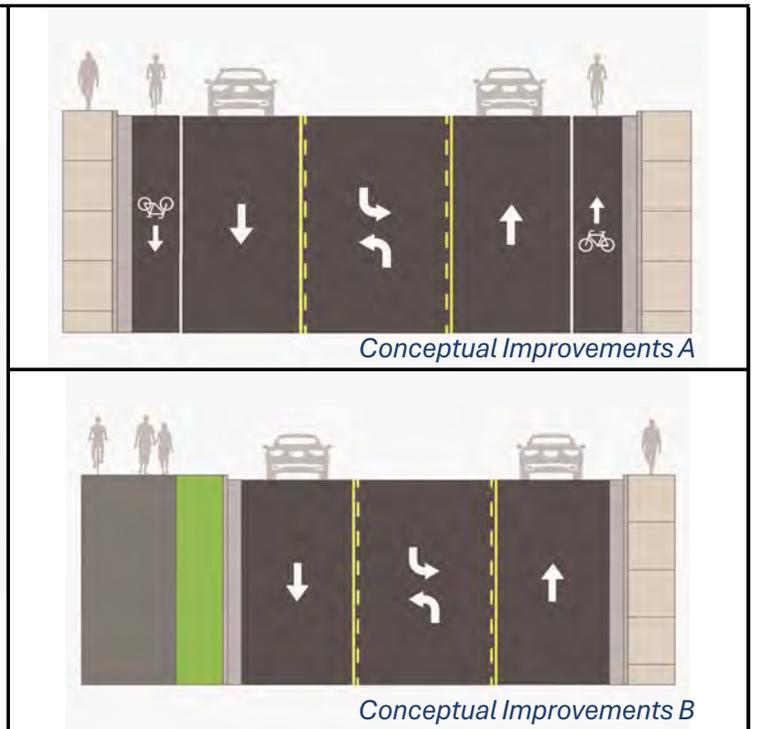
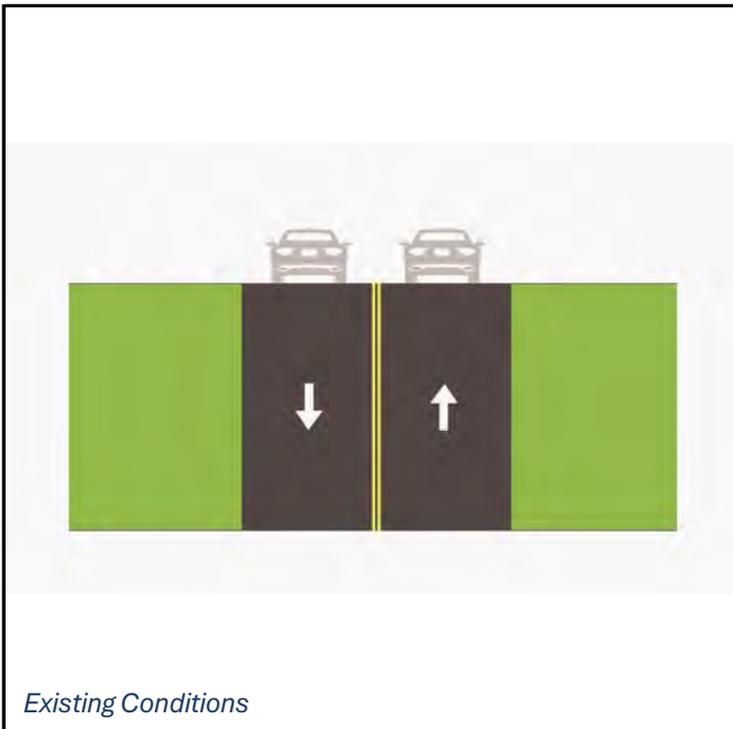
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

2.5 miles

Annual Average Daily Traffic (AADT) in 2024

10,200





Longtown Road

from Farrow Road to Longtown Road E/W | Killian, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Corridor AADT	10,200	10.2	20
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SAFETY

3. Miles of new sidewalk in planned project	2.5	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	Yes		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	15	20
14. Will the project support a committed economic development project?	Yes		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Yes		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	65.2	100
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Broad River Road US 176 North

from I-26 to Chapin Road | Little Mountain, SC

Project Sponsor: CMCOG

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

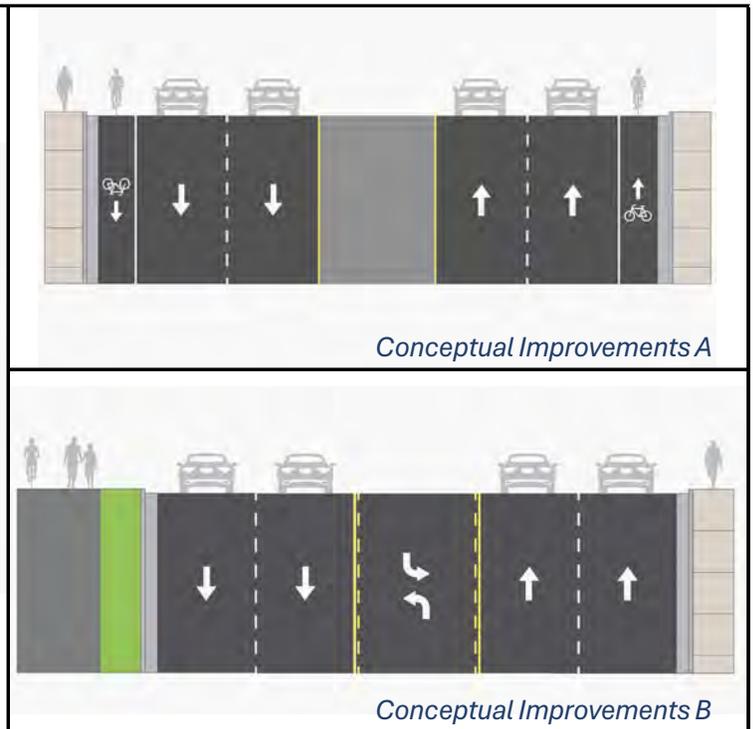
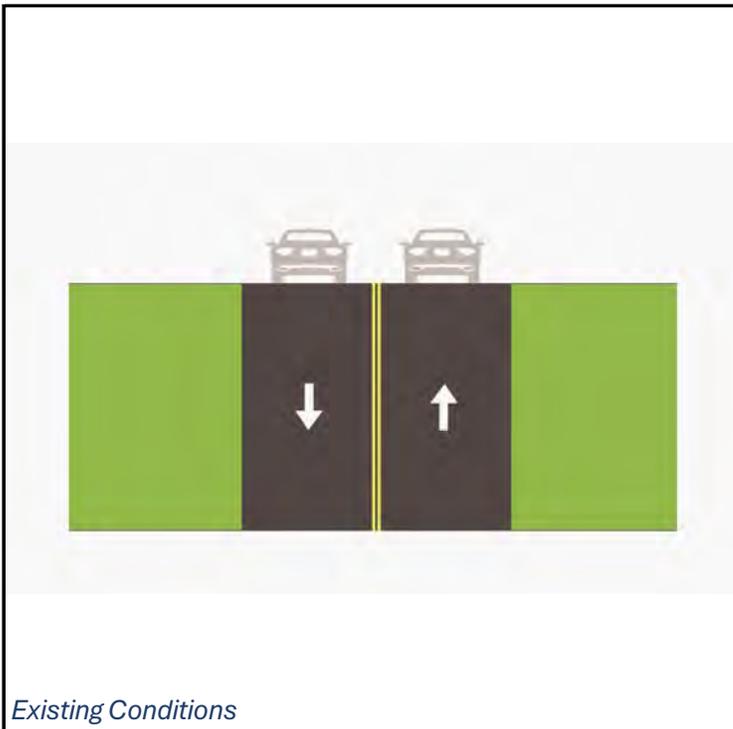
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

1.9 miles

Annual Average Daily Traffic (AADT) in 2024

13,500





Broad River Road US 176 North

from I-26 to Chapin Road | Little Mountain, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	50%	5	10

OVERALL IMPACT & COST RATIO

2. Corridor AADT	13,500	13.5	20
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SAFETY

3. Miles of new sidewalk in planned project	1.9	20	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	Yes		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	15	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		

TOTAL	63.5	100
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Shady Grove Road

from Broad River Road to Koon Road | Irmo, SC

Project Sponsor: CMCOG

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

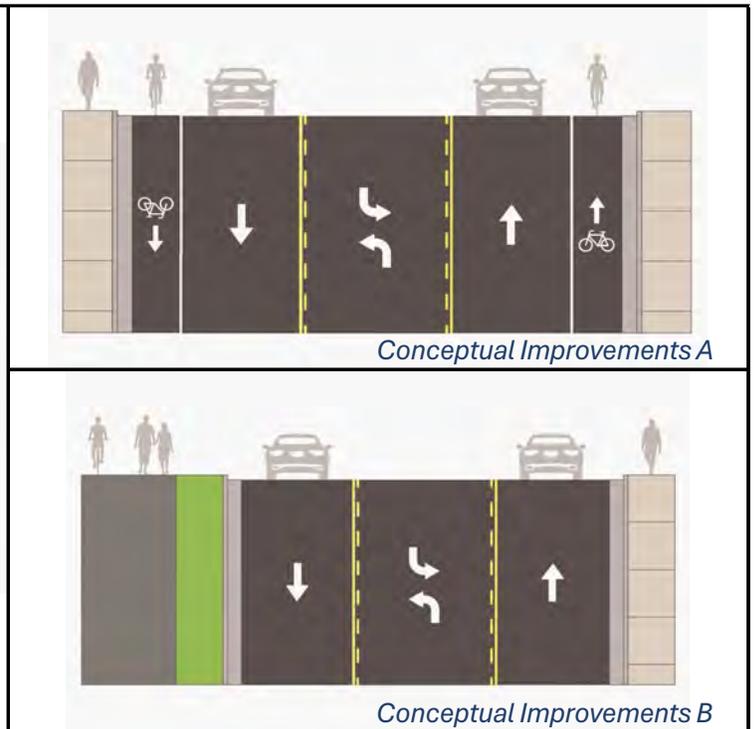
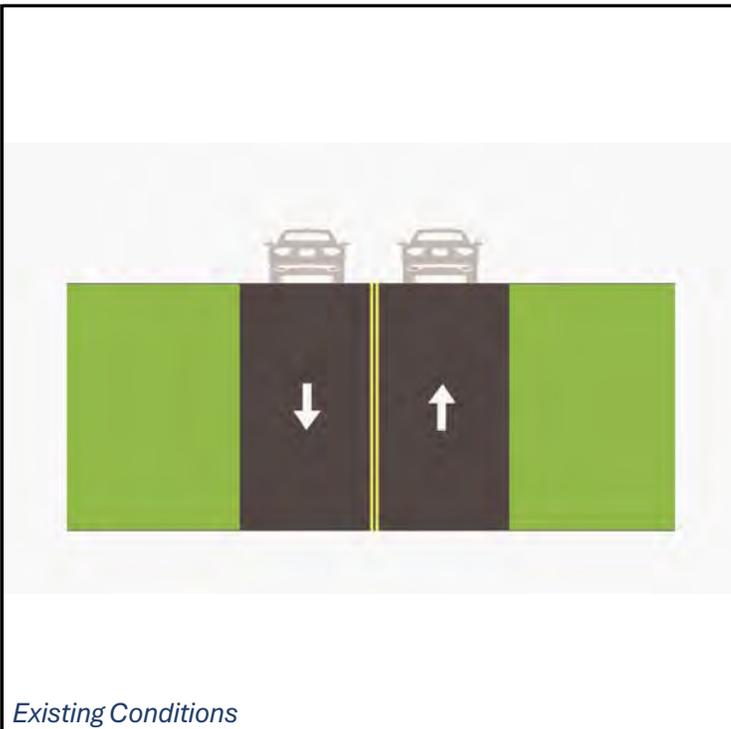
Widen the existing two lanes in each direction and add a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

2.3 miles

Annual Average Daily Traffic (AADT) in 2024

7,800





Shady Grove Road

from Broad River Road to Koon Road | Irmo, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	50%	5	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	7,800	7.8	20
SAFETY			
3. Miles of new sidewalk in planned project	2.3	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	15	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		
TOTAL		60.8	100

North Springs Road

from North Brickyard Road to Clemson Road | Columbia, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

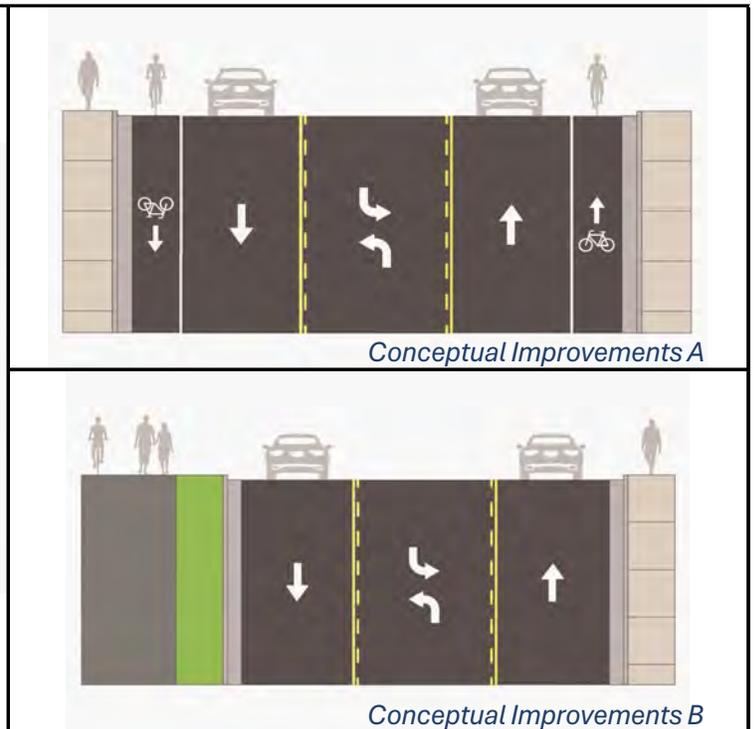
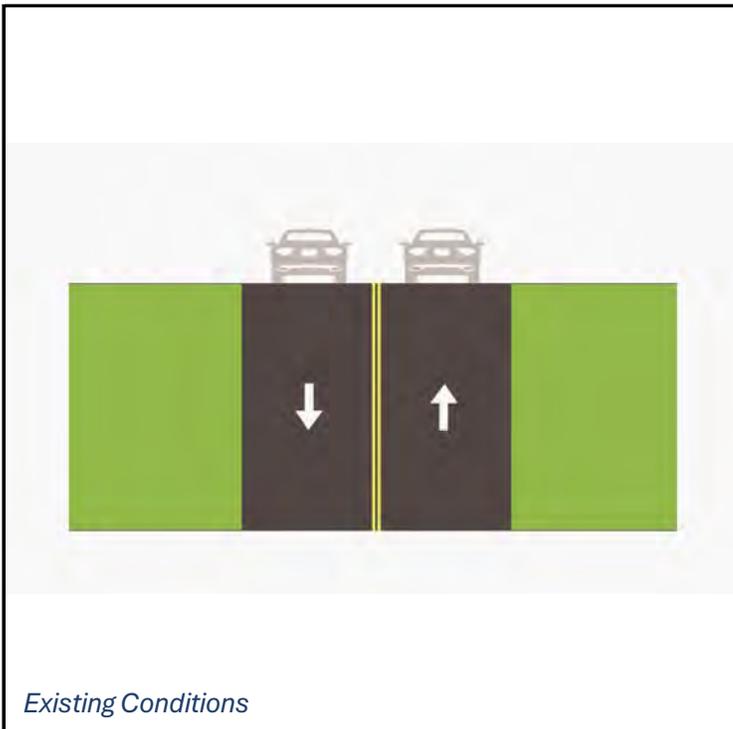
Widen the existing two lanes in each direction plus a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

1.7 miles

Annual Average Daily Traffic (AADT) in 2024

15,400





North Springs Road

from North Brickyard Road to Clemson Road | Columbia, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Corridor AADT	15,400	15.4	20
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SAFETY

3. Miles of new sidewalk in planned project	1.2	20	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	15	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	60.4	100
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Hardscrabble Road North

from Langford Road to Kelly Mill Road | Columbia, SC

Project Sponsor: CMCOG

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

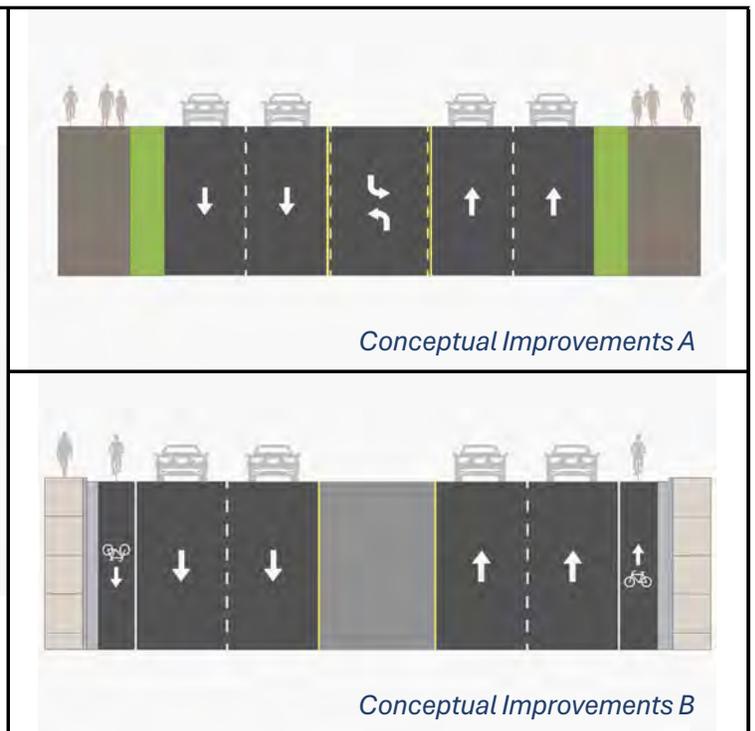
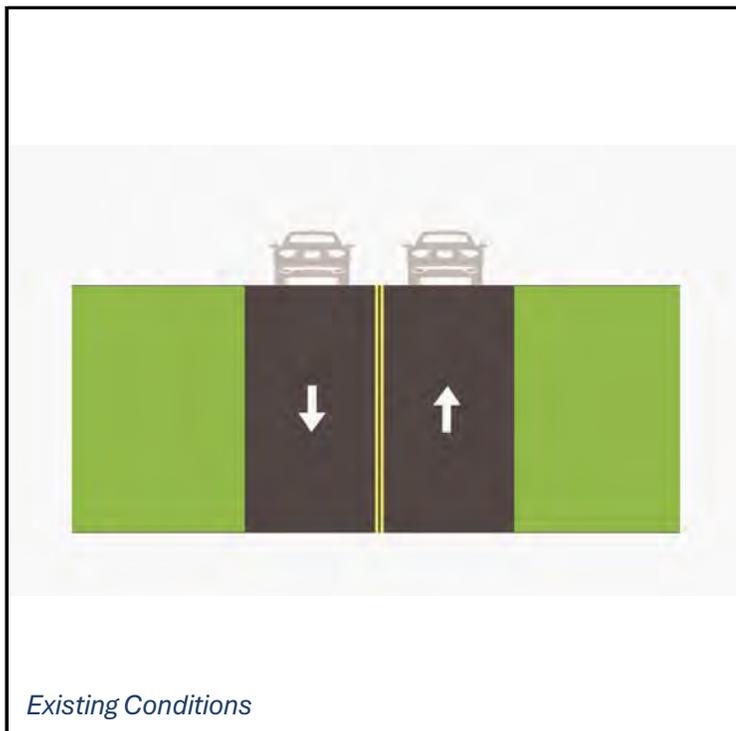
Widen the existing two lanes in each direction plus a center lane with shoulders on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

0.9 miles

Annual Average Daily Traffic (AADT) in 2024

8,300





Hardscrabble Road North

from Langford Road to Kelly Mill Road | Columbia, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	5	Max 10
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OVERALL IMPACT & COST RATIO

2. Corridor AADT	8,300	8.3	20
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SAFETY

3. Miles of new sidewalk in planned project	0.9	9	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	No		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	15	20
14. Will the project support a committed economic development project?	Yes		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Yes		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	15	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		

TOTAL	60.3		100
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US 76

Widening

from Shadowood Drive to Richland County Line | Columbia, SC

PROJECT OVERVIEW

Project Sponsor: Public Input



Location Map

Description of Planned Improvements

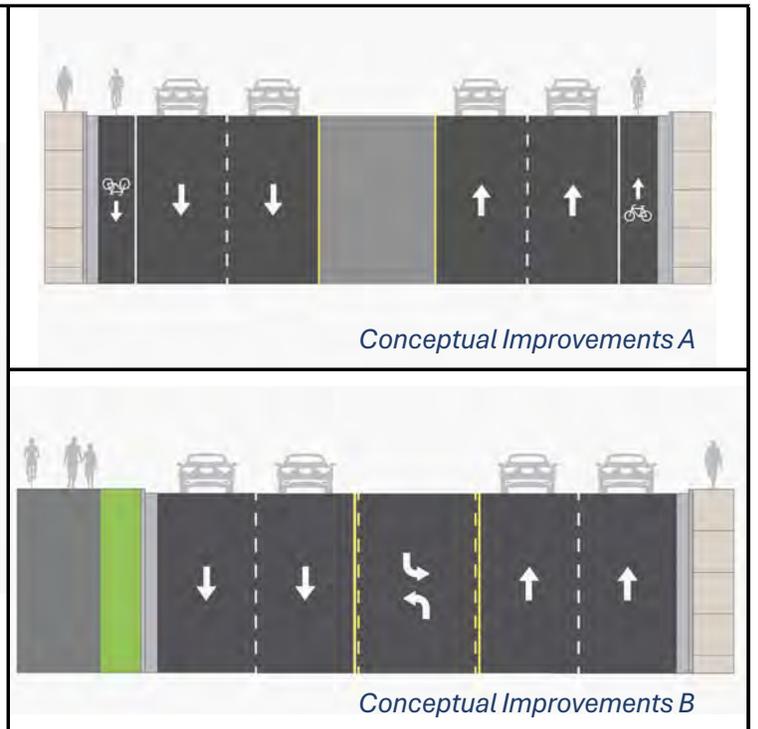
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

4 miles

Annual Average Daily Traffic (AADT) in 2024

15,900





US 76

from Shadowood Drive to Richland County Line | Columbia, SC

Widening

PROJECT SCORING

		Score	Max
ADDITIONAL FUNDING SOURCES			
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	15,900	15.9	20
SAFETY			
3. Miles of new sidewalk in planned project	4.0	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	No		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	10	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		
TOTAL		58.9	100

Lost Creek Drive

from Broad River Road to Boat Ramp Road | Columbia, SC

Project Sponsor: CMCOG

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

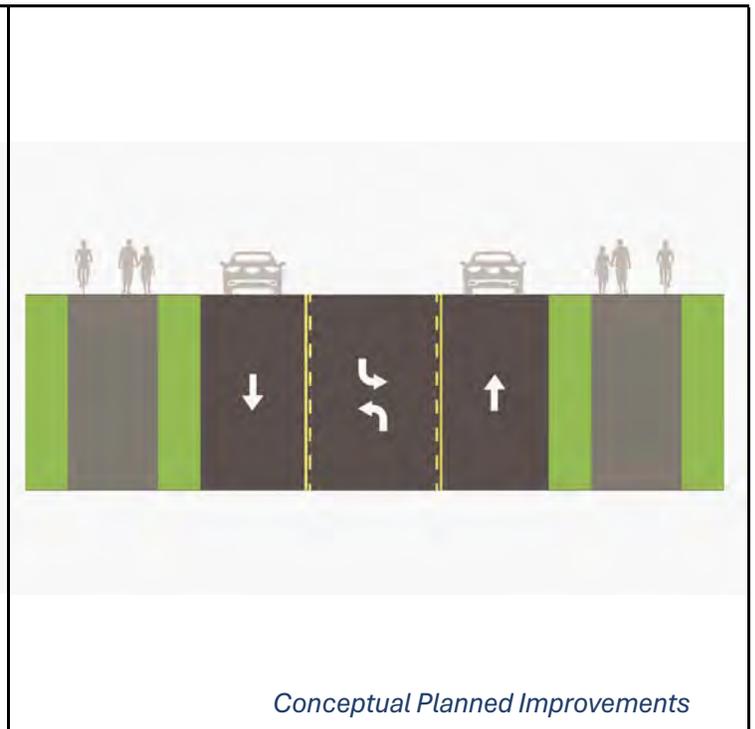
Widen the existing two lanes in each direction plus a center lane with shoulders on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

2.9 miles

Annual Average Daily Traffic (AADT) in 2024

4,100





Lost Creek Drive

from Broad River Road to Boat Ramp Road | Columbia, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	50%	5	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	4,100	4.1	20
SAFETY			
3. Miles of new sidewalk in planned project	2.9	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	Yes		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	15	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		
TOTAL		57.1	100

Blythewood Road

from I 77 (Ex 27) to Main Street | Blythewood, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

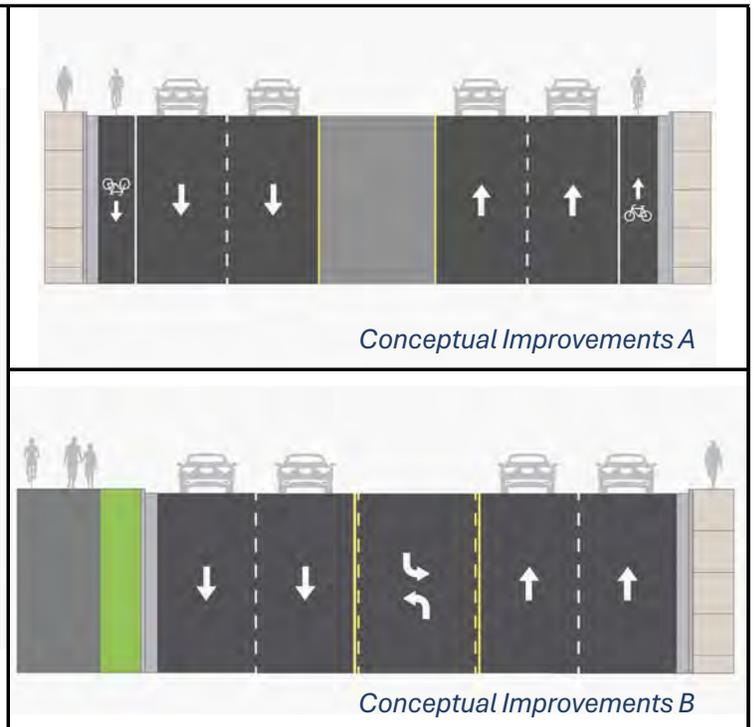
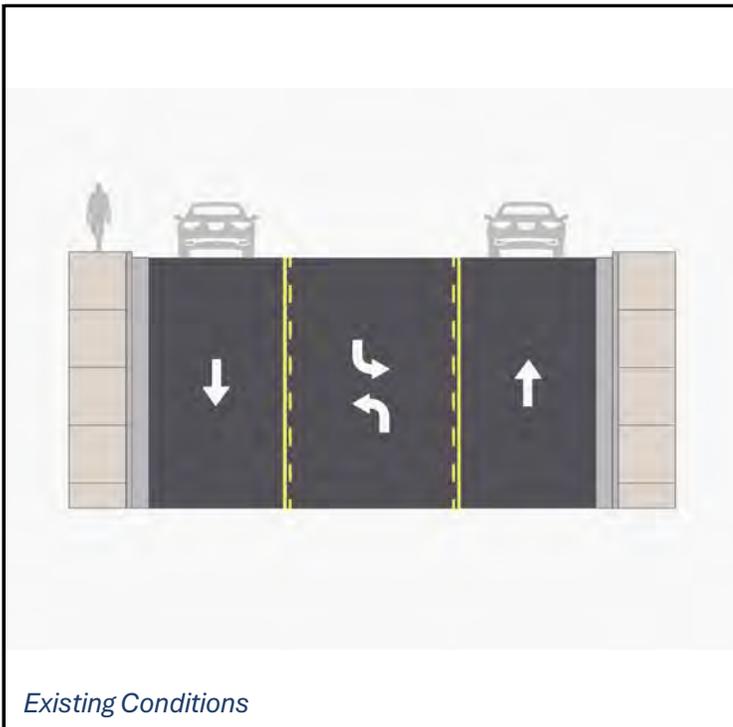
Widen the existing two lanes in each direction plus a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

0.5 miles

Annual Average Daily Traffic (AADT) in 2024

16,500





Blythewood Road

from I 77 (Ex 27) to Main Street | Blythewood, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Corridor AADT	16,500	16.5	20
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SAFETY

3. Miles of new sidewalk in planned project	0.0	0	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	No		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	Yes	20	20
14. Will the project support a committed economic development project?	Yes		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Yes		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	10	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	56.5	100
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Rabon Road

from SC 555 to US 1 | Columbia, SC

Project Sponsor: SCDOT

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

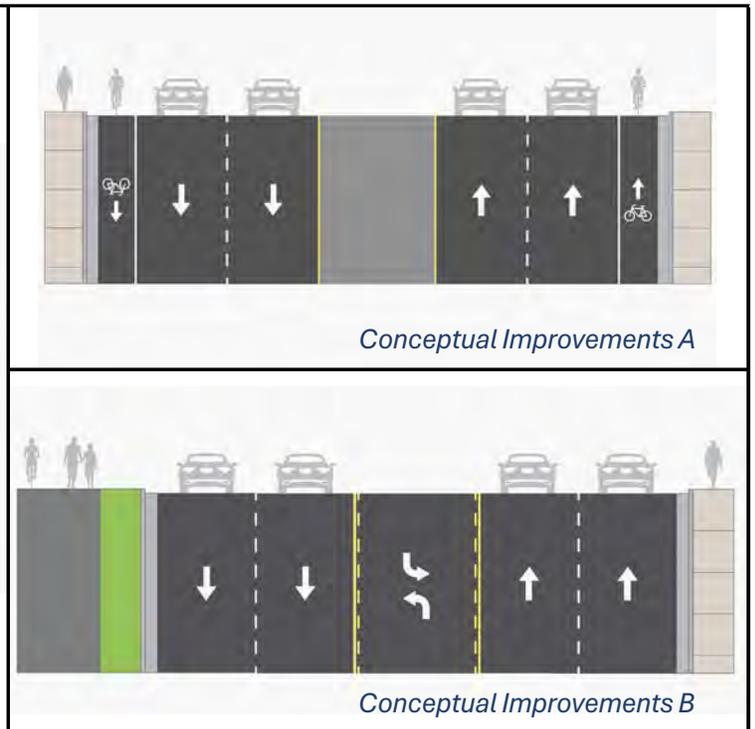
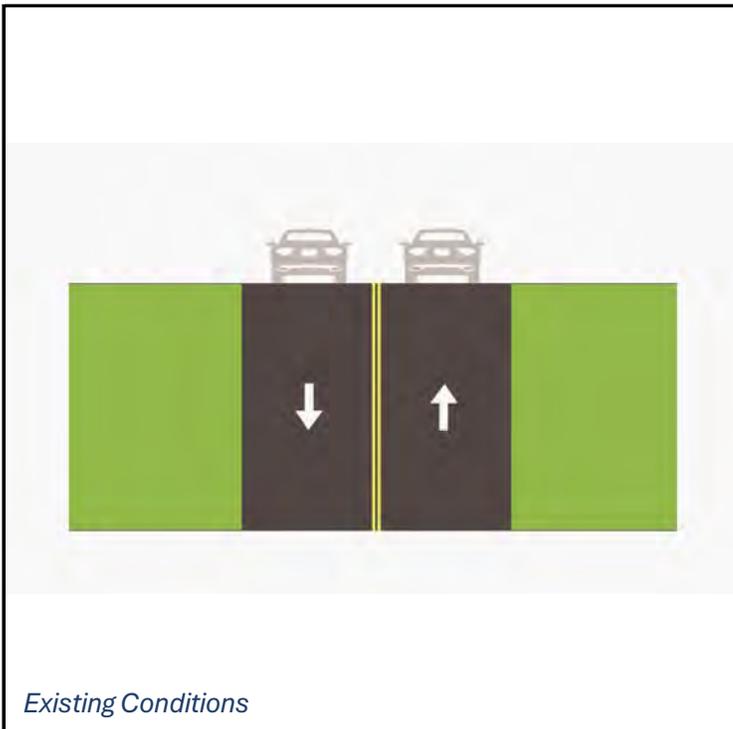
Widen the existing two lanes in each direction plus a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

2 miles

Annual Average Daily Traffic (AADT) in 2024

8,800





Rabon Road

from SC 555 to US 1 | Columbia, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	50%	5	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	8,800	8.8	20
SAFETY			
3. Miles of new sidewalk in planned project	1.5	20	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	10	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		
TOTAL		53.8	100

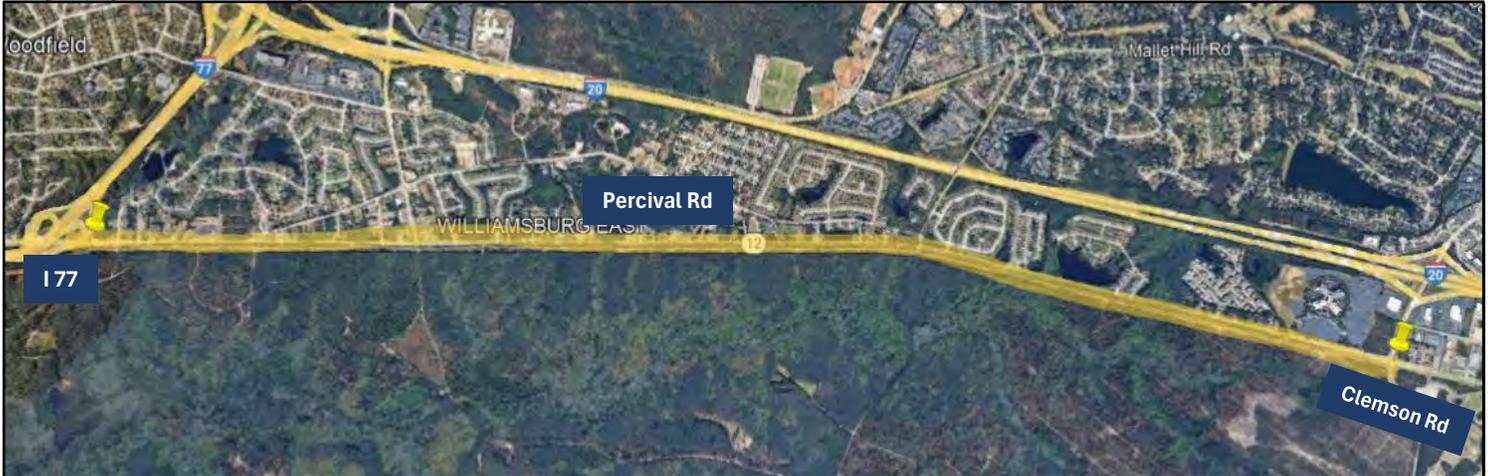
Percival Road

from I 77 to Clemson Road | Columbia, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

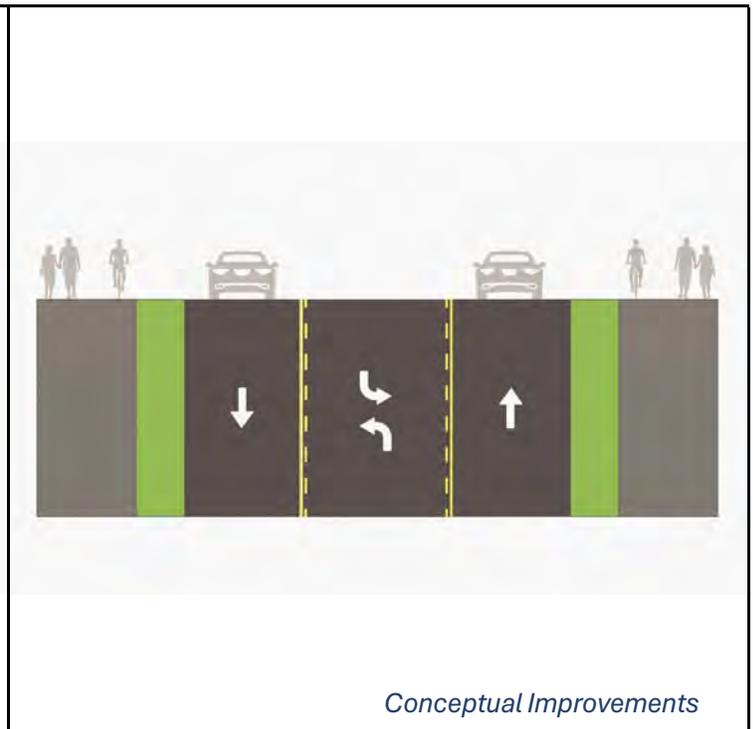
Widen the existing two lanes in each direction plus a center lane with shoulders on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

4.7 miles

Annual Average Daily Traffic (AADT) in 2024

11,100





Percival Road

from I 77 to Clemson Road | Columbia, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Corridor AADT	11,100	11.1	20
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SAFETY

3. Miles of new sidewalk in planned project	4.7	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	51.1		100
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Garners Ferry Road

Widening

from Trotter Road to Lower Richland Boulevard | Columbia, SC

PROJECT OVERVIEW

Project Sponsor: Public Input



Location Map

Description of Planned Improvements

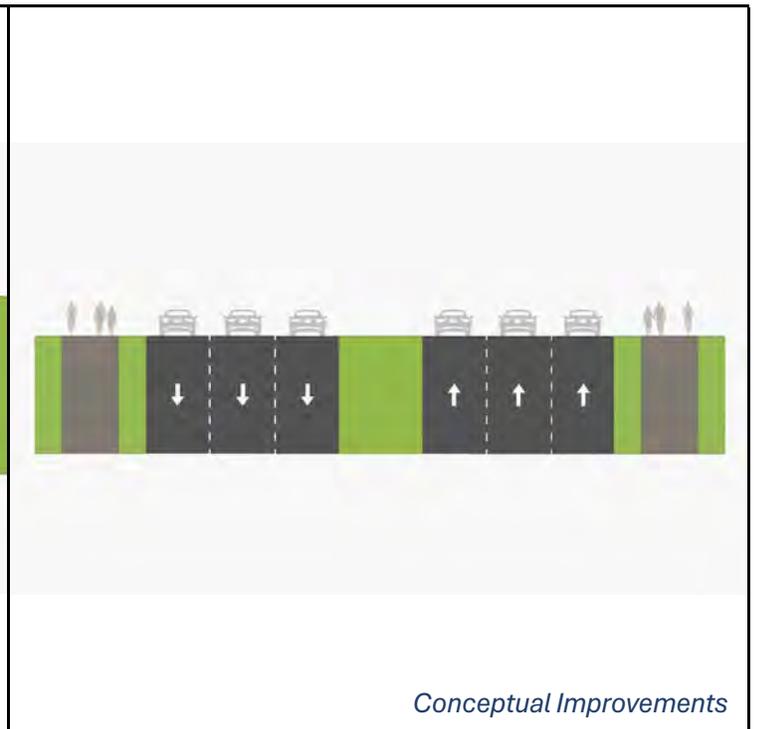
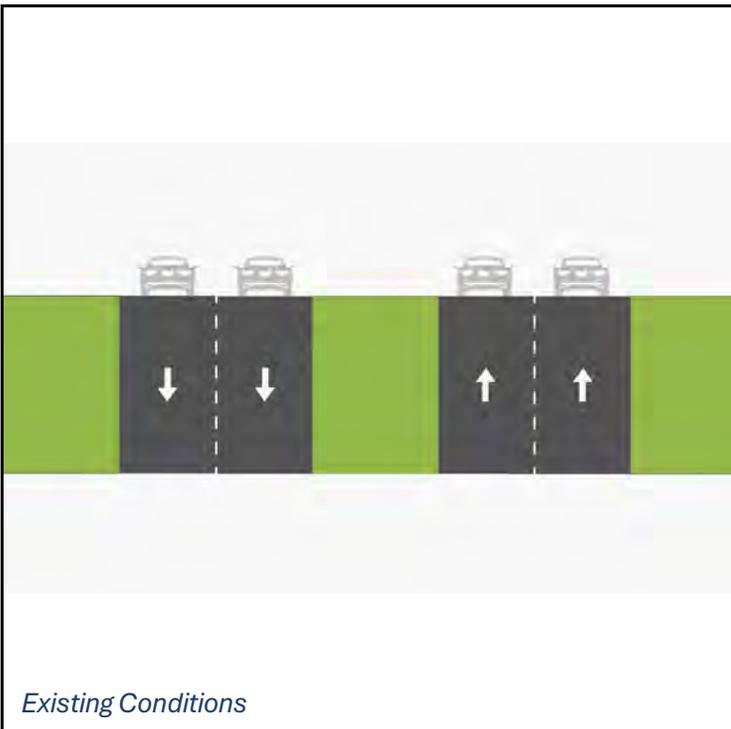
Widen the existing two lane road by adding a lane in each direction, and a center lane with shoulders on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

1.8 miles

Annual Average Daily Traffic (AADT) in 2024

23,400



Existing Conditions

Conceptual Improvements



Garners Ferry Road

from Trotter Road to Lower Richland Boulevard | Columbia, SC

Widening

PROJECT SCORING

		Score	Max
ADDITIONAL FUNDING SOURCES			
1. Expected percent contribution toward project cost by outside funding sources	Select	0	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	23,400	20	20
SAFETY			
3. Miles of new sidewalk in planned project	1.8	18	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	No		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	8	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		
TOTAL		51	100

Rauch Metz Road

from Dutch Fork Road to Broad River Road | Irmo, SC

Project Sponsor: CMCOG

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

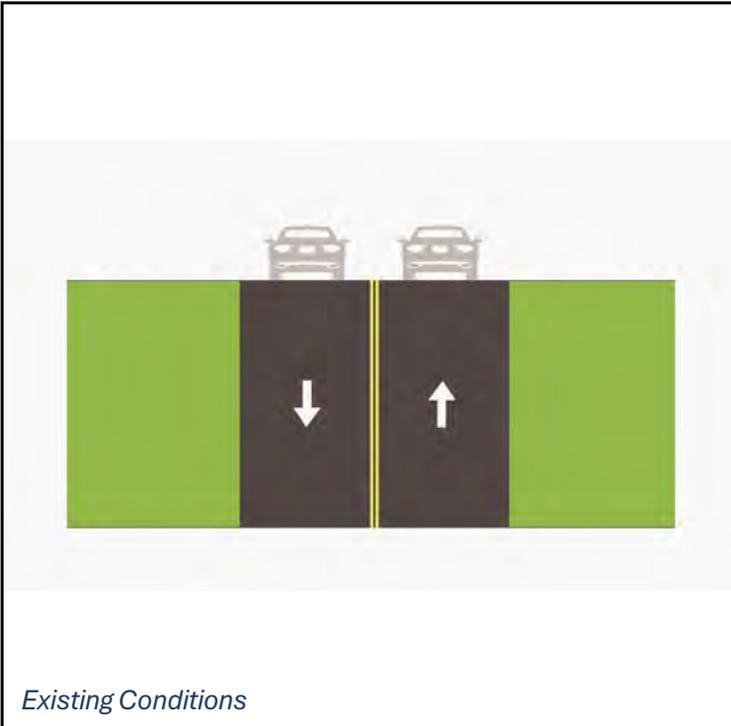
Widen the existing two lanes in each direction plus a center lane with shoulders on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

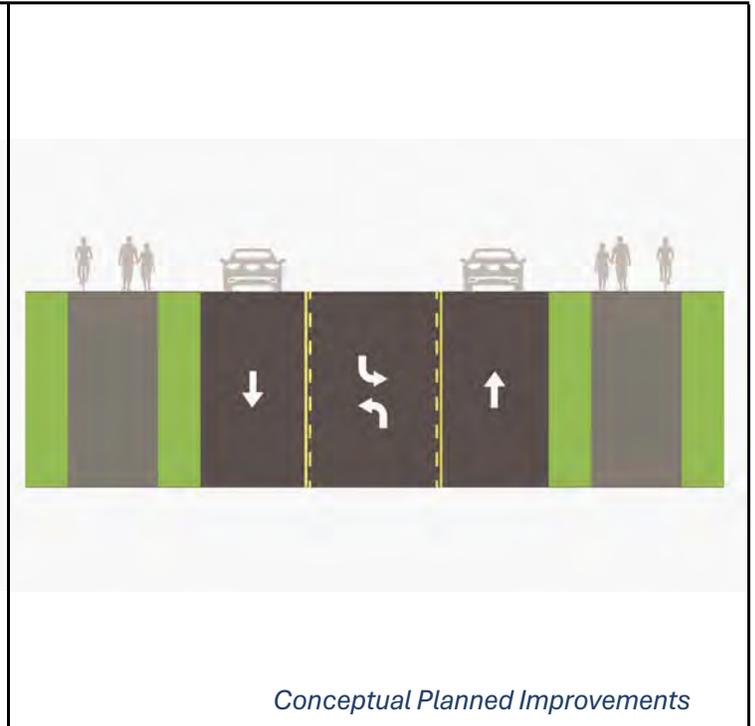
1.4 miles

Annual Average Daily Traffic (AADT) in 2024

7,100



Existing Conditions



Conceptual Planned Improvements



Rauch Metz Road

from Dutch Fork Road to Broad River Road | Irmo, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources

50%

Score

5

Max

10

OVERALL IMPACT & COST RATIO

2. Corridor AADT

7,100

7.1

20

SAFETY

3. Miles of new sidewalk in planned project

1.4

4. Is the project expected to reduce **vehicle to vehicle** conflicts by 50%?

No

5. Is the project expected to reduce **vehicle to pedestrian** conflicts by 50%?

No

6. Does the corridor serve as the **primary** means of access to a residential community?

No

7. Does the corridor serve as the **sole** means of access to a residential community?

No

8. Will the project address a critical issue caused by a weather event?

No

14

25

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?

Yes

10. Will the project remove standing water?

No

11. Will the project add to or improve the current drainage system?

Yes

12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?

No

8

10

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?

No

14. Will the project support a committed economic development project?

No

15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?

No

0

20

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?

Yes

17. Is the project indicated in the upper **50%** of priority by the stakeholders?

Yes

18. Is the project indicated in the upper **25%** of priority by the stakeholders?

Yes

15

15

TOTAL 49.1

100

Bookman Road S-53

from Two Notch Road to Kelly Mill Road | Elgin, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

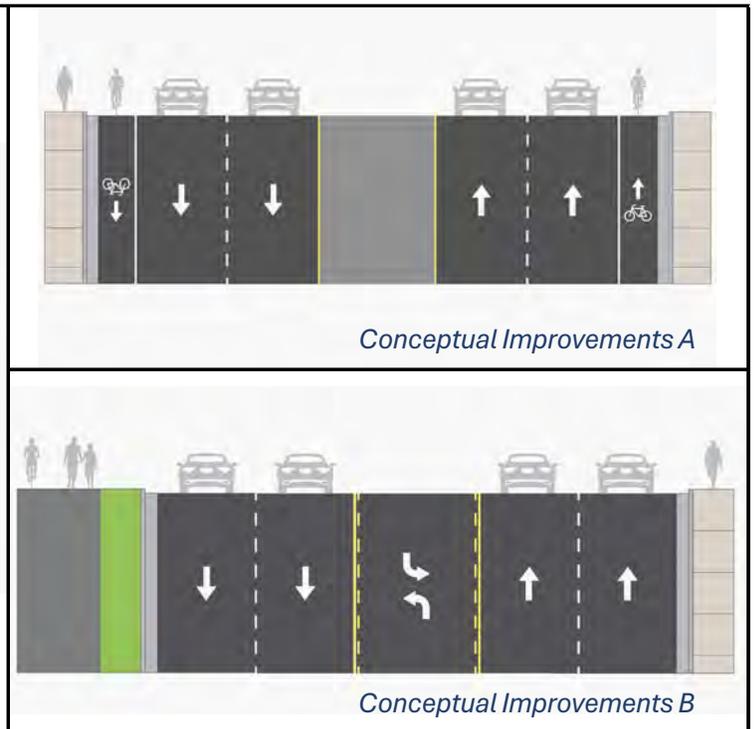
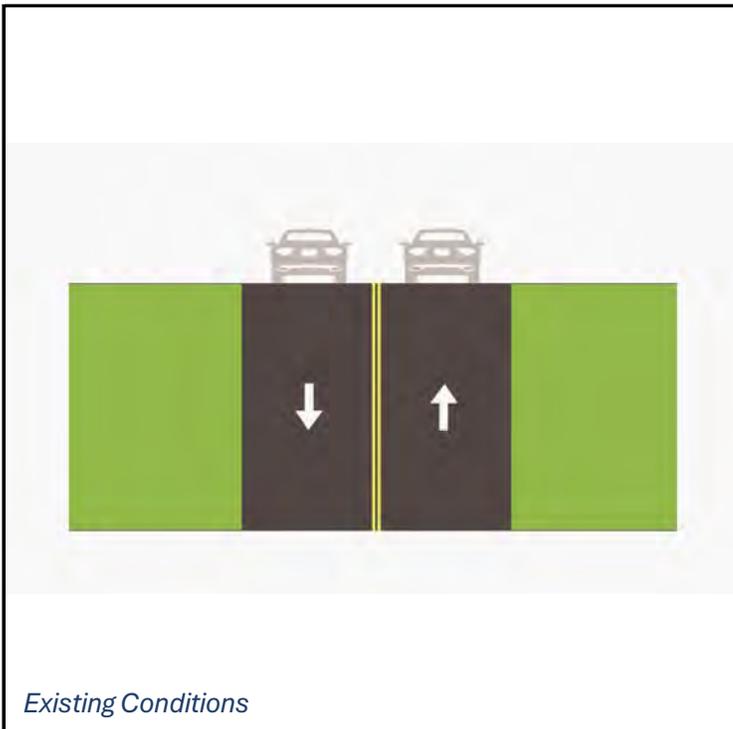
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

2 miles

Annual Average Daily Traffic (AADT) in 2024

8,500





Bookman Road S-53

from Two Notch Road to Kelly Mill Road | Elgin, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Corridor AADT	8,500	8.5	20
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SAFETY

3. Miles of new sidewalk in planned project	2.0	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	48.5	100
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Langford Road

from Main Street to Hardscrabble Road | Blythewood, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Description of Planned Improvements

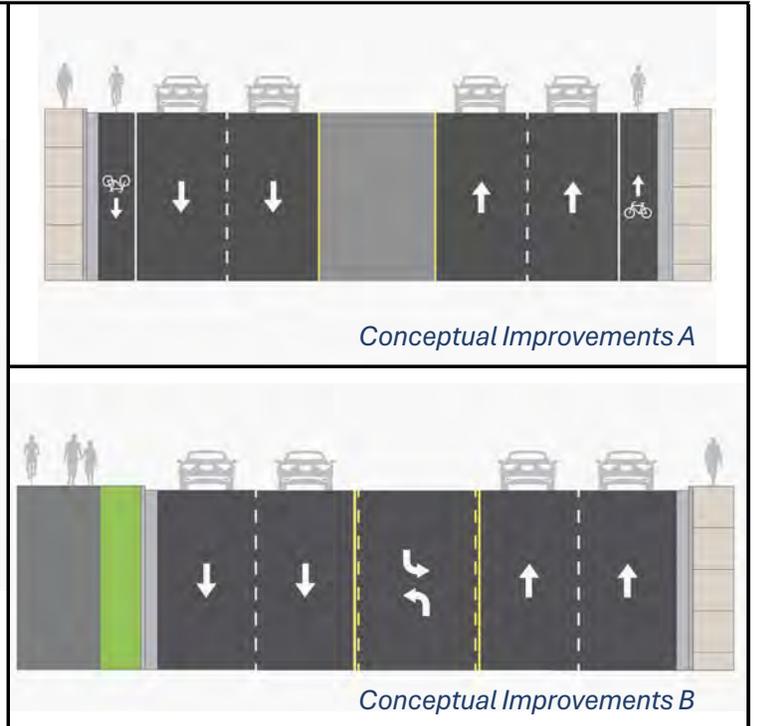
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

4 miles

Annual Average Daily Traffic (AADT) in 2024

9,600





Langford Road

from Main Street to Hardscrabble Road | Blythewood, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Corridor AADT	9,600	9.6	20
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SAFETY

3. Miles of new sidewalk in planned project	4.0	25	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	Yes		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	47.6		100
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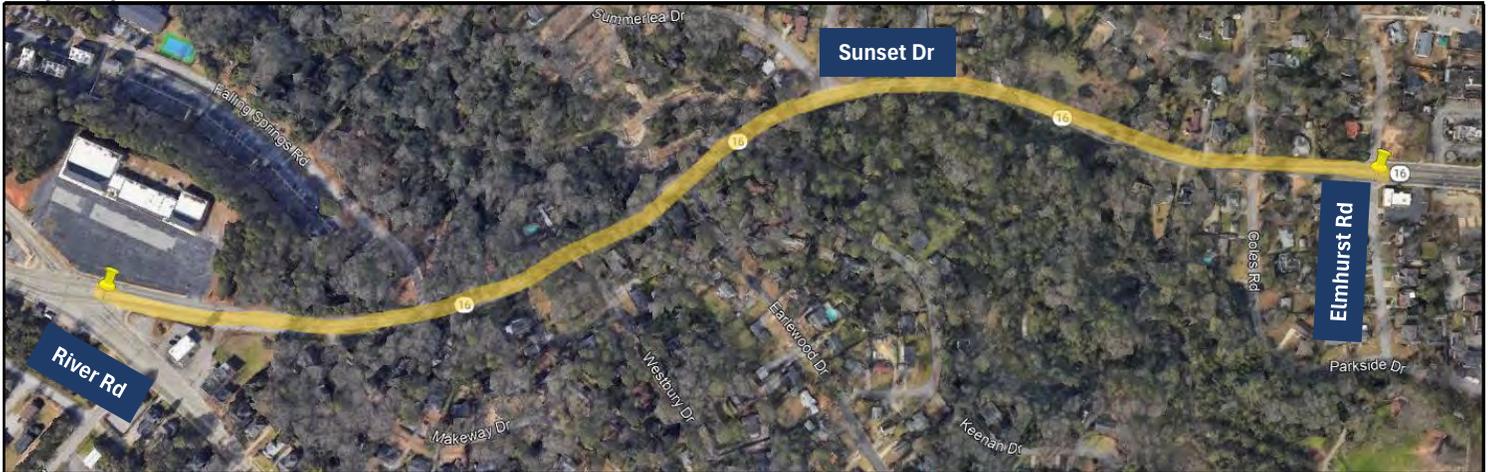
Sunset Drive

from Elmhurst Road to River Drive | Columbia, SC

Project Sponsor: SCDOT

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

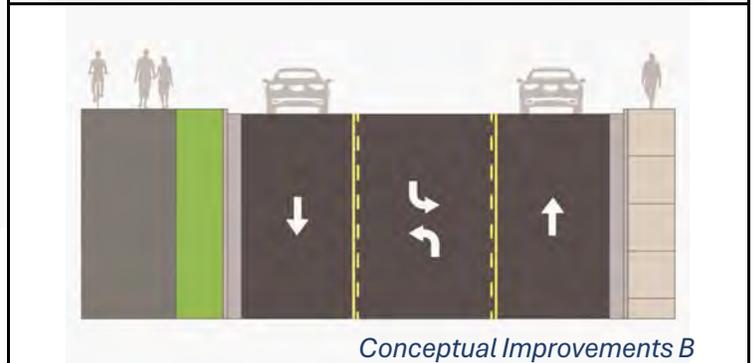
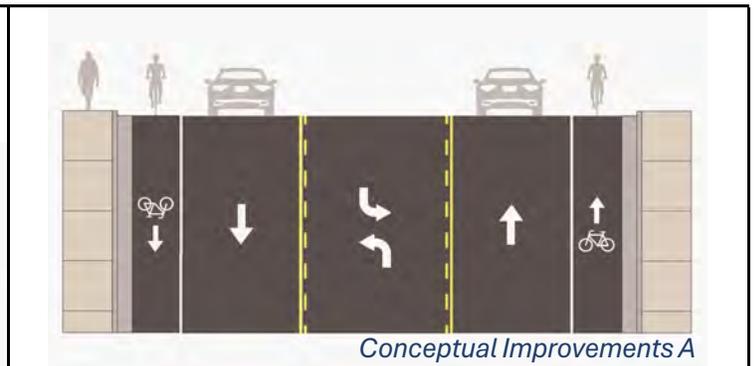
Widen the existing two lanes in each direction plus a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

0.7 miles

Annual Average Daily Traffic (AADT) in 2024

20,100





Sunset Drive

from Elmhurst Road to River Drive | Columbia, SC

Widening

PROJECT SCORING

		Score	Max
ADDITIONAL FUNDING SOURCES			
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	20,100	20	20
SAFETY			
3. Miles of new sidewalk in planned project	0.0	10	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	Yes		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		
TOTAL		45	100

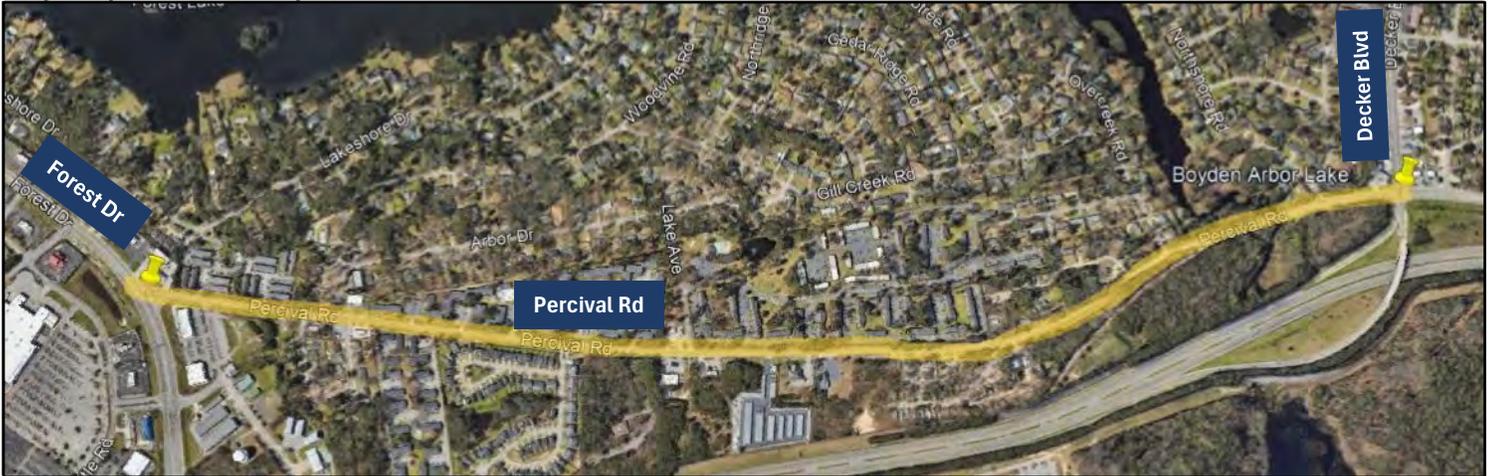
Percival Road

from Forest Drive to Decker Boulevard | Columbia, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

Widen the existing two lanes in each direction plus a center lane with shoulders on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

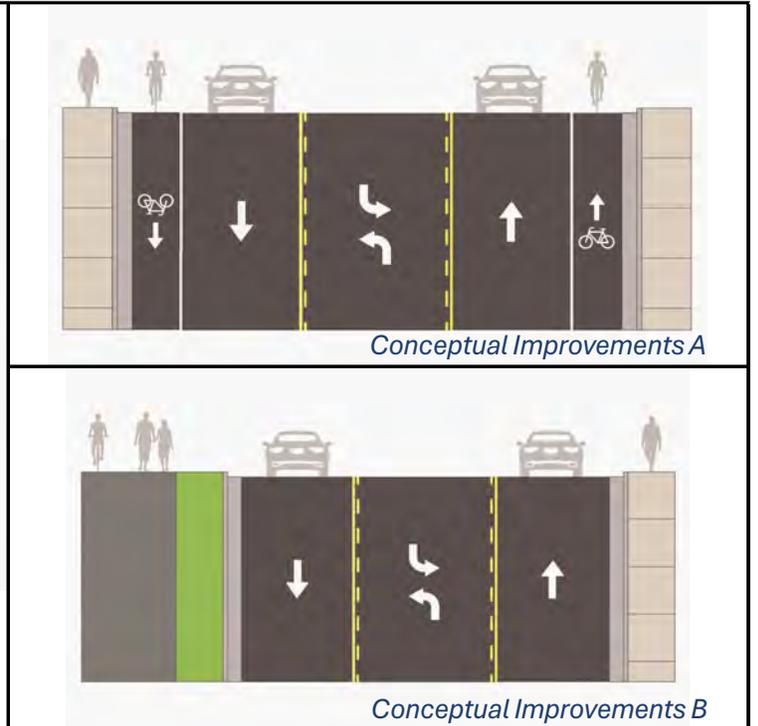
1.5 miles

Annual Average Daily Traffic (AADT) in 2024

10,600



Existing Conditions



Conceptual Improvements A

Conceptual Improvements B



Percival Road

from Forest Drive to Decker Boulevard | Columbia, SC

Widening

PROJECT SCORING

		Score	Max
ADDITIONAL FUNDING SOURCES			
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	10,600	20	20
SAFETY			
3. Miles of new sidewalk in planned project	0.0	10	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	Yes		
7. Does the corridor serve as the sole means of access to a residential community?	Yes		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		
TOTAL		45	100

Bluff Industrial Boulevard

from Bluff Road to Silo Court | Columbia, SC

Project Sponsor: USC

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

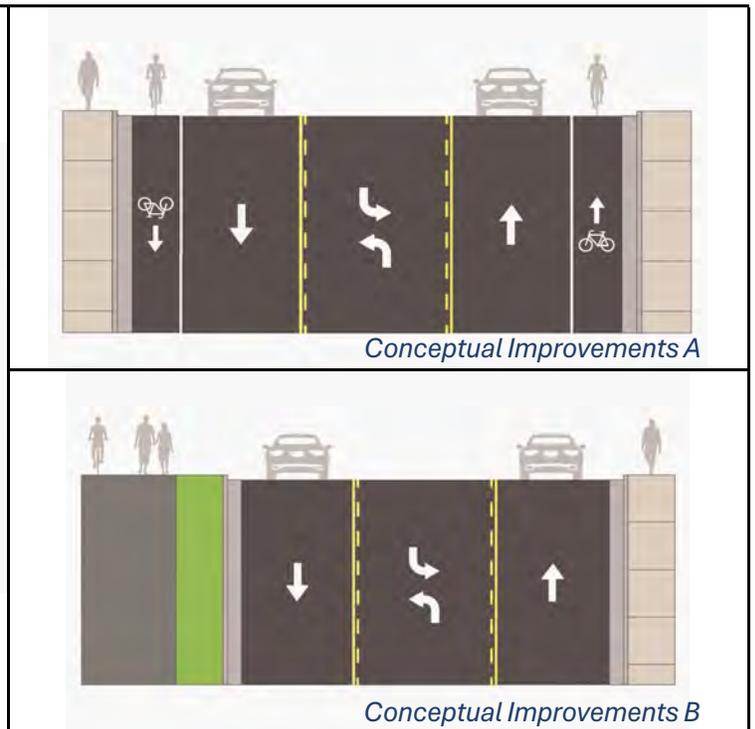
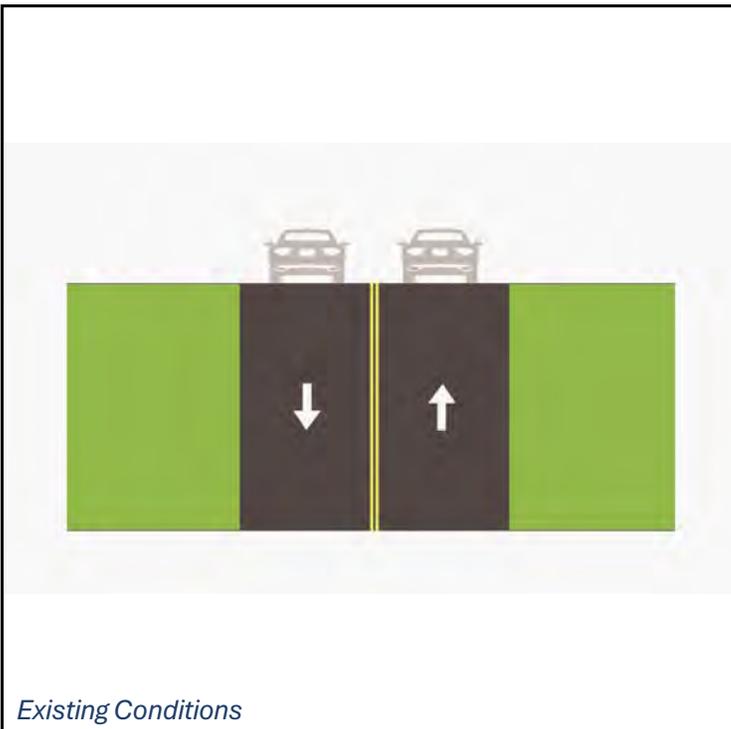
Widen the existing two lanes in each direction plus a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

0.3 miles

Annual Average Daily Traffic (AADT) in 2024

N/A





Bluff Industrial Boulevard

from Bluff Road to Silo Court | Columbia, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Corridor AADT	0	0	20
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SAFETY

3. Miles of new sidewalk in planned project	0.3	3	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	No		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	No		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?	No	15	20
14. Will the project support a committed economic development project?	Yes		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Yes		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	28	100
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Patterson Road

from Garners Ferry Road to Caroline Road | Columbia, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

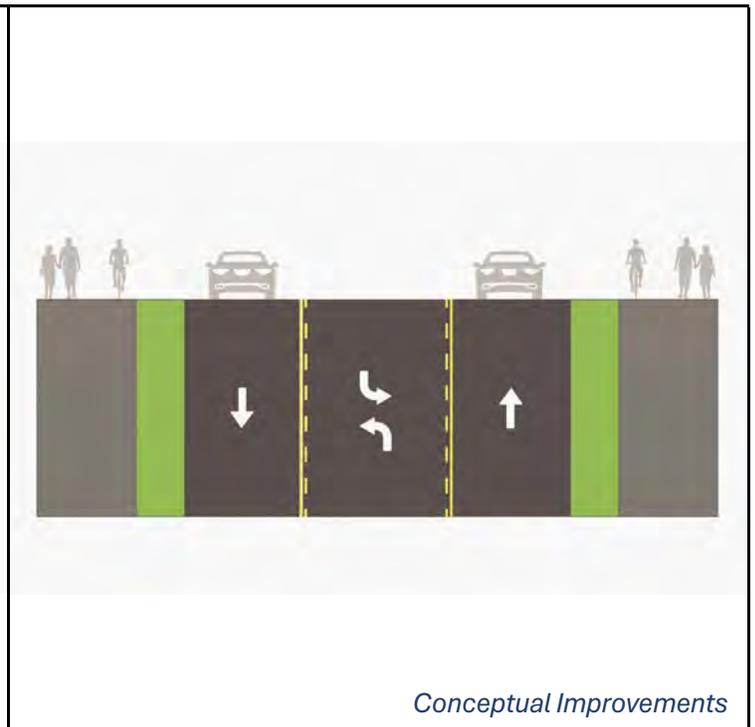
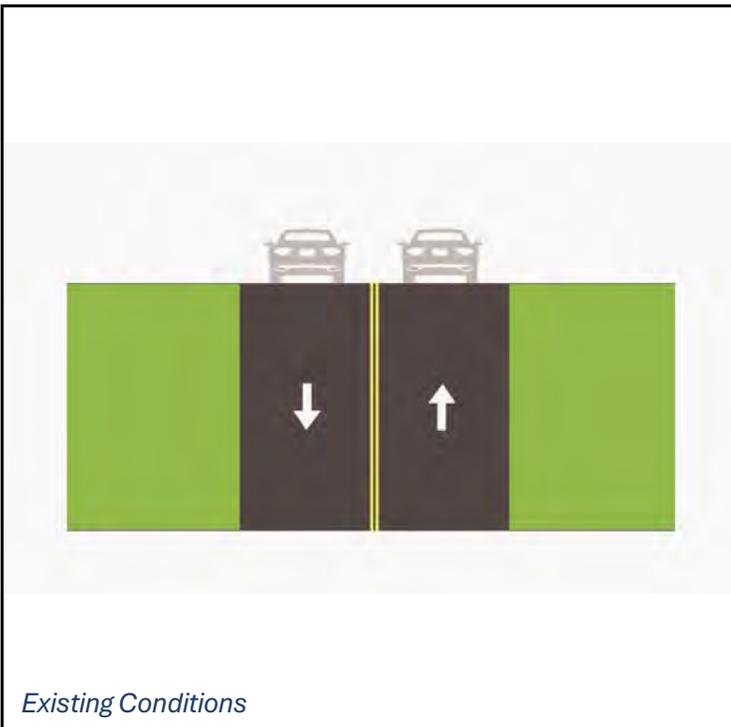
Widen the existing two lanes in each direction plus a center lane with shoulders on each side. Accommodate bicycles and pedestrians through the use of multi-use paths.

Corridor Length

0.8 miles

Annual Average Daily Traffic (AADT) in 2024

3,700





Patterson Road

from Garners Ferry Road to Caroline Road | Columbia, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	3,700	3.7	20
SAFETY			
3. Miles of new sidewalk in planned project	0.8	8	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	No		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	Yes		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		
TOTAL		24.7	100

Spears Creek Church Road

from I 20 (Ex 82) to Percival Road | Elgin, SC

Project Sponsor: Public Input

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

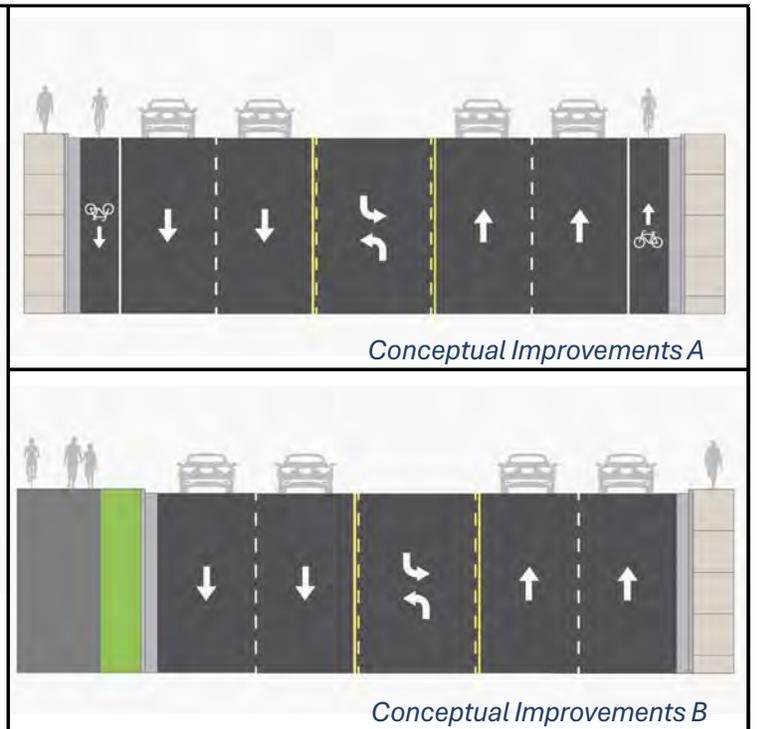
Widen the existing two lane road by adding a lane in each direction, and a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

0.2 miles

Annual Average Daily Traffic (AADT) in 2024

N/A





Spears Creek Church Road

from I 20 (Ex 82) to Percival Road | Elgin, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources

0%

Score

Max

0

10

OVERALL IMPACT & COST RATIO

2. Corridor AADT

0

0

20

SAFETY

3. Miles of new sidewalk in planned project

0.2

4. Is the project expected to reduce **vehicle to vehicle** conflicts by 50%?

No

5. Is the project expected to reduce **vehicle to pedestrian** conflicts by 50%?

No

6. Does the corridor serve as the **primary** means of access to a residential community?

No

7. Does the corridor serve as the **sole** means of access to a residential community?

No

8. Will the project address a critical issue caused by a weather event?

No

2

25

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?

Yes

10. Will the project remove standing water?

No

11. Will the project add to or improve the current drainage system?

Yes

12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?

Yes

10

10

ECONOMIC DEVELOPMENT

13. Will the project open the corridor to a planned County development area?

No

14. Will the project support a committed economic development project?

No

15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?

No

0

20

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?

Yes

17. Is the project indicated in the upper **50%** of priority by the stakeholders?

No

18. Is the project indicated in the upper **25%** of priority by the stakeholders?

No

5

15

TOTAL

17

100

South Stadium Road

from Bluff Road to End | Columbia, SC

Project Sponsor: USC

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

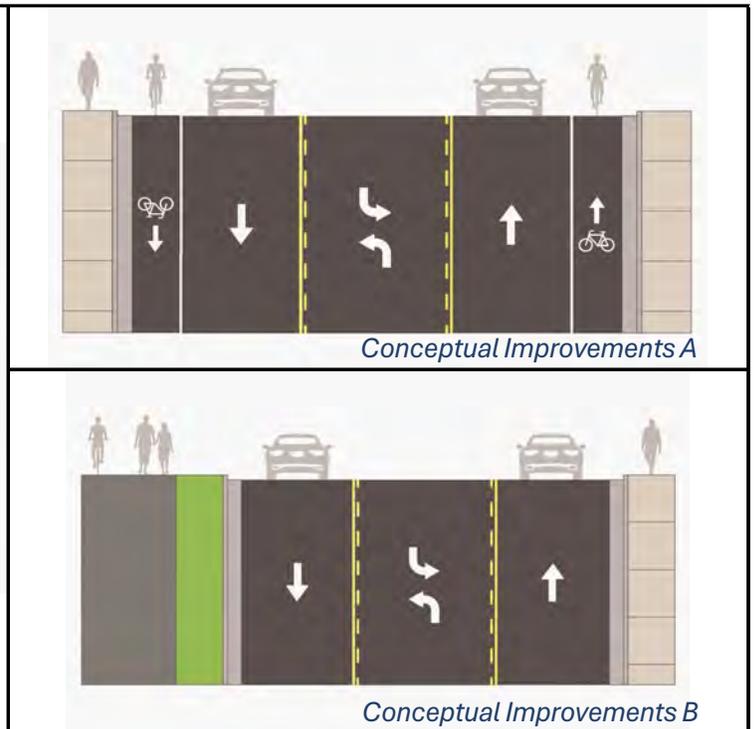
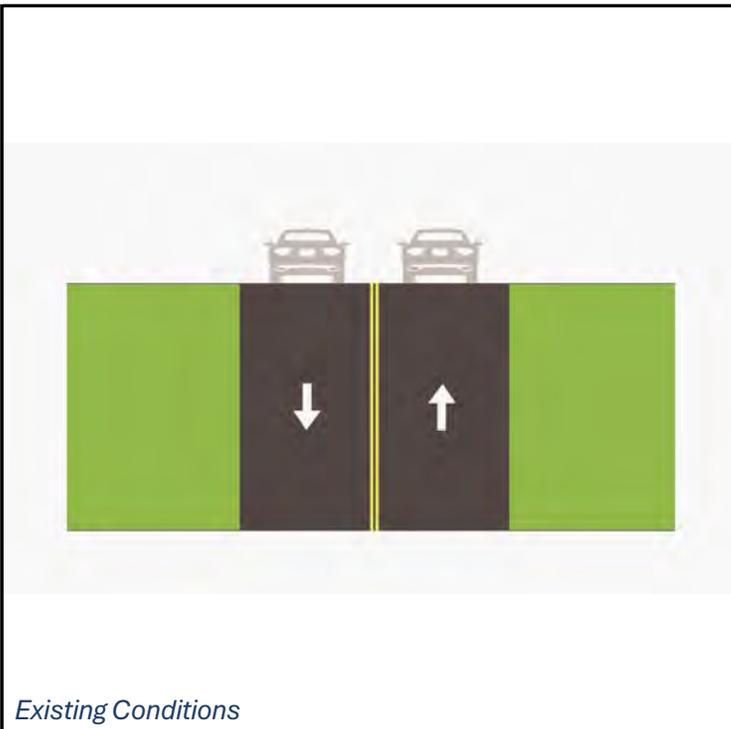
Widen the existing two lanes in each direction plus a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

0.4 miles

Annual Average Daily Traffic (AADT) in 2024

N/A





South Stadium Road

from Bluff Road to End | Columbia, SC

Widening

PROJECT SCORING

		Score	Max
ADDITIONAL FUNDING SOURCES			
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	0	0	20
SAFETY			
3. Miles of new sidewalk in planned project	0.4	4	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	No		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	No		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		
TOTAL		9	100



National Guard Road

from Bluff Road to End | Columbia, SC

Project Sponsor: USC

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

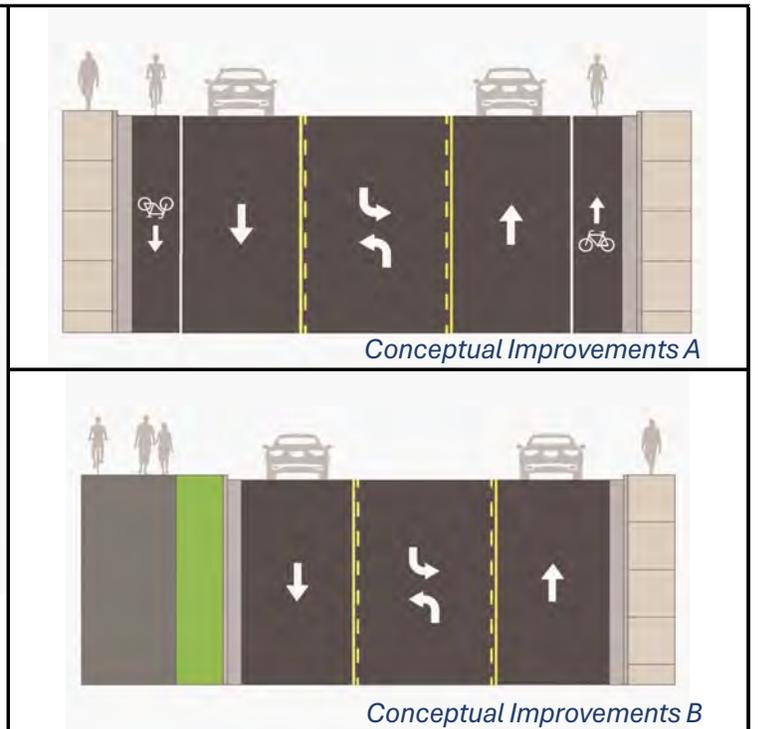
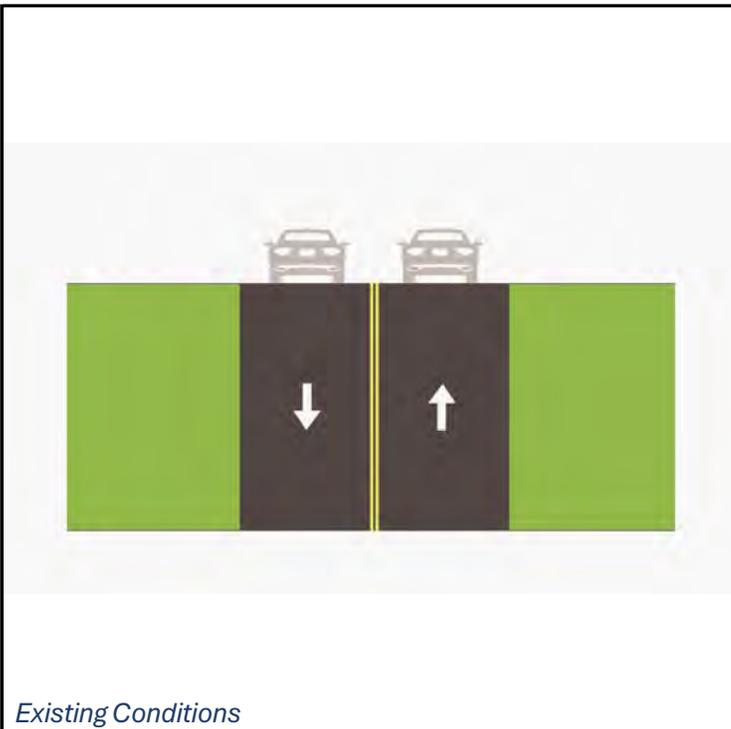
Widen the existing two lanes in each direction plus a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

0.4 miles

Annual Average Daily Traffic (AADT) in 2024

N/A





National Guard Road

from Bluff Road to End | Columbia, SC

Widening

PROJECT SCORING

		Score	Max
ADDITIONAL FUNDING SOURCES			
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10
OVERALL IMPACT & COST RATIO			
2. Corridor AADT	0	0	20
SAFETY			
3. Miles of new sidewalk in planned project	0.4	4	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	No		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		
IMPROVEMENT OF OVERALL CONDITION			
9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	No		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		
ECONOMIC DEVELOPMENT			
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		
PUBLIC SUPPORT			
16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		
TOTAL		9	100

Silo Court

from Bluff Industrial Boulevard to End | Columbia, SC

Project Sponsor: USC

Widening

PROJECT OVERVIEW



Location Map

Description of Planned Improvements

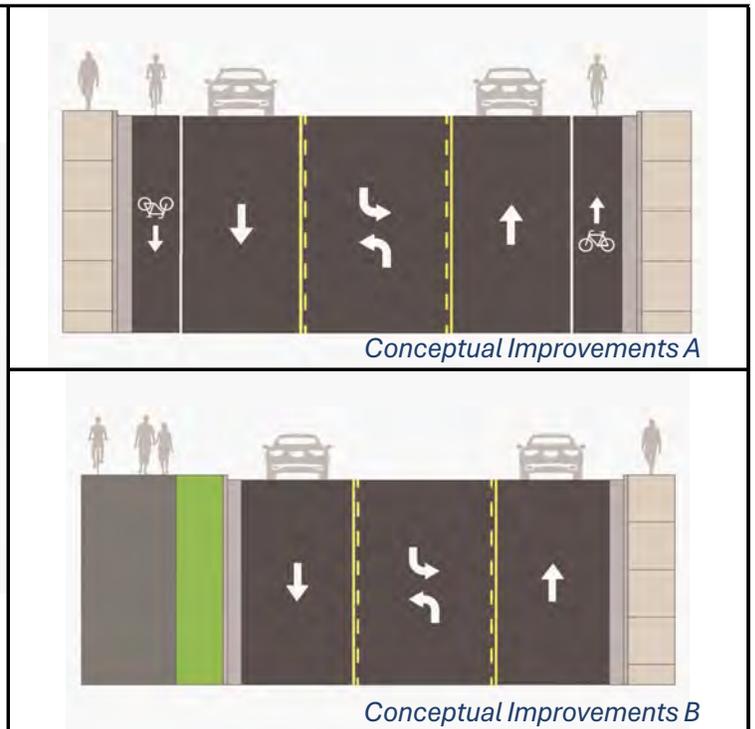
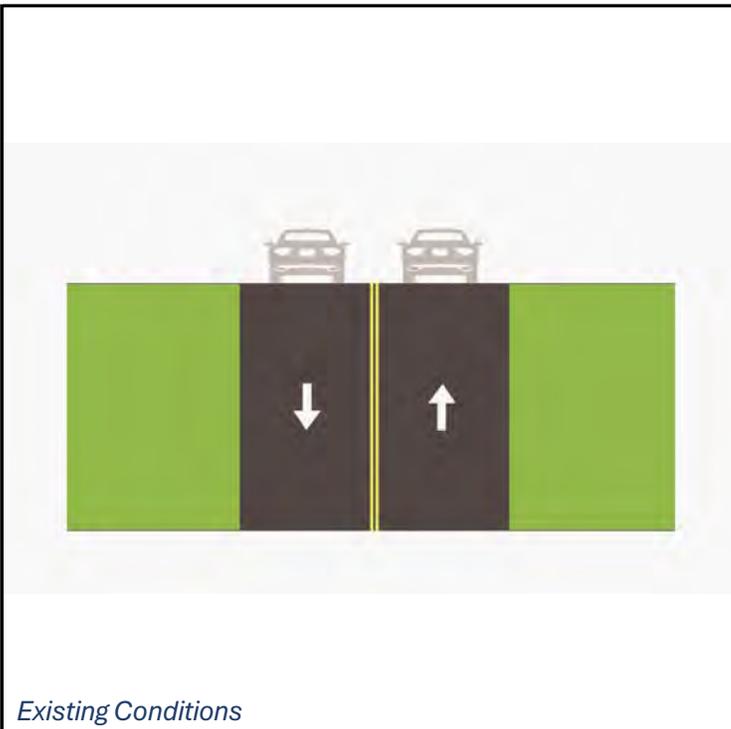
Widen the existing two lanes in each direction plus a center lane with curb and gutter on each side. Accommodate bicycles and pedestrians through the use of sidewalks and bike lanes, or through the use of a sidewalk and multi-use path.

Corridor Length

0.2 miles

Annual Average Daily Traffic (AADT) in 2024

N/A





Silo Court

from Bluff Industrial Boulevard to End | Columbia, SC

Widening

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Corridor AADT	0	0	20
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SAFETY

3. Miles of new sidewalk in planned project	0.2	2	25
4. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
5. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
6. Does the corridor serve as the primary means of access to a residential community?	No		
7. Does the corridor serve as the sole means of access to a residential community?	No		
8. Will the project address a critical issue caused by a weather event?	No		

IMPROVEMENT OF OVERALL CONDITION

9. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
10. Will the project remove standing water?	No		
11. Will the project add to or improve the current drainage system?	No		
12. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

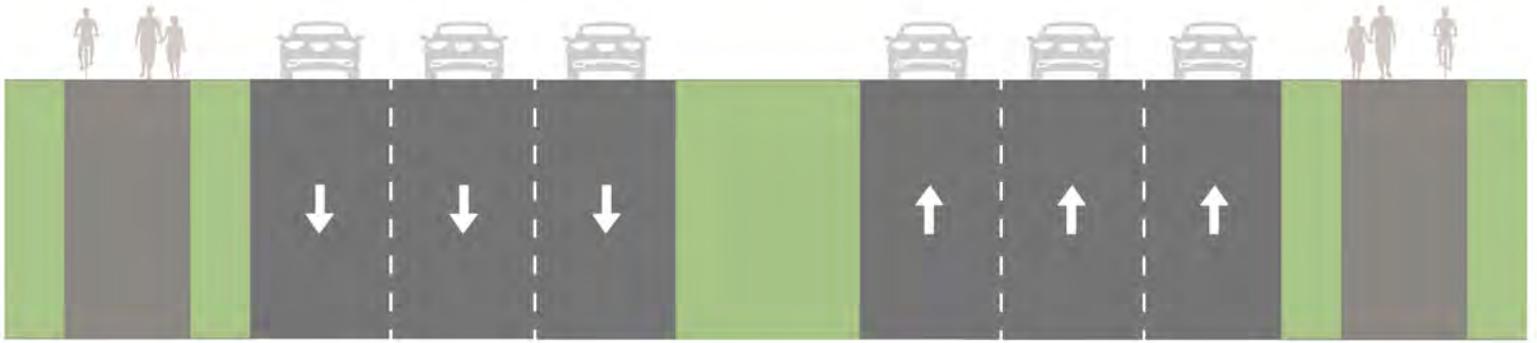
13. Will the project open the corridor to a planned County development area?	No	0	20
14. Will the project support a committed economic development project?	No		
15. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

16. Is the project identified in the Needs Assessment?	Yes	5	15
17. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
18. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	7	100
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INTERSECTION PROJECTS

Broad River Road & Riverhill Circle

Columbia, SC

Project Sponsor: CMCOG

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Realign Riverhill Circle closer to a 90 degree intersection. Provide right-turn lane along Broad River westbound based on traffic counts. Evaluate for signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	12,848
Westbound traffic	14,621
Northbound traffic	748
Southbound traffic	1,597



Intersection is not currently signalized. Does potentially meet warrant for future signal.

Peak Hours

12:00pm	2,364
3:00pm	2,103
4:00pm	2,598
5:00pm	2,607

Conceptual Improvements



Broad River Road & Riverhill Circle

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	29,814	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	4	22	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	4		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	15	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		

TOTAL	72		100
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US 321 & Blythewood Road

Blythewood, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.
Evaluate signal installation. Alternatively consider roundabout.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	0
Westbound traffic	1,999
Northbound traffic	3,584
Southbound traffic	3,000

<p>Intersection is not currently signalized. Does potentially meet warrant for future signal.</p>  <p>Alt. A</p>	<p>Peak Hours 7:00am: 700, 3:00pm: 583 4:00pm: 709, 5:00pm: 788</p>  <p>Alt. B</p>
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Conceptual Improvements



US 321 & Blythewood Road

Blythewood, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	8,583	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	16	25
4. Number of unsignalized crosswalks in planned project	3		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	Yes		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	15	20
16. Will the project support a committed economic development project?	Yes		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Yes		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	71		100
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Rimer Pond Road & Wilson Boulevard

Intersection

Blythewood, SC

PROJECT OVERVIEW

Project Sponsor: Town of Blythewood



Location Map

Representative Photo

Description of Conceptual Improvements

Daily (24-Hour) Volumes in 2025

Provide right-turn lane from Wilson Boulevard onto Rimer Pond Road. Improve signal timing and accommodations for pedestrians.

Eastbound traffic	0
Westbound traffic	5,738
Northbound traffic	12,439
Southbound traffic	7,230



Intersection is currently signalized.

Peak Hours
 7:00am: 1,798
 8:00am: 1,929
 4:00pm: 1,917
 5:00pm: 1,745

Conceptual Improvements



Rimer Pond Road & Wilson Boulevard

Blythewood, SC

Intersection

PROJECT SCORING

		Score	Max		
ADDITIONAL FUNDING SOURCES					
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10		
OVERALL IMPACT & COST RATIO					
2. Sum of approach daily volumes	25,407	20	20		
SAFETY					
3. Number of signalized crosswalks in planned project	3	16	25		
4. Number of unsignalized crosswalks in planned project	0				
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes				
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No				
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No				
8. Does at least one approach serve as the primary means of access to a residential community?	Yes				
9. Does at least one approach serve as the sole means of access to a residential community?	No				
10. Will the project address a critical issue caused by a weather event?	No				
11. Overall safety score based on crash data	0				
IMPROVEMENT OF OVERALL CONDITION					
11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes			10	10
12. Will the project remove standing water?	No				
13. Will the project add to or improve the current drainage system?	Yes				
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes				
ECONOMIC DEVELOPMENT					
15. Will the project open at least one intersection approach to a planned County development area?	No	15	20		
16. Will the project support a committed economic development project?	Yes				
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Yes				
PUBLIC SUPPORT					
18. Is the project identified in the Needs Assessment?	Yes	5	15		
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No				
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No				
TOTAL		66	100		

Longtown Road & Rimer Pond

Blythewood, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Realign Longtown Road to create a 90 degree intersection. Improve signal and pedestrian accommodations. Evaluate need for improved turn-lanes based on traffic counts. Alternatively consider roundabout.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	5,278
Westbound traffic	5,241
Northbound traffic	4,011
Southbound traffic	2,201

Intersection is currently signalized.

Peak Hours

7:00am: 1,910, 8:00am: 1,562
4:00pm: 1,335, 5:00pm: 1,609



Alt. A

Alt. B

Conceptual Improvements



Longtown Road & Rimer Pond

Blythewood, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	16,731	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	25	25
4. Number of unsignalized crosswalks in planned project	4		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	Yes		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	2		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	65		100
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SC 60 (Lake Murray Blvd) & Columbiana Dr.

Intersection

Irmo, SC

PROJECT OVERVIEW

Project Sponsor: CMCOG



Location Map

Representative Photo

Description of Conceptual Improvements

Daily (24-Hour) Volumes in 2025

Eastbound traffic	17,372
Westbound traffic	16,783
Northbound traffic	7,483
Southbound traffic	4,900

Provide exclusive right-turn lanes at all 4 legs of intersection. Improve signal timing and accommodations for pedestrians.



Intersection is currently signalized.

Peak Hours

12:00pm	3,282
3:00pm	3,317
4:00pm	3,570
5:00pm	3,492

Conceptual Improvements



SC 60 (Lake Murray Blvd) & Columbiana Dr.

Irmo, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	46,538	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	4	21	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	3		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	64	100
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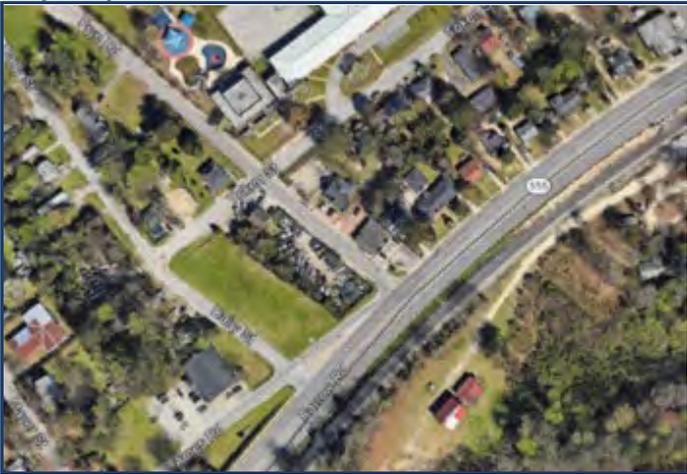
Farrow Road & Frye Road

Columbia, SC

Project Sponsor: CMCOG

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Remove the Ames Road intersection with Farrow Road. Create a T-intersection of Ames Road and Dairy Street with Dairy Street continuing to intersect with Farrow Road.

Daily (24-Hour) Volumes in 2025- Farrow/Frye Road

Eastbound traffic	1,023
Westbound traffic	0
Northbound traffic	5,867
Southbound traffic	6,715

Daily (24-Hour) Volumes in 2025- Ames Road/Dairy Street

Eastbound traffic	54
Westbound traffic	33
Northbound traffic	579
Southbound traffic	838

Intersection is not currently signalized. Does not meet warrant for future signal.

Farrow & Frye Peak Hours
 8:00am: 941; 3:00pm: 1,105;
 4:00pm: 1,200; 5:00pm: 1,324

Ames & Dairy Peak Hours
 3:00pm: 136; 4:00pm: 106;
 5:00pm: 129; 6:00pm: 121



Conceptual Improvements



Farrow Road & Frye Road

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources

50%

Score

5

Max

10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes

13,605

13.6

20

SAFETY

3. Number of **signalized** crosswalks in planned project

0

4. Number of **unsignalized** crosswalks in planned project

2

5. Does the intersection meet the four-hour or pedestrian signal warrant?

No

6. Is the project expected to reduce **vehicle to vehicle** conflicts by 50%?

Yes

7. Is the project expected to reduce **vehicle to pedestrian** conflicts by 50%?

Yes

8. Does at least one approach serve as the **primary** means of access to a residential community?

Yes

9. Does at least one approach serve as the **sole** means of access to a residential community?

Yes

10. Will the project address a critical issue caused by a weather event?

No

11. Overall safety score based on crash data

0

24

25

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?

No

12. Will the project remove standing water?

Yes

13. Will the project add to or improve the current drainage system?

Yes

14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?

No

6

10

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?

No

16. Will the project support a committed economic development project?

No

17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?

No

0

20

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?

Yes

19. Is the project indicated in the upper **50%** of priority by the stakeholders?

Yes

20. Is the project indicated in the upper **25%** of priority by the stakeholders?

Yes

15

15

TOTAL

63.6

100

Broad River Road & Shivers Road

Columbia, SC

Project Sponsor: CMCOG

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Add exclusive right-turn lane from Broad River Road onto Shivers Road and provide turn-lanes on Shivers Road based on traffic counts. Evaluate for signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	1,004
Westbound traffic	1,302
Northbound traffic	15,117
Southbound traffic	13,318



Conceptual Improvements

Intersection is not currently signalized. Does potentially meet warrant for future signal.

Peak Hours

- 3:00pm: 2,227**
- 4:00pm: 2,576**
- 5:00pm: 2,661**
- 6:00pm: 2,207**



Broad River Road & Shivers Road

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	30,741	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	3	11	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	15	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		

TOTAL	61		100
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US 378 & Old Garners Ferry Road

Columbia, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Realign Old Garners Ferry Road to create a 90 degree intersection. Provide a right-turn lane from US 378 onto Old Garners Ferry Road.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	21,066
Westbound traffic	19,265
Northbound traffic	671
Southbound traffic	0



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 7:00am: 3,012
 3:00pm: 2,927
 4:00pm: 3,105
 5:00pm: 3,270



US 378 & Old Garners Ferry Road

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	41,002	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	1	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	1		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	Yes	20	20
16. Will the project support a committed economic development project?	Yes		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Yes		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	61	100
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Main Street & Langford Road & Blythewood Road

Blythewood, SC

Project Sponsor: Town of Blythewood

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide dual left-turn lanes from Blythewood Road onto Main Street and dual-left turn lanes from Langford onto Main Street. Provide dual right-turn lanes from Main Street onto Langford Road. Improve signal timing and accommodations for pedestrians.

Daily (24-Hour) Volumes in 2025- Langford Road

Eastbound traffic	0
Westbound traffic	6,669
Northbound traffic	8,454
Southbound traffic	4,746

Daily (24-Hour) Volumes in 2025 Blythewood Road

Eastbound traffic	7,768
Westbound traffic	0
Northbound traffic	9,810
Southbound traffic	9,027



Intersection is currently signalized.

Langford Peak Hours
 7:00am: 1,512
 2:00pm: 1,388
 4:00pm: 1,458
 5:00pm: 1,451

Blythewood Peak Hours
 3:00pm: 1,663
 4:00pm: 1,770
 5:00pm: 1,663
 6:00pm: 1,659

Conceptual Improvements



Main Street & Langford Road & Blythewood Road
Blythewood, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	26,605	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	4	14	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	Select		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	Select		
8. Does at least one approach serve as the primary means of access to a residential community?	Select		
9. Does at least one approach serve as the sole means of access to a residential community?	Select		
10. Will the project address a critical issue caused by a weather event?	Select		
11. Overall safety score based on crash data	1		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	15	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		

TOTAL	59		100
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Broad River Road & Piney Woods Road

Saint Andrews, SC

Project Sponsor: CMCOG

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide right-turn lane on Broad River Road eastbound based on traffic counts.
 Provide turn-lanes on Piney Woods Road and Lost Creek Drive based on traffic counts. Improve signal timing and accommodations for pedestrians.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	1,004
Westbound traffic	1,302
Northbound traffic	15,117
Southbound traffic	13,318



Conceptual Improvements

Intersection is currently signalized.

Peak Hours

3:00pm	1,793
4:00pm	2,214
5:00pm	2,256
6:00pm	1,805



Broad River Road & Piney Woods Road

Saint Andrews, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	30,741	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	4	18	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	15	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		

TOTAL	58		100
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SC 48 & Pineview Drive

Columbia, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection. Evaluate signal installation. Alternatively consider roundabout.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	4,325
Westbound traffic	4,406
Northbound traffic	0
Southbound traffic	1,388

**Intersection is not currently signalized.
Does potentially meet warrant for future signal.**

Peak Hours
7:00am: 839, 3:00pm: 861
4:00pm: 822, 5:00pm: 836



Alt. A

Alt. B

Conceptual Improvements



SC 48 & Pineview Drive
Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	10,119	10.1	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	12	25
4. Number of unsignalized crosswalks in planned project	3		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	Yes		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	1		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	15	20
16. Will the project support a committed economic development project?	Yes		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Yes		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	55.1		100
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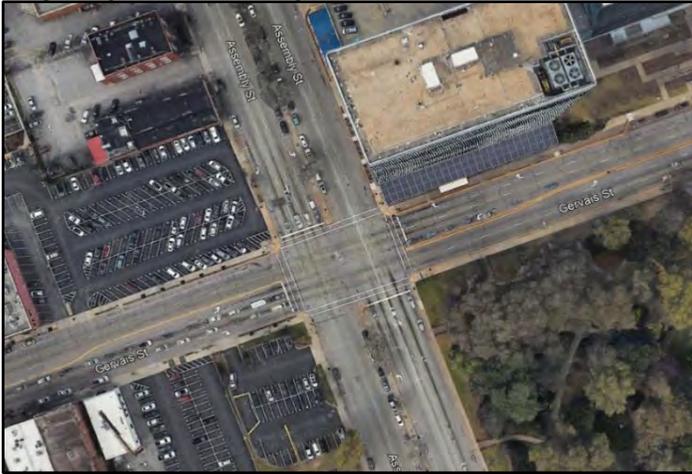
Assembly Street & Gervais Street

Columbia, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Improve signal timing and accommodations for pedestrians.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	15,004
Westbound traffic	15,417
Northbound traffic	14,882
Southbound traffic	10,786

Peak Hours

12:00pm	3,845
1:00pm	3,869
4:00pm	4,455
5:00pm	4,396



Assembly Street & Gervais Street

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources **0%** **0** 10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes **56,089** **20** 20

SAFETY

3. Number of **signalized** crosswalks in planned project **4**

4. Number of **unsignalized** crosswalks in planned project **0**

5. Does the intersection meet the four-hour or pedestrian signal warrant? **Yes**

6. Is the project expected to reduce **vehicle to vehicle** conflicts by 50%? **No**

7. Is the project expected to reduce **vehicle to pedestrian** conflicts by 50%? **No**

8. Does at least one approach serve as the **primary** means of access to a residential community? **No**

9. Does at least one approach serve as the **sole** means of access to a residential community? **No**

10. Will the project address a critical issue caused by a weather event? **No**

11. Overall safety score based on crash data **2**

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)? **No**

12. Will the project remove standing water? **No**

13. Will the project add to or improve the current drainage system? **No**

14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)? **No**

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area? **No**

16. Will the project support a committed economic development project? **Yes**

17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas? **Yes**

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment? **Yes**

19. Is the project indicated in the upper **50%** of priority by the stakeholders? **No**

20. Is the project indicated in the upper **25%** of priority by the stakeholders? **No**

TOTAL 55 100

Bookman Road & Old Two Notch Road & Plantation Point

Intersection

Elgin, SC

PROJECT OVERVIEW

Project Sponsor: Public Input



Location Map

Representative Photo

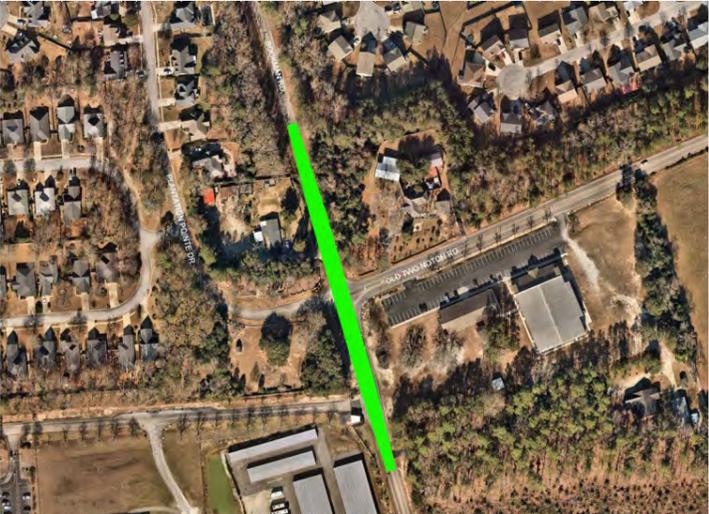
Description of Conceptual Improvements

Daily (24-Hour) Volumes in 2025

Provide left-turn and right-turn lanes on Bookman Road based on traffic counts.
Alternatively consider roundabout.

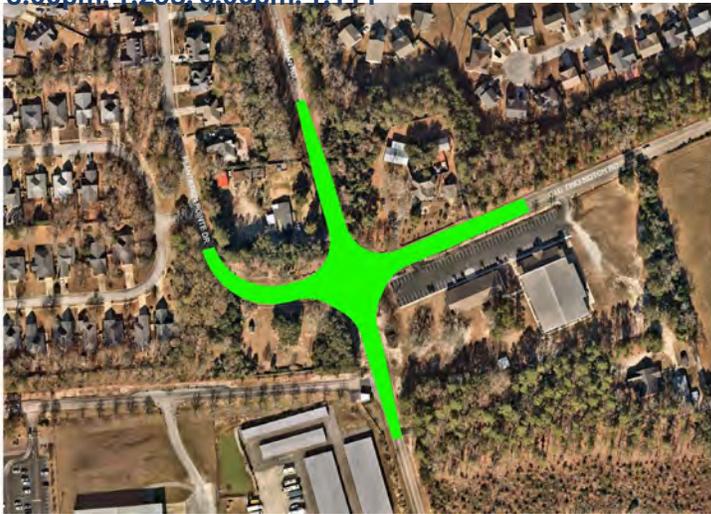
Eastbound traffic	422
Westbound traffic	1,080
Northbound traffic	7,511
Southbound traffic	5,581

**Intersection is not currently signalized.
Does not meet warrant for future signal.**



Alt. A

Peak Hours
3:00pm: 1,065, 4:00pm: 1,159
5:00pm: 1,293, 6:00pm: 1,111



Alt. B

Conceptual Improvements



**Bookman Road & Old Two Notch Road & Plantation Point
Elgin, SC**

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	14,594	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	20	25
4. Number of unsignalized crosswalks in planned project	4		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	Yes		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	2		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	55		100
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Huger Street & Lady Street

Columbia, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Improve signal timing and accommodations for pedestrians.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	0
Westbound traffic	1,559
Northbound traffic	19,331
Southbound traffic	23,118

Peak Hours

8:00am:	2,929
3:00pm:	3,037
4:00pm:	3,160
5:00pm:	3,065



Huger Street & Lady Street

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources

0%

Score

0

Max

10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes

44,008

20

20

SAFETY

3. Number of **signalized** crosswalks in planned project

4

4. Number of **unsignalized** crosswalks in planned project

0

5. Does the intersection meet the four-hour or pedestrian signal warrant?

Yes

6. Is the project expected to reduce **vehicle to vehicle** conflicts by 50%?

Select

7. Is the project expected to reduce **vehicle to pedestrian** conflicts by 50%?

Select

8. Does at least one approach serve as the **primary** means of access to a residential community?

Select

9. Does at least one approach serve as the **sole** means of access to a residential community?

Select

10. Will the project address a critical issue caused by a weather event?

Select

11. Overall safety score based on crash data

1

14

25

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?

No

12. Will the project remove standing water?

No

13. Will the project add to or improve the current drainage system?

No

14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?

No

0

10

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?

No

16. Will the project support a committed economic development project?

Yes

17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?

Yes

15

20

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?

Yes

19. Is the project indicated in the upper **50%** of priority by the stakeholders?

No

20. Is the project indicated in the upper **25%** of priority by the stakeholders?

No

5

15

TOTAL

54

100

Olympia Avenue & Heyward Street & Wayne Street

Irmo, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



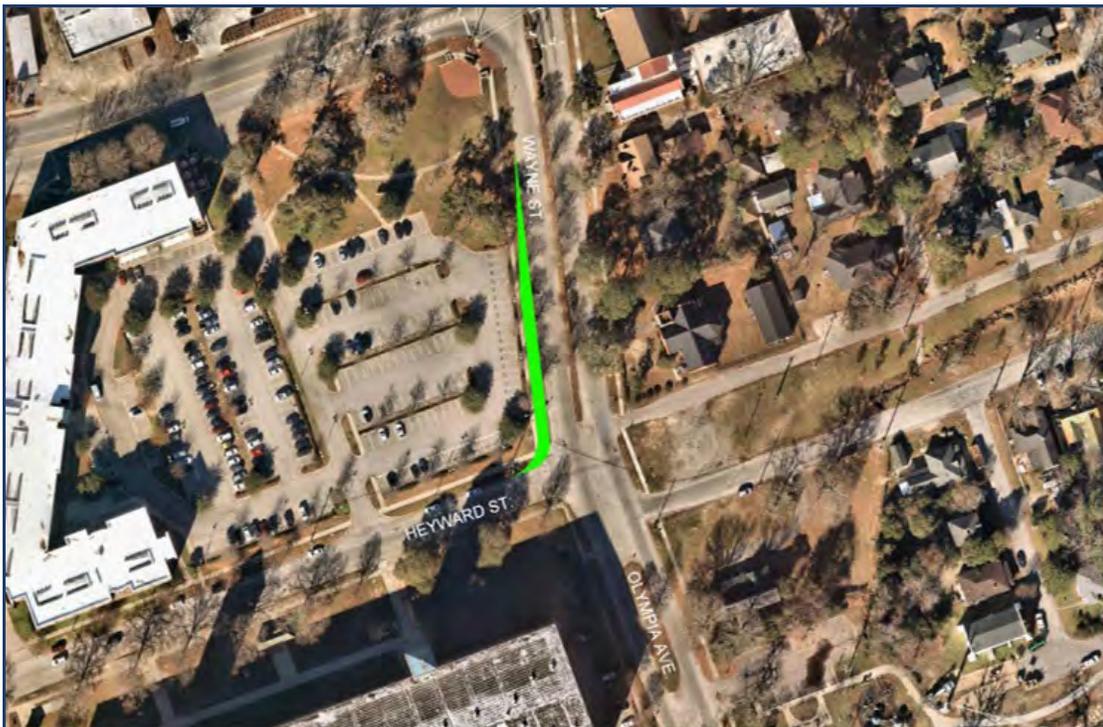
Representative Photo

Description of Conceptual Improvements

Provide right-turn lane from Wayne Street onto Heyward Street. Evaluate signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	1,479
Westbound traffic	642
Northbound traffic	7,957
Southbound traffic	8,991



Conceptual Improvements

Intersection is not currently signalized. Does potentially meet warrant for future signal.

Peak Hours

1:00pm	1,385
12:00pm	1,379
1:00pm	1,519
2:00pm	1,450



Olympia Avenue & Heyward Street & Wayne Street
Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	19,069	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	4	19	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	1		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	54		100
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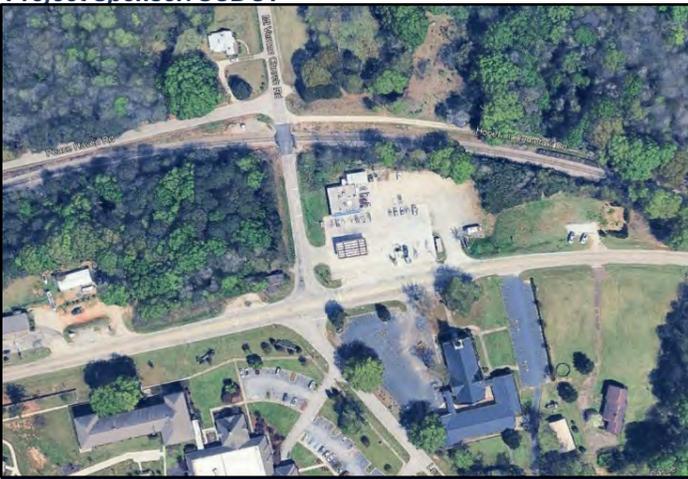
US 76 & Mount Vernon Church Road

White Rock, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Provide additional and improved turn-lanes at intersection based on traffic counts. Improve signal as necessary.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	11,037
Westbound traffic	10,023
Northbound traffic	1,120
Southbound traffic	2,990



Conceptual Improvements

Intersection is currently signalized.

Peak Hours

8:00am	1,728
3:00pm	1,846
4:00pm	1,900
5:00pm	1,978



US 76 & Mount Vernon Church Road

White Rock, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	25,170	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	4	18	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	53		100
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US 378 & Pineview Road

Columbia, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Eastbound leg of intersection being improved as part of Pineview Widening project. Evaluate opportunities to improve signal and pedestrian accommodations.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	15,617
Westbound traffic	21,016
Northbound traffic	9,011
Southbound traffic	3,706

Peak Hours

7:00am: 3,423
3:00pm: 3,460
4:00pm: 3,680
5:00pm: 3,742



US 378 & Pineview Road
Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	49,350	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	4	22	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	4		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	52	100
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Clemson Road & Winslow Way

Columbia, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide right-turn lane from Clemson Road onto Winslow Way. Evaluate signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	14,323
Westbound traffic	11,809
Northbound traffic	0
Southbound traffic	2,093



Intersection is not currently signalized. Does potentially meet warrant for future signal.

Peak Hours

3:00pm	1,992
4:00pm	2,219
5:00pm	2,209
6:00pm	1,969

Conceptual Improvements



Clemson Road & Winslow Way

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	28,225	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	3	16	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	51		100
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Browning Road (Frontage Rd) & Zimelcrest Drive

Intersection

Saint Andrews, SC

PROJECT OVERVIEW

Project Sponsor: CMCOG



Location Map

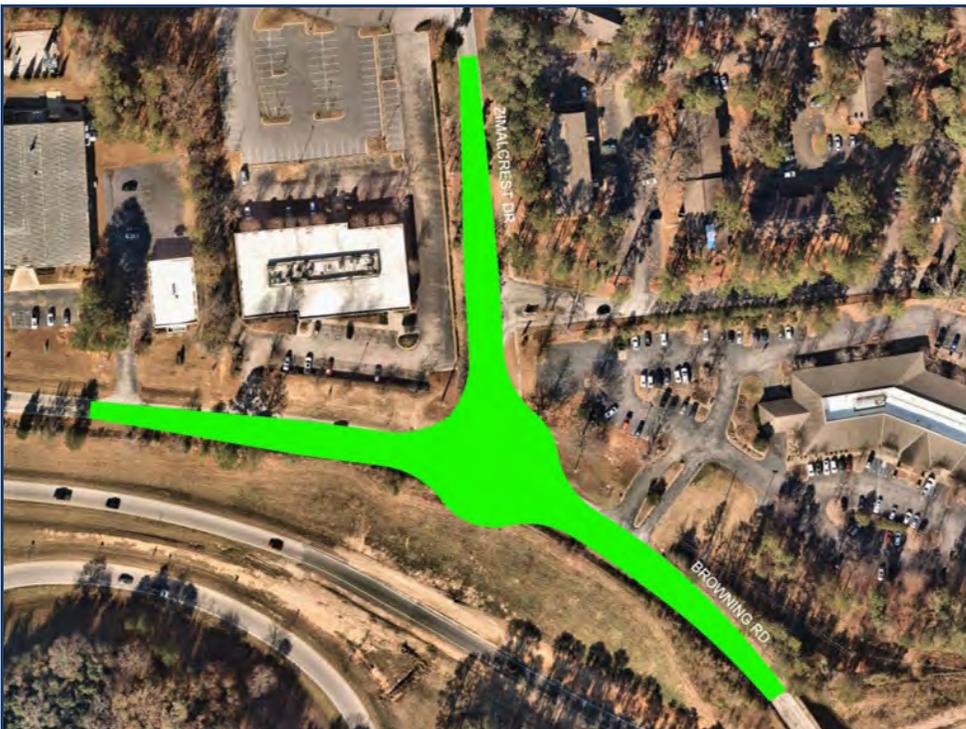
Representative Photo

Description of Conceptual Improvements

Construct roundabout at intersection. Alternatively evaluate for signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	4,161
Westbound traffic	6,116
Northbound traffic	0
Southbound traffic	2,879



Intersection is not currently signalized. Does potentially meet warrant for future signal.

Peak Hours

- 3:00pm: 1,122
- 4:00pm: 1,345
- 5:00pm: 1,476
- 6:00pm: 1,150

Conceptual Improvements



Browning Road (Frontage Rd) & Zimelcrest Drive

Saint Andrews, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	Score 5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	13,156	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	13	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	Yes		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	3		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	Select	0	20
16. Will the project support a committed economic development project?	Select		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	Select		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	51	100
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Hollingshed Road & Lost Creek Drive

Irmo, SC

Project Sponsor: CMCOG

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

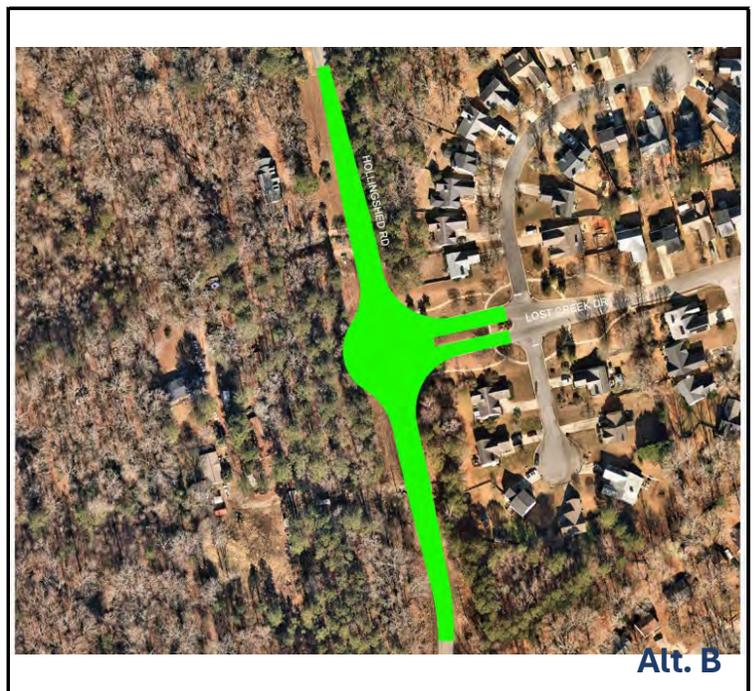
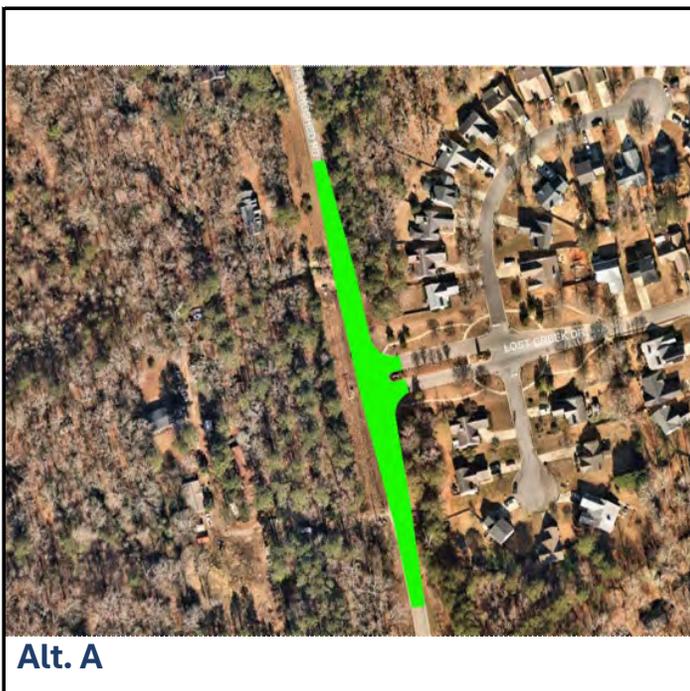
Provide right-turn lane and left-turn lane from Hollingshed Road to Lost Creek Drive based on traffic counts. Alternatively consider roundabout.

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 7:00am: 686, 3:00pm: 477
 4:00pm: 486, 5:00pm: 530

Daily (24-Hour) Volumes in 2025

Eastbound traffic	0
Westbound traffic	1,158
Northbound traffic	2,559
Southbound traffic	2,218



Alt. A

Alt. B

Conceptual Improvements



Hollingshed Road & Lost Creek Drive

Irmo, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	Score 5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	5,935	17.8	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	10	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	Yes		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	50.8	100
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SC 6 (Dreher Shoals Rd) & Village Lane

Intersection

Columbia, SC

PROJECT OVERVIEW

Project Sponsor: CMCOG



Location Map

Representative Photo

Description of Conceptual Improvements

Realign Village Lane with Blooming Loop. Provide turn-lanes at all legs based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	214
Westbound traffic	396
Northbound traffic	10,522
Southbound traffic	10,095



Conceptual Improvements

Intersection is not currently signaled. Does not meet warrant for future signal.

Peak Hours

- 7:00am: 1,515**
- 3:00pm: 1,645**
- 4:00pm: 1,753**
- 5:00pm: 1,785**



SC 6 (Dreher Shoals Rd) & Village Lane

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	Score 5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	21,227	Score 20	Max 20
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SAFETY

3. Number of signalized crosswalks in planned project	0	Score 10	Max 25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	Yes		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	Score 5	Max 10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	Score 0	Max 20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	Score 10	Max 15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	50	100
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SC 6 (Dreher Shoals Rd) & Leamington Way

Intersection

Irmo, SC

PROJECT OVERVIEW

Project Sponsor: CMCOG



Location Map

Representative Photo

Description of Conceptual Improvements

Provide right-turn lane and left-turn lane from SC 6 to Leamington Way based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	0
Westbound traffic	526
Northbound traffic	10,396
Southbound traffic	10,019



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

- 7:00am: 1,519
- 3:00pm: 1,618
- 4:00pm: 1,734
- 5:00pm: 1,763



SC 6 (Dreher Shoals Rd) & Leamington Way

Irmo, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	Score 5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	20,941	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	10	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	Yes		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	50	100
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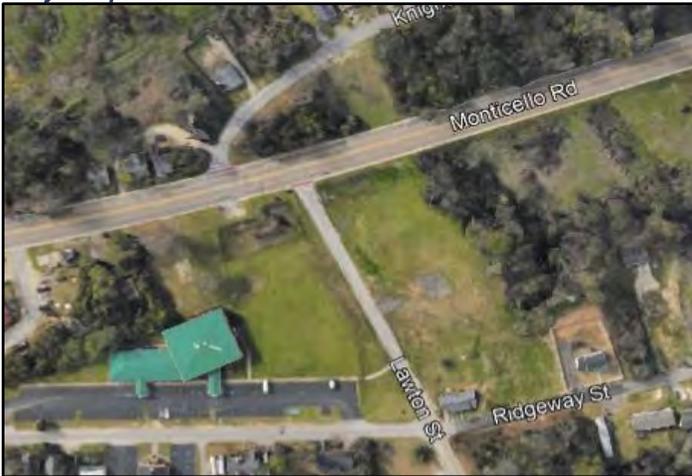
Monticello Road & Lawton Street & Knightner Street

Intersection

Columbia, SC

PROJECT OVERVIEW

Project Sponsor: CMCOG



Location Map



Representative Photo

Description of Conceptual Improvements

Realign Knightner Street opposite Lawton Street. Provide turn-lanes based on traffic counts.

Daily (24-Hour) Volumes in 2025-

Lawton Street

Eastbound traffic	0
Westbound traffic	223
Northbound traffic	6,749
Southbound traffic	6,968

Daily (24-Hour) Volumes in 2025-

Knightner Street

Eastbound traffic	72
Westbound traffic	0
Northbound traffic	6,849
Southbound traffic	6,754

Intersection is not currently signalized. Does not meet warrant for future signal.

Lawton Peak Hours

11:00am: 1,172, 3:00pm: 987,
4:00pm: 1,139, 5:00pm: 1,281

Knightner Peak Hours

11:00am: 1,203, 3:00pm: 1,002,
4:00pm: 1,156, 5:00pm: 1,297



Conceptual Improvements



Monticello Road & Lawton Street & Knightner Street

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	Score 5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	13,940	13.9	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	8	25
4. Number of unsignalized crosswalks in planned project	4		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	15	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	Yes		

TOTAL	49.9	100
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Two Notch Road & Polo Road

Columbia, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map



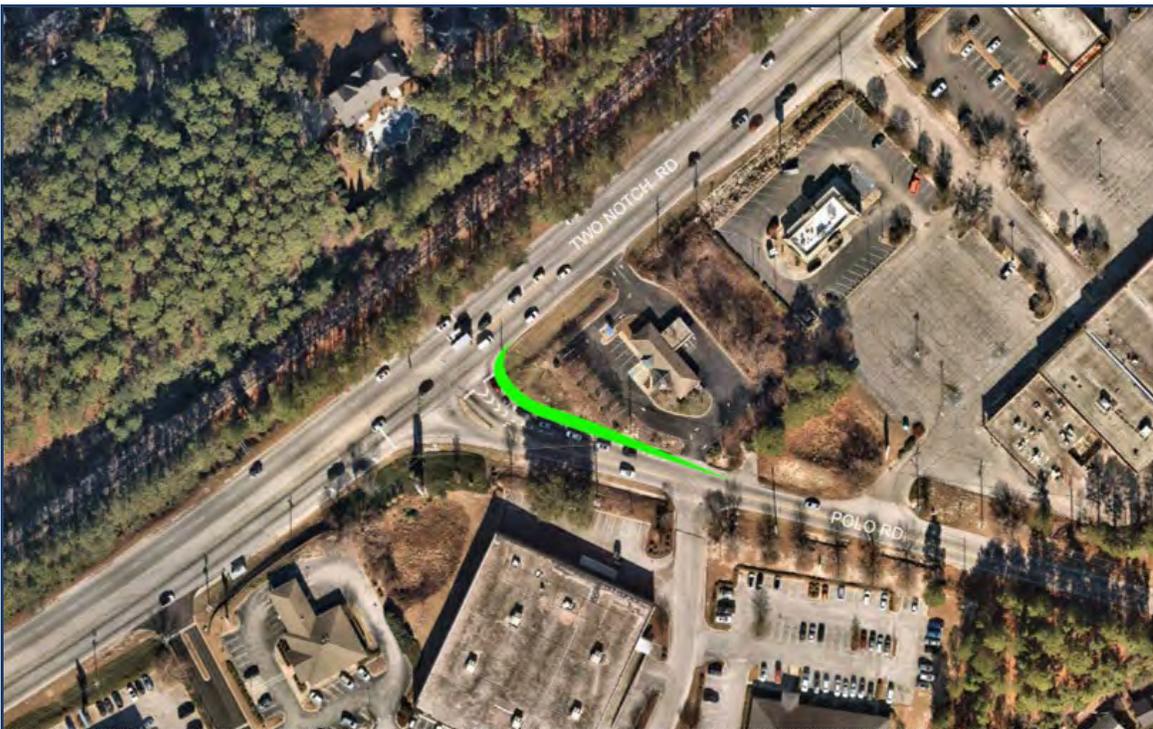
Representative Photo

Description of Conceptual Improvements

Create dual-right turn lanes on Polo Road. Improve signal timing and accommodations for pedestrians.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	18,001
Westbound traffic	19,633
Northbound traffic	5,470
Southbound traffic	0



Conceptual Improvements

Intersection is currently signaled.

Peak Hours

2:00pm	2,886
3:00pm	3,238
4:00pm	3,171
5:00pm	3,265



Two Notch Road & Polo Road

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	43,104	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	14	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	4		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	49		100
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Bethel Church Road & Atascadero Drive

Intersection

Columbia, SC

PROJECT OVERVIEW

Project Sponsor: SCDOT



Location Map

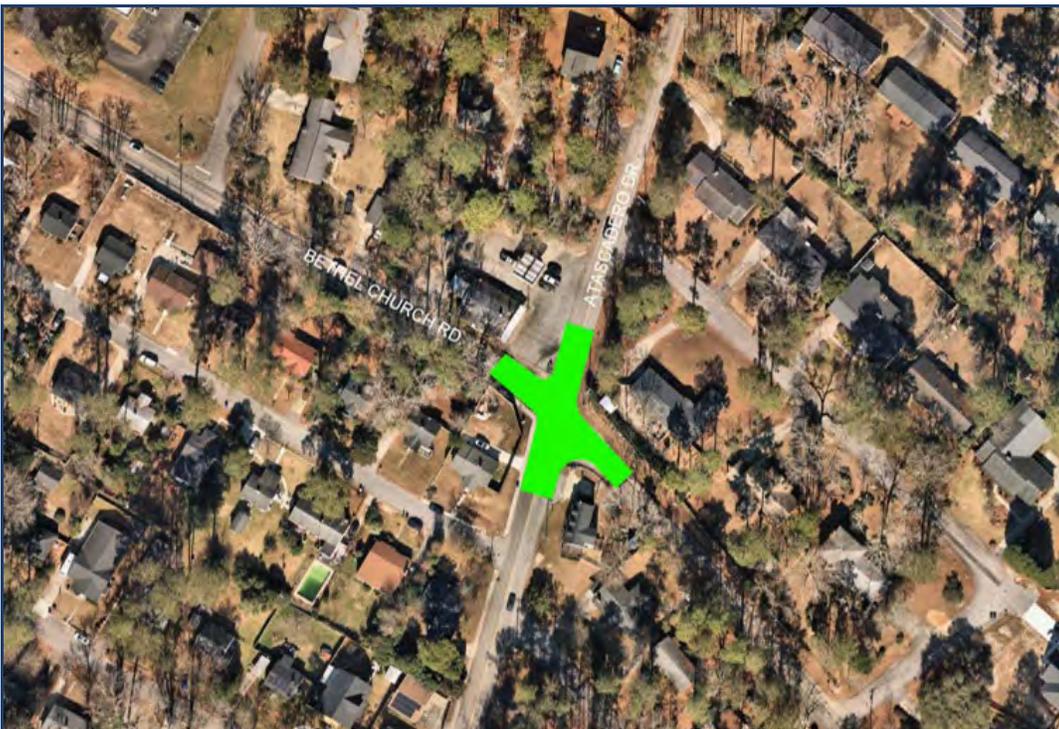
Representative Photo

Description of Conceptual Improvements

Improve intersection radii, apply appropriate signing and pavement markings, and improve pavement condition.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	2,516
Westbound traffic	1,406
Northbound traffic	2,228
Southbound traffic	657



Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 7:00am: 810
 2:00pm: 599
 3:00pm: 570
 5:00pm: 626

Conceptual Improvements



Bethel Church Road & Atascadero Drive

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	6,807	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	13	25
4. Number of unsignalized crosswalks in planned project	4		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	48	100
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US 76 & Johnson Marina Road

Chapin, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.
Evaluate signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	11,384
Westbound traffic	13,616
Northbound traffic	2,970
Southbound traffic	0



Conceptual Improvements

Intersection is not currently signalized. Does potentially meet warrant for future signal.

Peak Hours

12:00pm	1,903
3:00pm	1,921
4:00pm	2,109
5:00pm	2,161



US 76 & Johnson Marina Road

Chapin, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	Score: 0	Max: 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	27,970	Score: 20	Max: 20
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SAFETY

3. Number of signalized crosswalks in planned project	1	Score: 13	Max: 25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	1		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	Score: 5	Max: 10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	Score: 0	Max: 20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	Score: 10	Max: 15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	48	Max: 100
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US 176 & Bickley Road

Irmo, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Intersection has recently been signalized. Provide additional left-turn and right-turn storage lanes on Bickley Road. Improve signal timing and accommodations for pedestrians.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	3,188
Westbound traffic	0
Northbound traffic	4,279
Southbound traffic	6,491



Conceptual Improvements

Intersection is currently signalized.

Peak Hours

- 7:00am: 1,059
- 3:00pm: 1,026
- 4:00pm: 1,202
- 5:00pm: 1,303



US 176 & Bickley Road

Irmo, SC

Intersection

PROJECT SCORING

		Score	Max		
ADDITIONAL FUNDING SOURCES					
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10		
OVERALL IMPACT & COST RATIO					
2. Sum of approach daily volumes	13,958	20	20		
SAFETY					
3. Number of signalized crosswalks in planned project	0	15	25		
4. Number of unsignalized crosswalks in planned project	0				
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes				
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No				
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No				
8. Does at least one approach serve as the primary means of access to a residential community?	Yes				
9. Does at least one approach serve as the sole means of access to a residential community?	No				
10. Will the project address a critical issue caused by a weather event?	No				
11. Overall safety score based on crash data	5				
IMPROVEMENT OF OVERALL CONDITION					
11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes			5	10
12. Will the project remove standing water?	No				
13. Will the project add to or improve the current drainage system?	No				
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No				
ECONOMIC DEVELOPMENT					
15. Will the project open at least one intersection approach to a planned County development area?	No	0	20		
16. Will the project support a committed economic development project?	No				
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No				
PUBLIC SUPPORT					
18. Is the project identified in the Needs Assessment?	Yes	5	15		
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No				
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No				
TOTAL		45	100		

SC 16 (Beltline Boulevard) & S-228 (English Avenue)

Columbia, SC

Project Sponsor: CMCOG

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Realign English Avenue to create more of a 90 degree intersection. Provide left-turn and right-turn lanes on English Avenue based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	9,073
Westbound traffic	9,712
Northbound traffic	197
Southbound traffic	145



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

2:00pm	1,367
3:00pm	1,589
4:00pm	1,639
5:00pm	1,628



SC 16 (Beltline Boulevard) & S-228 (English Avenue)
Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	19,127	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	12	25
4. Number of unsignalized crosswalks in planned project	2		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	3		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	8	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	Yes		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	45		100
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US 378 & Trotter Road & Old Garners Ferry Road

Columbia, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Realign Old Garners Ferry Road into Old Hopkins Road creating a 90 degree intersection. Remove slip-ramps to and from US 378. Provide improved turn-lanes based on traffic counts. Improve signal and pedestrian accommodations.



Conceptual Improvements

Daily (24-Hour) Volumes in 2025- Trotter Road

Eastbound traffic	19,474
Westbound traffic	15,925
Northbound traffic	4,059
Southbound traffic	2,241

Daily (24-Hour) Volumes in 2025- Old Garners Ferry Road

Eastbound traffic	21,066
Westbound traffic	19,265
Northbound traffic	671
Southbound traffic	0

Intersection is currently signalized.

Peak Hours

7:00am: 3,255, 3:00pm: 2,968
4:00pm: 3,218, 5:00pm: 3,369



US 378 & Trotter Road & Old Garners Ferry Road

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	41,699	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	10	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	45	100
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US 378 & East Exchange

Columbia, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

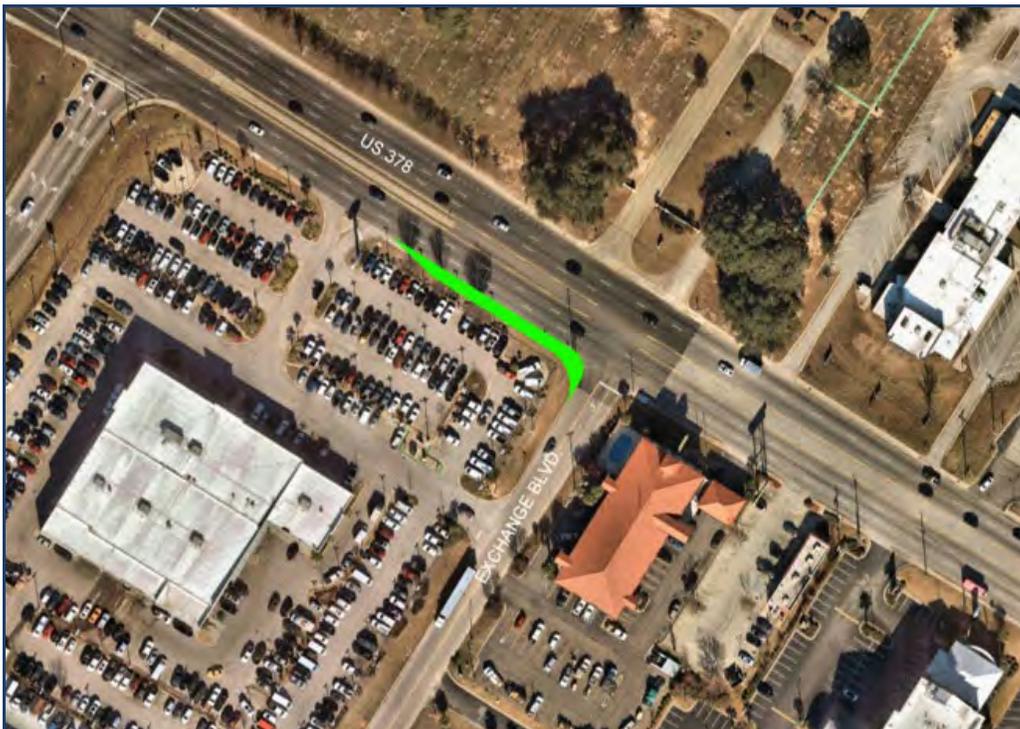
Representative Photo

Description of Conceptual Improvements

Provide right-turn lane from US 378 onto East Exchange. Evaluate signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	26,509
Westbound traffic	24,524
Northbound traffic	1,103
Southbound traffic	54



Conceptual Improvements

Intersection is not currently signalized. Does potentially meet warrant for future signal.

Peak Hours

2:00pm	3,464
3:00pm	3,646
4:00pm	3,915
5:00pm	3,807



US 378 & East Exchange

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	52,190	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	Select	14	25
4. Number of unsignalized crosswalks in planned project	3		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	3		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	44	100
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Olympia Avenue & Bluff Road

Columbia, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Create cul-de-sac at Bluff Road and Olympia Avenue. Extend Texas Street across Bluff Road to create intersection with Bluff Road. Realign Olympia Avenue to create 90 degree intersection with Bluff Road.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	7,748
Westbound traffic	6,892
Northbound traffic	151
Southbound traffic	858



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

1:00pm	1,113
3:00pm	1,138
4:00pm	1,268
5:00pm	1,156



Olympia Avenue & Bluff Road

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	15,649	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	13	25
4. Number of unsignalized crosswalks in planned project	4		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	43	100
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US 76 & Three Dog Road

Chapin, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide additional and improved turn-lanes at intersection based on traffic counts. Improve signal as necessary.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	11,161
Westbound traffic	10,848
Northbound traffic	2,081
Southbound traffic	746

Peak Hours

7:00am	1,864
3:00pm	1,815
4:00pm	1,944
5:00pm	1,994



US 76 & Three Dog Road
Chapin, SC

Intersection
PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	24,836	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	12	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	2		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	42		100
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North Springs Road & South Springs Road

Columbia, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map

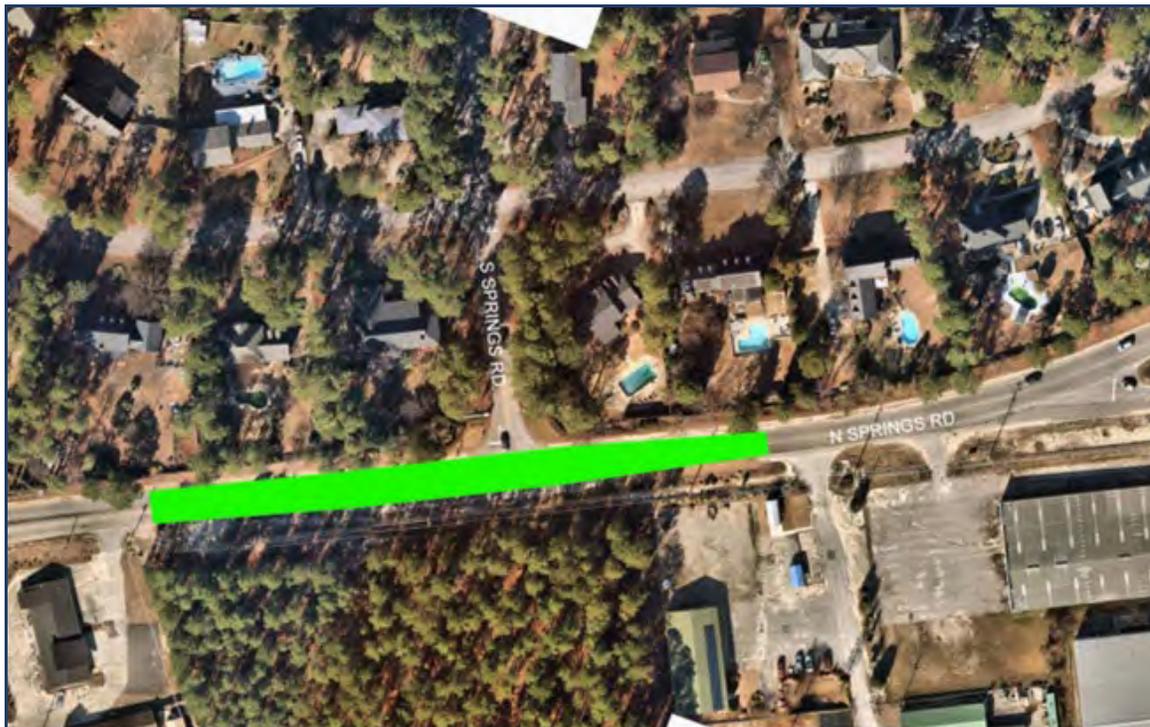
Representative Photo

Description of Conceptual Improvements

Daily (24-Hour) Volumes in 2025

Evaluate left-turn and right-turn lanes on North Springs based on traffic counts.

Eastbound traffic	7,540
Westbound traffic	7,362
Northbound traffic	0
Southbound traffic	1,245



Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 3:00pm: 1,6142
 4:00pm: 1,285
 5:00pm: 1,408
 6:00pm: 1,111

Conceptual Improvements



North Springs Road & South Springs Road

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	Score 0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	16,147	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	Select	7	25
4. Number of unsignalized crosswalks in planned project	1		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	42	100
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Huger Street & Gervais Street

Columbia, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Improve signal timing and accommodations for pedestrians.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	15,738
Westbound traffic	14,729
Northbound traffic	15,797
Southbound traffic	20,886

Peak Hours

- 8:00am: 4,432
- 3:00pm: 4,665
- 4:00pm: 4,905
- 5:00pm: 4,933



Huger Street & Gervais Street

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources

0%

Score

0

Max

10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes

67,150

20

20

SAFETY

3. Number of **signalized** crosswalks in planned project

4

4. Number of **unsignalized** crosswalks in planned project

0

5. Does the intersection meet the four-hour or pedestrian signal warrant?

Yes

6. Is the project expected to reduce **vehicle to vehicle** conflicts by 50%?

Select

7. Is the project expected to reduce **vehicle to pedestrian** conflicts by 50%?

Select

8. Does at least one approach serve as the **primary** means of access to a residential community?

Select

9. Does at least one approach serve as the **sole** means of access to a residential community?

Select

10. Will the project address a critical issue caused by a weather event?

Select

11. Overall safety score based on crash data

3

16

25

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?

No

12. Will the project remove standing water?

No

13. Will the project add to or improve the current drainage system?

No

14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?

No

0

10

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?

No

16. Will the project support a committed economic development project?

No

17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?

No

0

20

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?

Yes

19. Is the project indicated in the upper **50%** of priority by the stakeholders?

No

20. Is the project indicated in the upper **25%** of priority by the stakeholders?

No

5

15

TOTAL

41

100

Sparkleberry Lane & Wotan Road

Columbia, SC

Project Sponsor: CMCOG

Intersection

PROJECT OVERVIEW



Location Map

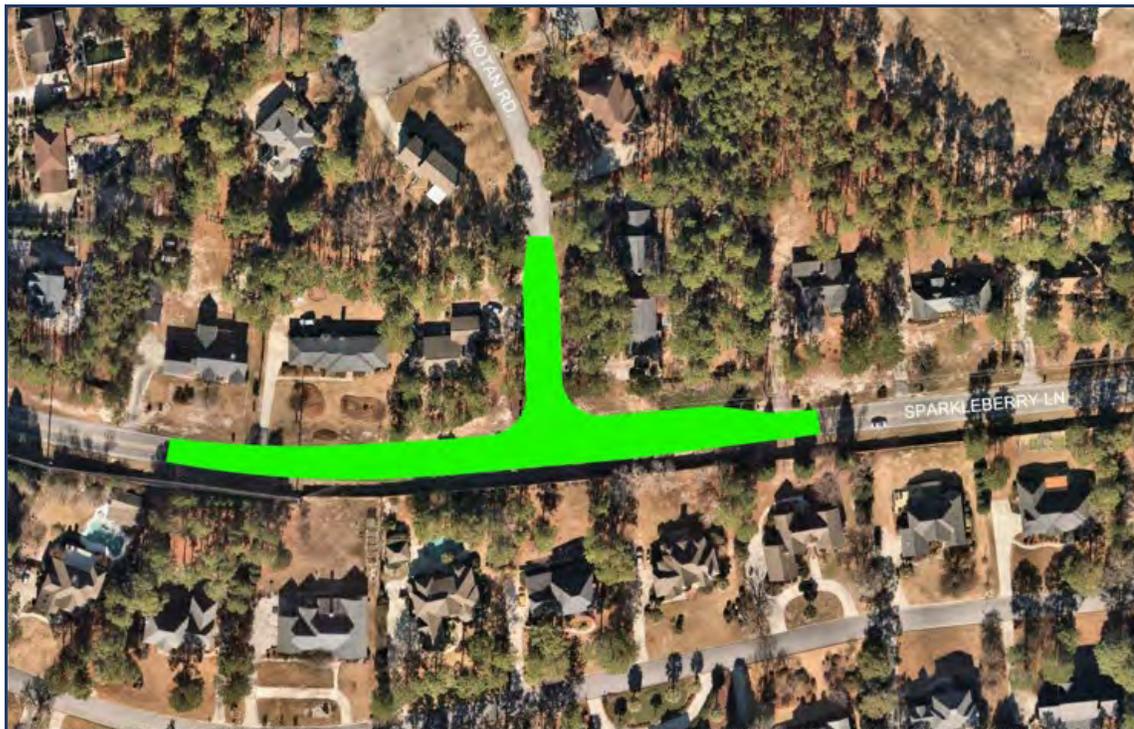
Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	7,390
Westbound traffic	7,390
Northbound traffic	0
Southbound traffic	227



Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

3:00pm	1,136
4:00pm	1,372
5:00pm	1,323
6:00pm	1,129

Conceptual Improvements



Sparkleberry Lane & Wotan Road

Columbia, SC

Intersection

PROJECT SCORING

		Score	Max		
ADDITIONAL FUNDING SOURCES					
1. Expected percent contribution toward project cost by outside funding sources	50%	5	10		
OVERALL IMPACT & COST RATIO					
2. Sum of approach daily volumes	15,007	15	20		
SAFETY					
3. Number of signalized crosswalks in planned project	0	5	25		
4. Number of unsignalized crosswalks in planned project	0				
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No				
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No				
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No				
8. Does at least one approach serve as the primary means of access to a residential community?	Yes				
9. Does at least one approach serve as the sole means of access to a residential community?	No				
10. Will the project address a critical issue caused by a weather event?	No				
11. Overall safety score based on crash data	0				
IMPROVEMENT OF OVERALL CONDITION					
11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes			10	10
12. Will the project remove standing water?	No				
13. Will the project add to or improve the current drainage system?	No				
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes				
ECONOMIC DEVELOPMENT					
15. Will the project open at least one intersection approach to a planned County development area?	No	0	20		
16. Will the project support a committed economic development project?	No				
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No				
PUBLIC SUPPORT					
18. Is the project identified in the Needs Assessment?	Yes	5	15		
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No				
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No				
TOTAL		40	100		

Assembly Street & Lady Street

Columbia, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Improve signal timing and accommodations for pedestrians.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	3,211
Westbound traffic	2,903
Northbound traffic	14,541
Southbound traffic	10,784

Peak Hours

12:00pm	2,182
1:00pm	2,299
4:00pm	2,686
5:00pm	2,672



Assembly Street & Lady Street
Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	31,439	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	4	15	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	2		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	40		100
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Lakeshore Drive & Forest Lake Place

Columbia, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map

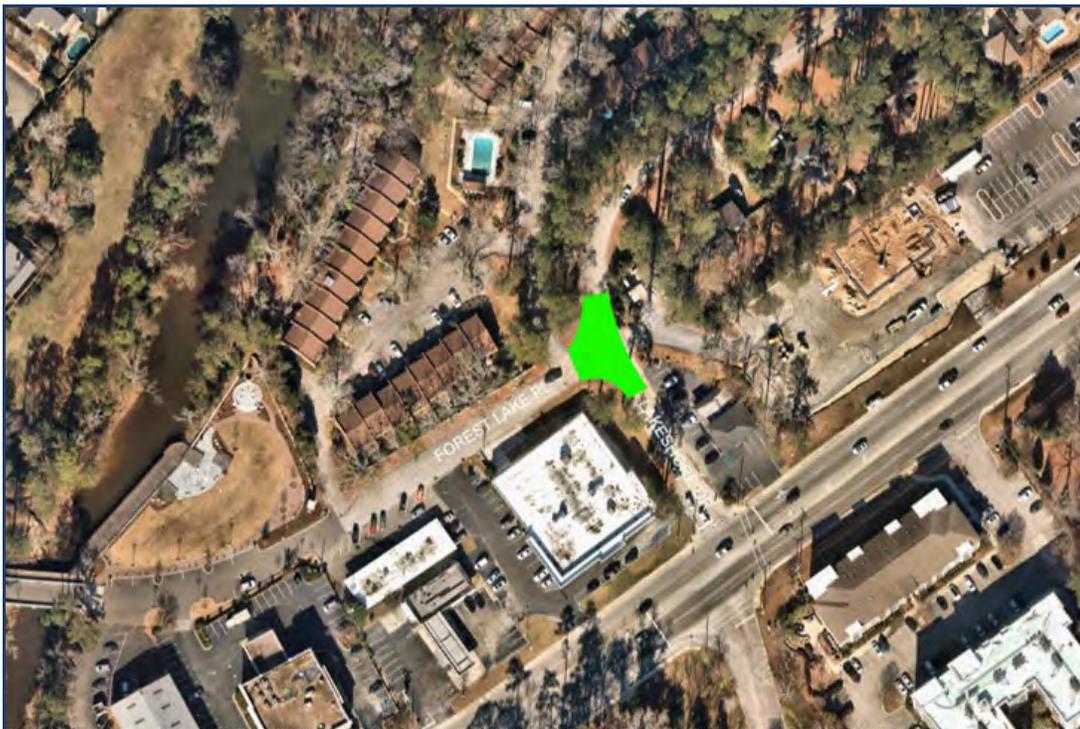
Representative Photo

Description of Conceptual Improvements

Improve intersection radii, apply appropriate signing and pavement markings, and improve pavement condition.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	392
Westbound traffic	4
Northbound traffic	870
Southbound traffic	760



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

12:00pm:	164
2:00pm:	156
4:00pm:	171
5:00pm:	217



Lakeshore Drive & Forest Lake Place

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	2,026	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	10	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	Yes		
10. Will the project address a critical issue caused by a weather event?	Select		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	40		100
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Sparkleberry Lane & Viking Drive

Columbia, SC

Project Sponsor: CMCOG

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.
 Realign Viking Drive to create more of a 90 degree intersection.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	7,146
Westbound traffic	7,269
Northbound traffic	0
Southbound traffic	358



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 3:00pm: 1,122
 4:00pm: 1,340
 5:00pm: 1,296
 6:00pm: 1,126



Sparkleberry Lane & Viking Drive

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	14,773	14.8	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	5	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Select		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	Select		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	Select		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	Select		
10. Will the project address a critical issue caused by a weather event?	Select		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	39.8		100
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Clemson Road & Ashcroft Circle & Prina Lane

Intersection

Columbia, SC

PROJECT OVERVIEW

Project Sponsor: Public Input



Location Map



Representative Photo

Description of Conceptual Improvements

Evaluate for signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	567
Westbound traffic	863
Northbound traffic	15,932
Southbound traffic	15,582

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

7:00am	2,297
3:00pm	2,404
4:00pm	2,736
5:00pm	2,812



Clemson Road & Ashcroft Circle & Prina Lane

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	32,944	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	9	25
4. Number of unsignalized crosswalks in planned project	2		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	39		100
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Hollingshed Road & Raintree Drive

Irmo, SC

Project Sponsor: CMCOG

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide right-turn lane and left-turn lane from Hollingshed Road to Raintree Drive based on traffic counts. Alternatively consider roundabout.

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 7:00am: 567, 3:00pm: 491
 4:00pm: 481, 5:00pm: 554

Daily (24-Hour) Volumes in 2025

Eastbound traffic	0
Westbound traffic	636
Northbound traffic	3,022
Southbound traffic	2,508



Alt. A



Alt. B

Conceptual Improvements



Hollingshed Road & Raintree Drive

Irmo, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	50%	Score 5	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	6,166	18.5	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	5	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	38.5		100
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Dutch Fork Road & Mill Place Drive

Irmo, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	9,226
Westbound traffic	9,534
Northbound traffic	0
Southbound traffic	639



Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

12:00pm	1,512
1:00pm	1,502
4:00pm	1,493
5:00pm	1,452

Conceptual Improvements



Dutch Fork Road & Mill Place Drive

Irmo, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources

Select

Score

0

Max

10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes

19,399

20

20

SAFETY

3. Number of **signalized** crosswalks in planned project

0

4. Number of **unsignalized** crosswalks in planned project

0

5. Does the intersection meet the four-hour or pedestrian signal warrant?

No

6. Is the project expected to reduce **vehicle to vehicle** conflicts by 50%?

No

7. Is the project expected to reduce **vehicle to pedestrian** conflicts by 50%?

No

8. Does at least one approach serve as the **primary** means of access to a residential community?

Yes

9. Does at least one approach serve as the **sole** means of access to a residential community?

No

10. Will the project address a critical issue caused by a weather event?

No

11. Overall safety score based on crash data

3

8

25

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?

Yes

12. Will the project remove standing water?

No

13. Will the project add to or improve the current drainage system?

No

14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?

No

5

10

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?

No

16. Will the project support a committed economic development project?

No

17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?

No

0

20

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?

Yes

19. Is the project indicated in the upper **50%** of priority by the stakeholders?

Select

20. Is the project indicated in the upper **25%** of priority by the stakeholders?

Select

5

15

TOTAL

38

100

North Springs Road & Mill Field Road

Columbia, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Realign Mill Field Road into North Springs Road creating a 90 degree intersection.
Evaluate for signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	8,098
Westbound traffic	1,071
Northbound traffic	6,528
Southbound traffic	0



Conceptual Improvements

Intersection is not currently signalized. Does potentially meet warrant for future signal.

Peak Hours

- 2:00pm: 1,146**
- 3:00pm: 1,266**
- 4:00pm: 1,468**
- 5:00pm: 1,458**



North Springs Road & Mill Field Road

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	2,026	6.1	20
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SAFETY

3. Number of signalized crosswalks in planned project	3	16	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	10	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	37.1		100
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Millwood Avenue & Carlisle Street

Columbia, SC

Project Sponsor: Public Input

Intersection
PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Improve pavement markings along Carlisle Street. Remove portion of Butler Street between Carlisle Street and Millwood Avenue. Evaluate signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	0
Westbound traffic	1,465
Northbound traffic	10,398
Southbound traffic	11,083



Intersection is not currently signalized. Does potentially meet warrant for future signal.

Peak Hours
 8:00am: 1,635
 3:00pm: 1,705
 4:00pm: 1,812
 5:00pm: 1,709

Conceptual Improvements



Millwood Avenue & Carlisle Street

Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	22,946	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	3	11	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	36	100
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US 378 & Old Eastover Road

Eastover, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Realign Old Eastover Road to create a 90 degree intersection. Reconstruct median crossover to align with realigned Old Eastover Road. Provide a right-turn lane from Garners Ferry Road onto Old Eastover Road.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	11,207
Westbound traffic	9,888
Northbound traffic	1,129
Southbound traffic	0



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

- 7:00am: 1,800
- 3:00pm: 1,562
- 4:00pm: 1,803
- 5:00pm: 1,805



US 378 & Old Eastover Road

Eastover, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources

0%

Score

0

Max

10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes

22,224

20

20

SAFETY

3. Number of **signalized** crosswalks in planned project

0

4. Number of **unsignalized** crosswalks in planned project

0

5. Does the intersection meet the four-hour or pedestrian signal warrant?

No

6. Is the project expected to reduce **vehicle to vehicle** conflicts by 50%?

No

7. Is the project expected to reduce **vehicle to pedestrian** conflicts by 50%?

No

8. Does at least one approach serve as the **primary** means of access to a residential community?

No

9. Does at least one approach serve as the **sole** means of access to a residential community?

No

10. Will the project address a critical issue caused by a weather event?

No

11. Overall safety score based on crash data

1

1

25

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?

No

12. Will the project remove standing water?

No

13. Will the project add to or improve the current drainage system?

No

14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?

Yes

5

10

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?

No

16. Will the project support a committed economic development project?

No

17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?

No

0

20

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?

Yes

19. Is the project indicated in the upper **50%** of priority by the stakeholders?

Yes

20. Is the project indicated in the upper **25%** of priority by the stakeholders?

No

10

15

TOTAL

36

100

US 176 & Chapin Road

Chapin, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.
Evaluate signal installation.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	2,890
Westbound traffic	0
Northbound traffic	5,330
Southbound traffic	2,375



Conceptual Improvements

Intersection is not currently signalized. Does potentially meet warrant for future signal.

Peak Hours
 8:00am: 1,000
 3:00pm: 978
 4:00pm: 950
 5:00pm: 1,054



US 176 & Chapin Road

Chapin, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	10,595	10.6	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	6	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	Yes		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	1		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	31.6		100
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US 321 & Lorick Road (5 Locations)

Blythewood, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	51
Westbound traffic	816
Northbound traffic	3,640
Southbound traffic	3,248



Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 7:00am: 631
 8:00am: 524
 4:00pm: 622
 5:00pm: 687

Conceptual Improvements



US 321 & Lorick Road (5 Locations)

Blythewood, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	7,755	7.8	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	5	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	Yes		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	27.8		100
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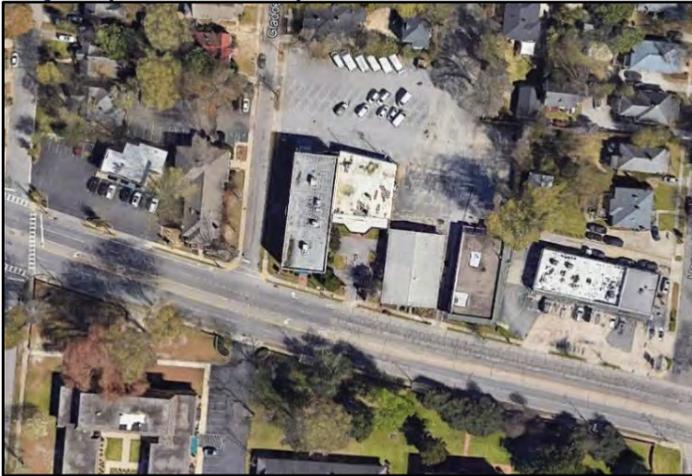
Millwood Avenue & Gladden Street

Columbia, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map

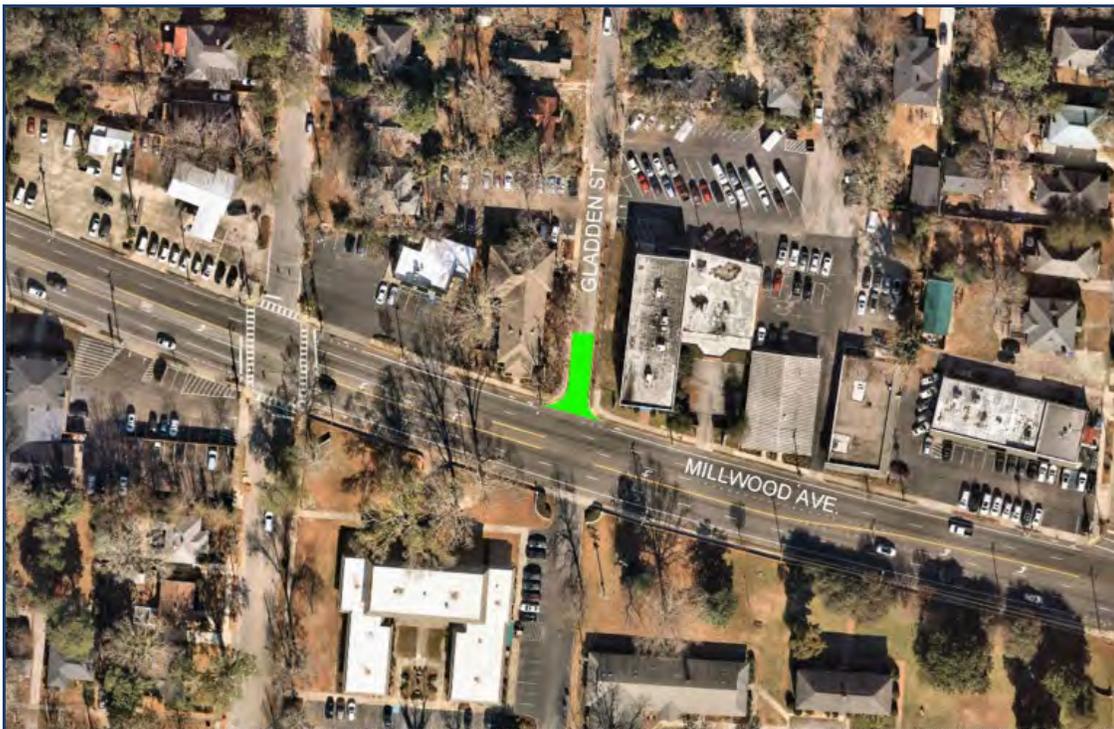
Representative Photo

Description of Conceptual Improvements

Improve pavement markings on Gladden Street.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	11,510
Westbound traffic	12,264
Northbound traffic	31
Southbound traffic	234



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

8:00am	1,744
3:00pm	1,758
4:00pm	1,867
5:00pm	1,785



Millwood Avenue & Gladden Street
Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	24,039	20	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	2	25
4. Number of unsignalized crosswalks in planned project	1		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	27		100
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US 321 & Koon Store Road & Dubard Boyle Road (5 Locations)

Columbia, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at both intersections based on traffic counts.
Evaluate signal installation at Koon Store Road.

**Daily (24-Hour) Volumes in 2025-
Koon Store Road**

Eastbound traffic	0
Westbound traffic	1,690
Northbound traffic	4,413
Southbound traffic	3,660

**Daily (24-Hour) Volumes in 2025-
Dubard Boyle Road**

Eastbound traffic	778
Westbound traffic	0
Northbound traffic	4,021
Southbound traffic	4,130



Conceptual Improvements

Intersection is not currently signaled.
Koon Rd potentially meets warrant for future signal.

US 321/Koon Peak Hours

- 7:00am: 776
- 3:00pm: 706
- 4:00pm: 781
- 5:00pm: 842

US 321/Dubard Boyle Peak Hours

- 7:00am: 717
- 3:00pm: 620
- 4:00pm: 697
- 5:00pm: 736



US 321 & Koon Store Road & Dubard Boyle Road (5 Locations)
Columbia, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	9,763	9.8	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	0	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	24.8		100
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Riverbanks Zoo & Greystone Boulevard & Candi Lane

Columbia, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Evaluate signal installation or construct roundabout.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	788
Westbound traffic	1,181
Northbound traffic	0
Southbound traffic	1,979



Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 9:00am: 335
 12:00pm: 379
 1:00pm: 362
 2:00pm: 406

Conceptual Improvements



Riverbanks Zoo & Greystone Boulevard & Candi Lane
Columbia, SC

Intersection
PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	3,948	3.9	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	5	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	Yes		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	23.9		100
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US 321 & Cedar Creek Road (5 Locations)

Blythewood, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	777
Westbound traffic	0
Northbound traffic	3,234
Southbound traffic	2,279



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

7:00am	507
3:00pm	408
4:00pm	560
5:00pm	598



US 321 & Cedar Creek Road (5 Locations)

Blythewood, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	6,290	6.3	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	0	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	21.3		100
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Bluff Road & Lower Richland Boulevard

Intersection

Hopkins, SC

PROJECT OVERVIEW

Project Sponsor: Public Input



Location Map

Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	2,356
Westbound traffic	2,205
Northbound traffic	0
Southbound traffic	600



Clemson Road & Ashcroft Circle

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
7:00am: 403
3:00pm: 428
4:00pm: 399
5:00pm: 419



Bluff Road & Lower Richland Boulevard

Hopkins, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	5,161	5.2	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	5	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	5		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	20.2		100
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US 321 & Muller Road (5 Locations)

Intersection

Blythewood, SC

PROJECT OVERVIEW

Project Sponsor: SCDOT



Location Map

Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	247
Westbound traffic	384
Northbound traffic	2,136
Southbound traffic	2,105



Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

7:00am:	412
3:00pm:	322
4:00pm:	409
5:00pm:	451

Conceptual Improvements



US 321 & Muller Road (5 Locations)

Blythewood, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	4,872	4.9	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	0	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	19.9		100
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Ridge Road/Lower Richland Boulevard

Hopkins, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

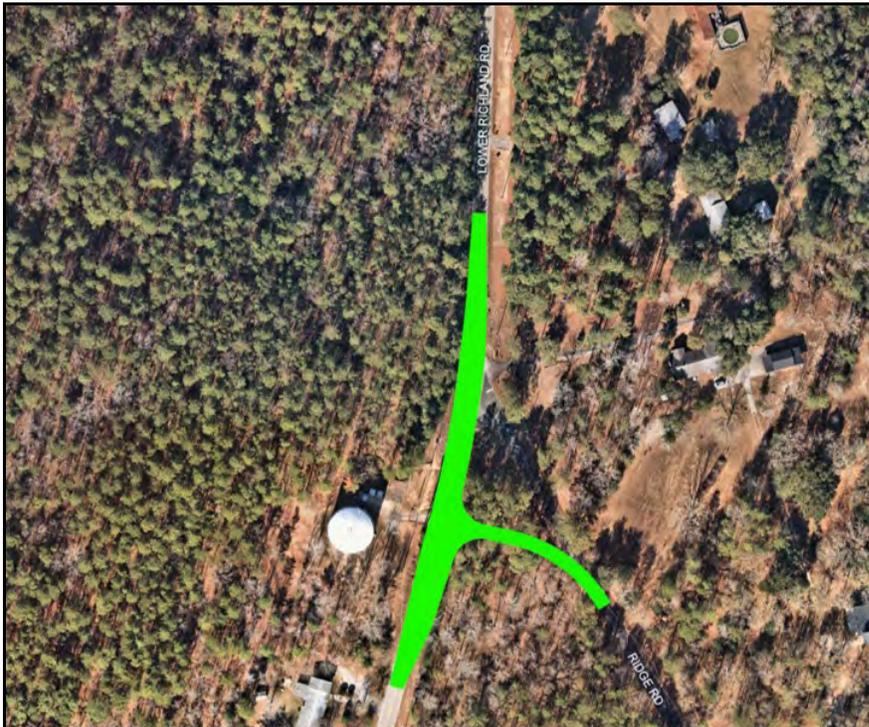
Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	0
Westbound traffic	620
Northbound traffic	975
Southbound traffic	956



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 7:00am: 245
 3:00pm: 230
 4:00pm: 249
 5:00pm: 191



Ridge Road/Lower Richland Boulevard

Hopkins, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	2,551	2.6	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	2	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	2		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	19.6	100
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US 601 (McCords Ferry Road & Screaming Eagle Road)

Intersection

Lugoff, SC

PROJECT OVERVIEW

Project Sponsor: Public Input



Location Map

Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes on US 601 and Screaming Eagle Road based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	787
Westbound traffic	144
Northbound traffic	2,415
Southbound traffic	2,055



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

7:00am:	443
3:00pm:	425
4:00pm:	449
5:00pm:	502



US 601 (McCords Ferry Road & Screaming Eagle Road)

Lugoff, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	Score 0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	5,401	5.4	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	4	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	4		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	19.4		100
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Ridge Road & Harmon Road

Hopkins, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	494
Westbound traffic	0
Northbound traffic	1,259
Southbound traffic	711



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 7:00am: 273
 3:00pm: 215
 4:00pm: 245
 5:00pm: 197



Ridge Road & Harmon Road

Hopkins, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	2,464	2.5	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	1	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	1		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	Yes		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	18.5		100
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Broad River Road & Hopewell Church Road

Intersection

Irmo, SC

PROJECT OVERVIEW

Project Sponsor: CMCOG



Location Map



Representative Photo

Description of Conceptual Improvements

Provide right-turn lane from Broad River Road onto Hopewell Church Road based on traffic counts and remove access from Mike Eleazer Road to Hopewell Church Road. Alternatively construct roundabout at intersection and realign Mike Eleazer Road.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	146
Westbound traffic	194
Northbound traffic	7,064
Southbound traffic	5,687

**Intersection is not currently signalized.
Does not meet warrant for future signal.**

Peak Hours
7:00am: 1,046, 3:00pm: 1,152
4:00pm: 1,199, 5:00pm: 1,310



Alt. A



Alt. B

Conceptual Improvements



Broad River Road & Hopewell Church Road

Irmo, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources

Select

Score

0

Max

10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes

13,091

13.1

20

SAFETY

3. Number of **signalized** crosswalks in planned project

0

4. Number of **unsignalized** crosswalks in planned project

0

5. Does the intersection meet the four-hour or pedestrian signal warrant?

No

6. Is the project expected to reduce **vehicle to vehicle** conflicts by 50%?

No

7. Is the project expected to reduce **vehicle to pedestrian** conflicts by 50%?

No

8. Does at least one approach serve as the **primary** means of access to a residential community?

No

9. Does at least one approach serve as the **sole** means of access to a residential community?

No

10. Will the project address a critical issue caused by a weather event?

No

11. Overall safety score based on crash data

0

0

25

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?

No

12. Will the project remove standing water?

No

13. Will the project add to or improve the current drainage system?

No

14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?

No

0

10

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?

No

16. Will the project support a committed economic development project?

No

17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?

No

0

20

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?

Yes

19. Is the project indicated in the upper **50%** of priority by the stakeholders?

No

20. Is the project indicated in the upper **25%** of priority by the stakeholders?

No

5

15

TOTAL 18.1

100

US 321 & Campground Road

Blythewood, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.
Alternatively consider roundabout.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	824
Westbound traffic	0
Northbound traffic	3,769
Southbound traffic	3,468

**Intersection is not currently signalized.
Does not meet warrant for future signal.**

Peak Hours

7:00am: 647, 8:00am: 555,
4:00pm: 654, 5:00pm: 705



Alt. A



Alt. B

Conceptual Improvements



US 321 & Campground Road

Blythewood, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	8,061	8.1	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	0	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	18.1		100
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Bluff Road & MLK Boulevard

Hopkins, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.
Alternatively consider roundabout.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	1,803
Westbound traffic	1,822
Northbound traffic	269
Southbound traffic	398

**Intersection is not currently signalized.
Does not meet warrant for future signal.**

Peak Hours
7:00am: 326, 3:00pm: 331
4:00pm: 313, 5:00pm: 351



Alt. A

Alt. B

Conceptual Improvements



Bluff Road & MLK Boulevard

Hopkins, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	4,292	4.3	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	3	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	3		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	17.3	100
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Bluff Road & Congaree Road

Gadsden, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map



Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	1,555
Westbound traffic	1,718
Northbound traffic	0
Southbound traffic	854



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

7:00am	322
2:00pm	295
4:00pm	290
5:00pm	325



Bluff Road & Congaree Road

Gadsden, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	4,127	4.1	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	3	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	3		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	17.1		100
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Broad River Road & Canterfield Road

Chapin, SC

Project Sponsor: Public Input

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide right-turn lane from Broad River Road onto Canterfield Road. Improve left-turn and right-turn storage on Canterfield based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	289
Westbound traffic	98
Northbound traffic	6,172
Southbound traffic	5,578



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours

- 8:00am: 1,169
- 3:00pm: 1,202
- 4:00pm: 1,113
- 5:00pm: 1,147



Broad River Road & Canterfield Road

Chapin, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	12,137	12.1	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	0	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	17.1		100
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Tobacco Barn Road & Loner Road & Blythewood Road

Blythewood, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Remove Loner Road between Tobacco Barn Road and Blythewood Road. Improve Tobacco Barn Road between Loner Road and Blythewood Road. Provide left-turn and right-turn lanes based on traffic counts.

Tobacco/Loner Peak Hours

2:00pm: 56, 3:00pm: 53, 4:00pm: 50, 5:00pm: 57

Blythewood/Loner Peak Hours

7:00am: 590, 3:00pm: 536, 4:00pm: 524, 5:00pm: 590

Tobacco/Blythewood Peak Hours

7:00am: 556, 3:00pm: 396, 4:00pm: 477, 5:00pm: 540

Daily (24-Hour) Volumes in 2025-

Tobacco & Loner

Eastbound traffic	310
Westbound traffic	330
Northbound traffic	10
Southbound traffic	14

Daily (24-Hour) Volumes in 2025-

Blythewood & Loner

Eastbound traffic	313
Westbound traffic	0
Northbound traffic	3,457
Southbound traffic	3,156

Daily (24-Hour) Volumes in 2025-

Tobacco & Blythewood

Eastbound traffic	3,504
Westbound traffic	2,812
Northbound traffic	0
Southbound traffic	8



Conceptual Improvements



Tobacco Barn Road & Loner Road & Blythewood Road
Blythewood, SC

Intersection
PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	6,926	6.9	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	0	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	0		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	No	0	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	16.9		100
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Bluff Road & Saint Marks Road

Gadsden, SC

Project Sponsor: CMCOG

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	1,357
Westbound traffic	1,541
Northbound traffic	255
Southbound traffic	0



Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 7:00am: 254
 3:00pm: 230
 4:00pm: 227
 5:00pm: 235

Conceptual Improvements



Bluff Road & Saint Marks Road

Gadsden, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	3,153	3.2	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	3	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	3		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	16.2		100
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Kennerly Road S-217 & Old Tamah Road S-244

Intersection

PROJECT OVERVIEW

Irmo, SC

Project Sponsor: CMCOG



Location Map



Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes at intersection based on traffic counts.

Daily (24-Hour) Volumes in 2025

Eastbound traffic	1,142
Westbound traffic	0
Northbound traffic	2,471
Southbound traffic	1,597



Conceptual Improvements

Intersection is not currently signalized. Does not meet warrant for future signal.

Peak Hours
 7:00am: 622
 3:00pm: 552
 4:00pm: 450
 5:00pm: 494



Kennerly Road S-217 & Old Tamah Road S-244

Irmo, SC

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

		Score	Max
1. Expected percent contribution toward project cost by outside funding sources	0%	0	10

OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes	5,210	5.2	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	1	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	1		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	5	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	No		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

		TOTAL 16.2	100
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Crane Church Road & Heyward Brockington Road & Dubard Boyle

Columbia, SC

Project Sponsor: SCDOT

Intersection

PROJECT OVERVIEW



Location Map

Representative Photo

Description of Conceptual Improvements

Provide left-turn and right-turn lanes on Dubard Boyle Road based on traffic counts. Realign Crane Church Road into Dubard Boyle Road.

Daily (24-Hour) Volumes in 2025-

Heyward Brockington Rd

Eastbound traffic	0
Westbound traffic	1,107
Northbound traffic	1,026
Southbound traffic	818

Daily (24-Hour) Volumes in 2025-

Crane Church Rd

Eastbound traffic	0
Westbound traffic	654
Northbound traffic	659
Southbound traffic	1,062

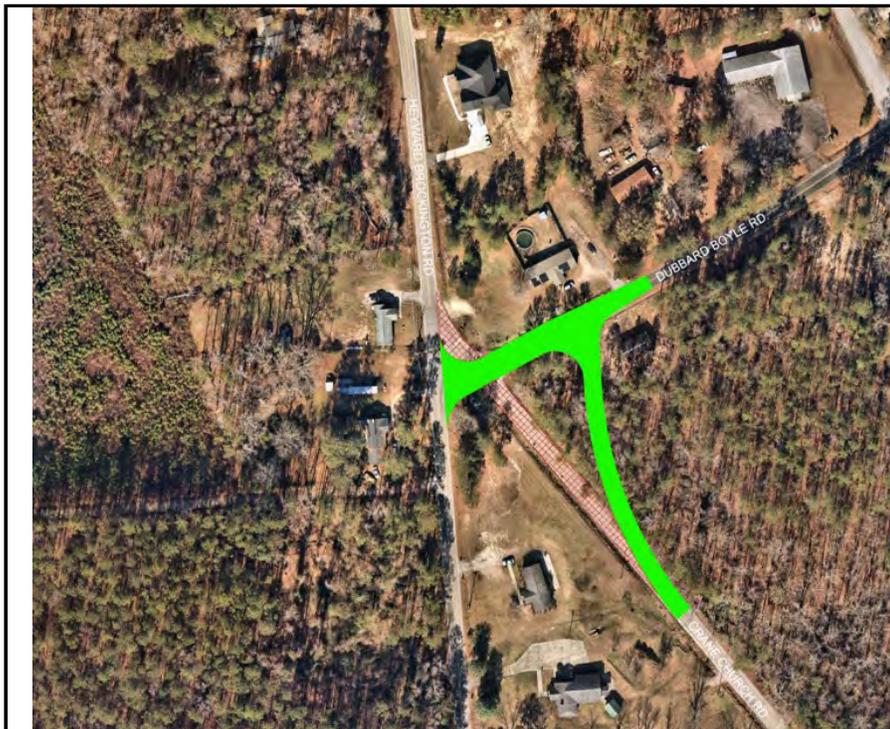
Intersection is not currently signalized. Does not meet warrant for future signal.

Heyward Brockington/Crane Peak Hours

7:00am:	287
2:00pm:	239
3:00pm:	244
5:00pm:	248

Crane/Dubard Boyle Peak Hours

7:00am:	242
2:00pm:	190
3:00pm:	203
5:00pm:	194



Conceptual Improvements



**Crane Church Road & Heyward Brockington Road & Dubard Boyle
Columbia, SC**

Intersection

PROJECT SCORING

ADDITIONAL FUNDING SOURCES

1. Expected percent contribution toward project cost by outside funding sources	0%	0	Max 10
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OVERALL IMPACT & COST RATIO

2. Sum of approach daily volumes		0	20
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SAFETY

3. Number of signalized crosswalks in planned project	0	1	25
4. Number of unsignalized crosswalks in planned project	0		
5. Does the intersection meet the four-hour or pedestrian signal warrant?	No		
6. Is the project expected to reduce vehicle to vehicle conflicts by 50%?	No		
7. Is the project expected to reduce vehicle to pedestrian conflicts by 50%?	No		
8. Does at least one approach serve as the primary means of access to a residential community?	No		
9. Does at least one approach serve as the sole means of access to a residential community?	No		
10. Will the project address a critical issue caused by a weather event?	No		
11. Overall safety score based on crash data	1		

IMPROVEMENT OF OVERALL CONDITION

11. Will the project restore the roadway system surfaces (i.e., involve resurfacing)?	Yes	5	10
12. Will the project remove standing water?	No		
13. Will the project add to or improve the current drainage system?	No		
14. Will the project clear aged or rundown roadside blight within the proposed right-of-way (ROW)?	No		

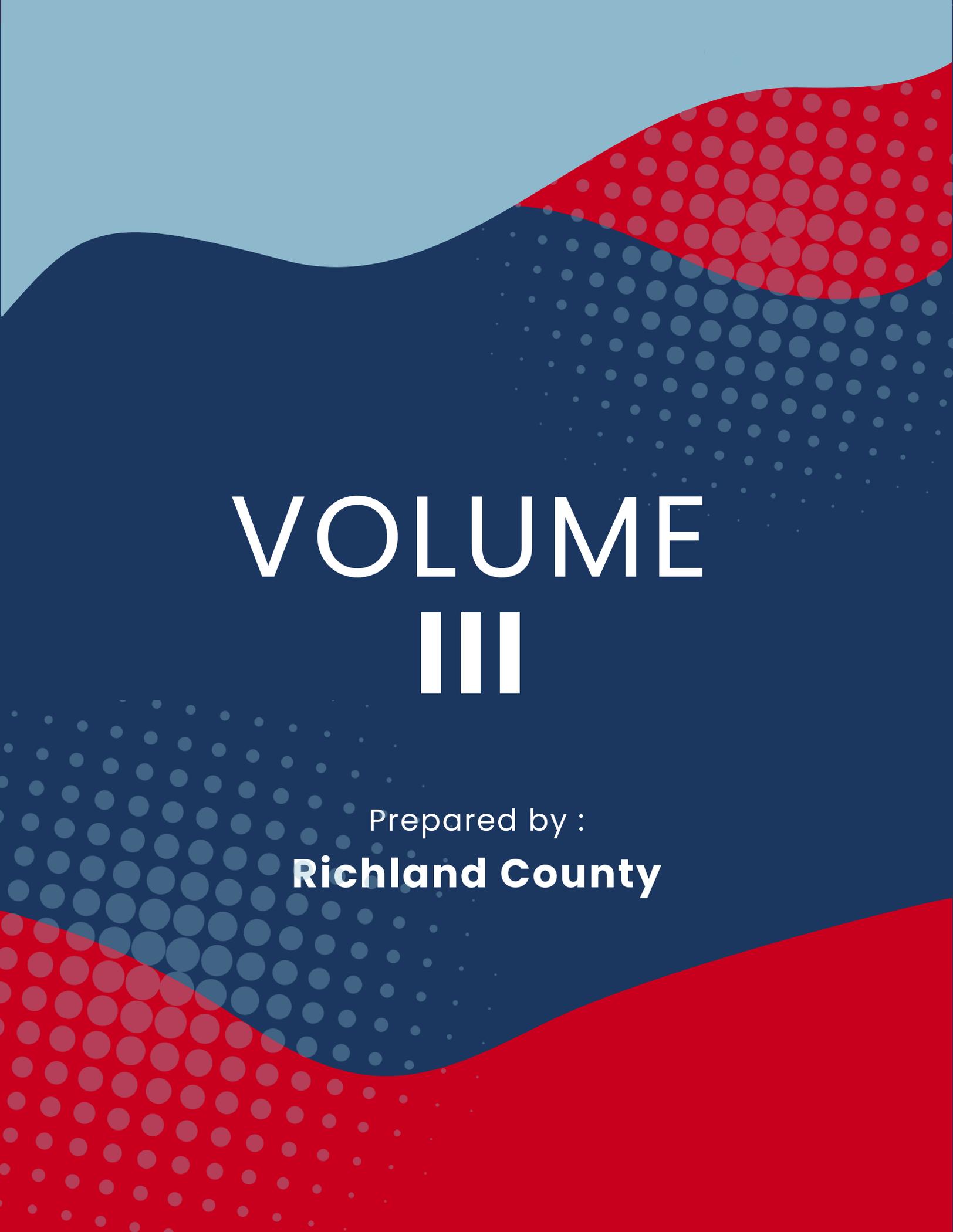
ECONOMIC DEVELOPMENT

15. Will the project open at least one intersection approach to a planned County development area?	No	0	20
16. Will the project support a committed economic development project?	No		
17. Will the project provide capacity to alternative roadways/intersections for planned economic development areas?	No		

PUBLIC SUPPORT

18. Is the project identified in the Needs Assessment?	Yes	10	15
19. Is the project indicated in the upper 50% of priority by the stakeholders?	Yes		
20. Is the project indicated in the upper 25% of priority by the stakeholders?	No		

TOTAL	16		100
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VOLUME III

Prepared by :

Richland County



Richland County Transportation Scoring Project

EXECUTIVE SUMMARY FOR FIVE (5)
NEW ROADWAYS PROJECTS

PREPARED BY:

Richland County

Executive Summary for New Roadways

This executive summary provides an overview of the 2025 scoring results conducted by the Richland County Transportation team for five additional new roadways. Projects are ranked from highest to lowest based on their total scores. Each project was evaluated across six (6) categories:

- Availability of additional funding sources
- Overall impact and cost efficiency
- Safety improvements
- Enhancement of existing conditions
- Economic development potential
- Level of public support

The table displays the score each project received in each category, along with its total score out of a possible 100 points. Based on the scoring results, the top projects deemed high priority are:

1. **Shop Rd EXT** (Phase 3)
2. **Salem Church Rd** (Old Dutch Fork Rd to Dutch Fork Rd)
3. **New Connector Rd** (S. Stadium Rd - National Guard Rd)
4. **Creech Rd Ext** (Creech Rd - Firetower Ct)
5. **New Connector Rd** (Pelham Dr. to Sallie Baxter Dr.)

For detailed insights into how scores were determined for each category, please refer to the individual project reports.

Project Name	District	Total Score	Evaluation Categories					
			Additional Funding Sources	Overall Impact and Cost Ratio	Safety	Improvement of Overall Condition	Economic Development	Public Support
Shop Rd EXT (Phase 3)	11	63	5	7	15	8	20	8
Salem Church Rd (Old Dutch Fork Rd to Dutch Fork Rd)	1	63	10	7	23	8	5	10
New Connector Rd (S. Stadium Rd - National Guard Rd.	6	49	5	2	21	8	5	8
Creech Rd Ext (Creech Rd - Firetower Ct)	2	47	2	3	16	8	10	8
New Connector Rd (New Connector Rd. Pelham Dr. to Sallie Baxter Dr.)	6	23	2	2	7	6	0	6

2025 RCT Scoring Project – New Roadways Shop Rd Ext.

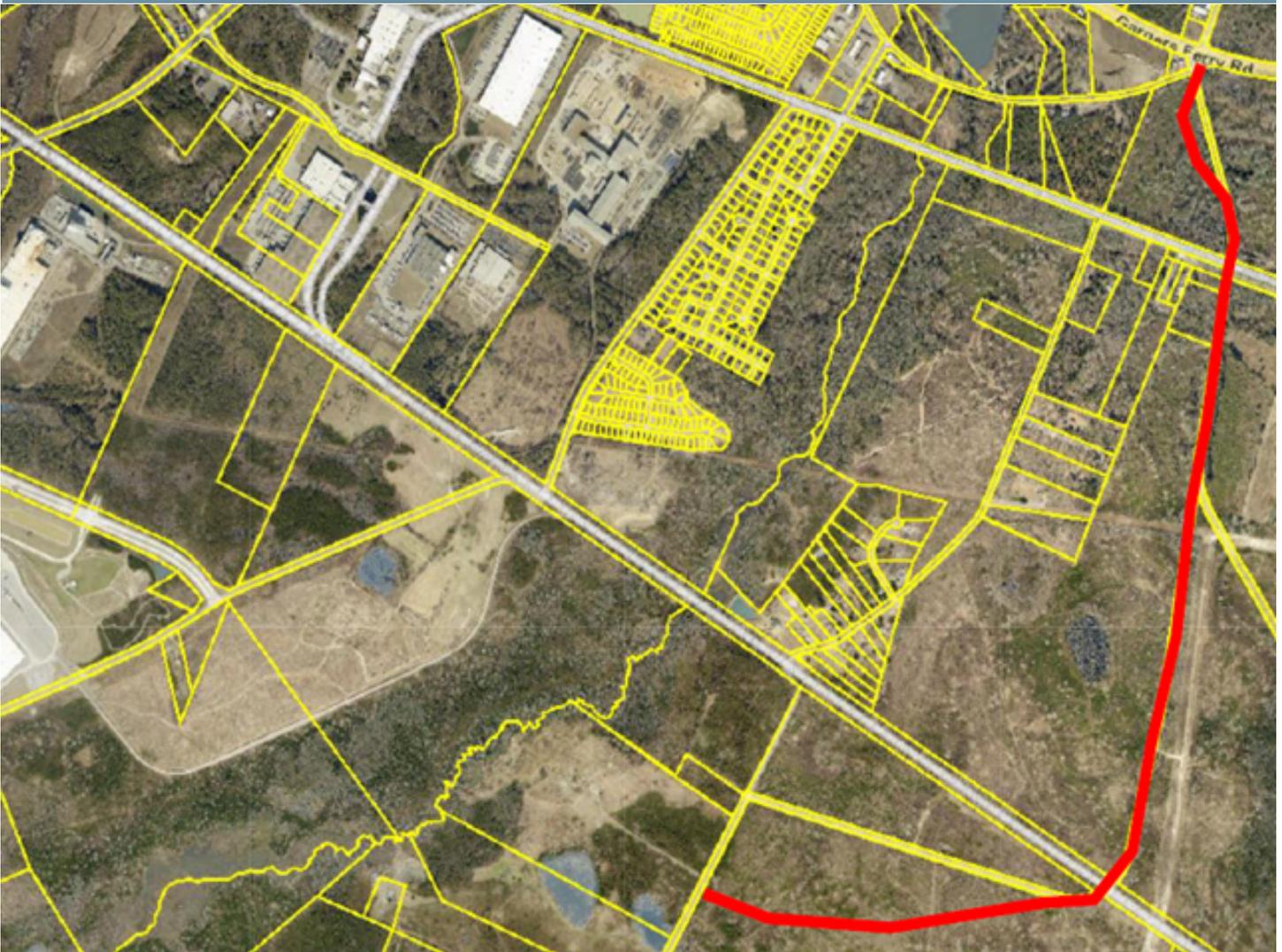
Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source		
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	7	
b	(1) point for every 500 AADT that serves as primary community access	0	6900 AADT - 2024
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	7	
	Max. Category Points	20	
	Overall Category Score	7	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk		
b	(2) points for every one way crosswalk		
c	(10) points for every mile of undergrounding		
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	5	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	5	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	
g	(5) points if road serves as the primary access to a community		
h	(5) points if road serves as the sole means of access for a community		
i	(15) points if it address a critical issue caused by a weather-event		
	Exact Category Points	15	
	Max. Category Points	25	
	Overall Category Score	15	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces		
b	(3) points for removing standing water		
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW		
e	(5) points for enhancing connectivity	5	
	Exact Category Points	8	
	Max. Category Points	10	
	Overall Category Score	8	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	5	
b	(10) points for supporting a committed economic development project	5	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	5	
d	(3/5/7/10) points for ability to connect to bus stops	5	
	Exact Category Points	20	
	Max. Category Points	20	
	Overall Category Score	20	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	3	
c	(10) points if indicated in the upper 25% of priority by the stakeholder		
	Exact Category Points	8	
	Max. Category Points	15	
	Overall Category Score	8	
Total Score		63	out of 100

NARRATIVE

Project Type: New Roadways
Project Name: Shop Road Phase 3 Extension
Project Description Length: 10,560ft
Project District: 10
Published RCT Base Cost: \$22M
RCT's Current Source of Funding:

Project Narrative- Proposed 10,560 linear foot long Shop Road 3 extension between Montgomery Rd to Garners Ferry Rd. will connect to Bluff Road Phase 2 also highlighted below. See below for project maps and C&A adjusted base construction cost.

PROJECT CONNECTIVITY MAP



2025 RCT Scoring Project – New Roadways Salem Church Rd.

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	10	CTC
	Exact Category Points	10	
	Max. Category Points	10	
	Overall Category Score	10	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	7	
b	(1) point for every 500 AADT that serves as primary community access	0	1600 AADT
c	(1) point for every 100 AADT that serves as sole community access	0	Dutch Fork Rd
	Exact Category Points	7	10%
	Max. Category Points	20	
	Overall Category Score	7	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	6	
b	(2) points for every one way crosswalk	2	
c	(10) points for every mile of undergrounding		
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	5	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	5	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	
g	(5) points if road serves as the primary access to a community		
h	(5) points if road serves as the sole means of access for a community		
i	(15) points if it address a critical issue caused by a weather-event		
	Exact Category Points	23	
	Max. Category Points	25	
	Overall Category Score	23	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces		
b	(3) points for removing standing water		
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW		
e	(5) points for enhancing connectivity	5	
	Exact Category Points	8	
	Max. Category Points	10	
	Overall Category Score	8	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area		
b	(10) points for supporting a committed economic development project		
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas		
d	(3/5/7/10) points for ability to connect to bus stops	5	
	Exact Category Points	5	
	Max. Category Points	20	
	Overall Category Score	5	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	5	
c	(10) points if indicated in the upper 25% of priority by the stakeholder		
	Exact Category Points	10	
	Max. Category Points	15	
	Overall Category Score	10	
Total Score		63	out of 100

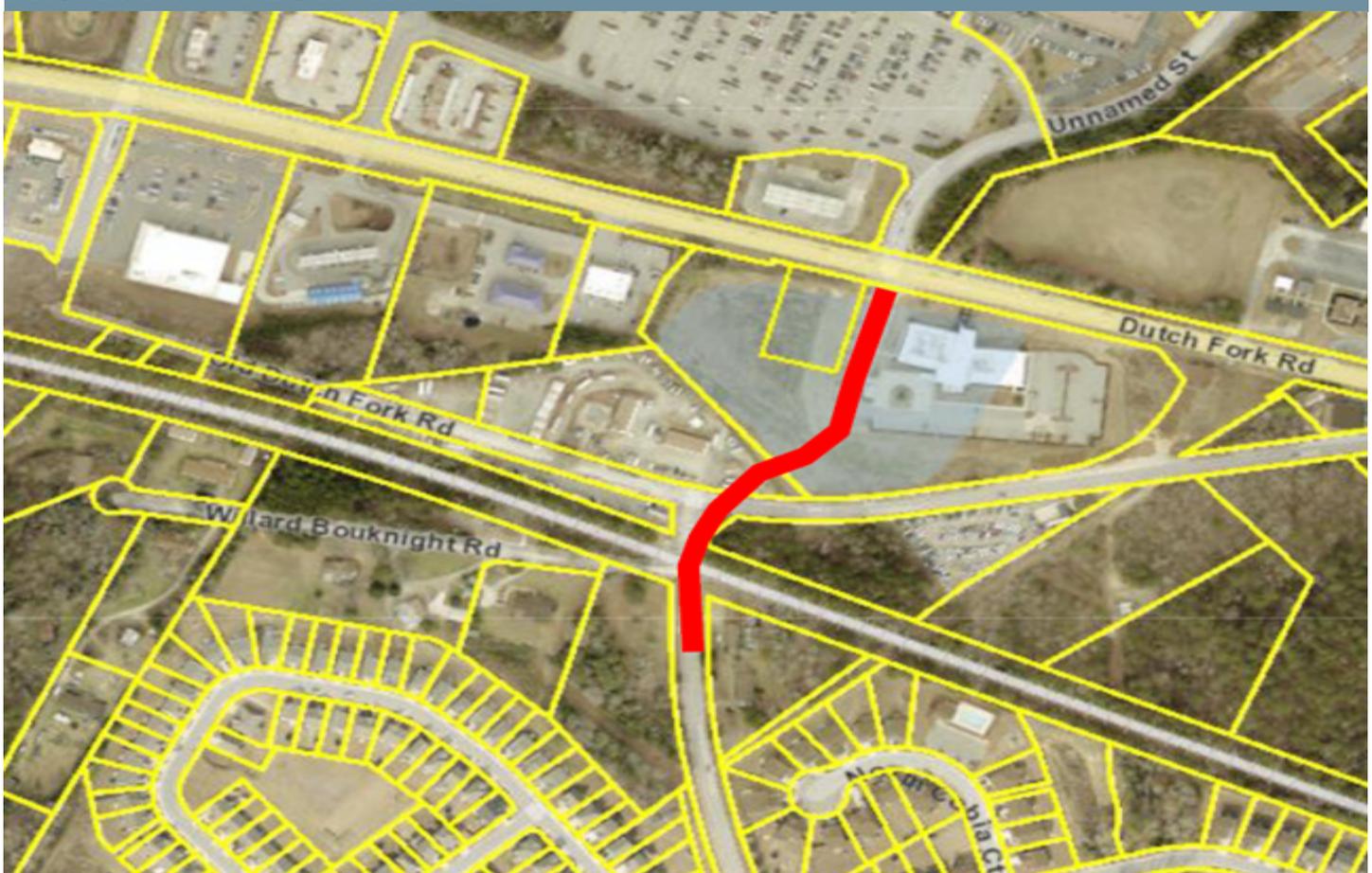
NARRATIVE

Project Type: New Roadways
Project Name: Salem Church Road
Project Description Length: 900ft
Project District: 1
Published RCT Base Cost: \$4.7M
RCT's Current Source of Funding:

Project Narrative- 950 linear foot long extension of Salem Church Road that will include signal modifications and stormwater drainage improvements

See below for project maps and C&A adjusted base construction cost.

PROJECT CONNECTIVITY MAP



**2025 RCT Scoring Project – New Roadways
New Connector Rd. S. Stadium Rd. to National Guard Rd.**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source		
	Exact Category Points	5	
	Max. Category Points	10	
	Overall Category Score	5	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	2	
b	(1) point for every 500 AADT that serves as primary community access	0	11600 AADT- ROSEWOOD TO BLUFF
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	2	10%
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	4	
b	(2) points for every one way crosswalk	2	
c	(10) points for every mile of undergrounding		
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control	5	
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	5	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%	5	
g	(5) points if road serves as the primary access to a community		
h	(5) points if road serves as the sole means of access for a community		
i	(15) points if it address a critical issue caused by a weather-event		
	Exact Category Points	21	
	Max. Category Points	25	
	Overall Category Score	21	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces		
b	(3) points for removing standing water		
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW		
e	(5) points for enhancing connectivity	5	
	Exact Category Points	8	
	Max. Category Points	10	
	Overall Category Score	8	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area		
b	(10) points for supporting a committed economic development project		
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas		
d	(3/5/7/10) points for ability to connect to bus stops	5	
	Exact Category Points	5	
	Max. Category Points	20	
	Overall Category Score	5	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	3	
c	(10) points if indicated in the upper 25% of priority by the stakeholder		
	Exact Category Points	8	
	Max. Category Points	15	
	Overall Category Score	8	
Total Score		49	out of 100

NARRATIVE

Project Type: New Roadways

Project Name: New Connector Rd - S Stadium Rd to National Guard Rd

Project Description Length: 2,600ft

Project District: 10

Published RCT Base Cost: \$7.2M

RCT's Current Source of Funding:

Project Narrative- Estimated 2,600 linear foot long connector road between S. Stadium Rd and National Guard Rd. project to include six (6) foot wide sidewalks.

See below for project maps and C&A adjusted base construction cost.

PROJECT CONNECTIVITY MAP



2025 RCT Scoring Project – New Roadways Creech Rd Ext.

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source		
	Exact Category Points	2	
	Max. Category Points	10	
	Overall Category Score	2	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	2	
b	(1) point for every 500 AADT that serves as primary community access	0	
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	1	
	Max. Category Points	20	
	Overall Category Score	3	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	4	
b	(2) points for every one way crosswalk	2	
c	(10) points for every mile of undergrounding		
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control		
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	5	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%		
g	(5) points if road serves as the primary access to a community		
h	(5) points if road serves as the sole means of access for a community	5	
i	(15) points if it address a critical issue caused by a weather-event		
	Exact Category Points	16	
	Max. Category Points	25	
	Overall Category Score	16	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces		
b	(3) points for removing standing water		
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW		
e	(5) points for enhancing connectivity	5	
	Exact Category Points	8	
	Max. Category Points	10	
	Overall Category Score	8	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area	3	
b	(10) points for supporting a committed economic development project	2	
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas	2	
d	(3/5/7/10) points for ability to connect to bus stops	3	
	Exact Category Points	10	
	Max. Category Points	20	
	Overall Category Score	10	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder	3	
c	(10) points if indicated in the upper 25% of priority by the stakeholder		
	Exact Category Points	8	
	Max. Category Points	15	
	Overall Category Score	8	
Total Score		47	out of 100

NARRATIVE

Project Type: New Roadways

Project Name: Etgcej 'Tf 'Gzvpukp/'Etgcej 'Tf 'tq'Hktgvy gt'E\0

Project Description Length: 4,300ft

Project District: 2

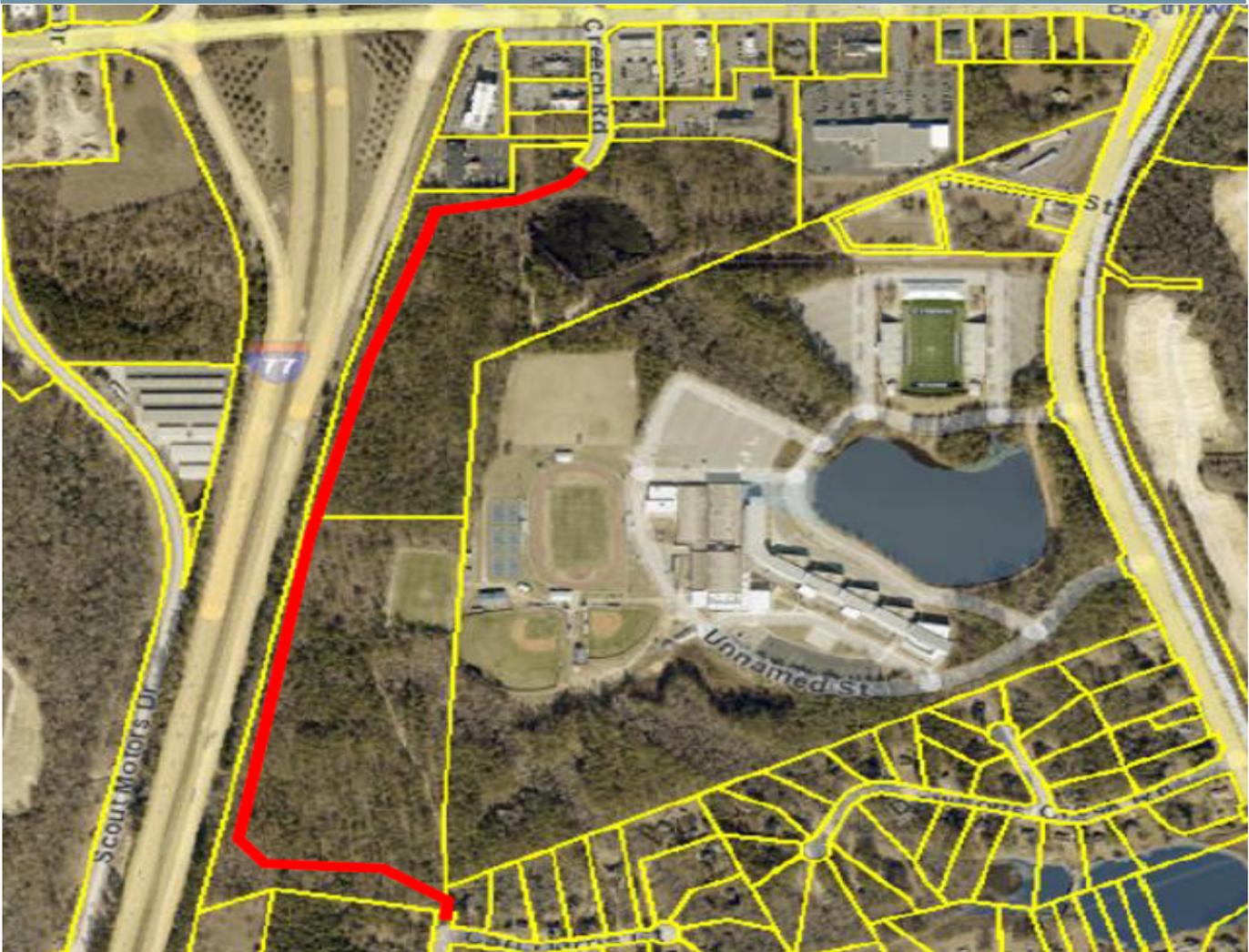
Published RCT Base Cost: \$9.7M

RCT's Current Source of Funding:

Project Narrative- Proposed 6.302'kpgct'hqv'epppgev'tqcf'dgy ggp'Etgcej 'Tqcf'cpf 'P0Hktgvy gt'Eqwtvlp"
v j g'Dn{ v j gy qqf "eqo o wplv{0

See below for project maps and C&A adjusted base construction cost.

PROJECT CONNECTIVITY MAP



**2025 RCT Scoring Project – New Roadways
New Connector Rd. Pelham Dr. to Sallie Baxter Dr.**

Scoring Category		Scoring	
		Points	Notes
1. Additional Funding Sources [Max 10 Points]			
a	(1) point for every 10% outside source	0	
	Exact Category Points	2	
	Max. Category Points	10	
	Overall Category Score	2	
2. Overall Impact and Cost Ratio [Max 20 Points]			
a	(1) point for every 1,000 AADT	2	
b	(1) point for every 500 AADT that serves as primary community access	0	1850 AADT - 2024
c	(1) point for every 100 AADT that serves as sole community access	0	
	Exact Category Points	2	
	Max. Category Points	20	
	Overall Category Score	2	
3. Safety [Max 25 Points]			
a	(2) points for every signalized crosswalk	2	
b	(2) points for every one way crosswalk		
c	(10) points for every mile of undergrounding		
d	(5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control		
e	(5) points for reducing the vehicle to vehicle conflicts by 50%	5	
f	(5) points for reducing the vehicle to pedestrian conflicts by 50%		
g	(5) points if road serves as the primary access to a community		
h	(5) points if road serves as the sole means of access for a community		
i	(15) points if it address a critical issue caused by a weather-event		
	Exact Category Points	7	
	Max. Category Points	25	
	Overall Category Score	7	
4. Improvement of Overall Condition [Max 10 Points]			
a	(5) points for restoring the roadway system surfaces		
b	(3) points for removing standing water	3	
c	(3) points for adding or improving the drainage system	3	
d	(5) for ability to clear aged and rundown roadside blight within the ROW		
e	(5) points for enhancing connectivity		
	Exact Category Points	6	
	Max. Category Points	10	
	Overall Category Score	6	
5. Economic Development [Max 20 Points]			
a	(10) points for opening transportation corridor to a planned County development area		
b	(10) points for supporting a committed economic development project		
c	(5) points for providing capacity for alternative roadways or intersections that will serve for planned economic development areas		
d	(3/5/7/10) points for ability to connect to bus stops		
	Exact Category Points	0	
	Max. Category Points	20	
	Overall Category Score	0	
6. Public Support [Max 15 Points]			
a	(5) points to a project identified in the Needs Assessment	5	
b	(5) points if indicated in the upper 50% of priority by the stakeholder		
c	(10) points if indicated in the upper 25% of priority by the stakeholder	1	
	Exact Category Points	6	
	Max. Category Points	15	
	Overall Category Score	6	
Total Score		23	out of 100

