

FY 2017-2022

**TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP)**

FOR

**ROCK HILL – FORT MILL AREA
TRANSPORTATION STUDY**



**ADOPTED BY POLICY COMMITTEE
9-28-2018**

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List of Acronyms

FHWA	Federal Highway Administration	See Page 4
FTA	Federal Transit Administration	See Page 4
MPO	Metropolitan Planning Organization	See Page 4
RFATS	Rock Hill–Fort Mill Area Transportation Study	See Page 4
L RTP	Long Range Transportation Plan	See Page 4
TIP	Transportation Improvement Program	See Page 4
UPWP	Unified Planning Work Program	See Page 4
CAC	Citizens Advisory Committee	See Page 4
SIB	State Infrastructure Bank	See Page 6
TAP	Transportation Alternatives Program	See Page 6
CMAQ	Congestion Mitigation & Air Quality Improvement Program	See Page 6
STIP	State Transportation Improvement Program	See Page 7
MAP–21	Moving Ahead for Progress in the 21 st Century Act	See Page 8
PBPP	Performance–Based Planning & Programming	See Page 5
FAST	Fixing America’s Surface Transportation Act	See Page 9
HSIP	Highway Safety Improvement Program	See Page 9
SHSP	Strategic Highway Safety Plan	See Page 10
VMT	Vehicles Miles Traveled	See Page 10

TRANSPORTATION IMPROVEMENT PROGRAM
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INTRODUCTION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regulations require all urbanized areas with populations of 50,000 or greater to create a Metropolitan Planning Organization (MPO). Each MPO must then develop a cooperative, comprehensive and continuing transportation planning process in order to qualify for federal funding of transportation projects.

The three major work products developed by the Rock Hill–Fort Mill Area Transportation Study (RFATS) are a Long Range Transportation Plan (LRTP); a Transportation Improvement Program (TIP); and a Unified Planning Work Program (UPWP). Opportunities for public input are advertised and public comments are actively solicited for each of these planning documents.

The Rock Hill–Fort Mill Area Transportation Study (RFATS) FY 17–22 TIP outlines the planning objectives, priority status and funding source for all projects scheduled for construction over a five–year period. Specifically, the TIP lists the most immediate, financially constrained transportation projects slated for implementation within the RFATS Area.

ADOPTION PROCESS

The RFATS planning process is guided by a Policy Committee that is comprised of twelve (12) voting members from each of the following jurisdictions: City of Rock Hill, Town of Fort Mill, City of Tega Cay, Catawba Indian Nation, the eastern urbanized portion of York County and the panhandle of Lancaster County. The Policy Committee is the primary decision–making body that ultimately approves all transportation plans, projects and funding commitments.

There are two additional committees that participate in this process as well; the RFATS Technical Team and Citizen’s Advisory Committee. The Technical Team is made up of city and county staff members along with representatives from SCDOT, FHWA, SCDHEC and the Catawba Council of Government. The Citizen’s Advisory Committee (CAC) includes eleven appointed members from each RFATS community as well as specific representatives on behalf of traditionally underserved populations.

As the Transportation Improvement Program (TIP) is a multi-modal plan of highway, transit, bicycle, pedestrian and transportation enhancement projects, its adoption involves considerable review and consultation between the CAC, Study Team and Policy Committee to ensure that the projects within the TIP are consistent with the priorities identified in the Long Range Transportation Plan (LRTP).

The procedure for reviewing and ultimately adopting the TIP involves a multi-step process that includes staff evaluation, interagency coordination, public review and comments as well as the completion of a conformity analysis of the projects – that will determine whether the TIP is in compliance with the applicable air quality standards for the RFATS Area. Once all of these activities have been completed, the RFATS Policy Committee will then consider formal adoption.

It should be noted that TIP amendments are periodically made to incorporate additional projects once a funding source has been identified. Each time this action is sought, a 21-day public comment period will be held and a summary report will be presented to the Policy Committee for their review prior to amending the TIP. Additionally, it should be noted that the TIP is periodically updated, which is a more involved process; and as such, a 30-day public comment period is associated with this action.

PUBLIC ACCESS

Once the Policy Committee provides preliminary approval of a draft version of the TIP, a public comment period will be scheduled so that all interested parties and stakeholders can actively participate in the review and development process. Staff will then post a draft version of the TIP on the websites of all RFATS members (City of Rock Hill, City of Tega Cay, Town of Fort Mill, Catawba Indian Nation and York County), as well as place a newspaper advertisement announcing this opportunity to provide feedback and suggestions. It should be noted that RFATS staff will prepare a summary report of all written and oral comments received and present this information to the Policy Committee as a part of the overall planning process.

AMENDMENT PROCESS

The Transportation Improvement Program (TIP) is the primary document that reflects all regionally significant and federally funded transportation projects. And although it periodically undergoes a comprehensive update every 4 years – it is also amended

and/or revised on a more frequent basis whenever a new project is added or a revision is requested in order to reflect changes in the funding of existing projects.

With this in mind, the process for amending the TIP involves staff evaluation, agency coordination, public review of the proposed action, and then approval by the MPO's Policy Committee. When these actions are completed, the amended document is then submitted to the South Carolina Department of Transportation for further evaluation and approval to be incorporated into the State Transportation Improvement Program.

It is important to note that not all changes to the TIP are approached in the same manner. For example, when a decision is made to commit new federal funds to support a project, it is treated as a TIP Amendment; and as such, is a more formal process that involves both staff evaluation and a public review period. These steps are established so that adequate time and opportunity is available to provide input as well as suggestions before such an action is finalized.

However, when a revision to the TIP is requested – which typically involves administrative and/or supporting programmatic changes, such actions are approached more as minor updates or corrections (i.e., changes in the schedule of a project; combining or separating phases of work to improve implementation, etc.). With this in mind, staff evaluation and coordination continues to be a part of this action, but a separate public review period is not generally involved, as this action was completed when funding was originally considered.

FUNDING/REVENUE SOURCES

RFATS projects are funded through a variety of federal, state and local transportation funding programs. Specific funding sources included in the TIP include:

Guideshare Funds – Funds for road improvements are allocated by SCDOT through the Guideshare Program. SCDOT sets aside funds each year and then distributes the money among the state's Metropolitan Planning Organizations and Councils of Government. The allocation formula is based on the population totals and amount of vehicle miles traveled (VMT) in each area and/or region. RFATS annual apportionment is approximately \$6.035 million dollars.

Exempt Projects – Projects that are funded on a statewide basis through other federal programs are listed in the TIP as “Projects Exempt From Guideshare,” which means the projects are funded through other sources. Most of these projects are on the Interstate Highway System; SCDOT identifies and funds Interstate projects through a statewide system and the advises each MPO. Bridge replacement projects, resurfacing projects, safety projects and other statewide programs are also listed here.

State Infrastructure Bank – This institution provides financing for a wide variety of highway and transit projects through loans and credit enhancements. A State Infrastructure Bank is designed to complement the traditional Federal Aid Highway and transit grants administered by SCDOT.

Transportation Alternative(s) Projects – Funds that help expand transportation choices as well as improve the overall transportation system are supported through the Transportation Alternatives Program (TAP). The RFATS Study Area receives an annual allocation from SCDOT to implement improvements principally to pedestrian and bicycle facilities.

Congestion Mitigation & Air Quality Improvement Projects – Funds under this program are reserved for projects that reduce vehicle congestion and improve air quality. Typical projects include transit improvement, shared-ride services, traffic flow improvements, pedestrian and bicycle programs, and travel demand management strategies. In June 2004, the Environmental Protection Agency designated RFATS as being in non-attainment for ground level ozone, and thus became eligible to receive CMAQ funding.

York County One Cent Sales Tax Program (Pennies for Progress) – This program is a Capital Project Sales & Use Tax that was initiated by York County to provide funding for road widenings, sidewalk / bikeway, and intersection improvements. To date, three funding rounds have been approved (1997, 2003, and 2011); total generated revenues are approximately \$400,324,535.00.

Federal Transit Administration – (FTA 5307 Program) This funding source is known as the Section 5307 Urban Area Formula Program which provides funding for planning, operating, and capital needs to support the provision of transit services. Funds under this program are apportioned annually and remain available for 4 fiscal years (the year of apportionment plus 3 additional years).

PROJECT RANKING PROCESS/CRITERIA (ACT 114)

In 2007, the South Carolina Legislature established a statewide project priority list for all federal aid projects proposed for inclusion in the State Transportation Improvement Program (STIP). It should be noted that all federally funded projects and/or categories of projects are required to be included in the STIP in order to be eligible for federal funds (Title 23 and Title 49, Chapter 53 of the United States Code).

As a part of this action, the State Highway Engineer developed a ranking process for applying uniform and objective criteria applicable to all projects, except State Infrastructure Bank, local option sales tax projects (Pennies for Progress Program) and projects funded solely by C-Funds (County Funds). This ranking process is designed to serve as a useful decision-making tool to improve the overall transportation planning process.

Specifically, there are nine (9) evaluation points each project (road widenings, intersection improvements and new alignments) must undergo prior to inclusion in the TIP: (1) financial liability; (2) public safety; (3) potential for economic development; (4) traffic volume and congestion; (5) truck traffic; (6) pavement quality index; (7) environmental impact; (8) alternative transportation solutions; (9) consistency with local land use.

PERFORMANCE-BASED PLANNING & PROGRAMMING

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning & programming or “performance management” is a strategic approach that uses system generated information to make investment and policy decisions to achieve goals set for the multimodal transportation system. Specifically, Performance-Based Planning & Programming (PBPP) refers to the application of performance management as standard practice in the planning and programming decision-making process.

The goal of PBPP is to ensure that transportation investment decisions – both long term planning and short term programming – are based on the ability to meet established performance goals. This ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The Fixing America’s Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing required performance measures and timelines for State DOTs and MPOs to comply with the requirements of MAP-21. As a federal requirement, states will invest resources in projects to achieve individual performance targets that collectively will make progress toward established national goals. Like states, MPOs are also expected to make transportation investment decisions based on a performance-driven, outcome-based approach as well. With this in mind, the key planning documents of an MPO; specifically, the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) are required to reflect this same approach to the planning and decision-making process. The TIP must link investment priorities to the performance targets in the LRTP, and describe (to the maximum extent practicable), the anticipated effect of the program toward achieving established targets.

SAFETY PERFORMANCE TARGETS

In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule requires MPOs to set targets for safety-related performance measures and report progress to the State DOT.

The State of South Carolina has the highest fatality rate in the nation, it is 67% higher than the national rate and 40% higher than states in the southeast. Reducing the

number of transportation-related collisions, injuries, and fatalities is the SCDOT's highest priority as is making safety everyone's business.

The 2015 South Carolina Strategic Highway Safety Plan (SHSP) is the statewide plan that focuses on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP guides SCDOT, MPOs, COGs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.

The South Carolina SHSP and the South Carolina Statewide Transportation Improvement Program (STIP) both commit to a visionary performance target of zero deaths. The SCDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide interim performance measures toward that zero deaths vision.

On January 26, 2018, the RFATS Policy Committee formally approved Amendment One to the 2045 Long Range Transportation Plan which featured the adoption of the state safety targets for the Safety Performance Measures listed below.

- Fatalities
- Serious Injuries
- Nonmotorized Fatalities and Serious Injuries
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)
- Rate of Serious Injuries per 100 Million VMT

For the 2018 performance period, the MPO has elected to accept and support the State of South Carolina's safety targets for all five safety performance measures. The baseline and targets for these measures are shown in the table below.

SAFETY TARGET BASELINE (2012 - 2016 AVERAGE)

	Traffic Fatalities	Fatality Rate	Severe Injuries	Severe Injury Rate	Non-Motorized
SC Baseline	890.2	1.75	3194.4	6.3	376.4
SC Targets	970.4	1.81	3067.0	5.71	371.3
MPO Baseline	20.0	1.14	95.4	5.41	8.0

Accepting and supporting the State safety targets for all five safety performance measures means that the MPO will

- 1) Address areas of concern for fatalities or serious injuries within the metropolitan planning area through coordination with SCDOT and incorporation of safety considerations on all project planning.
- 2) Integrate safety goals, objectives, performance measures, and targets into the planning process; and
- 3) Include the anticipated effect toward achieving the targets noted above within this Transportation Improvement Program (TIP), effectively linking investment priorities to the realization of safety performance targets.

This TIP includes specific investment priorities that support all of the MPO's goals including safety, using a prioritization and project selection process established previously in the LRTP. The State goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing projects is consistent with federal requirements. The MPO has long utilized a project ranking criteria that identifies and prioritizes projects aimed at improving transportation safety. Going forward, the project evaluation and prioritization process will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The goal of reducing fatal and serious injury crashes is linked to the TIP and the process used in prioritizing the projects is consistent with federal requirements.

PROJECT NARRATIVE(S)

GUIDESHARE PROJECTS: (Funds Available to RFATS)

1. SC-160 / I-77 Interchange Reconfiguration. This project is a traffic flow improvement effort that will include consideration of reconfiguring the interchange to improve operational efficiency, particularly during AM and PM peak driving periods.

2. Exit 82A, 82B, 82C / I-77 Interchange Reconfiguration. This project is a traffic flow improvement effort that will include consideration of reconfiguring the interchange to improve operational efficiency, particularly during AM and PM peak driving periods.
3. SC-160 Phase 2 Widening Project. This project will widen an existing 2-lane rural roadway to 3-lanes from S-157 to Rosemont Drive / McMillan Park Drive and to the York County line at Sugar Creek. This project is an operational efficiency improvement effort with a project length of 1 mile. It should be noted that it is envisioned that this roadway will be widened to 5 lanes in subsequent years.
4. US 521 / Marvin Road Intersection Improvement Project. This project is a traffic flow improvement effort that will improve the operational efficiency of this intersection during AM and PM peak driving periods.
5. Carowinds / Pleasant Road Intersection. This project is a traffic flow improvement effort that will incorporate additional turning capacity as well as additional storage capacity. It should be noted that this project is the recipient of multiple sources of federal and state funding.
6. India Hook / Celanese Road Intersection. This project is a traffic flow improvement effort that will incorporate additional through movements and additional turning capacity. It should be noted that this project is the recipient from multiple sources of federal and state funding.
7. Riverview / Riverchase Intersection Improvement. This project is a multi-phase traffic flow improvement effort to increase the operational efficiency of Celanese Road near the intersections of Riverview & Riverchase Roads, by better balancing the distribution of traffic flow in this heavily congested section of just off the southbound ramp of I-77.
8. Dam Road Sidewalk Project. This project is a pedestrian enhancement effort that will improve pedestrian infrastructure along Dam Road and provide safe access to Stonecrest Blvd. Specific improvements include a sidewalk and ADA accessibility improvements.

PROJECTS EXEMPT FROM GUIDESHARE

1. Riverview Road Extension. This project will provide additional north-south connectivity on the west side of I-77 as well as provide a parallel facility to Anderson Road. The project length is 1.0 mile and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
2. Eden Terrace Extension. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 1.0 mile and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
3. Corporate Boulevard Connector. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 1.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
4. Meeting Street / Galleria Boulevard Extension. This project provides additional connectivity on the east side of I-77 and serve new development. The project length is 1.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
5. Commerce / Galleria Connector. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 0.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
6. Galleria Extension to US 21 Through Antrim. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 0.50 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
7. Riverwalk Road Connector. This project will provide additional north-south connectivity on the east side of I-77 for future development. Includes three lane bridge over existing railroad tracks and intersection with Commerce Drive. The project length is 0.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.

8. US 321 Allison Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction is estimated to begin in early 2018.
9. S-46-654 (Church Road) Bridge over Burgis Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction is estimated to begin in spring 2018.
10. SC-274 Mill Creek. This project is part of the Federal Bridge Replacement Program. SCDOT serves as the project manager.
11. SC-72 Stony Fork Creek. This project is part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction is estimated to begin in 2019.
12. S-46-655 (Auten Road) Bridge over Fishing Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction is anticipated for completion in 2019.
13. SC-5 (West Main Street) Bridge over Tools Fork Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction is anticipated for completion in 2018.
14. S-46-50 (Red River Road) Bridge over Manchester Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager.
15. US 21 BUS Bridge over Steel Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager.
16. Safety Projects (P, R & C). This is a program activity undertaken by SCDOT to resurface and provide guardrail and other safety improvements to federal aid eligible roads.
17. I-77 Safety Improvements (Exit 60 to Exit 91). This is a project undertaken by SCDOT to maintain and improve the safety and efficiency of the interstate system.

18. S-31 (Neely Store Rd.) MP 4.65 to MP 5.40. This project is a part of the safety program undertaken by SCDOT to resurface and provide guardrail and other safety improvements to federal aid eligible roads.
19. Pavement Marking & Signing Projects. This is a program activity undertaken by SCDOT to maintain and improve the safety and efficiency of the transportation system.
20. ITS (Interstate). SCDOT This is a program activity undertaken by SCDOT to add lanes to existing Interstate facilities as well as to provide necessary maintenance. This activity is primarily funded with NHS, STP and IM funds.
21. Incident Response Program. This is a program activity undertaken by SCDOT to provide traffic control and emergency assistance to motorists in the RFATS Area.
22. Catawba River Trail Extension Project. This is a project activity undertaken by the SC Parks, Recreation and Tourism program.
23. York County Culture & Heritage Commission Trail Project. This is a project activity undertaken by the SC Parks, Recreation and Tourism program.
24. Pavement Projects. This is a program activity undertaken by SCDOT to maintain and resurface federal aid eligible roads.

STATE INFRASTRUCTURE BANK PROJECTS

1. SC 161 / SC 122 Ext to US 521 (Lancaster County). This project is a multi-lane widening effort (5 lanes) to add roadway capacity and improve traffic operations. This project has undergone conformity emissions analysis with a projected horizon year of 2035.

TRANSPORTATION ALTERNATIVES PROJECTS

1. City of Rock Hill – White Street Pedestrian Safety Improvements. This project is a pedestrian safety improvement effort that involves the widening of sidewalks, installing new stamped crosswalks, as well as accessible ramps. Fundamentally, this project is designed to improve pedestrian visibility and clearly demarcate appropriate crossing points along this corridor.

2. City of Rock Hill – Poe / Quantz Connector Trail Project. This project is a pedestrian enhancement effort that will provide an important connection to trails and greenways. Specific improvements include a sidewalk, curb, and gutter to provide safe alternative transportation for area residents.
3. City of Rock Hill – Columbia Avenue Pedestrian Improvements Project. This project is a pedestrian enhancement effort that will improve pedestrian infrastructure along Columbia Avenue. Specific improvements include a sidewalk, ADA accessibility improvements, pedestrian lighting, and landscaping.
4. City of Tega Cay – Dam Road Sidewalk Project. This project is a pedestrian enhancement effort that will improve pedestrian infrastructure along Dam Road and provide safe access to Stonecrest Blvd. Specific improvements include a sidewalk and ADA accessibility improvements.
5. Lancaster County – River Road Sidewalk Project. This project is a pedestrian enhancement effort that will improve pedestrian infrastructure along River Road and provide safe access to Indian Land Middle School and Indian Land High School. Specific improvements include a sidewalk and ADA accessibility improvements.

CMAQ PROJECTS

1. City of Rock Hill – Downtown Traffic Management Project. This project is a traffic flow improvement effort that will reduce extensive idling of vehicles caused by train blockages in the downtown area. The project will utilize signal coordination and signage to route traffic to available grade-separated crossings.
2. SCDOT / City of Rock Hill – East White Street / SC 72 / Firetower Rd. This project is a traffic flow improvement effort that involves the construction of a left turn lane on the East White Street approach.
3. York County – SC 160 / Gold Hill Road / Zoar Road. This project is a traffic flow improvement effort involving the addition of turn lanes and the upgrading of the traffic signal controller.
4. City of Rock Hill – Riverview/Riverchase Intersection Improvement(s). This project is a multi-phase traffic flow improvement effort to increase the operational efficiency of Celanese Road near the intersections of Riverview & Riverchase Roads, by better

balancing the distribution of traffic flow in this heavily congested section of just off the southbound ramp of I-77.

5. Town of Fort Mill – Nation Ford High School Pedestrian Connectivity Project. This project is designed to reduce the frequency of cold start vehicle trips by constructing pedestrian improvements that will enhance area safety, connectivity and functionality in and around Nations Ford High School.
6. York County – Heckle Blvd Sidewalk. This project involves sidewalk construction along Heckle Blvd between the Heckle Business Park, near the intersection of Herlong Avenue and SC 5. Essentially, this project will connect a gap between the existing and proposed sidewalk network.
7. Town of Fort Mill – Clebourne / N. White Street. This project is a traffic flow improvement effort that involves the incorporation of a dedicated right turn option from Clebourne onto N. White Street. Fundamentally, this project is designed to reduce traffic congestion caused by westbound traffic continuing from Tom Hall Street onto Clebourne and turning right onto N. White Street.
8. York County – Gold Hill Road Interchange Improvements. This project is a traffic flow improvement effort that will involve geometric changes to the interchange of Gold Hill Road / I-77 to reduce peak period traffic congestion .
9. Carowinds / Pleasant Road Intersection. This project is a traffic flow improvement effort that will incorporate additional turning capacity as well as additional storage capacity. It should be noted that this project is the recipient of multiple sources of federal and state funding.
10. India Hook / Celanese Road Intersection. This project is a traffic flow improvement effort that will incorporate additional through movements and additional turning capacity. It should be noted that this project is the recipient from multiple sources of federal and state funding.

LOCALLY FUNDED PROJECTS: (York County One Cent Capital Projects)

1. Mt Gallant Road (Dave Lyle Blvd to Anderson Road). This project involves the widening of an existing 2 lane road to 3 lanes; this action will improve operational

efficiency in an area which has experienced significant increases in traffic levels. Project length is 1.3 miles and is classified as exempt.

2. SC 160 West (Gold Hill Road to NC State Line). This project will provide additional roadway capacity and improve traffic operations. Project length is 1.1 miles and is classified as exempt.
3. SC 274 / Pole Branch Road (SC 274 to NC State Line). This project will provide additional roadway capacity and improve traffic operations. Project length is 2.4 miles and is classified as exempt.
4. US 21 North Phase I & SC 51 (Springfield Pkwy to NC State Line). This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway with curb and gutter that will provide additional roadway capacity and improve traffic operations. Project length is 3.0 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
5. Cel-River Road / Red River Road Phase I (Cherry Road to the Southern Eden Terrace Extension). This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway with curb and gutter and sidewalk that will provide additional roadway capacity and improve traffic operations. Project length is 1.1 miles and is classified as non-exempt and regionally significant.
6. Gold Hill Road / I-77 Interchange Improvements. This project will reconfigure an existing Interstate Interchange that will improve the operational efficiency and safety for this highly congested interchange. Project length is 1.0 mile and is classified as exempt; in addition to the Pennies for Progress funding for this project there is also \$825,000.00 provided in CMAQ funding.
7. US 21 / Anderson / Cowan Farm. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 1.0 mile and is classified as exempt.
8. Cherry Road (Winthrop University Area). This project is a pedestrian safety project to help college students to safely access local businesses and residences adjacent to the campus. Project length is 1.0 mile and is classified as exempt.

9. Paraham Road (SC 55 to Celanese Road). This is a safety project that will add 3-foot paved shoulders to each travel lane of a medium to high volume corridor with a higher than normal rate of run-off-the-road crashes. Project length is 7.1 miles and is classified as exempt.
10. SC Fort Mill Southern Bypass / Spratt Street Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is .96 miles and is classified as exempt.
11. SC 160 East (Springfield Pkwy to Lancaster County Line). This project will provide additional roadway capacity and improve traffic operations. Project length is 0.75 miles and is classified as exempt.
12. Riverview Road (Eden Terrace to Celanese Road). This project will widen an existing 2-lane rural roadway to a 3-lane urban facility that will improve operational efficiency and pedestrian safety. Project length is 1.1 miles and is classified as exempt.
13. Mt. Gallant Road (SC 161 to Twin Lakes Road). This project will provide additional roadway capacity and improve traffic operations. Project length is 2.5 miles and is classified as exempt.
14. SC 72 (SC 901 to Rambo Road). This project will provide additional roadway capacity and improve traffic operations and drainage. Project length is 2.0 miles and is classified as exempt.
15. University Drive (Pedestrian Safety Improvement). This is a safety project that will add bicycle lanes and sidewalk to provide access for pedestrian and cyclist travel. Project length is 0.8 miles and is classified as exempt.
16. SC 49 / SC 274 / SC 557 Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.6 miles and is classified as exempt.
17. Flint Hill Street Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 1.1 miles and is classified as exempt.

18. Celanese Road / US 21 (Cherry Road) Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.4 miles and is classified as exempt.
19. US 21 / McAllister Road Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.1 miles and is classified as exempt.
20. US 21 / Cannon Drive Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.1 miles and is classified as exempt.
21. US 21 / Benson Road Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.1 miles and is classified as exempt.
22. US 21 / Catawba Baptist Church Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.1 miles and is classified as exempt.
23. US 21 / Hopewell PCA Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.1 miles and is classified as exempt.
24. US 21 / Springdale Road Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.1 miles and is classified as exempt.
25. Sutton Road / New Gray Rock Road Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.2 miles and is classified as exempt.
26. Sutton Road / Sam Smith Road Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.1 miles and is classified as exempt.

27. Sutton Road / Harris Road Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.2 miles and is classified as exempt.
28. SC 557 (Kingsbury Road to SC 49 / 274). This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway with curb and gutter that will provide additional roadway capacity and improve traffic operations. Project length is 2.4 miles and is classified as non-exempt.
29. Neely Road (Robertson Road to Crawford Road). This project will widen an existing 2-lane roadway to a 3-lane roadway that will provide additional roadway capacity and improve traffic operations. Project length is 1.5 miles and is classified as non-exempt.
30. Cel- River Road / Red River Road Phase II. This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway with bike lanes and sidewalk that will provide additional roadway capacity and improve traffic operations. Project length is 2.3 miles and is classified as non-exempt and regionally significant.
31. Fort Mill Southern Bypass (I-77 to Railroad Overpass). This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway that will provide additional roadway capacity and improve traffic operations. Project length is 2.2 miles and is classified as non-exempt and regionally significant.
32. Hubert Graham Way Extension (Dry Run Road to Gold Hill Road). This project involves the construction of a new road connection that will provide access from the existing Hubert Graham Way to Gold Hill Road. Project length is 0.3 miles and is classified as exempt and regionally significant.
33. US 21 North (SC 160 to Springfield Parkway). This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway that will provide additional roadway capacity and improve traffic operations. Project length is 2.8 miles and is classified as non-exempt and regionally significant.
34. York County Pennies for Progress Resurfacing Projects. This is a program activity undertaken by York County to maintain and improve the safety and efficiency of the transportation system.

FEDERAL TRANSIT ADMINISTRATION

1. York County Disabilities and Special Needs Board (Section 5310). This is a federally funded transportation assistance program. The York County Disabilities and Special Needs Board utilizes these funds to support capital purchases.
2. City of Rock Hill – Commuter Bus Services (Section 5307). This is a federally funded transportation assistance program. The City of Rock Hill utilizes these funds to support the CATS 82X Express Bus Service.
3. City of Rock Hill – Demand Response Program (Section 5307). This is a federally funded transportation assistance program. The City of Rock Hill utilizes these funds to support an on-demand transportation service (known as York County Access).
4. Rock Hill Urbanized Area Route Service (Section 5307). This is a federally funded transportation assistance program. The City of Rock Hill utilizes these funds to develop a fixed-route transit service.
4. York County Disabilities and Special Needs Board (Section 5310). This is a federally funded transportation assistance program. The York County DSNB utilizes these funds to support capital purchases.
5. City of Rock Hill – Initiation of Fixed Route Public Transit System. This is a program for improved transit which will assist with the start-up costs associated with the initiation of a fixed route public transit system.
6. Rock Hill Urbanized Area Fixed Route Service (Section 5339). This is a federally funded transportation assistance program. The City of Rock Hill utilizes these funds to develop a fixed-route transit service.

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