

Catawba Council of Governments

County	Corridor ID	Local Name	Limits	Length	Ranking
Lancaster	CATCOG-US521-A	US521/Lancaster Byp. E.	SC 9/E. Arch St. to SC 200/Monroe Hwy.	1.96	1
Lancaster	CATCOG-SC5-A	SC 5/Rock Hill Hwy.	US 521/Charlotte Hwy. to Lancaster S-358/Steel Hill Rd.	2.82	2
York	CATCOG-SC161-A	SC 161/Liberty St. E.	SC 5/Alexander Love Hwy E to US 321/Congress St.	2.51	3
Chester	CATCOG-US321-A	SC 9/J. A. Cochran Byp.	US 321/Columbia Rd. to SC 9/Lancaster Hwy.	1.22	4
Chester	CATCOG-SC9-B	SC 9/Lancaster Hwy.	SC 901/Edgeland Rd. to I-77 Ramp	0.50	5
Lancaster	CATCOG-US521-B	US521BUS/Charlotte Hwy./N. Main St.	US 521/Lancaster to L-268/E. Bar St.	1.10	6
York	CATCOG-SC55-A	SC 55/Highway 55 E	SC 557/Highway 557 to York S-54/Paraham Rd.	2.32	7
Lancaster	CATCOG-US521-C	US521BUS/S. Hampton St.	US 601/E. Hilton St. to US 521/S. Matson St.	0.72	8
Lancaster	CATCOG-SC9-A	SC 9/W. Meeting St.	SC 914/Memorial Park Rd. to US 521BUS/N. Main St.	1.82	9
Chester	CATCOG-S-275	Chester S-275 N/Saluda St.	Chester S-117 N/Wylie St. to SC72/JA Cochran Byp	1.46	10
York	CATCOG-SC557-A	SC 557/Highway 557	SC 55/Highway 55 to York S-186/Cross Rd.	3.32	11
Lancaster	CATCOG-SC157-A	SC341/E. Marion St.	SC 341/S. Minor St. to US 521BUS/Hampton St.	0.27	12
Union	CATCOG-US176-A	SC 18/S. Pinckney St.	US 176/S. Duncan Byp. To S-7/ E. Main St. (0 - 1.24)	1.25	13
Lancaster	CATCOG-US521-D	US521BUS/N. Market St./S. Market St.	SC 903/Chesterfield Ave. to L -268/E. Barr St. (2.27 - 2.74)	0.46	14
Chester	CATCOG-S-16	Chester S-16 E/Ashford St.	US321 to US321 BYP	0.78	15
Chester	CATCOG-US321-B	US321BUS/Columbia Rd.	SC 97/Dawson Dr. to US 321/JA Cochran Byp	1.74	16
Union	CATCOG-S-7	Union S-7 N/W. Main St.	US176/N. Duncan Byp. to Union S-187 N/N Herndon St.	0.78	17
York	CATCOG-US321-D	US321BUS/Congress St. N.	SC 5/Liberty St. to S 45/Blackburn St.	0.37	18
Union	CATCOG-SC215-A	SC 215/Harwood Hts.	US 176/N Duncan Byp to SC 18/Thompson Blvd.	0.41	19

Total 25.83
Phase 1 (miles) 7.28
Phase 2 (miles) 18.54

Corridor Evaluation Summary

General Information

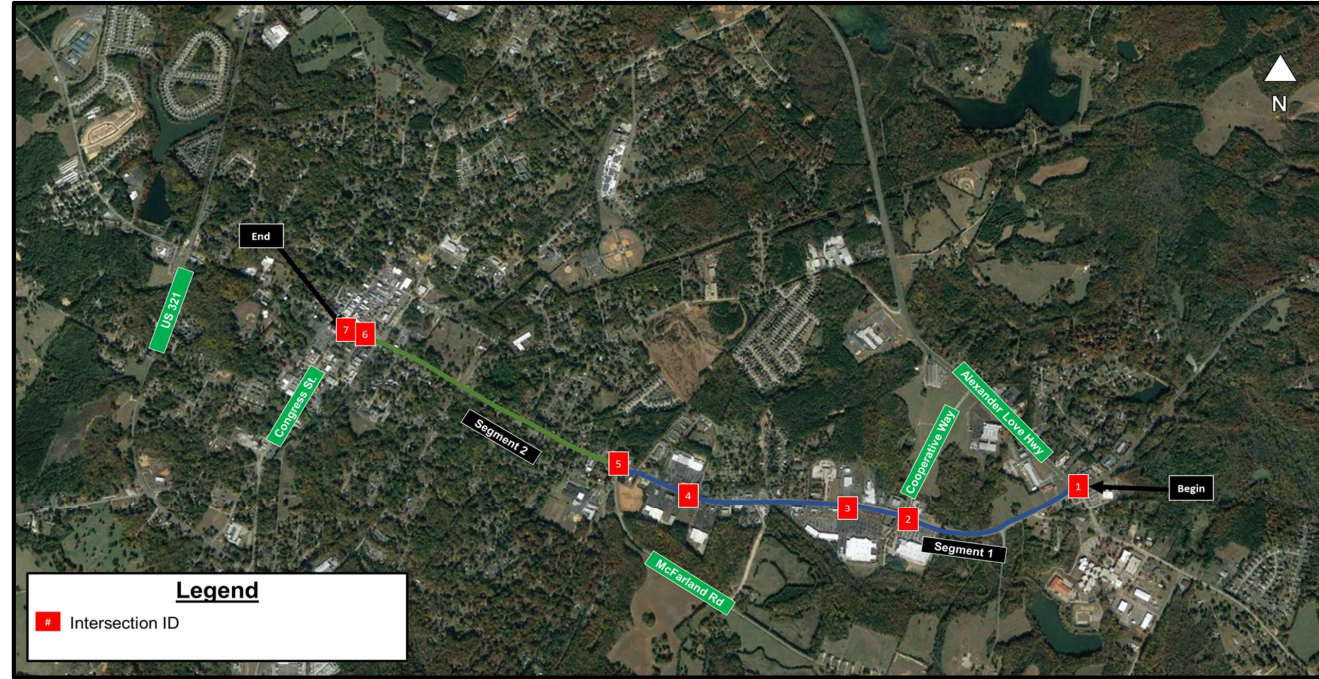
MPO/COG	Catawba
County	YORK
Corridor ID	CATCOG-SC161-A
Corridor Name	SC 161/Liberty St. E.
Corridor Limits	SC 5/Alexander Love Hwy E to US 321/Congress St.
Corridor Length (Miles)	2.51
Corridor Functional Class	Urban -- Minor Arterial
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal
Weighted Average Corridor AADT (Vehicles/Day)	14,700
Weighted Average Corridor Truck Percentage (Daily %)	2.4%
Short-Term Growth (Annual %)	0.4%
Long-Term Growth (Annual %)	0.5%

Regional Mobility Program Prioritization Rankings (Catawba COG)

Overall Rank	3 of 19
Time Effic	4 of 29
Reliability	No Score
Safety	1 of 29
Travel Op	No Score

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	SC 161 from SC 5 to McFarland Road	1.5	4-Lane Undivided	2-Lane Divided
2	SC 161 from McFarland Road to US 321 (Congress Street)	1.0	2-Lane Undivided	2-Lane Undivided
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			2.5	

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	SC 5 at SC 161	Conventional Signalized	Conventional Signalized
2	SC 161 at Cooperative Way	Conventional Signalized	Conventional Signalized
3	SC 161 at USPS Driveway	Conventional Signalized	Conventional Signalized
4	SC 161 at York Village Shopping Center	Conventional Signalized	Unsignalized RCI (RCUT, RI/RO)
5	SC 161 at McFarland Road	Conventional Signalized	Conventional Signalized
6	SC 161 at Roosevelt Street	Conventional Signalized	Two-Way Stop Control
7	SC 161 at US 321 (Congress Street)	Conventional Signalized	Single-Lane Roundabout
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Note: RCI = Reduced Conflict Intersection; RCUT = Restricted Crossing U-Turn; RI/RO = Right-In/Right-Out.

Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1	Corridor Study	3	1	N/A	\$ 230,000	32.3
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¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Corridor Signal Timing Improvements	Signal System/ITS	1-2	N/A	Corridor Retiming. New Coordinated System.	4.8 Crashes/Year (-9.8%)	1.4 Crashes/Year (-9.5%)	-300 Vehicle-Hours/Year (-12.8%)	\$ 25,000	\$ 100,000	\$ 535,000	\$ 660,000	11.9
2	Access Management Strategies	Access Management/Safety	1	N/A	Construct a continuous raised median.	1.1 Crashes/Year (-2.3%)	1.1 Crashes/Year (-7.7%)	N/A	\$ 60,000	\$ 90,000	\$ 300,000	\$ 450,000	14.2
3	Road Diet/Roadway Right-Sizing Strategies	Access Management/Safety	1	N/A	Reduce cross section from 5 to 3 lanes. See Study ID 1.	5.1 Crashes/Year (-10.4%)	1.5 Crashes/Year (-10.2%)	800 Vehicle-Hours/Year (+34.0%)	\$ 40,000	\$ -	\$ 220,000	\$ 260,000	32.3
4	Intersection Signal Upgrades	Signal System/ITS	N/A	1, 3-7	N/A - See Individual Intersection(s)	2.0 Crashes/Year (-4.0%)	0.6 Crashes/Year (-3.8%)	N/A	\$ 40,000	\$ 70,000	\$ 265,000	\$ 375,000	9.4
5	Signalized Pedestrian Crossing Enhancements	Bike/Ped Improvement	N/A	1-3, 5-7	N/A - See Individual Intersection(s)	N/A	N/A	N/A	\$ 20,000	\$ -	\$ 105,000	\$ 125,000	1.2
6	Reconfigure Intersection(s) to Unsignalized RCI (RCUT, RI/RO)	Intersection Improvement	N/A	4	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 20,000	\$ 70,000	\$ 395,000	\$ 485,000	N/A
7	Reconfigure Intersection(s) to Two-Way Stop Control	Intersection Improvement	N/A	6	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ -	\$ -	\$ 90,000	\$ 90,000	N/A
8	Reconfigure Intersection(s) to Single-Lane Roundabout	Intersection Improvement	N/A	7	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 145,000	\$ 250,000	\$ 725,000	\$ 1,120,000	N/A
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Total						-15 Crashes/Year (-30.0%)	-5 Crashes/Year (-35.7%)	-300 Vehicle-Hours/Year (-12.8%)	\$ 350,000	\$ 580,000	\$ 2,635,000	\$ 3,565,000	8.1

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$)	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / SC 5 at SC 151	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings to improve pedestrian visibility and safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
2 / SC 161 at Cooperative Way	Signalized Pedestrian Crossing Enhancements	Upgrade markings to improve pedestrian visibility and safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
3 / SC 161 at USPS Driveway	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings to improve pedestrian visibility and safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
4 / SC 161 at York Village Shopping Center	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Reconfigure to Unsignalized RCI (RCUT, RI/RO)	Convert intersection to unsignalized RI/RO. Signalize S-1372 (Pacific Avenue). Realign existing northbound approach.	1.4 Crashes/Year (-2.8%)	0.7 Crashes/Year (-4.7%)	-300 Vehicle-Hours/Year (-12.8%)	\$ 20,000	\$ 70,000	\$ 395,000	\$ 490,000	5.5
5 / SC 161 at McFarland Road	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings to improve pedestrian visibility and safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
6 / SC 161 at Roosevelt Street	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings and install pedestrian signals.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Reconfigure to Two-Way Stop Control	Remove existing traffic signal and convert intersection to two-way stop control.	1.3 Crashes/Year (-2.6%)	0.4 Crashes/Year (-2.4%)	-300 Vehicle-Hours/Year (-12.8%)	\$ -	\$ -	\$ 90,000	\$ 90,000	25.1
7 / SC 161 at US 321 (Congress Street)	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings to improve pedestrian visibility and safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Reconfigure to Single-Lane Roundabout	Remove existing traffic signal and convert intersection to mini-roundabout.	0.2 Crashes/Year (-0.4%)	0.1 Crashes/Year (-0.7%)	Vehicle-Hours/Year (+0.0%)	\$ 145,000	\$ 250,000	\$ 725,000	\$ 1,120,000	0.2

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to ...") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Segment Geometry, Operations, & Safety

Segment ID / Description	Existing Cross Section	Proposed Cross Section	Existing AADT	Horizon Year AADT (+20 Years)	Annual Crash Frequency (No-Build)		Annual Crash Reduction Potential (Long-Term Build)		
					Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall) ¹
1 - 1 - SC 161 from SC 5 to McFarland Road (1.5 Miles)	4-Lane/TWLTL	2-Lane/Divided	17,100	18,900	5.2	12.4	-2.8	-4.9	-44%
2 - 2 - SC 161 from McFarland Road to US 321 (Congress Street) (1.0 Miles)	2-Lane/Undivided	2-Lane/Undivided	11,100	12,300	4.2	10.2	-0.6	-1.5	-15%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project.

Intersection Geometry, Operations, & Safety

Intersection ID / Description	Existing Configuration	Proposed Configuration	Projected Intersection Operations (Major Street Through V/C Ratio) ¹		Annual Crash Frequency (No-Build) ¹		Annual Crash Reduction Potential (Long-Term Build) ¹		
			No-Build / Without Improvements	Build / With Improvements	Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall)
1 - SC 5 at SC 151	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.8	2.2	-0.1	-0.3	-14%
2 - SC 161 at Cooperative Way	Conventional Signalized	Conventional Signalized	< 85%	< 85%	1.4	1.6	0	0	0%
3 - SC 161 at USPS Driveway	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.6	2.4	-0.1	-0.3	-14%
4 - SC 161 at York Village Shopping Center	Conventional Signalized	Unsignalized RCI (RCUT, RI/RO)	< 85%	< 85%	1.4	1.4	-0.9	-0.9	-64%
5 - SC 161 at McFarland Road	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.6	3.0	-0.1	-0.4	-14%
6 - SC 161 at Roosevelt Street	Conventional Signalized	Two-Way Stop Control	< 85%	< 85%	0.4	1.0	-0.4	-1.0	-104%
7 - SC 161 at US 321 (Congress Street)	Conventional Signalized	Single-Lane Roundabout	< 85%	< 85%	0.2	0.2	-0.1	-0.1	-69%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All safety and operations benefits are presented for the long-term horizon (i.e., 10+ Years).

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$)¹	Conceptual Cost Right-of-Way & Utilities (\$)¹	Conceptual Cost Construction (\$)¹	Total Conceptual Cost Estimate (\$)¹	Additional Notes
1	Corridor Signal Timing Improvements	\$ 25,000	\$ 100,000	\$ 535,000	\$ 660,000	Estimate includes cost to run 5,000 feet of new fiber in addition to signal timing development and implementation.
2	Access Management Strategies	\$ 60,000	\$ 90,000	\$ 300,000	\$ 450,000	
3	Road Diet/Roadway Right-Sizing Strategies	\$ 40,000	\$ -	\$ 220,000	\$ 260,000	Cost assumes road diet to be implemented as part of programmed resurfacing.
4	Intersection Signal Upgrades	\$ 40,000	\$ 70,000	\$ 265,000	\$ 375,000	
5	Signalized Pedestrian Crossing Enhancements	\$ 20,000	\$ -	\$ 105,000	\$ 125,000	
6	Reconfigure Intersection(s) to Unsignalized RCI (RCUT, RI/RO)	\$ 20,000	\$ 70,000	\$ 395,000	\$ 485,000	Estimate includes cost to remove existing signal, construct channelizing islands for RI/RO access, and install a new signal.
7	Reconfigure Intersection(s) to Two-Way Stop Control	\$ -	\$ -	\$ 90,000	\$ 90,000	Cost to install new stop signs and remove existing signal.
8	Reconfigure Intersection(s) to Single-Lane Roundabout	\$ 145,000	\$ 250,000	\$ 725,000	\$ 1,120,000	Cost estimate assumes the proposed mini roundabout will be constructed within the existing ROW.
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¹ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information

MPO/COG	Catawba
County	LANCASTER
Corridor ID	CATCOG-US521-A
Corridor Name	US521/Lancaster Byp. E.
Corridor Limits	SC 9/E. Arch St. to SC 200/Monroe Hwy.
Corridor Length (Miles)	1.96
Corridor Functional Class	Urban -- Principal Arterial - Other
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal ¹
Weighted Average Corridor AADT (Vehicles/Day)	25,400
Weighted Average Corridor Truck Percentage (Daily %)	10.1%
Short-Term Growth (Annual %)	1.4%
Long-Term Growth (Annual %)	1.0%

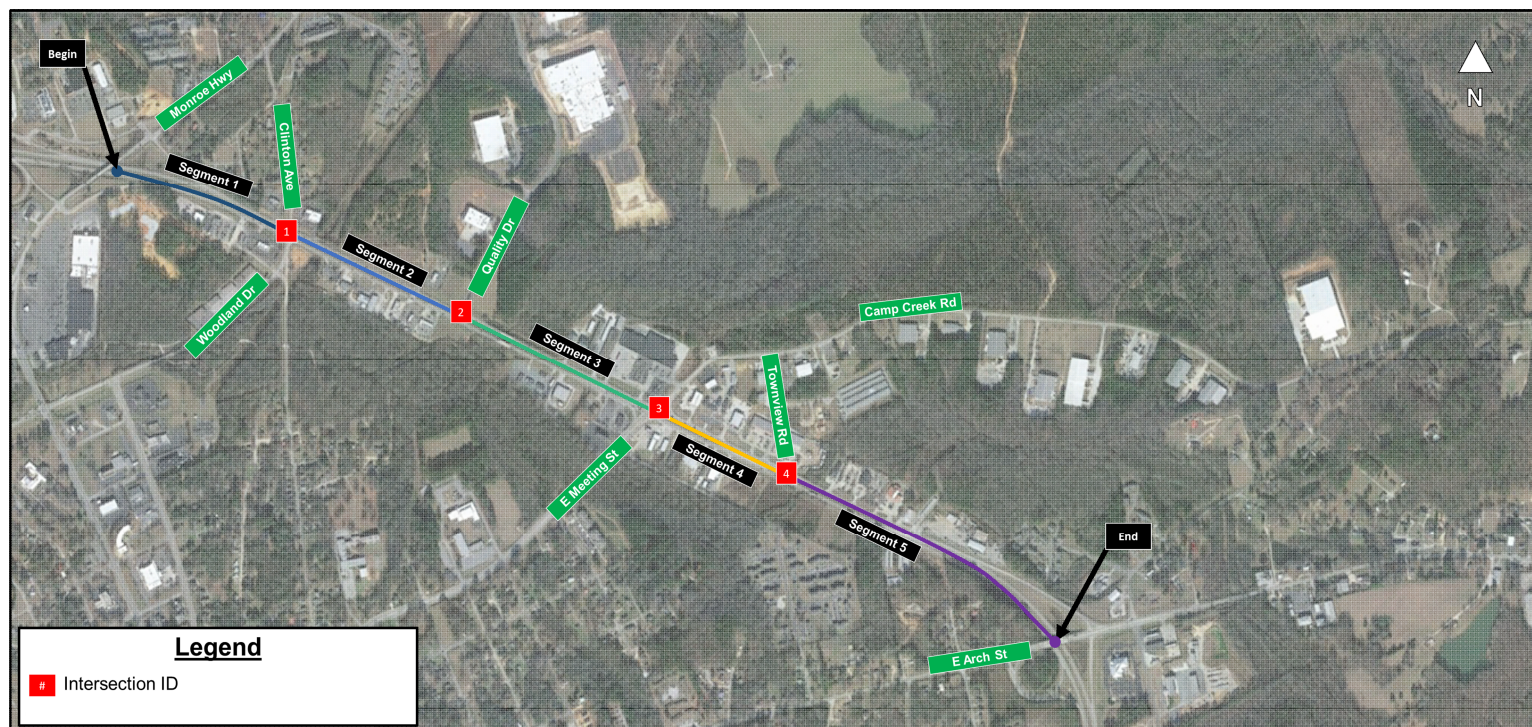
Regional Mobility Program Prioritization Rankings (Catawba COG)

Overall Rank	1 of 19
Time Efficiency	1 of 29
Reliability	No Score
Safety	4 of 29
Travel Options	2 of 29

Current STIP Projects (Project ID/Construction Year)
 Resurfacing on SC 200 (P040215/2022)

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	US 521 Bypass from SC 200 (Monroe Highway) to Clinton Avenue	0.3	4-Lane Divided	4-Lane Divided
2	US 521 Bypass from Clinton Avenue to Quality Drive	0.3	4-Lane Divided	4-Lane Divided
3	US 521 Bypass from Quality Drive to Meeting Street/Camp Creek Road	0.3	4-Lane Divided	4-Lane Divided
4	US 521 Bypass from Meeting Street/Camp Creek Road to Townview Road	0.2	4-Lane Divided	4-Lane Divided
5	US 521 Bypass from Townview Road to SC 9	0.6	4-Lane Divided	4-Lane Divided
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Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	US 521 Bypass at Clinton Avenue	Conventional Signalized	Signalized RCI (RCUT, Thru-Cut)
2	US 521 Bypass at Quality Drive	Conventional Signalized	Unsignalized RCI (RCUT, RI/RO)
3	US 521 Bypass at Meeting Street/Camp Creek Road	Conventional Signalized	Signalized RCI (RCUT, Thru-Cut)
4	US 521 Bypass at Townview Road	Two-Way Stop Control	Unsignalized RCI (RCUT, RI/RO)
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Note: RCI = Reduced Conflict Intersection; RCUT = Restricted Crossing U-Turn; RI/RO = Right-In/Right-Out.

Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1	Corridor Study	5	1, 2, 3, 4, 5	N/A	\$ 300,000	1.5
2	Road Safety Audit	N/A	1, 2, 3, 4	N/A	\$ 90,000	0.6
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¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Corridor Signal Timing Improvements	Signal System/ITS	2-4	N/A	Corridor Retiming. New Coordinated System.	3.6 Crashes/Year (-6.0%)	0.9 Crashes/Year (-5.8%)	-700 Vehicle-Hours/Year (-12.8%)	\$ 18,000	\$ 75,000	\$ 345,000	\$ 438,000	12.4
2	Access Management Strategies	Access Management/Safety	2	N/A	Restrict movements at isolated driveways along Segment 2.	0.1 Crashes/Year (-0.2%)	0.1 Crashes/Year (-0.9%)	N/A	\$ 20,000	\$ 40,000	\$ 120,000	\$ 180,000	4.6
3	Interchange Reconfiguration	Further Study	1	N/A	Remove existing interchange and reconfigure access across existing network.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	Minor Street Approach Geometry Improvements	Intersection Improvement	N/A	1	N/A - See Individual Intersection.	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 60,000	\$ 90,000	\$ 280,000	\$ 430,000	N/A
5	Corridor Reconfiguration to RCI(s)	Intersection Improvement	N/A	1-4	N/A - See Individual Intersection(s); See Study ID 1.	9.9 Crashes/Year (-16.6%)	2.8 Crashes/Year (-18.7%)	-5,000 Vehicle-Hours/Year (-91.2%)	\$ 1,640,000	\$ 2,500,000	\$ 8,200,000	\$ 12,340,000	1.5
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Total						-13 Crashes/Year (-20.6%)	-3 Crashes/Year (-20.0%)	-5,000 Vehicle-Hours/Year (-91.2%)	\$ 1,738,000	\$ 2,705,000	\$ 8,945,000	\$ 13,388,000	2.0

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / US 521 Bypass at Clinton Avenue	Minor Street Approach Geometry Improvements	Widen to add turn lanes on northbound and southbound approaches.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	-1,000 Vehicle-Hours/Year (-18.2%)	\$ 60,000	\$ 90,000	\$ 280,000	\$ 430,000	1.0
	Reconfigure to Signalized RCI (RCUT, Thru-Cut)	Convert intersection to signalized RCI with u-turn locations.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
2 / US 521 Bypass at Quality Drive	Reconfigure to Unsignalized RCI (RCUT, RI/RO)	Convert intersection to unsignalized RCI with u-turn locations.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
3 / US 521 Bypass at Meeting Street/Camp Creek Road	Reconfigure to Signalized RCI (RCUT, Thru-Cut)	Convert intersection to signalized RCI with u-turn locations.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
4 / US 521 Bypass at Townview Road	Reconfigure to Unsignalized RCI (RCUT, RI/RO)	Convert intersection to unsignalized RCI with u-turn locations.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to ___") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

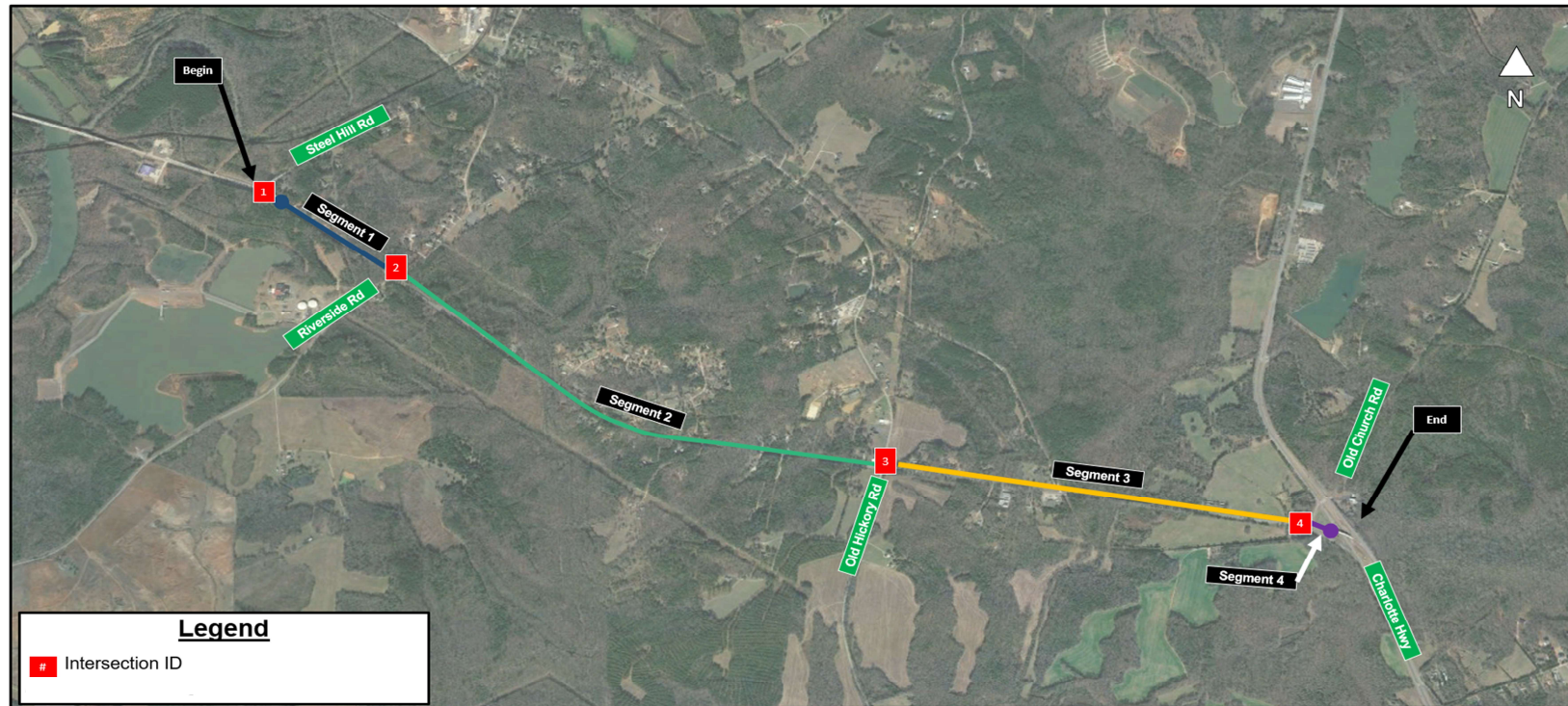
³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information		Regional Mobility Program Prioritization Rankings (Catawba COG)	
MPO/COG	Catawba	Overall Rank	2 of 19
County	LANCASTER	Time Efficiency	5 of 29
Corridor ID	CATCOG-SC5-A	Reliability	No Score
Corridor Name	SC 5/Rock Hill Hwy.	Safety	2 of 29
Corridor Limits	US 521/Charlotte Hwy. to Lancaster S-358/Steel Hill Rd.	Travel Options	2 of 29
Corridor Length (Miles)	2.82		
Corridor Functional Class	Rural -- Principal Arterial - Other		
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal	1	
Weighted Average Corridor AADT (Vehicles/Day)	11,600	2	
Weighted Average Corridor Truck Percentage (Daily %)	15.0%	3	
Short-Term Growth (Annual %)	2.1%		
Long-Term Growth (Annual %)	1.1%		

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	SC-5 from Steel Hill Rd to Riverside Rd/Rebound Rd	0.5	2-Lane Undivided	2-Lane Undivided
2	SC-5 from Riverside Rd/Rebound Rd to Old Hickory Rd	1.5	2-Lane Undivided	2-Lane Undivided
3	SC-5 from Old Hickory Rd to Old Church Rd/US 521 Interchange	1.3	2-Lane Undivided	2-Lane Undivided
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3.3				

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	SC-5 at Steel Hill Road	Two-Way Stop Control	Single-Lane Roundabout
2	SC-5 at Riverside Road/Rebound Road	Two-Way Stop Control	Single-Lane Roundabout
3	SC-5 at Old Hickory Road	Two-Way Stop Control	Two-Way Stop Control
4	SC-5 at Old Church Road	Two-Way Stop Control	Two-Way Stop Control
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Roadway Departure Countermeasures	Access Management/Safety	1-3	N/A	Widen shoulders and remove vegetation within clear zone.	0.7 Crashes/Year (-1.7%)	0.7 Crashes/Year (-5.5%)	N/A	\$ 400,000	\$ 600,000	\$ 2,000,000	\$ 3,000,000	1.6
2	Add Major Street Left-Turn Lane(s)	Intersection Improvement	N/A	1-2	N/A - See Individual Intersections.	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 330,000	\$ 510,000	\$ 1,650,000	\$ 2,490,000	N/A
3	Add Major Street Right-Turn Lane(s)	Intersection Improvement	N/A	1	N/A - See Individual Intersections.	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 50,000	\$ 70,000	\$ 240,000	\$ 360,000	N/A
4	Reconfigure Intersection(s) to Single-Lane Roundabout	Intersection Improvement	N/A	1-2	N/A - See Individual Intersections.	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 1,250,000	\$ 1,900,000	\$ 6,200,000	\$ 9,350,000	N/A
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Total						-9 Crashes/Year (-21.4%)	-4 Crashes/Year (-30.8%)	4,000 Vehicle-Hours/Year (+4000.0%)	\$ 2,030,000	\$ 3,080,000	\$ 10,090,000	\$ 15,200,000	1.9

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / SC-5 at Steel Hill Road	Add Major Street Left-Turn Lane(s)	Construct an eastbound left-turn lane.	0.8 Crashes/Year (-1.9%)	0.2 Crashes/Year (-1.5%)	Vehicle-Hours/Year (+0.0%)	\$ 110,000	\$ 170,000	\$ 550,000	\$ 830,000	1.6
	Add Major Street Right-Turn Lane(s)	Construct a westbound right-turn lane.	0.7 Crashes/Year (-1.6%)	0.2 Crashes/Year (-1.7%)	Vehicle-Hours/Year (+0.0%)	\$ 50,000	\$ 70,000	\$ 240,000	\$ 360,000	4.0
	Reconfigure to Single-Lane Roundabout	Construct a single-lane roundabout without bypass lanes.	3.7 Crashes/Year (-9.0%)	1.2 Crashes/Year (-9.6%)	3,000 Vehicle-Hours/Year (+3000.0%)	\$ 625,000	\$ 950,000	\$ 3,100,000	\$ 4,700,000	1.1
2 / SC-5 at Riverside Road/Rebound Road	Add Major Street Left-Turn Lane(s)	Construct eastbound and westbound left-turn lanes.	2.0 Crashes/Year (-4.8%)	0.9 Crashes/Year (-6.9%)	-100 Vehicle-Hours/Year (-100.0%)	\$ 220,000	\$ 340,000	\$ 1,100,000	\$ 1,650,000	3.3
	Reconfigure to Single-Lane Roundabout	Construct a single-lane roundabout without bypass lanes.	4.5 Crashes/Year (-10.8%)	1.7 Crashes/Year (-13.2%)	1,000 Vehicle-Hours/Year (+1000.0%)	\$ 625,000	\$ 950,000	\$ 3,100,000	\$ 4,700,000	1.6
3 / SC-5 at Old Hickory Road	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4 / SC-5 at Old Church Road	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to __") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Segment Geometry, Operations, & Safety

Segment ID / Description	Existing Cross Section	Proposed Cross Section	Existing AADT	Horizon Year AADT (+20 Years)	Annual Crash Frequency (No-Build)		Annual Crash Reduction Potential (Long-Term Build)		
					Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall) ¹
1 - 1 - SC-5 from Steel Hill Rd to Riverside Rd/Rebound Rd (0.5 Miles)	2-Lane/Undivided	2-Lane/Undivided	11,600	15,600	4.2	9.2	-0.1	0	-1%
2 - 2 - SC-5 from Riverside Rd/Rebound Rd to Old Hickory Rd (1.5 Miles)	2-Lane/Undivided	2-Lane/Undivided	11,600	15,600	2.2	5.8	-0.3	0	-4%
3 - 3 - SC-5 from Old Hickory Rd to Old Church Rd/US 521 Interchange (1.3 Miles)	2-Lane/Undivided	2-Lane/Undivided	11,600	15,600	2.2	5.0	-0.3	0	-4%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project.

Intersection Geometry, Operations, & Safety

Intersection ID / Description	Existing Configuration	Proposed Configuration	Projected Intersection Operations (Major Street Through V/C Ratio) ¹		Annual Crash Frequency (No-Build) ¹		Annual Crash Reduction Potential (Long-Term Build) ¹		
			No-Build / Without Improvements	Build / With Improvements	Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall)
1 - SC-5 at Steel Hill Road	Two-Way Stop Control	Single-Lane Roundabout	< 85%	85%-100%	1.6	3.2	-1.2	-2.5	-78%
2 - SC-5 at Riverside Road/Rebound Road	Two-Way Stop Control	Single-Lane Roundabout	< 85%	< 85%	2.2	3.6	-1.7	-2.8	-78%
3 - SC-5 at Old Hickory Road	Two-Way Stop Control	Two-Way Stop Control	< 85%	< 85%	0.6	1.2	0	0	0%
4 - SC-5 at Old Church Road	Two-Way Stop Control	Two-Way Stop Control	< 85%	< 85%	0.0	0.8	0	0	0%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All safety and operations benefits are presented for the long-term horizon (i.e., 10+ Years).

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$) ¹	Conceptual Cost Right-of-Way & Utilities (\$) ¹	Conceptual Cost Construction (\$) ¹	Total Conceptual Cost Estimate (\$) ¹	Additional Notes
1	Roadway Departure Countermeasures	\$ 400,000	\$ 600,000	\$ 2,000,000	\$ 3,000,000	
2	Add Major Street Left-Turn Lane(s)	\$ 330,000	\$ 510,000	\$ 1,650,000	\$ 2,490,000	
3	Add Major Street Right-Turn Lane(s)	\$ 50,000	\$ 70,000	\$ 240,000	\$ 360,000	
4	Reconfigure Intersection(s) to Single-Lane Roundabout	\$ 1,250,000	\$ 1,900,000	\$ 6,200,000	\$ 9,350,000	Cost estimate increased by approximately 15% to account for elevation change and side slopes.
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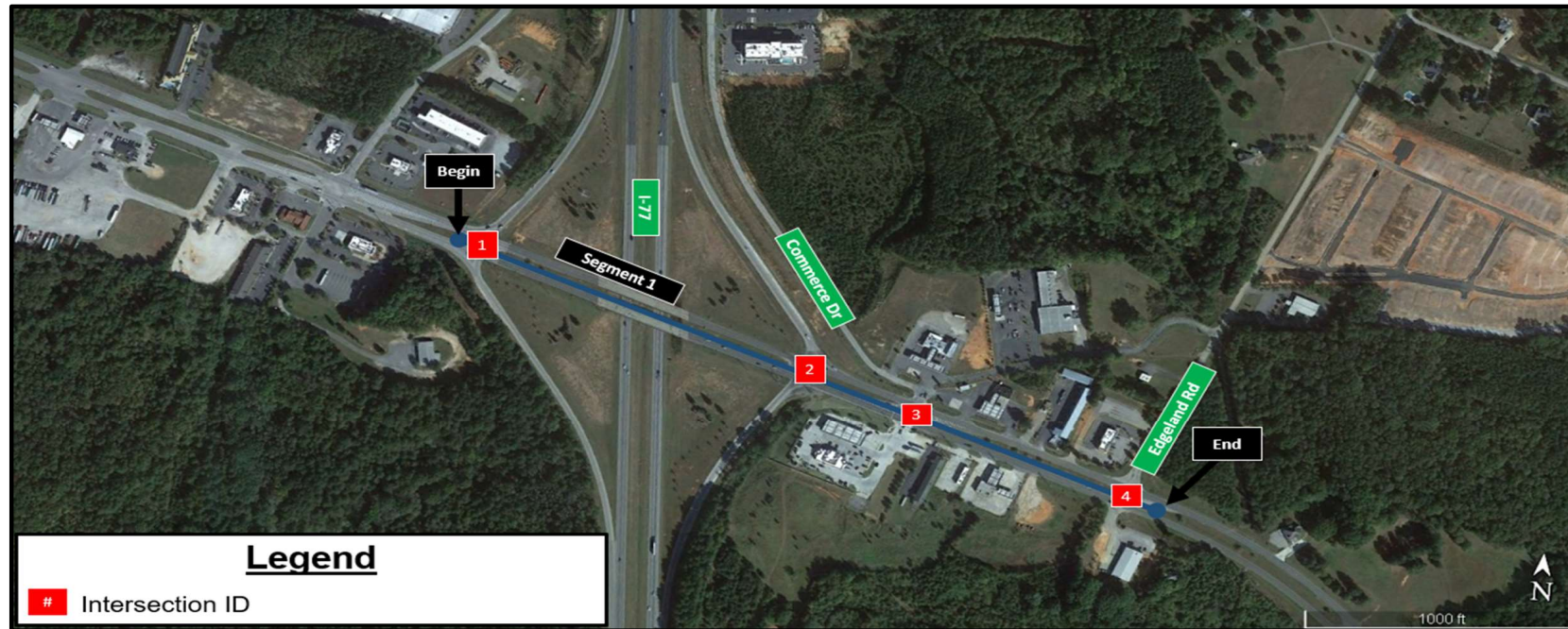
¹ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information		Regional Mobility Program Prioritization Rankings (Catawba COG)	
MPO/COG	Catawba	Overall Rank	5 of 19
County	CHESTER	Time Efficiency	15 of 29
Corridor ID	CATCOG-SC9-B	Reliability	No Score
Corridor Name	SC 9/Lancaster Hwy.	Safety	6 of 29
Corridor Limits	SC 901/Edgeland Rd. to I-77 Ramp	Travel Options	2 of 29
Corridor Length (Miles)	0.50	Current STIP Projects (Project ID/Construction Year)	
Corridor Functional Class	Rural -- Principal Arterial - Other	Pavement Improvement Program (P040816 / 2023)	
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal	SC 901 Widening (P031968 / 2026)	
Weighted Average Corridor AADT (Vehicles/Day)	10,800		
Weighted Average Corridor Truck Percentage (Daily %)	15.4%		
Short-Term Growth (Annual %)	0.4%		
Long-Term Growth (Annual %)	0.5%		

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	I-77 Southbound Ramps to SC 901/Edgeland Road	0.5	4-Lane Divided	4-Lane Divided
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Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	SC 9/Lancaster Highway & I-77 Southbound Ramps	Conventional Signalized	Conventional Signalized
2	SC 9/Lancaster Highway & I-77 Northbound Ramps	Conventional Signalized	Conventional Signalized
3	SC 9/Lancaster Highway & Commerce Drive	Conventional Signalized	Conventional Signalized
4	SC 9/Lancaster Highway & SC 901/Edgeland Road	Two-Way Stop Control	Unsignalized RCI (RCUT, RI/RO)
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Note: RCI = Reduced Conflict Intersection; RCUT = Restricted Crossing U-Turn; RI/RO = Right-In/Right-Out.

Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1	Road Safety Audit	N/A	1	N/A	\$ 90,000	0.6
2						
3						
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5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Corridor Signal Timing Improvements	Signal System/ITS	1	N/A	Corridor Retiming.	0.4 Crashes/Year (-1.6%)	0.1 Crashes/Year (-1.6%)	-300 Vehicle-Hours/Year (-15.7%)	\$ 20,000	\$ -	\$ -	\$ 20,000	12.0
2	Provide Positive Offset for Major Street Left-Turn Lane(s)	Intersection Improvement	N/A	1-2	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 100,000	\$ 140,000	\$ 480,000	\$ 720,000	N/A
3	Minor Street Approach Geometry Improvements	Intersection Improvement	N/A	1	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 40,000	\$ 60,000	\$ 200,000	\$ 300,000	N/A
4	Reconfigure Intersection(s) to Unsignalized RCI (RCUT, RI/RO)	Intersection Improvement	N/A	4	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 60,000	\$ 90,000	\$ 290,000	\$ 440,000	N/A
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Total						-2 Crashes/Year (-8.7%)	-1 Crashes/Year (-16.7%)	-600 Vehicle-Hours/Year (-31.4%)	\$ 220,000	\$ 290,000	\$ 970,000	\$ 1,480,000	3.4

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / SC 9/Lancaster Highway & I-77 Southbound Ramps	Provide Positive Offset for Major Street Left-Turn Lane(s)	Modify turn lane on westbound approach.	0.7 Crashes/Year (-3.1%)	0.1 Crashes/Year (-1.7%)	Vehicle-Hours/Year (+0.0%)	\$ 50,000	\$ 70,000	\$ 240,000	\$ 360,000	1.9
	Minor Street Approach Geometry Improvements	Add a right-turn lane on the north leg.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	-300 Vehicle-Hours/Year (-15.7%)	\$ 40,000	\$ 60,000	\$ 200,000	\$ 300,000	0.4
2 / SC 9/Lancaster Highway & I-77 Northbound Ramps	Provide Positive Offset for Major Street Left-Turn Lane(s)	Modify turn lane on eastbound approach.	0.5 Crashes/Year (-2.1%)	0.1 Crashes/Year (-2.1%)	Vehicle-Hours/Year (+0.0%)	\$ 50,000	\$ 70,000	\$ 240,000	\$ 360,000	2.2
3 / SC 9/Lancaster Highway & Commerce Drive	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4 / SC 9/Lancaster Highway & SC 901/Edgeland Road	Reconfigure to Unsignalized RCI (RCUT, RI/RO)	Restrict minor street left-turn movements via concrete channelization.	1.1 Crashes/Year (-4.8%)	0.5 Crashes/Year (-8.7%)	Vehicle-Hours/Year (+0.0%)	\$ 60,000	\$ 90,000	\$ 290,000	\$ 440,000	7.7

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to ___") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Segment Geometry, Operations, & Safety

Segment ID / Description	Existing Cross Section	Proposed Cross Section	Existing AADT	Horizon Year AADT (+20 Years)	Annual Crash Frequency (No-Build)		Annual Crash Reduction Potential (Long-Term Build)		
					Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall) ¹
1 - I-77 Southbound Ramps to SC 901/Edgeland Road (0.5 Miles)	4-Lane/Divided	4-Lane/Divided	10,800	12,000	0.6	1.8	-0.1	-0.3	-15%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project.

Intersection Geometry, Operations, & Safety

Intersection ID / Description	Existing Configuration	Proposed Configuration	Projected Intersection Operations (Major Street Through V/C Ratio) ¹		Annual Crash Frequency (No-Build) ¹		Annual Crash Reduction Potential (Long-Term Build) ¹		
			No-Build / Without Improvements	Build / With Improvements	Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall)
1 - SC 9/Lancaster Highway & I-77 Southbound Ramps	Conventional Signalized	Conventional Signalized	< 85%	< 85%	1.0	6.0	-0.1	-0.6	-10%
2 - SC 9/Lancaster Highway & I-77 Northbound Ramps	Conventional Signalized	Conventional Signalized	< 85%	< 85%	1.2	3.6	-0.1	-0.4	-10%
3 - SC 9/Lancaster Highway & Commerce Drive	Conventional Signalized	Conventional Signalized	< 85%	< 85%	1.6	3.8	0	0	0%
4 - SC 9/Lancaster Highway & SC 901/Edgeland Road	Two-Way Stop Control	Unsignalized RCI (RCUT, RI/RO)	< 85%	< 85%	1.4	1.6	-0.5	-0.6	-36%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All safety and operations benefits are presented for the long-term horizon (i.e., 10+ Years).

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$)¹	Conceptual Cost Right-of-Way & Utilities (\$)¹	Conceptual Cost Construction (\$)¹	Total Conceptual Cost Estimate (\$)¹	Additional Notes
1	Corridor Signal Timing Improvements	\$ 20,000	\$ -	\$ -	\$ 20,000	
2	Provide Positive Offset for Major Street Left-Turn Lane(s)	\$ 100,000	\$ 140,000	\$ 480,000	\$ 720,000	
3	Minor Street Approach Geometry Improvements	\$ 40,000	\$ 60,000	\$ 200,000	\$ 300,000	Project scope includes concrete channelization and a new left-turn lane to the east of the intersection within the existing median space.
4	Reconfigure Intersection(s) to Unsignalized RCI (RCUT, RI/RO)	\$ 60,000	\$ 90,000	\$ 290,000	\$ 440,000	
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¹ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information		Regional Mobility Program Prioritization Rankings (Catawba COG)	
MPO/COG	Catawba	Overall Rank	7 of 19
County	YORK	Time Efficiency	12 of 29
Corridor ID	CATCOG-SC55-A	Reliability	No Score
Corridor Name	SC 55/Highway 55 E	Safety	3 of 29
Corridor Limits	SC 557/Highway 557 to York S-54/Paraham Rd.	Travel Options	No Score
Corridor Length (Miles)	2.32		
Corridor Functional Class	Urban – Minor Arterial		
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal	1	
Weighted Average Corridor AADT (Vehicles/Day)	7,700	2	
Weighted Average Corridor Truck Percentage (Daily %)	4.8%	3	
Short-Term Growth (Annual %)	2.9%	4	
Long-Term Growth (Annual %)	1.8%		

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	Highway 557 to Griggs Road	1.1	2-Lane Undivided	2-Lane Divided
2	Griggs Road to N Paraham Road	1.2	2-Lane Undivided	2-Lane Divided
3				
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8				
9				
10				

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	SC 55 & Highway 557	Conventional Signalized	Conventional Signalized
2	SC 55 & Griggs Road	Two-Way Stop Control	Two-Way Stop Control
3	SC 55 & Lincoln Road	Two-Way Stop Control	Two-Way Stop Control
4	SC 55 & N Paraham Road	Conventional Signalized	Single-Lane Roundabout
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Access Management Strategies	Access Management/Safety	1-2	N/A	Restrict movements at isolated unsignalized intersections via a raised median.	0.8 Crashes/Year (-3.2%)	0.8 Crashes/Year (-14.4%)	N/A	\$ 110,000	\$ 170,000	\$ 550,000	\$ 830,000	5.8
2	Linear Pedestrian/Bicycle Facility Enhancements	Bike/Ped Improvement	1	N/A	Construct new shared use path.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 460,000	\$ 640,000	\$ 2,200,000	\$ 3,300,000	0.4
3	Midblock Pedestrian Facility Enhancements	Bike/Ped Improvement	1	N/A	Install a signalized pedestrian crossing if warranted.	0.3 Crashes/Year (-1.1%)	0.3 Crashes/Year (-4.9%)	N/A	\$ 40,000	\$ -	\$ 150,000	\$ 190,000	8.5
4	Add Major Street Left-Turn Lane(s)	Intersection Improvement	N/A	3	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 90,000	\$ 140,000	\$ 450,000	\$ 680,000	N/A
5	Intersection Signal Upgrades	Signal System/ITS	N/A	4	N/A - See Individual Intersection(s)	0.5 Crashes/Year (-1.9%)	0.1 Crashes/Year (-1.9%)	N/A	\$ 20,000	\$ -	\$ 20,000	\$ 40,000	18.4
6	Reconfigure Intersection(s) to Single-Lane Roundabout	Intersection Improvement	N/A	4	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 440,000	\$ 670,000	\$ 2,200,000	\$ 3,310,000	N/A
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19													
20													
Total						-4 Crashes/Year (-15.4%)	-2 Crashes/Year (-33.3%)	-300 Vehicle-Hours/Year (-27.8%)	\$ 1,160,000	\$ 1,620,000	\$ 5,570,000	\$ 8,350,000	1.4

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / SC 55 & Highway 557	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2 / SC 55 & Griggs Road	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3 / SC 55 & Lincoln Road	Add Major Street Left-Turn Lane(s)	Add a turn lane on the westbound approach.	0.2 Crashes/Year (-0.8%)	0.1 Crashes/Year (-1.7%)	Vehicle-Hours/Year (+0.0%)	\$ 90,000	\$ 140,000	\$ 450,000	\$ 680,000	0.9
4 / SC 55 & N Paraham Road	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Reconfigure to Single-Lane Roundabout	Construct a single-lane roundabout with no bypass lanes.	2.0 Crashes/Year (-7.5%)	0.4 Crashes/Year (-7.6%)	-300 Vehicle-Hours/Year (-27.8%)	\$ 440,000	\$ 670,000	\$ 2,200,000	\$ 3,310,000	0.7

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to ___") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information

MPO/COG	Catawba
County	CHESTER
Corridor ID	CATCOG-US321-A
Corridor Name	SC 9/J. A. Cochran Byp.
Corridor Limits	US 321/Columbia Rd. to SC 9/Lancaster Hwy.
Corridor Length (Miles)	1.22
Corridor Functional Class	Urban -- Principal Arterial - Other
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal 1
Weighted Average Corridor AADT (Vehicles/Day)	15,100 2
Weighted Average Corridor Truck Percentage (Daily %)	10.8%
Short-Term Growth (Annual %)	1.3%
Long-Term Growth (Annual %)	1.0%

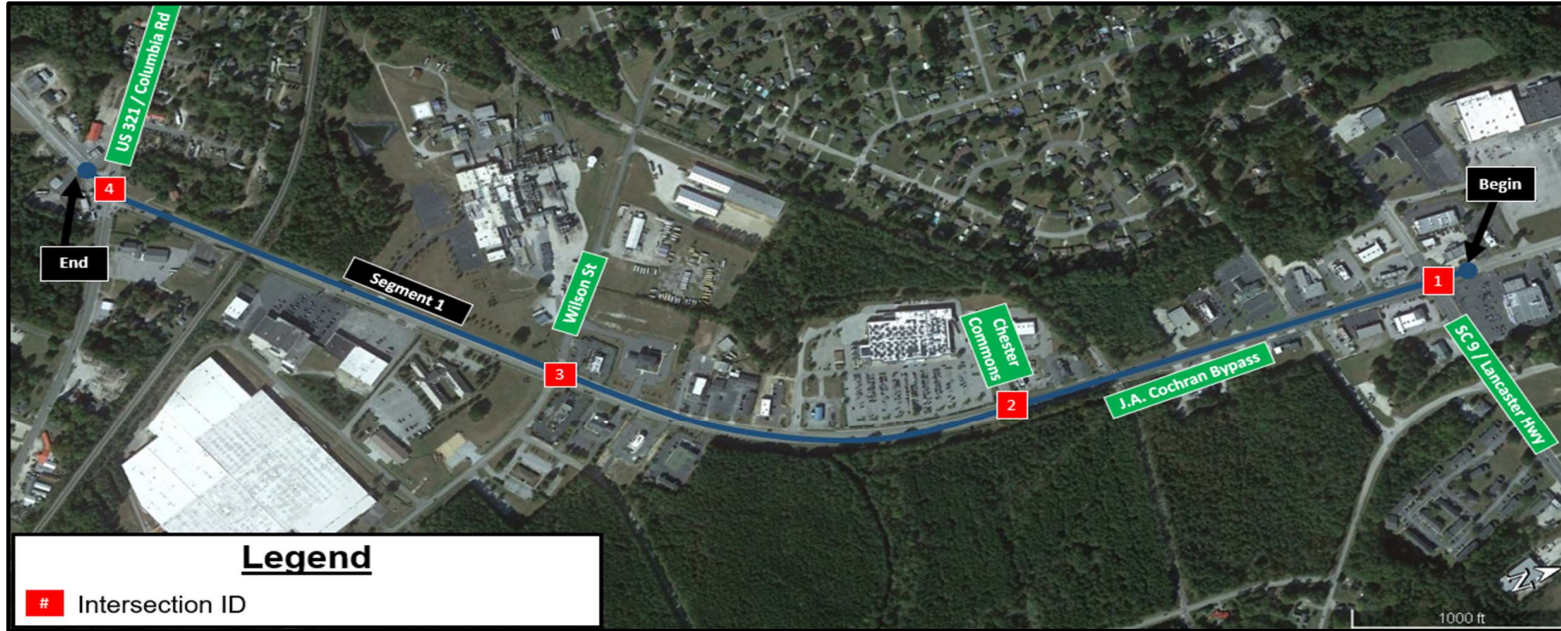
Regional Mobility Program Prioritization Rankings (Catawba COG)

Overall Rank	4 of 19
Time Effic	13 of 29
Reliability	No Score
Safety	5 of 29
Travel Op	2 of 29

Current STIP Projects (Project ID/Construction Year)
 FYA Signal Upgrades (P039811 / Construction Year: 2021)
 Resurfacing north of SC 9 (P040204 / Construction Year: 2022)

Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	SC 9/Lancaster Highway to Wilson Street	0.8	4-Lane Undivided	4-Lane Divided
2	Wilson Street to US 321/Columbia Road	0.4	4-Lane Undivided	4-Lane Divided
3				
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9				
10				
1.2				

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	J. A. Cochran & SC 9/Lancaster Highway	Conventional Signalized	Conventional Signalized
2	J. A. Cochran Bypass & Chester Commons	Conventional Signalized	Conventional Signalized
3	J. A. Cochran Bypass & Wilson Street	Conventional Signalized	Conventional Signalized
4	J. A. Cochran Bypass & US 321/Columbia Road	Conventional Signalized	Conventional Signalized
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1	Road Safety Audit	N/A	1	N/A	\$ 90,000	1.6
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).
² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Corridor Signal Timing Improvements	Signal System/ITS	1-2	N/A	Corridor Retiming	2.1 Crashes/Year (-3.6%)	0.6 Crashes/Year (-3.8%)	-100 Vehicle-Hours/Year (-16.9%)	\$ 20,000	\$ -	\$ -	\$ 20,000	72.0
2	Access Management Strategies	Access Management/Safety	1-2	N/A	Restrict movements at isolated driveways or intersections	0.9 Crashes/Year (-1.5%)	0.9 Crashes/Year (-5.6%)	N/A	\$ 370,000	\$ 560,000	\$ 1,850,000	\$ 2,780,000	1.6
3	Linear Pedestrian/Bicycle Facility Enhancements	Bike/Ped Improvement	1-2	N/A	Install new shared use path	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 550,000	\$ 770,000	\$ 2,650,000	\$ 3,970,000	1.5
4	Extend Major Street Left- or Right-Turn Lane(s)	Intersection Improvement	N/A	1		N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 50,000	\$ 70,000	\$ 240,000	\$ 360,000	N/A
5	Minor Street Approach Geometry Improvements	Intersection Improvement	N/A	1		N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 20,000	\$ -	\$ 30,000	\$ 50,000	N/A
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20													
Total						-9 Crashes/Year (-14.8%)	-2 Crashes/Year (-12.5%)	-100 Vehicle-Hours/Year (-16.9%)	\$ 1,010,000	\$ 1,400,000	\$ 4,770,000	\$ 7,180,000	3.7

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.
² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.
³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).
⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / J. A. Cochran & SC 9/Lancaster Highway	Extend Major Street Left- or Right-Turn Lane(s)	Extend the existing northbound right-turn lane to improve operations and safety.	6.1 Crashes/Year (-10.7%)	0.9 Crashes/Year (-5.7%)	Vehicle-Hours/Year (+0.0%)	\$ 50,000	\$ 70,000	\$ 240,000	\$ 360,000	17.9
	Minor Street Approach Geometry Improvements	Restripe the westbound approach to provide an exclusive right-turn lane and improve operations and safety.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	Vehicle-Hours/Year (+0.0%)	\$ 20,000	\$ -	\$ 30,000	\$ 50,000	0.2
2 / J. A. Cochran Bypass & Chester Commons	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3 / J. A. Cochran Bypass & Wilson Street	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4 / J. A. Cochran Bypass & US 321/Columbia Road	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to _") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Segment Geometry, Operations, & Safety

Segment ID / Description	Existing Cross Section	Proposed Cross Section	Existing AADT	Horizon Year AADT (+20 Years)	Annual Crash Frequency (No-Build)		Annual Crash Reduction Potential (Long-Term Build)		
					Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall) ¹
1 - 1 - Highway 557 to Griggs Road (1.1 Miles)	2-Lane/TWLT	2-Lane/Divided	7,700	11,800	1.8	6.0	-0.7	0	-9%
2 - 2 - Griggs Road to N Paraham Road (1.2 Miles)	2-Lane/Undivided	2-Lane/Divided	7,700	11,800	2.0	4.8	-0.4	0	-6%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project.

Intersection Geometry, Operations, & Safety

Intersection ID / Description	Existing Configuration	Proposed Configuration	Projected Intersection Operations (Major Street Through V/C Ratio) ¹		Annual Crash Frequency (No-Build) ¹		Annual Crash Reduction Potential (Long-Term Build) ¹		
			No-Build / Without Improvements	Build / With Improvements	Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall)
1 - SC 55 & Highway 557	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.6	5.8	0	0	0%
2 - SC 55 & Griggs Road	Two-Way Stop Control	Two-Way Stop Control	< 85%	< 85%	0.2	0.6	0	0	0%
3 - SC 55 & Lincoln Road	Two-Way Stop Control	Two-Way Stop Control	< 85%	< 85%	0.4	0.6	-0.1	-0.1	-20%
4 - SC 55 & N Paraham Road	Conventional Signalized	Single-Lane Roundabout	< 85%	< 85%	0.8	2.8	-0.6	-1.9	-69%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All safety and operations benefits are presented for the long-term horizon (i.e., 10+ Years).

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$)¹	Conceptual Cost Right-of-Way & Utilities (\$)¹	Conceptual Cost Construction (\$)¹	Total Conceptual Cost Estimate (\$)¹	Additional Notes
1	Access Management Strategies	\$ 110,000	\$ 170,000	\$ 550,000	\$ 830,000	
2	Linear Pedestrian/Bicycle Facility Enhancements	\$ 460,000	\$ 640,000	\$ 2,200,000	\$ 3,300,000	
3	Midblock Pedestrian Facility Enhancements	\$ 40,000	\$ -	\$ 150,000	\$ 190,000	
4	Add Major Street Left-Turn Lane(s)	\$ 90,000	\$ 140,000	\$ 450,000	\$ 680,000	
5	Intersection Signal Upgrades	\$ 20,000	\$ -	\$ 20,000	\$ 40,000	
6	Reconfigure Intersection(s) to Single-Lane Roundabout	\$ 440,000	\$ 670,000	\$ 2,200,000	\$ 3,310,000	
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¹ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information

MPO/COG	Catawba
County	YORK
Corridor ID	CATCOG-SC557-A
Corridor Name	SC 557/Highway 557
Corridor Limits	SC 55/Highway 55 to York S-186/Cross Rd.
Corridor Length (Miles)	3.32
Corridor Functional Class	Urban – Minor Arterial
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal 1
Weighted Average Corridor AADT (Vehicles/Day)	9,400 2
Weighted Average Corridor Truck Percentage (Daily %)	3.9%
Short-Term Growth (Annual %)	1.5%
Long-Term Growth (Annual %)	1.6%

Regional Mobility Program Prioritization Rankings (Catawba COG)

Overall Rank	11 of 19
Time Efficiency	6 of 29
Reliability	No Score
Safety	9 of 29
Travel Opt	No Score

Current STIP Projects (Project ID/Construction Year)
 SC 557 Widening (P037954 / Construction Year: 2024)
 S-64/Griggs Road Intersection Improvements (P040224 / Construction Year: 2021)

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	SC 55 to Cross Road	3.3	2-Lane Undivided	2-Lane Undivided
2				
3				
4				
5				
6				
7				
8				
9				
10				

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	SC 557 & SC 55	Conventional Signalized	Conventional Signalized
2	SC 557 & Griggs Road	Two-Way Stop Control	Single-Lane Roundabout
3	SC 557 & Glenn Road	Two-Way Stop Control	Two-Way Stop Control
4	SC 557 & N Paraham Road	Two-Way Stop Control	Two-Way Stop Control
5	SC 557 & Cross Road	Two-Way Stop Control	Two-Way Stop Control
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Roadway Departure Countermeasures	Access Management/Safety	1	N/A	Restripe existing pavement markings, install centerline rumble strips, and clear vegetation within the clear zone.	0.3 Crashes/Year (-1.3%)	0.3 Crashes/Year (-5.3%)	N/A	\$ 10,000	\$ -	\$ 90,000	\$ 100,000	16.7
2	Linear Pedestrian/Bicycle Facility Enhancements	Bike/Ped Improvement	1	N/A	Construct a shared use path.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 480,000	\$ 670,000	\$ 2,300,000	\$ 3,450,000	0.3
3	Reconfigure Intersection(s) to Single-Lane Roundabout	Intersection Improvement	N/A	2	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 440,000	\$ 670,000	\$ 2,200,000	\$ 3,310,000	N/A
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5													
6													
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9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20													
Total						-2 Crashes/Year (-8.0%)	-2 Crashes/Year (-33.3%)	300 Vehicle-Hours/Year (+30.3%)	\$ 930,000	\$ 1,340,000	\$ 4,590,000	\$ 6,860,000	1.3

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / SC 557 & SC 55	N/A - No Improvements Recommended	N/A - See CATCOG-SC55-A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2 / SC 557 & Griggs Road	Reconfigure to Single-Lane Roundabout	Construct a single-lane roundabout with no bypass lanes.	1.6 Crashes/Year (-6.2%)	0.9 Crashes/Year (-15.6%)	300 Vehicle-Hours/Year (+30.3%)	\$ 440,000	\$ 670,000	\$ 2,200,000	\$ 3,300,000	1.7
3 / SC 557 & Glenn Road	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4 / SC 557 & N Paraham Road	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5 / SC 557 & Cross Road	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to _") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Segment Geometry, Operations, & Safety

Segment ID / Description	Existing Cross Section	Proposed Cross Section	Existing AADT	Horizon Year AADT (+20 Years)	Annual Crash Frequency (No-Build)		Annual Crash Reduction Potential (Long-Term Build)		
					Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall) ¹
1 - 1 - SC 55 to Cross Road (3.3 Miles)	2-Lane/Undivided	2-Lane/Undivided	9,400	14,000	3.0	8.4	-0.3	0	-3%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project.

Intersection Geometry, Operations, & Safety

Intersection ID / Description	Existing Configuration	Proposed Configuration	Projected Intersection Operations (Major Street Through V/C Ratio) ¹		Annual Crash Frequency (No-Build) ¹		Annual Crash Reduction Potential (Long-Term Build) ¹		
			No-Build / Without Improvements	Build / With Improvements	Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall)
1 - SC 557 & SC 55	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.6	5.8	0	0	0%
2 - SC 557 & Griggs Road	Two-Way Stop Control	Single-Lane Roundabout	< 85%	< 85%	1.2	0.8	-0.9	-0.6	-78%
3 - SC 557 & Glenn Road	Two-Way Stop Control	Two-Way Stop Control	< 85%	< 85%	0.2	0.2	0	0	0%
4 - SC 557 & N Paraham Road	Two-Way Stop Control	Two-Way Stop Control	< 85%	< 85%	0.2	2.0	0	0	0%
5 - SC 557 & Cross Road	Two-Way Stop Control	Two-Way Stop Control	< 85%	< 85%	0.8	1.8	0	0	0%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All safety and operations benefits are presented for the long-term horizon (i.e., 10+ Years).

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$)¹	Conceptual Cost Right-of-Way & Utilities (\$)¹	Conceptual Cost Construction (\$)¹	Total Conceptual Cost Estimate (\$)¹	Additional Notes
1	Roadway Departure Countermeasures	\$ 10,000	\$ -	\$ 90,000	\$ 100,000	
2	Linear Pedestrian/Bicycle Facility Enhancements	\$ 480,000	\$ 670,000	\$ 2,300,000	\$ 3,450,000	
3	Reconfigure Intersection(s) to Single-Lane Roundabout	\$ 440,000	\$ 670,000	\$ 2,200,000	\$ 3,310,000	
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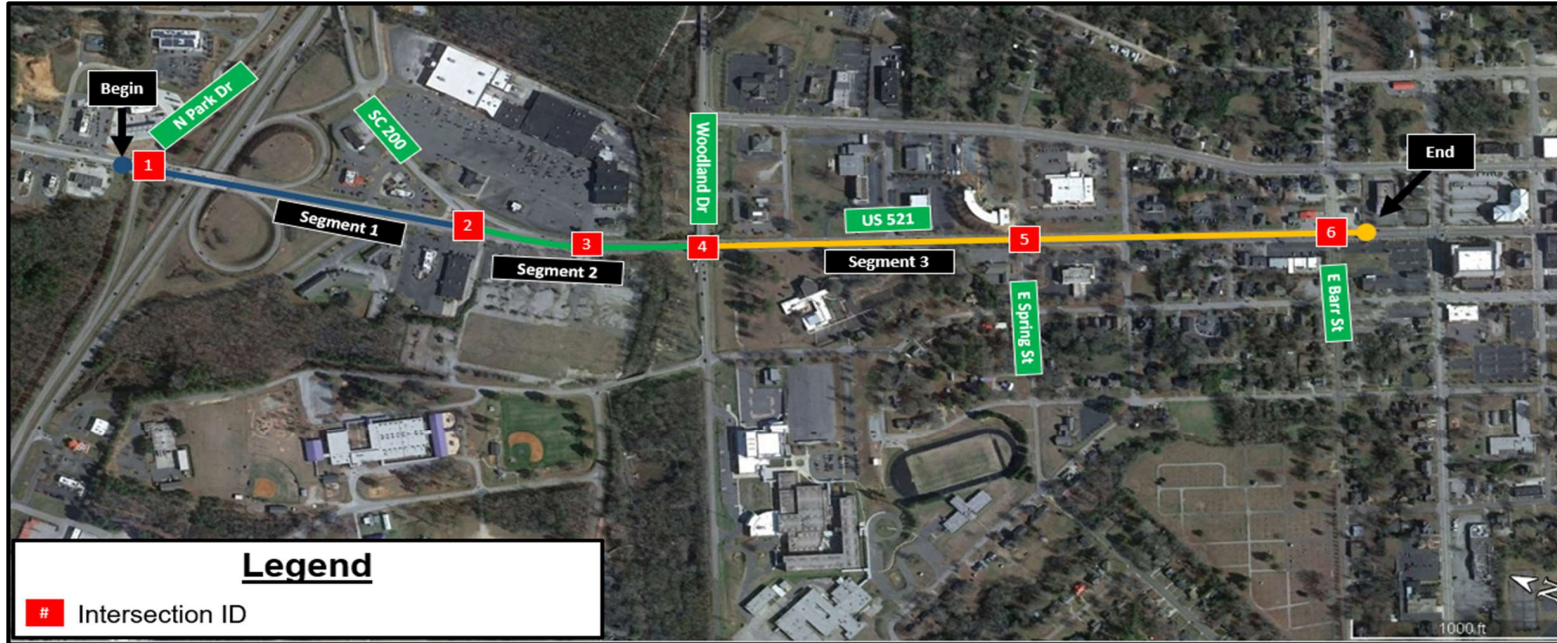
¹ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information		Regional Mobility Program Prioritization Rankings (Catawba COG)	
MPO/COG	Catawba	Overall Rank	6 of 19
County	LANCASTER	Time Effic	14 of 29
Corridor ID	CATCOG-US521-B	Reliability	No Score
Corridor Name	US521BUS/Charlotte Hwy./N. Main St.	Safety	7 of 29
Corridor Limits	US 521/Lancaster to L-268/E. Bar St.	Travel Op	2 of 29
Corridor Length (Miles)	1.10	Current STIP Projects (Project ID/Construction Year)	
Corridor Functional Class	Urban -- Minor Arterial	Signal Upgrades at SC 9 Ramps/North Park Drive (P040847 / Construction Year: 2023)	
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal 1	Primary Pavement Improvement (P040215 / Construction Year: 2022)	
Weighted Average Corridor AADT (Vehicles/Day)	13,600 2	Sidewalk Improvement at Woodland Drive (P038522 / Construction Year: 2022)	
Weighted Average Corridor Truck Percentage (Daily %)	5.3% 3		
Short-Term Growth (Annual %)	1.2%		
Long-Term Growth (Annual %)	1.5%		

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	N Park Drive to SC 200/Monroe Highway	0.3	4-Lane Undivided	4-Lane Divided
2	SC 200/Monroe Highway to Woodland Drive	0.2	2-Lane Undivided	2-Lane Undivided
3	Woodland Drive to E Barr Street	0.5	2-Lane Undivided	2-Lane Undivided
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Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	US 521/Charlotte Highway & N Park Drive	Conventional Signalized	Conventional Signalized
2	US 521/N Main Street & SC 200/Monroe Highway	Two-Way Stop Control	Conventional Signalized
3	US 521/N Main Street & Lancaster Square Shopping Center	Conventional Signalized	Conventional Signalized
4	US 521/N Main Street & Woodland Drive	Conventional Signalized	Conventional Signalized
5	US 521/N Main Street & E Spring Street	Conventional Signalized	Conventional Signalized
6	US 521/N Main Street & E Barr Street	Conventional Signalized	Conventional Signalized
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1	Road Safety Audit	N/A	1, 2, 3	N/A	\$ 90,000	0.5
2	Intersection Study	N/A	N/A	1, 4	\$ 60,000	7.2
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4						
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¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Corridor Signal Timing Improvements	Signal System/ITS	2	N/A	Corridor Retiming	0.3 Crashes/Year (-0.9%)	0.1 Crashes/Year (-1.1%)	-800 Vehicle-Hours/Year (-3.7%)	\$ 10,000	\$ -	\$ -	\$ 10,000	17.5
2	Access Management Strategies	Access Management/Safety	1	N/A	Restrict movements at isolated driveways	0.1 Crashes/Year (-0.4%)	0.1 Crashes/Year (-1.1%)	N/A	\$ 40,000	\$ 70,000	\$ 220,000	\$ 330,000	0.6
3	Interchange Reconfiguration	Further Study	1	N/A	Consider further study to evaluate the need to reconfigure the existing interchange.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	Linear Pedestrian/Bicycle Facility Enhancements	Bike/Ped Improvement	1-2	N/A	Install new sidewalk	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 90,000	\$ 120,000	\$ 430,000	\$ 640,000	8.2
5	Add Major Street Right-Turn Lane(s)	Intersection Improvement	N/A	1	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 50,000	\$ 70,000	\$ 240,000	\$ 360,000	N/A
6	Intersection Signal Upgrades	Signal System/ITS	N/A	1, 3-4, 6	N/A - See Individual Intersection(s)	1.9 Crashes/Year (-6.7%)	0.6 Crashes/Year (-5.6%)	N/A	\$ 60,000	\$ -	\$ 70,000	\$ 130,000	30.8
7	Signalized Pedestrian Crossing Enhancements	Bike/Ped Improvement	N/A	3, 5-6	Upgrade markings and landing zones	0.1 Crashes/Year (-0.3%)	0.1 Crashes/Year (-1.0%)	N/A	\$ 20,000	\$ -	\$ 50,000	\$ 70,000	9.4
8	Install New Traffic Signal(s)	Intersection Improvement	N/A	2	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 300,000	\$ 450,000	\$ 1,500,000	\$ 2,250,000	N/A
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Total						-3 Crashes/Year (-9.7%)	-1 Crashes/Year (-10.0%)	-8,000 Vehicle-Hours/Year (-36.7%)	\$ 570,000	\$ 710,000	\$ 2,510,000	\$ 3,790,000	3.4

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / US 521/Charlotte Highway & N Park Drive	Add Major Street Right-Turn Lane(s)	Add turn lane on southbound approach.	0.5 Crashes/Year (-1.7%)	0.1 Crashes/Year (-1.4%)	-9,000 Vehicle-Hours/Year (-41.3%)	\$ 50,000	\$ 70,000	\$ 240,000	\$ 360,000	5.6
	Intersection Signal Upgrades	Upgrade equipment and phasing to improve safety and operations.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Intersection Study	Consider further study to evaluate the need to reconfigure the existing intersection	N/A - See Study	N/A - See Study	N/A - See Study	N/A	N/A	N/A	N/A	N/A
2 / US 521/N Main Street & SC 200/Monroe Highway	Install New Traffic Signal(s)	Realign SC 200 to convert intersection to a typical 4-legged intersection and install traffic signal when warranted.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	2,000 Vehicle-Hours/Year (+9.2%)	\$ 300,000	\$ 450,000	\$ 1,500,000	\$ 2,250,000	0.0
3 / US 521/N Main Street & Lancaster Square Shopping Center	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings and landing zones.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
4 / US 521/N Main Street & Woodland Drive	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Intersection Study	Consider further study to evaluate the need to reconfigure the existing intersection	N/A - See Study	N/A - See Study	N/A - See Study	N/A	N/A	N/A	N/A	N/A
5 / US 521/N Main Street & E Spring Street	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
6 / US 521/N Main Street & E Barr Street	Intersection Signal Upgrades	Upgrade phasing to improve operations.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to _") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information

MPO/COG	Catawba
County	CHESTER
Corridor ID	CATCOG-S-275
Corridor Name	Chester S-275 N/Saluda St.
Corridor Limits	Chester S-117 N/Wylie St. to SC72/JA Cochran Byp
Corridor Length (Miles)	1.46
Corridor Functional Class	Urban -- Major Collector
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal 1
Weighted Average Corridor AADT (Vehicles/Day)	4,900
Weighted Average Corridor Truck Percentage (Daily %)	6.5%
Short-Term Growth (Annual %)	0.3%
Long-Term Growth (Annual %)	0.3%

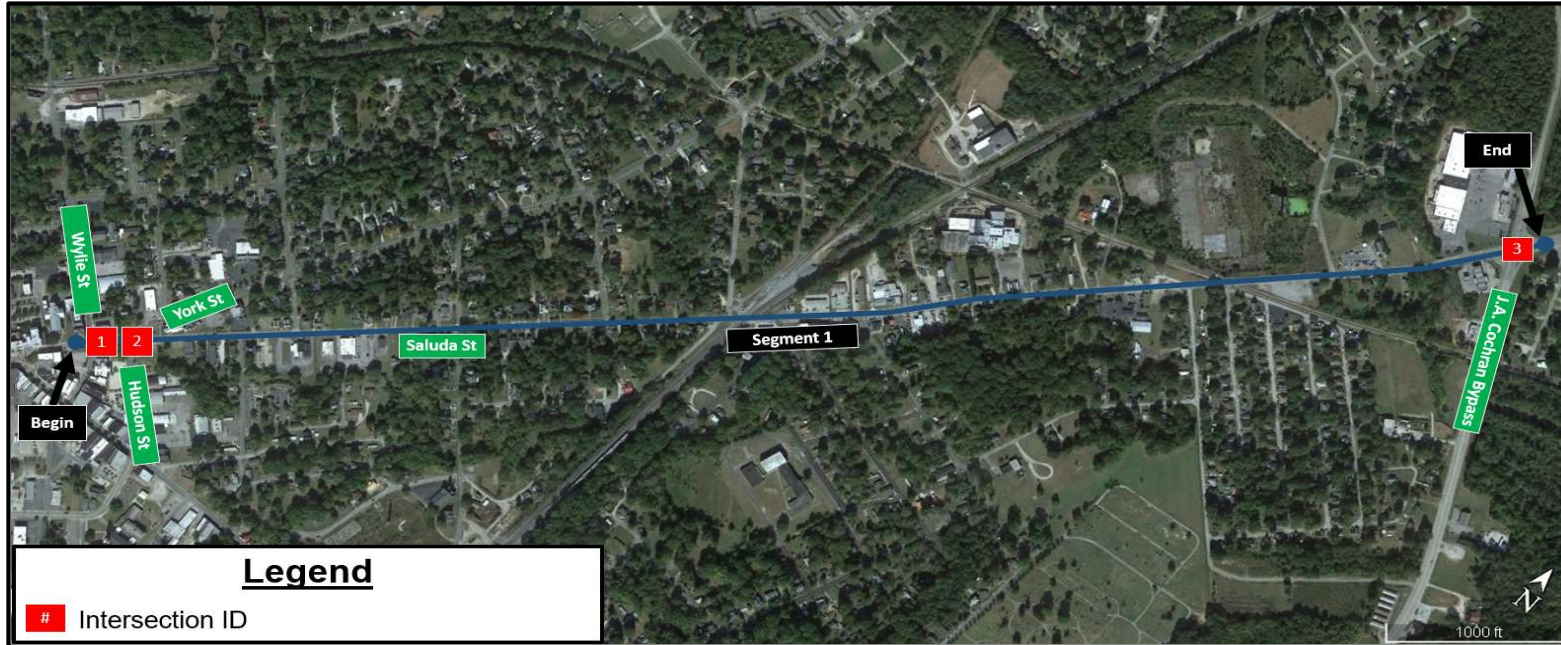
Regional Mobility Program Prioritization Rankings (Catawba COG)

Overall Rank	10 of 19
Time Effic	19 of 29
Reliability	No Score
Safety	7 of 29
Travel Op	9 of 29

Current STIP Projects (Project ID/Construction Year)
 P040205 / Construction Year: 2021

1 Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	Wylie Street to J.A. Cochran Bypass	1.5	2-Lane Undivided	2-Lane Undivided
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			1.5	

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	Chester S-275N/Saluda Street & Wylie Street	Conventional Signalized	Conventional Signalized
2	Chester S-275N/Saluda Street & York Street/Hudson Street	Conventional Signalized	Conventional Signalized
3	Chester S-275N/Saluda Street & J.A. Cochran Bypass	Conventional Signalized	Single-Lane Roundabout
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
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4						
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¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).
² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Corridor Signal Timing Improvements	Signal System/ITS	1	N/A	Corridor retiming.	0.4 Crashes/Year (-3.8%)	0.1 Crashes/Year (-2.4%)	N/A	\$ 40,000	\$ -	\$ -	\$ 40,000	8.9
2	Access Management Strategies	Access Management/Safety	1	N/A	Restrict movements at isolated driveways.	0.1 Crashes/Year (-1.2%)	0.1 Crashes/Year (-3.5%)	N/A	\$ 20,000	\$ 40,000	\$ 120,000	\$ 180,000	4.0
3	Linear Pedestrian/Bicycle Facility Enhancements	Bike/Ped Improvement	1	N/A	Repair/upgrade existing sidewalk and install new sidewalk.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 120,000	\$ 170,000	\$ 590,000	\$ 880,000	1.7
4	Signalized Pedestrian Crossing Enhancements	Bike/Ped Improvement	N/A	1-2	N/A - See Individual Intersection(s).	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ -	\$ -	\$ 10,000	\$ 10,000	0.0
5	Intersection Signal Upgrades	Signal System/ITS	N/A	1-3	N/A - See Individual Intersection(s).	1.1 Crashes/Year (-10.4%)	0.4 Crashes/Year (-11.8%)	300 Vehicle-Hours/Year (+3.9%)	\$ 20,000	\$ -	\$ 30,000	\$ 50,000	55.4
6	Add Major Street Right-Turn Lane(s)	Intersection Improvement	N/A	3	N/A - See Individual Intersection(s).	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 75,000	\$ 105,000	\$ 360,000	\$ 540,000	N/A
7	Reconfigure Intersection(s) to Single-Lane Roundabout	Intersection Improvement	N/A	3	N/A - See Individual Intersection(s).	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 540,000	\$ 810,000	\$ 2,700,000	\$ 4,050,000	N/A
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Total						-6 Crashes/Year (-50.0%)	-2 Crashes/Year (-50.0%)	-500 Vehicle-Hours/Year (-6.5%)	\$ 815,000	\$ 1,125,000	\$ 3,810,000	\$ 5,750,000	2.7

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.
² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.
³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).
⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$)	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / Chester S-275N/Saluda Street & Wylie Street	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
2 / Chester S-275N/Saluda Street & York Street/Hudson Street	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
3 / Chester S-275N/Saluda Street & J.A. Cochran Bypass	Add Major Street Right-Turn Lane(s)	Reconfigure the northbound approach to include a new right-turn lane that reduces the existing approach angle to improve safety.	0.6 Crashes/Year (-5.7%)	0.2 Crashes/Year (-5.9%)	Vehicle-Hours/Year (+0.0%)	\$ 75,000	\$ 105,000	\$ 360,000	\$ 540,000	2.7
	Intersection Signal Upgrades	Modify left-turn phasing to improve safety and operations.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Reconfigure to Single-Lane Roundabout	Reconfigure intersection to a single-lane roundabout with right-turn bypass lanes, as appropriate.	4.3 Crashes/Year (-39.0%)	1.5 Crashes/Year (-40.5%)	300 Vehicle-Hours/Year (+3.9%)	\$ 540,000	\$ 810,000	\$ 2,700,000	\$ 4,050,000	1.9

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to _") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$)¹	Conceptual Cost Right-of-Way & Utilities (\$)¹	Conceptual Cost Construction (\$)¹	Total Conceptual Cost Estimate (\$)¹	Additional Notes
1	Corridor Signal Timing Improvements	\$ 40,000	\$ -	\$ -	\$ 40,000	
2	Access Management Strategies	\$ 20,000	\$ 40,000	\$ 120,000	\$ 180,000	Estimate assumes 0.33 miles of effective new sidewalk construction.
3	Linear Pedestrian/Bicycle Facility Enhancements	\$ 120,000	\$ 170,000	\$ 590,000	\$ 880,000	
4	Signalized Pedestrian Crossing Enhancements	\$ -	\$ -	\$ 10,000	\$ 10,000	Estimate considers retroreflective backplates at Intersections 1-2 and an engineering study with two new signal heads at Intersection 3 to accommodate protected-permissive or protected-only left-turn phasing.
5	Intersection Signal Upgrades	\$ 20,000	\$ -	\$ 30,000	\$ 50,000	Signal upgrades at intersection 1 is scoped to provide backplates only.
6	Add Major Street Right-Turn Lane(s)	\$ 75,000	\$ 105,000	\$ 360,000	\$ 540,000	Estimate adjusted upward based on the anticipated mid- to long-term horizon for this project.
7	Reconfigure Intersection(s) to Single-Lane Roundabout	\$ 540,000	\$ 810,000	\$ 2,700,000	\$ 4,050,000	
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¹ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information

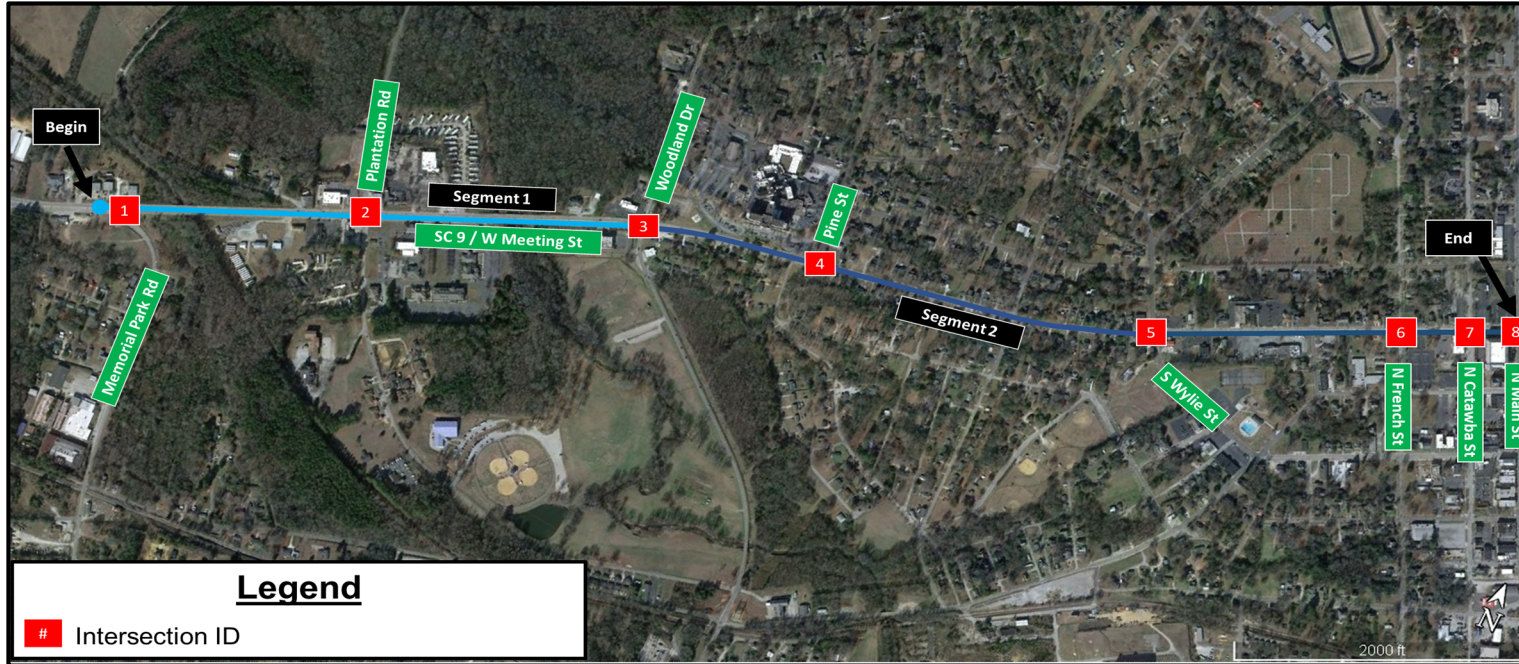
MPO/COG	Catawba
County	LANCASTER
Corridor ID	CATCOG-SC9-A
Corridor Name	SC 9/W. Meeting St.
Corridor Limits	SC 914/Memorial Park Rd. to US 521BUS/N. Main St.
Corridor Length (Miles)	1.82
Corridor Functional Class	Urban -- Minor Arterial
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal
Weighted Average Corridor AADT (Vehicles/Day)	4,800
Weighted Average Corridor Truck Percentage (Daily %)	3.8%
Short-Term Growth (Annual %)	0.3%
Long-Term Growth (Annual %)	0.3%

Regional Mobility Program Prioritization Rankings (Catawba COG)

Overall Rank	9 of 19
Time Effic	17 of 29
Reliability	No Score
Safety	9 of 29
Travel Op	7 of 29
Current STIP Projects (Project ID/Construction Year)	P040847 / Construction Year: 2023
	P041429 / Construction Year: 2023
	P040915 / Construction Year: Undetermined

¹Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	Memorial Park Road to Pine Street	0.9	4-Lane Undivided	2-Lane Undivided
2	Pine Street to N Main Street	0.9	2-Lane Undivided	2-Lane Divided
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Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	SC9/W Meeting Street & Memorial Park Road	Two-Way Stop Control	Single-Lane Roundabout
2	SC9/W Meeting Street & Plantation Road	Conventional Signalized	Conventional Signalized
3	SC9/W Meeting Street & Woodland Drive	Conventional Signalized	Conventional Signalized
4	SC9/W Meeting Street & Pine Street	Two-Way Stop Control	Two-Way Stop Control
5	SC9/W Meeting Street & S Wylie Street	Conventional Signalized	Conventional Signalized
6	SC9/W Meeting Street & N French Street	Conventional Signalized	Conventional Signalized
7	SC9/W Meeting Street & N Catawba Street	Conventional Signalized	Conventional Signalized
8	SC9/W Meeting Street & N Main Street	Conventional Signalized	Conventional Signalized
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1	Corridor Study	2	1, 2	N/A	\$ 300,000	9.1
2	Intersection Study	N/A	N/A	4	\$ 60,000	1.2
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¹Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

²The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Corridor Signal Timing Improvements	Signal System/ITS	2	N/A	Corridor Retiming.	0.7 Crashes/Year (-3.3%)	0.3 Crashes/Year (-3.4%)	-100 Vehicle-Hours/Year (-16.1%)	\$ 20,000	\$ -	\$ -	\$ 20,000	34.0
2	Road Diet/Roadway Right-Sizing Strategies	Access Management/Safety	1-2	N/A	Reduce or modify cross section to include 3 total lanes.	1.4 Crashes/Year (-6.4%)	0.6 Crashes/Year (-6.6%)	N/A	\$ 60,000	\$ -	\$ 310,000	\$ 370,000	9.1
3	Intersection Signal Upgrades	Signal System/ITS	N/A	2-5	N/A - See Individual Intersection(s)	1.4 Crashes/Year (-6.6%)	0.6 Crashes/Year (-7.3%)	N/A	\$ 20,000	\$ -	\$ 35,000	\$ 55,000	55.6
4	Signalized Pedestrian Crossing Enhancements	Bike/Ped Improvement	N/A	2-8	N/A - See Individual Intersection(s)	N/A	N/A	N/A	\$ -	\$ -	\$ 35,000	\$ 35,000	1.1
5	Reconfigure Intersection(s) to Single-Lane Roundabout	Intersection Improvement	N/A	1	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 360,000	\$ 850,000	\$ 1,800,000	\$ 3,010,000	N/A
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20													
Total						-4 Crashes/Year (-17.4%)	-2 Crashes/Year (-22.2%)	Vehicle-Hours/Year (+0.0%)	\$ 460,000	\$ 850,000	\$ 2,180,000	\$ 3,490,000	3.3

¹Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

²Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$)	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / SC9/W Meeting Street & Memorial Park Road	Reconfigure to Single-Lane Roundabout	Reconfigure intersection as a single-lane roundabout in conjunction with a road diet on SC 9.	0.9 Crashes/Year (-4.3%)	0.5 Crashes/Year (-5.3%)	100 Vehicle-Hours/Year (+16.1%)	\$ 360,000	\$ 850,000	\$ 1,800,000	\$ 3,000,000	1.1
2 / SC9/W Meeting Street & Plantation Road	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
3 / SC9/W Meeting Street & Woodland Drive	Intersection Signal Upgrades	Upgrade equipment and phasing to improve safety and operations.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
4 / SC9/W Meeting Street & Pine Street	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Intersection Study	Consider further study to evaluate the need to reconfigure the existing intersection.	N/A - See Study	N/A - See Study	N/A - See Study	N/A	N/A	N/A	N/A	N/A
5 / SC9/W Meeting Street & S Wylie Street	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
6 / SC9/W Meeting Street & N French Street	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
7 / SC9/W Meeting Street & N Catawba Street	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
8 / SC9/W Meeting Street & N Main Street	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to ...") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Corridor-Level Improvements

Project ID	Improvement Description	Quantity	Unit	Applicable Segment ID(s)	Applicable Intersection ID(s)	Additional Notes
1	Corridor Signal Timing Improvements	3	Intersection(s)	2	N/A	<p>Corridor Signal Timing Improvements - Retime the existing coordinated signal system to extend the capacity of the existing cross section. Improvement only includes intersection 6-8 that are a part of the downtown signal system.</p> <p>Road Diet/Roadway Right-Sizing Strategies - Given that projected AADTs are less than 10,000, well below the capacity of a four-lane section, restripe segment 1 to include two through lanes, a center TWLTL, and pedestrian/bicycle accommodations. Given that segment 2 has a cross-section width of at least 40-ft, restripe segment 2 to include two through lanes, a center TWLTL, and pedestrian/bicycle accommodations.</p> <p>Intersection Signal Upgrades - Install retroreflective backplates at intersections 2-5 to improve safety based on existing crash history. Implement protected-permissive left-turn phasing at intersection 3 based on existing angle crash history. In total, 47 crashes were observed at these intersections over the most recent five-year period.</p> <p>Signalized Pedestrian Crossing Enhancements - Upgrade worn crosswalks to high-visibility crosswalks at intersections 2-8.</p>
2	Road Diet/Roadway Right-Sizing Strategies	2.1	Mile(s)	1-2	N/A	
3	Intersection Signal Upgrades	4	Intersection(s)	N/A	2-5	
4	Signalized Pedestrian Crossing Enhancements	7	Intersection(s)	N/A	2-8	
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Intersection-Level Improvements

Intersection ID / Description	Additional Notes
1 - SC9/W Meeting Street & Memorial Park Road	Reconfigure Intersection(s) as Single-Lane Roundabout - Six angle crashes were observed at this intersection over the most recent five-year period, including 3 resulting in injuries. Based on projected traffic volumes (which are approximately even on all three approaches at 4,000 vehicles per day) and close proximity with the grade separated crossing to the east (i.e., sight distance constraints for vehicles looking eastward from the minor street), a single-lane roundabout is expected to perform best among intersection control alternatives. Construct a single-lane roundabout in conjunction with the proposed road diet on SC 9.
2 - SC9/W Meeting Street & Plantation Road	Intersection Signal Upgrades - See above. Signalized Pedestrian Crossing Enhancements - Upgrade worn crossings on all approaches to high-visibility crosswalks to improve pedestrian safety.
3 - SC9/W Meeting Street & Woodland Drive	Intersection Signal Upgrades - Install retroreflective backplates. Implement protected-permissive left-turn phasing on the eastbound approach to address existing angle crash history, which includes five crashes occurring over the most recent five-year period. Signalized Pedestrian Crossing Enhancements - Upgrade worn crossings on all approaches to high-visibility crosswalks to improve pedestrian safety.
4 - SC9/W Meeting Street & Pine Street	Intersection Signal Upgrades - See above. Signalized Pedestrian Crossing Enhancements - Upgrade worn crossings on all approaches to high-visibility crosswalks to improve pedestrian safety. Intersection Study - Consider further study to evaluate the need to reconfigure the existing intersection due to the existing offset to the unsignalized intersection of Wylie Park Road.
5 - SC9/W Meeting Street & S Wylie Street	Intersection Signal Upgrades - See above. Signalized Pedestrian Crossing Enhancements - Upgrade worn crossings on all approaches to high-visibility crosswalks to improve pedestrian safety.
6 - SC9/W Meeting Street & N French Street	Signalized Pedestrian Crossing Enhancements - Upgrade worn crossings on all approaches to high-visibility crosswalks to improve pedestrian safety.
7 - SC9/W Meeting Street & N Catawba Street	Signalized Pedestrian Crossing Enhancements - Upgrade worn crossings on all approaches to high-visibility crosswalks to improve pedestrian safety.
8 - SC9/W Meeting Street & N Main Street	Signalized Pedestrian Crossing Enhancements - Upgrade worn crossings on all approaches to high-visibility crosswalks to improve pedestrian safety.

Supplemental Summary Information

Segment Geometry, Operations, & Safety

Segment ID / Description	Existing Cross Section	Proposed Cross Section	Existing AADT	Horizon Year AADT (+20 Years)	Annual Crash Frequency (No-Build)		Annual Crash Reduction Potential (Long-Term Build)		
					Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall) ¹
1 - 1 - Memorial Park Road to Pine Street (0.9 Miles)	4-Lane/TWLT	2-Lane/TWLT	4,800	5,300	0.8	1.0	-0.3	-0.4	-40%
2 - 2 - Pine Street to N Main Street (0.9 Miles)	2-Lane/Undivided	2-Lane/Divided	4,800	5,300	1.2	1.8	-0.5	-0.7	-40%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project.

Intersection Geometry, Operations, & Safety

Intersection ID / Description	Existing Configuration	Proposed Configuration	Projected Intersection Operations (Major Street Through V/C Ratio) ¹		Annual Crash Frequency (No-Build) ¹		Annual Crash Reduction Potential (Long-Term Build) ¹		
			No-Build / Without Improvements	Build / With Improvements	Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall)
1 - SC9/W Meeting Street & Memorial Park Road	Two-Way Stop Control	Single-Lane Roundabout	< 85%	< 85%	0.6	0.6	-0.5	-0.5	-78%
2 - SC9/W Meeting Street & Plantation Road	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.8	1.8	-0.1	-0.3	-14%
3 - SC9/W Meeting Street & Woodland Drive	Conventional Signalized	Conventional Signalized	< 85%	< 85%	3.4	1.6	-0.5	-0.2	-14%
4 - SC9/W Meeting Street & Pine Street	Two-Way Stop Control	Two-Way Stop Control	< 85%	< 85%	0.4	0.4	-0.1	-0.1	-14%
5 - SC9/W Meeting Street & S Wylie Street	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.0	1.8	0	-0.3	-14%
6 - SC9/W Meeting Street & N French Street	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.6	0.4	0	0	0%
7 - SC9/W Meeting Street & N Catawba Street	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.2	1.6	0	0	0%
8 - SC9/W Meeting Street & N Main Street	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.8	2.0	0	0	0%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All safety and operations benefits are presented for the long-term horizon (i.e., 10+ Years).

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$)¹	Conceptual Cost Right-of-Way & Utilities (\$)¹	Conceptual Cost Construction (\$)¹	Total Conceptual Cost Estimate (\$)¹	Additional Notes
1	Corridor Signal Timing Improvements	\$ 20,000	\$ -	\$ -	\$ 20,000	
2	Road Diet/Roadway Right-Sizing Strategies	\$ 60,000	\$ -	\$ 310,000	\$ 370,000	Estimate assumes that the road diet will be implemented as part of a programmed resurfacing project.
3	Intersection Signal Upgrades	\$ 20,000	\$ -	\$ 35,000	\$ 55,000	
4	Signalized Pedestrian Crossing Enhancements	\$ -	\$ -	\$ 35,000	\$ 35,000	
5	Reconfigure Intersection(s) to Single-Lane Roundabout	\$ 360,000	\$ 850,000	\$ 1,800,000	\$ 3,010,000	Estimate considers potential right-of-way impacts associated with the adjacent property to the west of the intersection.
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¹ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information

MPO/COG	Catawba
County	UNION
Corridor ID	CATCOG-SC215-A
Corridor Name	SC 215/Harwood Hts.
Corridor Limits	US 176/N Duncan Byp to SC 18/Thompson Blvd.
Corridor Length (Miles)	0.41
Corridor Functional Class	Urban – Minor Arterial
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal
Weighted Average Corridor AADT (Vehicles/Day)	3,600
Weighted Average Corridor Truck Percentage (Daily %)	3.2%
Short-Term Growth (Annual %)	0.4%
Long-Term Growth (Annual %)	0.4%

Regional Mobility Program Prioritization Rankings (Catawba COG)

Overall Rank	19 of 19
Time Efficiency	27 of 29
Reliability	No Score
Safety	No Score
Travel Opt	No Score

Current STIP Projects (Project ID/Construction Year)
 Intersection Improvements (P037323 / 2023)

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	N Duncan Bypass to Thompson Boulevard	0.4	2-Lane Undivided	2-Lane Undivided
2				
3				
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5				
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Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	Harwood Heights & N Duncan Bypass	Conventional Signalized	Conventional Signalized
2	Harwood Heights & Harris Street	Two-Way Stop Control	Two-Way Stop Control
3	Harwood Heights & Thompson Boulevard	Two-Way Stop Control	Single-Lane Roundabout
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
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4						
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¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Intersection Signal Upgrades	Signal System/ITS	N/A	1	N/A - See Individual Intersection(s)	1.0 Crashes/Year (-10.6%)	0.3 Crashes/Year (-11.5%)	N/A	\$ 20,000	\$ -	\$ 20,000	\$ 40,000	34.4
2	Reconfigure Intersection(s) to Single-Lane Roundabout	Intersection Improvement	N/A	3	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 440,000	\$ 1,340,000	\$ 2,200,000	\$ 3,980,000	N/A
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20													
Total						-1 Crashes/Year (-11.1%)	0 Crashes/Year (-0.0%)	Vehicle-Hours/Year (+0.0%)	\$ 460,000	\$ 1,340,000	\$ 2,220,000	\$ 4,020,000	0.9

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / Harwood Heights & N Duncan Bypass	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
2 / Harwood Heights & Harris Street	Reconfigure to Single-Lane Roundabout	N/A - See Intersection 3 recommendations.	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	N/A
3 / Harwood Heights & Thompson Boulevard	Reconfigure to Single-Lane Roundabout	Reconfigure Intersection 2 and Intersection 3 as one single-lane roundabout.	0.3 Crashes/Year (-3.5%)	0.3 Crashes/Year (-14.2%)	Vehicle-Hours/Year (+0.0%)	\$ 440,000	\$ 1,340,000	\$ 2,200,000	\$ 3,980,000	0.4

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to ___") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$)¹	Conceptual Cost Right-of-Way & Utilities (\$)¹	Conceptual Cost Construction (\$)¹	Total Conceptual Cost Estimate (\$)¹	Additional Notes
1	Intersection Signal Upgrades	\$ 20,000	\$ -	\$ 20,000	\$ 40,000	
2	Reconfigure Intersection(s) to Single-Lane Roundabout	\$ 440,000	\$ 1,340,000	\$ 2,200,000	\$ 3,980,000	Estimate increased to account for rail, right-of-way, and utility conflicts.
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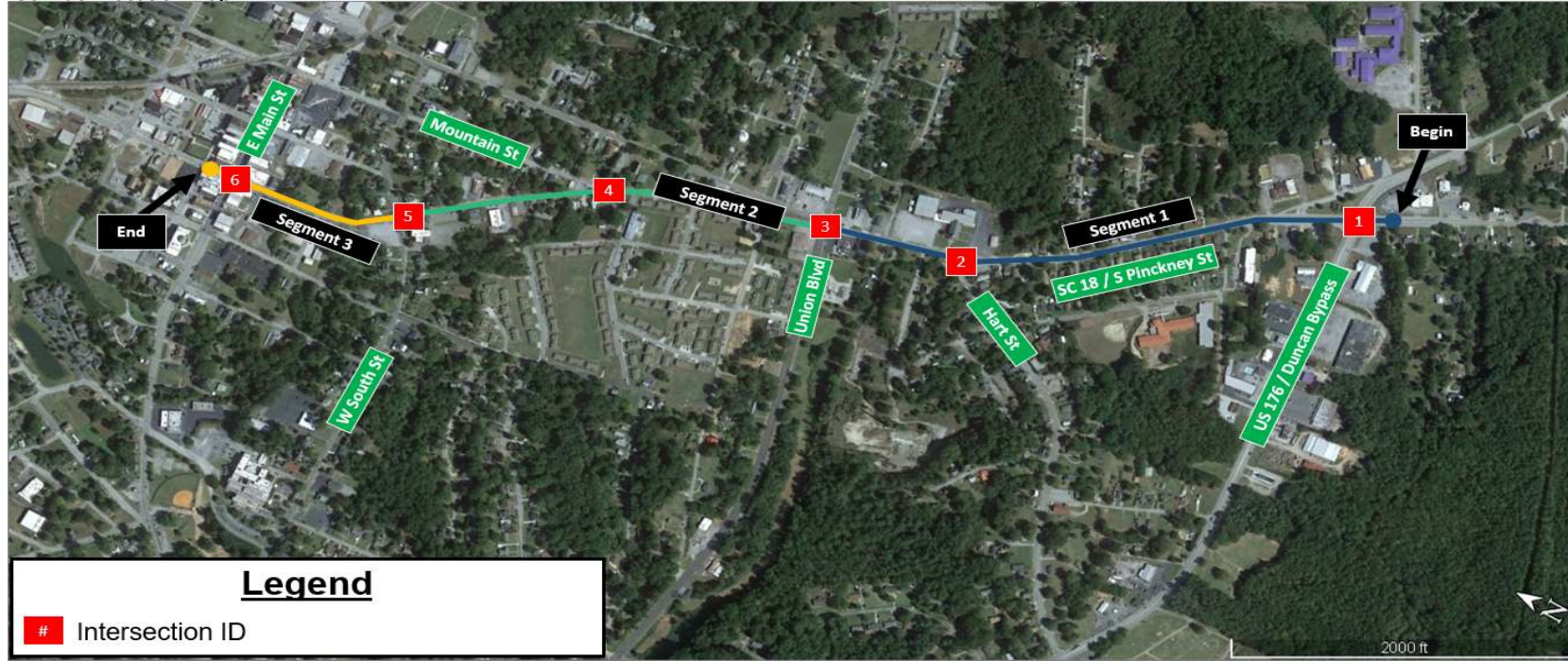
¹ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information		Regional Mobility Program Prioritization Rankings (Catawba COG)	
MPO/COG	Catawba	Overall Rank	13 of 19
County	UNION	Time Efficiency	24 of 29
Corridor ID	CATCOG-US176-A	Reliability	No Score
Corridor Name	SC 18/S. Pinckney St.	Safety	11 of 29
Corridor Limits	US 176/S. Duncan Byp. To S-7/ E. Main St. (0 - 1.24)	Travel Options	No Score
Corridor Length (Miles)	1.25		
Corridor Functional Class	Urban – Minor Arterial		
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal	Current STIP Projects (Project ID/Construction Year)	
Weighted Average Corridor AADT (Vehicles/Day)	3,000	Type II Signal Rebuilds (P039980 / 2023)	
Weighted Average Corridor Truck Percentage (Daily %)	5.8%	Type II Traffic Signal Upgrades (P040847 / 2023)	
Short-Term Growth (Annual %)	0.5%		
Long-Term Growth (Annual %)	0.3%		

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	US 176/Duncan Bypass to Union Boulevard	0.6	4-Lane Undivided	2-Lane Undivided
2	Union Boulevard to W South Street	0.5	2-Lane Undivided	2-Lane Undivided
3	W South Street to E Main Street	0.2	2-Lane Undivided	2-Lane Undivided
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10				

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	S Pinckney Street & US 176/S Duncan Bypass	Conventional Signalized	Conventional Signalized
2	S Pinckney Street & Hart Street	Conventional Signalized	Conventional Signalized
3	S Pinckney Street & Union Boulevard	Conventional Signalized	Single-Lane Roundabout
4	S Pinckney Street & Mountain Street	Two-Way Stop Control	Two-Way Stop Control
5	S Pinckney Street & W South Street	Conventional Signalized	Conventional Signalized
6	S Pinckney Street & E Main Street	Conventional Signalized	Conventional Signalized
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Road Diet/Roadway Right-Sizing Strategies	Access Management/Safety	1	N/A	Reduce cross section from 4 to 3 lanes.	0.2 Crashes/Year (-1.3%)	0.1 Crashes/Year (-1.3%)	100 Vehicle-Hours/Year (+3.3%)	\$ 330,000	\$ -	\$ 1,650,000	\$ 1,980,000	0.8
2	Intersection Signal Upgrades	Signal System/ITS	N/A	2-3, 5-6	N/A - See Individual Intersection(s)	1.2 Crashes/Year (-8.8%)	0.4 Crashes/Year (-8.9%)	N/A	\$ 20,000	\$ -	\$ 40,000	\$ 60,000	33.3
3	Signalized Pedestrian Crossing Enhancements	Bike/Ped Improvement	N/A	3, 5-6	N/A - See Individual Intersection(s)	0.1 Crashes/Year (-0.7%)	0.1 Crashes/Year (-2.3%)	N/A	\$ 60,000	\$ -	\$ 180,000	\$ 240,000	2.3
4	Minor Street Approach Geometry Improvements	Intersection Improvement	N/A	4	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 10,000	\$ 10,000	\$ 30,000	\$ 50,000	N/A
5	Reconfigure Intersection(s) to Single-Lane Roundabout	Intersection Improvement	N/A	3	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 440,000	\$ 670,000	\$ 2,200,000	\$ 3,310,000	N/A
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20													
Total						-2 Crashes/Year (-15.4%)	-1 Crashes/Year (-25.0%)	100 Vehicle-Hours/Year (+3.3%)	\$ 860,000	\$ 680,000	\$ 4,100,000	\$ 5,640,000	1.5

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / S Pinckney Street & US 176/S Duncan Bypass	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2 / S Pinckney Street & Hart Street	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
3 / S Pinckney Street & Union Boulevard	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings and install pedestrian signals.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Reconfigure to Single-Lane Roundabout	Reconfigure to single-lane roundabout with no bypass lanes.	0.6 Crashes/Year (-4.1%)	0.6 Crashes/Year (-12.5%)	Vehicle-Hours/Year (+0.0%)	\$ 440,000	\$ 670,000	\$ 2,200,000	\$ 3,310,000	1.0
4 / S Pinckney Street & Mountain Street	Minor Street Approach Geometry Improvements	Restripe and channelize the minor street approach to improve safety.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	Vehicle-Hours/Year (+0.0%)	\$ 10,000	\$ 10,000	\$ 30,000	\$ 50,000	0.0
5 / S Pinckney Street & W South Street	Intersection Signal Upgrades	Install retroreflective backplates to improve signal head visibility and overall safety at the intersection and for consistency with similar applications across the corridor.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Install pedestrian ramps in the southwest corner of the intersection to improve pedestrian safety and achieve ADA compliance.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
6 / S Pinckney Street & E Main Street	Intersection Signal Upgrades	Install retroreflective backplates to improve signal head visibility and overall safety at the intersection. 22 crashes occurred at this intersection from 2018 to 2022.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade to high-visibility crosswalks and install pedestrian signals to improve non-motorized access and safety. One non-motorist was involved in an injury collision between 2018 and 2022.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to __") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

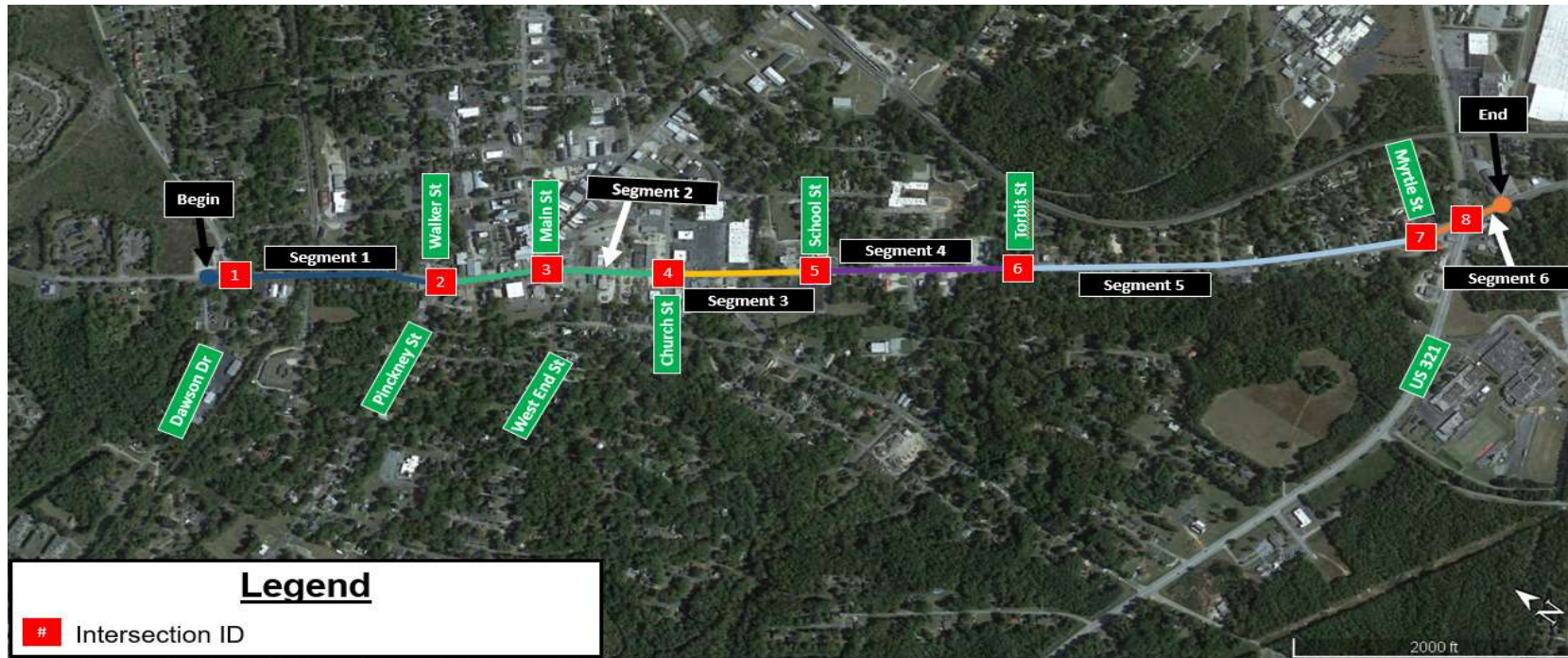
Corridor Evaluation Summary

General Information		Regional Mobility Program Prioritization Rankings (Catawba COG)	
MPO/COG	Catawba	Overall Rank	16 of 19
County	CHESTER	Time Efficiency	16 of 29
Corridor ID	CATCOG-US321-B	Reliability	No Score
Corridor Name	US321BUS/Columbia Rd.	Safety	No Score
Corridor Limits	SC 97/Dawson Dr. to US 321/JA Cochran Byp	Travel Options	No Score
Corridor Length (Miles)	1.74		
Corridor Functional Class	Urban – Minor Arterial		
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal	1	
Weighted Average Corridor AADT (Vehicles/Day)	5,000	2	
Weighted Average Corridor Truck Percentage (Daily %)	2.9%	3	
Short-Term Growth (Annual %)	0.3%		
Long-Term Growth (Annual %)	0.4%		

Current STIP Projects (Project ID/Construction Year)
 P039811 / Construction Year: 2021
 P039690 / Construction Year: 2023
 P039393 / Construction Year: 2020

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	Dawson Drive to Walker Street/Pinckney Street	0.3	2-Lane Undivided	2-Lane Undivided
2	Walker Street/Pinckney Street to Church Street	0.3	2-Lane Undivided	2-Lane Undivided
3	Church Street to School Street	0.2	4-Lane Undivided	2-Lane Undivided
4	School Street to Torbit Street	0.3	4-Lane Undivided	2-Lane Undivided
5	Torbit Street to Myrtle Street	0.6	2-Lane Undivided	2-Lane Undivided
6	Myrtle Street to US 321	0.1	4-Lane Undivided	4-Lane Undivided
7				
8				
9				
10				
			1.7	

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	Columbia Road & Dawson Drive	Conventional Signalized	Conventional Signalized
2	Columbia Road & Walker Street/Pinckney Street	Two-Way Stop Control	Single-Lane Roundabout
3	Columbia Road & Main Street/West End Street	Conventional Signalized	Conventional Signalized
4	Columbia Road & Church Street	Conventional Signalized	Conventional Signalized
5	Columbia Road & School Street	Two-Way Stop Control	Two-Way Stop Control
6	Columbia Road & Torbit Street	Two-Way Stop Control	Two-Way Stop Control
7	Columbia Road & Myrtle Avenue	Two-Way Stop Control	Two-Way Stop Control
8	Columbia Road & US 321	Conventional Signalized	Conventional Signalized
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20			

Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Road Diet/Roadway Right-Sizing Strategies	Access Management/Safety	3-4	N/A	Reduce cross section from 4 to 3 lanes.	0.5 Crashes/Year (-3.0%)	0.2 Crashes/Year (-4.1%)	N/A	\$ 230,000	\$ -	\$ 1,150,000	\$ 1,380,000	2.4
2	Access Management Strategies	Access Management/Safety	6	N/A	Restrict movements at isolated driveways and intersections.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 20,000	\$ 30,000	\$ 100,000	\$ 150,000	0.0
3	Midblock Pedestrian Facility Enhancements	Bike/Ped Improvement	3-4	N/A	Install two new unsignalized midblock crossings.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 70,000	\$ -	\$ 300,000	\$ 370,000	0.2
4	Signalized Pedestrian Crossing Enhancements	Bike/Ped Improvement	N/A	1, 4, 8	N/A - See Individual Intersection(s)	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ -	\$ -	\$ 15,000	\$ 15,000	3.3
5	Intersection Signal Upgrades	Signal System/ITS	N/A	4, 8	N/A - See Individual Intersection(s)	1.1 Crashes/Year (-6.9%)	0.3 Crashes/Year (-6.0%)	N/A	\$ 20,000	\$ -	\$ 25,000	\$ 45,000	33.3
6	Reconfigure Intersection(s) to Single-Lane Roundabout	Intersection Improvement	N/A	2	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 440,000	\$ 670,000	\$ 2,200,000	\$ 3,310,000	N/A
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20													
Total						-2 Crashes/Year (-12.5%)	-1 Crashes/Year (-16.7%)	600 Vehicle-Hours/Year (+15.2%)	\$ 780,000	\$ 700,000	\$ 3,790,000	\$ 5,270,000	1.4

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / Columbia Road & Dawson Drive	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
2 / Columbia Road & Walker Street/Pinckney Street	Reconfigure to Single-Lane Roundabout	Reconfigure to single-lane roundabout with no bypass lanes.	0.5 Crashes/Year (-3.0%)	0.5 Crashes/Year (-8.4%)	600 Vehicle-Hours/Year (+15.2%)	\$ 440,000	\$ 670,000	\$ 2,200,000	\$ 3,310,000	0.6
3 / Columbia Road & Main Street/West End Street	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4 / Columbia Road & Church Street	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
5 / Columbia Road & School Street	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6 / Columbia Road & Torbit Street	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7 / Columbia Road & Myrtle Avenue	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8 / Columbia Road & US 321	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to _") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

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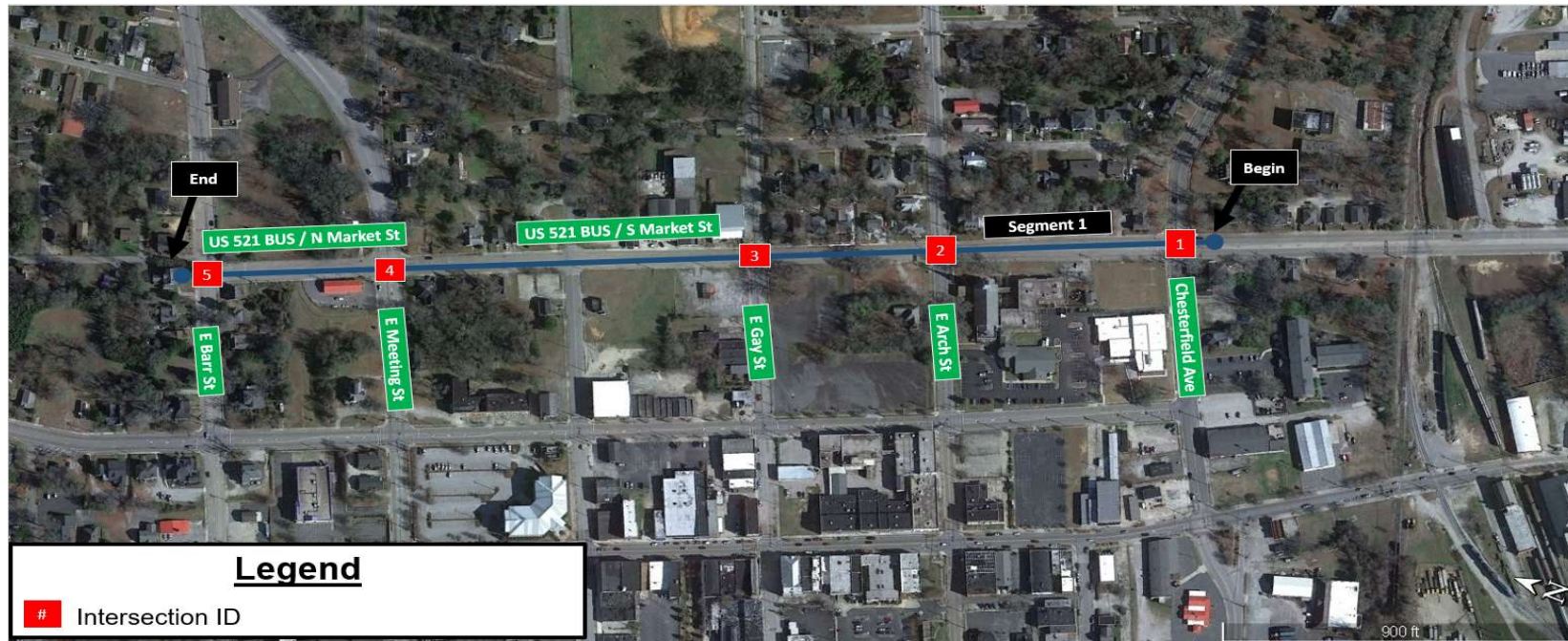
Corridor Evaluation Summary

General Information

General Information		Regional Mobility Program Prioritization Rankings (Catawba COG)	
MPO/COG	Catawba	Overall Rank	14 of 19
County	LANCASTER	Time Efficiency	25 of 29
Corridor ID	CATCOG-US521-D	Reliability	No Score
Corridor Name	US521BUS/N. Market St./S. Market St.	Safety	No Score
Corridor Limits	SC 903/Chesterfield Ave. to L -268/E. Barr St. (2.27 - 2.7)	Travel Options	9 of 29
Corridor Length (Miles)	0.46	Current STIP Projects (Project ID/Construction Year)	
Corridor Functional Class	Urban – Minor Arterial	Type II Traffic Signal Rebuilds (P041127 / 2022)	
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal 1		
Weighted Average Corridor AADT (Vehicles/Day)	5,900		
Weighted Average Corridor Truck Percentage (Daily %)	6.8%		
Short-Term Growth (Annual %)	0.7%		
Long-Term Growth (Annual %)	0.4%		

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	Chesterfield Avenue to E Barr Street	0.5	4-Lane Undivided	2-Lane Undivided
2				
3				
4				
5				
6				
7				
8				
9				
10				
		0.5		

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	S Market Street & Chesterfield Avenue	Conventional Signalized	Conventional Signalized
2	S Market Street & E Arch Street	Conventional Signalized	Conventional Signalized
3	S Market Street & E Gay Street	Conventional Signalized	Conventional Signalized
4	N Market Street & E Meeting Street	Conventional Signalized	Conventional Signalized
5	N Market Street & E Barr Street	Two-Way Stop Control	Two-Way Stop Control
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Road Diet/Roadway Right-Sizing Strategies	Access Management/Safety	1	N/A	Reduce cross section from 4 to 3 lanes.	0.2 Crashes/Year (-2.4%)	0.0 Crashes/Year (-0.0%)	300 Vehicle-Hours/Year (+16.4%)	\$ 10,000	\$ -	\$ 60,000	\$ 70,000	24.3
2	Linear Pedestrian/Bicycle Facility Enhancements	Bike/Ped Improvement	1	N/A	Construct new sidewalk.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 30,000	\$ 40,000	\$ 150,000	\$ 220,000	8.4
3	Signalized Pedestrian Crossing Enhancements	Bike/Ped Improvement	N/A	1-3	N/A - See Individual Intersection(s)	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ -	\$ -	\$ 30,000	\$ 30,000	4.3
4	Intersection Signal Upgrades	Signal System/ITS	N/A	2	N/A - See Individual Intersection(s)	0.2 Crashes/Year (-2.6%)	0.1 Crashes/Year (-3.1%)	N/A	\$ -	\$ -	\$ 10,000	\$ 10,000	38.0
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16													
17													
18													
19													
20													
Total						0 Crashes/Year (-0.0%)	0 Crashes/Year (-0.0%)	300 Vehicle-Hours/Year (+16.4%)	\$ 40,000	\$ 40,000	\$ 250,000	\$ 330,000	12.2

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

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³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

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Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / S Market Street & Chesterfield Avenue	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
2 / S Market Street & E Arch Street	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
3 / S Market Street & E Gay Street	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
4 / N Market Street & E Meeting Street	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5 / N Market Street & E Barr Street	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to ___") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information

MPO/COG	Catawba
County	LANCASTER
Corridor ID	CATCOG-US521-C
Corridor Name	US521BUS/S. Hampton St.
Corridor Limits	US 601/E. Hilton St. to US 521/S. Matson St.
Corridor Length (Miles)	0.72
Corridor Functional Class	Rural -- Major Collector
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal ¹
Weighted Average Corridor AADT (Vehicles/Day)	4,900
Weighted Average Corridor Truck Percentage (Daily %)	5.8%
Short-Term Growth (Annual %)	0.3%
Long-Term Growth (Annual %)	0.4%

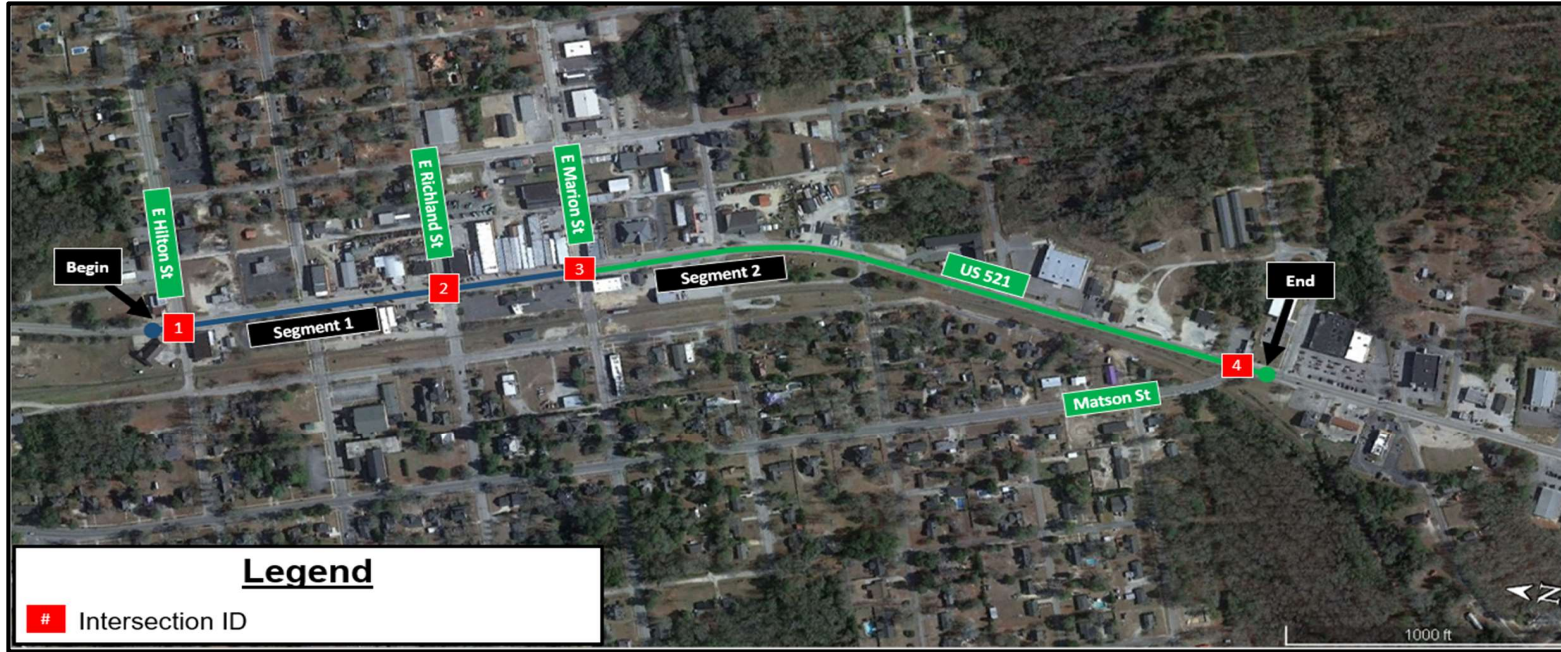
Regional Mobility Program Prioritization Rankings (Catawba COG)

Overall Rank	8 of 19
Time Effic	22 of 29
Reliability	No Score
Safety	No Score
Travel Op	1 of 29

Current STIP Projects (Project ID/Construction Year)
Hampton/Marion Street Streetscape (P043666/2026)

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	E Hilton Street to Marion Street	0.3	2-Lane Undivided	2-Lane Divided
2	Marion Street to Matson Street	0.5	2-Lane Undivided	2-Lane Undivided
3				
4				
5				
6				
7				
8				
9				
10				
0.7				

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	US 521/N Hampton Street & E Hilton Street	Conventional Signalized	Conventional Signalized
2	US 521/N Hampton Street & Richland Street	Conventional Signalized	Conventional Signalized
3	US 521/N Hampton Street & Marion Street	Conventional Signalized	Conventional Signalized
4	US 521/N Hampton Street & Matson Street	Two-Way Stop Control	Conventional Signalized
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Corridor Signal Timing Improvements	Signal System/ITS	1-2	N/A	Corridor Retiming	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	-300 Vehicle-Hours/Year (-14.4%)	\$ 20,000	\$ -	\$ -	\$ 20,000	1.7
2	Access Management Strategies	Access Management/Safety	1	N/A	Construct a continuous median	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 160,000	\$ 250,000	\$ 820,000	\$ 1,230,000	0.0
3	Linear Pedestrian/Bicycle Facility Enhancements	Bike/Ped Improvement	1-2	N/A	Install new sidewalk	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 30,000	\$ 40,000	\$ 150,000	\$ 220,000	9.1
4	Midblock Pedestrian Facility Enhancements	Bike/Ped Improvement	1	N/A	Upgrade existing crossing to include RFBs	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 70,000	\$ -	\$ 300,000	\$ 370,000	0.1
5	Intersection Signal Upgrades	Signal System/ITS	N/A	1-3	N/A - See Individual Intersection(s)	0.4 Crashes/Year (-7.8%)	0.1 Crashes/Year (-8.8%)	N/A	\$ -	\$ -	\$ 15,000	\$ 15,000	7.5
6	Add Major Street Left-Turn Lane(s)	Intersection Improvement	N/A	3-4	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 195,000	\$ 210,000	\$ 780,000	\$ 1,185,000	N/A
7	Install New Traffic Signal(s)	Intersection Improvement	N/A	4	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 30,000	\$ 100,000	\$ 330,000	\$ 460,000	N/A
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9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20													
Total						-1 Crashes/Year (-20.0%)	-1 Crashes/Year (-50.0%)	1,000 Vehicle-Hours/Year (+48.1%)	\$ 505,000	\$ 600,000	\$ 2,395,000	\$ 3,500,000	1.1

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / US 521/N Hampton Street & E Hilton Street	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
2 / US 521/N Hampton Street & Richland Street	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
3 / US 521/N Hampton Street & Marion Street	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Add Major Street Left-Turn Lane(s)	Add turn lane on the northbound approach.	0.2 Crashes/Year (-3.8%)	0.1 Crashes/Year (-9.0%)	-200 Vehicle-Hours/Year (-9.6%)	\$ 65,000	\$ -	\$ 110,000	\$ 175,000	5.3
4 / US 521/N Hampton Street & Matson Street	Add Major Street Left-Turn Lane(s)	Add turn lane on the northbound approach.	0.2 Crashes/Year (-4.0%)	0.0 Crashes/Year (-0.0%)	Vehicle-Hours/Year (+0.0%)	\$ 130,000	\$ 210,000	\$ 670,000	\$ 1,000,000	0.0
	Install New Traffic Signal(s)	Install a traffic signal when warranted.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	2,000 Vehicle-Hours/Year (+96.2%)	\$ 30,000	\$ 100,000	\$ 330,000	\$ 460,000	0.0

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to ___") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information		Regional Mobility Program Prioritization Rankings (Catawba COG)	
MPO/COG	Catawba	Overall Rank	18 of 19
County	YORK	Time Effici	26 of 29
Corridor ID	CATCOG-US321-D	Reliability	No Score
Corridor Name	US321BUS/Congress St. N.	Safety	No Score
Corridor Limits	SC 5/Liberty St. to S 45/Blackburn St.	Travel Opt	No Score
Corridor Length (Miles)	0.37		
Corridor Functional Class	Urban – Minor Arterial		
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal		
Weighted Average Corridor AADT (Vehicles/Day)	4,600		
Weighted Average Corridor Truck Percentage (Daily %)	2.5%		
Short-Term Growth (Annual %)	0.3%		
Long-Term Growth (Annual %)	0.3%		

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	Liberty Street to Blackburn Street	0.4	2-Lane Undivided	2-Lane Undivided
2				
3				
4				
5				
6				
7				
8				
9				
10				

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	Congress Street & Liberty Street	Conventional Signalized	Conventional Signalized
2	Congress Street & Madison Street	Conventional Signalized	Conventional Signalized
3	Congress Street & Blackburn Street	Conventional Signalized	Conventional Signalized
4			
5			
6			
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Corridor Signal Timing Improvements	Signal System/ITS	1	N/A	Corridor retiming.	0.2 Crashes/Year (-2.4%)	0.0 Crashes/Year (-1.7%)	-600 Vehicle-Hours/Year (-14.5%)	\$ 20,000	\$ -	\$ -	\$ 20,000	7.1
2	Signalized Pedestrian Crossing Enhancements	Bike/Ped Improvement	N/A	1-3	N/A - See Individual Intersection(s)	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ -	\$ -	\$ 30,000	\$ 30,000	10.0
3	Intersection Signal Upgrades	Signal System/ITS	N/A	1, 3	N/A - See Individual Intersection(s)	0.6 Crashes/Year (-9.5%)	0.2 Crashes/Year (-10.9%)	N/A	\$ 20,000	\$ 70,000	\$ 235,000	\$ 325,000	3.2
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20													
Total						-1 Crashes/Year (-20.0%)	0 Crashes/Year (-0.0%)	-600 Vehicle-Hours/Year (-14.5%)	\$ 40,000	\$ 70,000	\$ 265,000	\$ 375,000	4.3

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / Congress Street & Liberty Street	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
2 / Congress Street & Madison Street	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
3 / Congress Street & Blackburn Street	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to _") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

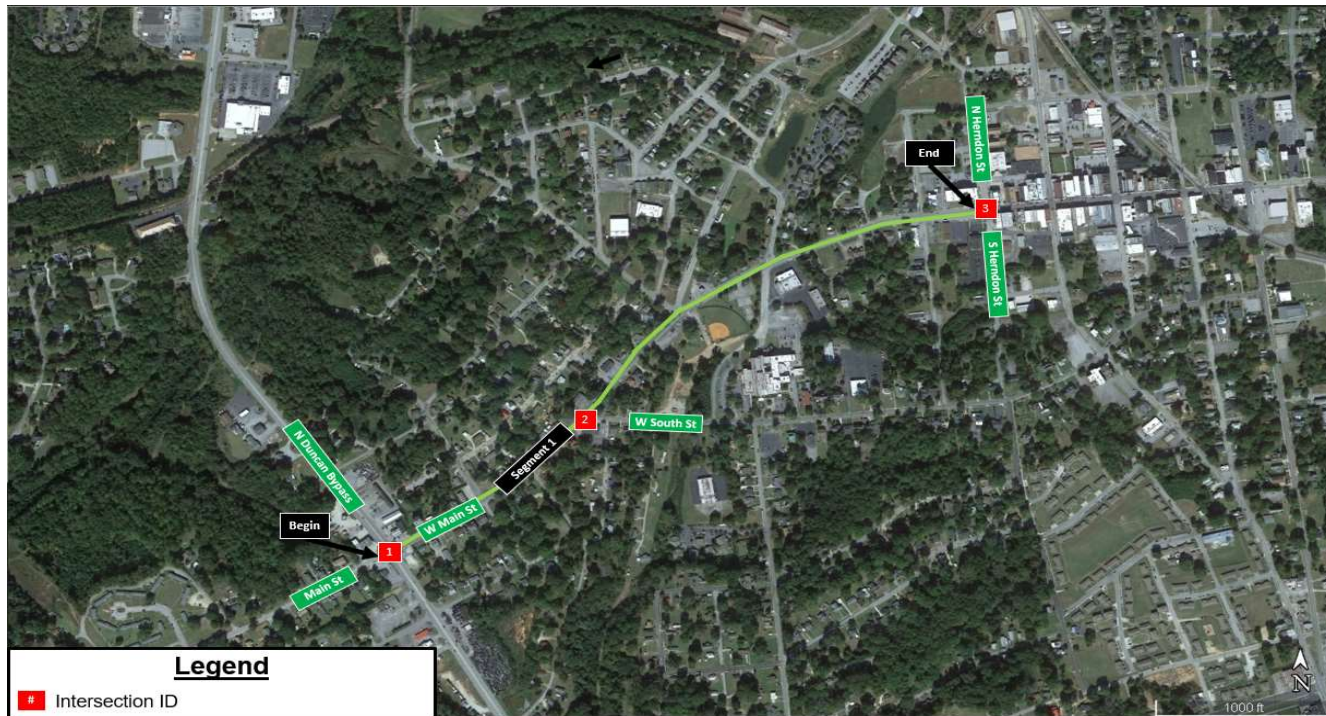
³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information		Regional Mobility Program Prioritization Rankings (Catawba COG)	
MPO/COG	Catawba	Overall Rank	17 of 19
County	UNION	Time Efficiency	23 of 29
Corridor ID	CATCOG-S-7	Reliability	No Score
Corridor Name	Union S-7 N/W. Main St.	Safety	No Score
Corridor Limits	US176/N. Duncan Byp. to Union S-187 N/N Herndon St.	Travel Options	No Score
Corridor Length (Miles)	0.78		
Corridor Functional Class	Urban – Major Collector		
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal		
Weighted Average Corridor AADT (Vehicles/Day)	4,600		
Weighted Average Corridor Truck Percentage (Daily %)	3.0%		
Short-Term Growth (Annual %)	0.3%		
Long-Term Growth (Annual %)	0.3%		

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	N Duncan Bypass to S Enterprise Street	0.8	2-Lane Undivided	2-Lane Undivided
2				
3				
4				
5				
6				
7				
8				
9				
10				

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	W Main Street & N Duncan Bypass	Conventional Signalized	Conventional Signalized
2	W Main Street & W South Street	Two-Way Stop Control	All-Way Stop Control
3	W Main Street & N Herndon Street	Conventional Signalized	Conventional Signalized
4			
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Access Management Strategies	Access Management/Safety	1	N/A	Construct a raised median on the cross street approaches of Intersection 1.	0.0 Crashes/Year (-0.3%)	0.0 Crashes/Year (-0.7%)	N/A	\$ 10,000	\$ 20,000	\$ 50,000	\$ 80,000	2.6
2	Intersection Signal Upgrades	Signal System/ITS	N/A	1, 3	N/A - See Individual Intersection(s)	1.1 Crashes/Year (-9.0%)	0.4 Crashes/Year (-8.2%)	N/A	\$ 10,000	\$ -	\$ 25,000	\$ 35,000	60.0
3	Signalized Pedestrian Crossing Enhancements	Bike/Ped Improvement	N/A	1	N/A - See Individual Intersection(s)	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 20,000	\$ 20,000	\$ 75,000	\$ 115,000	0.0
4	Reconfigure Intersection(s) to All-Way Stop Control	Intersection Improvement	N/A	2	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ -	\$ -	\$ 10,000	\$ 10,000	N/A
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11													
12													
13													
14													
15													
16													
17													
18													
19													
20													
Total						-2 Crashes/Year (-16.7%)	-1 Crashes/Year (-20.0%)	Vehicle-Hours/Year (+0.0%)	\$ 40,000	\$ 40,000	\$ 160,000	\$ 240,000	20.2

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / W Main Street & N Duncan Bypass	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Install pedestrian signals.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
2 / W Main Street & W South Street	Reconfigure to All-Way Stop Control	Install new stop signs and trim vegetation.	0.4 Crashes/Year (-3.5%)	0.4 Crashes/Year (-9.0%)	Vehicle-Hours/Year (+0.0%)	\$ -	\$ -	\$ 10,000	\$ 10,000	300.0
3 / W Main Street & N Herndon Street	Intersection Signal Upgrades	Upgrade equipment and pavement markings to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to _") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Segment Geometry, Operations, & Safety

Segment ID / Description	Existing Cross Section	Proposed Cross Section	Existing AADT	Horizon Year AADT (+20 Years)	Annual Crash Frequency (No-Build)		Annual Crash Reduction Potential (Long-Term Build)		
					Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall) ¹
1 - 1 - N Duncan Bypass to S Enterprise Street (0.8 Miles) - 2-Lane Undivided	2-Lane/Undivided	2-Lane/Undivided	4,600	5,100	1.4	2.0	-0.0	0	-1%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project.

Intersection Geometry, Operations, & Safety

Intersection ID / Description	Existing Configuration	Proposed Configuration	Projected Intersection Operations (Major Street Through V/C Ratio) ¹		Annual Crash Frequency (No-Build) ¹		Annual Crash Reduction Potential (Long-Term Build) ¹		
			No-Build / Without Improvements	Build / With Improvements	Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall)
1 - W Main Street & N Duncan Bypass	Conventional Signalized	Conventional Signalized	< 50%	< 50%	2.6	4.4	-0.4	-0.6	-14%
2 - W Main Street & W South Street	Two-Way Stop Control	All-Way Stop Control	< 50%	< 50%	0.6	0.4	-0.4	0	-43%
3 - W Main Street & N Herndon Street	Conventional Signalized	Conventional Signalized	< 50%	< 50%	0.2	0.8	-0.0	-0.1	-14%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All safety and operations benefits are presented for the long-term horizon (i.e., 10+ Years).

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$)¹	Conceptual Cost Right-of-Way & Utilities (\$)¹	Conceptual Cost Construction (\$)¹	Total Conceptual Cost Estimate (\$)¹	Additional Notes
1	Access Management Strategies	\$ 10,000	\$ 20,000	\$ 50,000	\$ 80,000	
2	Intersection Signal Upgrades	\$ 10,000	\$ -	\$ 25,000	\$ 35,000	
3	Signalized Pedestrian Crossing Enhancements	\$ 20,000	\$ 20,000	\$ 75,000	\$ 115,000	
4	Reconfigure Intersection(s) to All-Way Stop Control	\$ -	\$ -	\$ 10,000	\$ 10,000	
5						
6						
7						
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19						
20						

¹ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

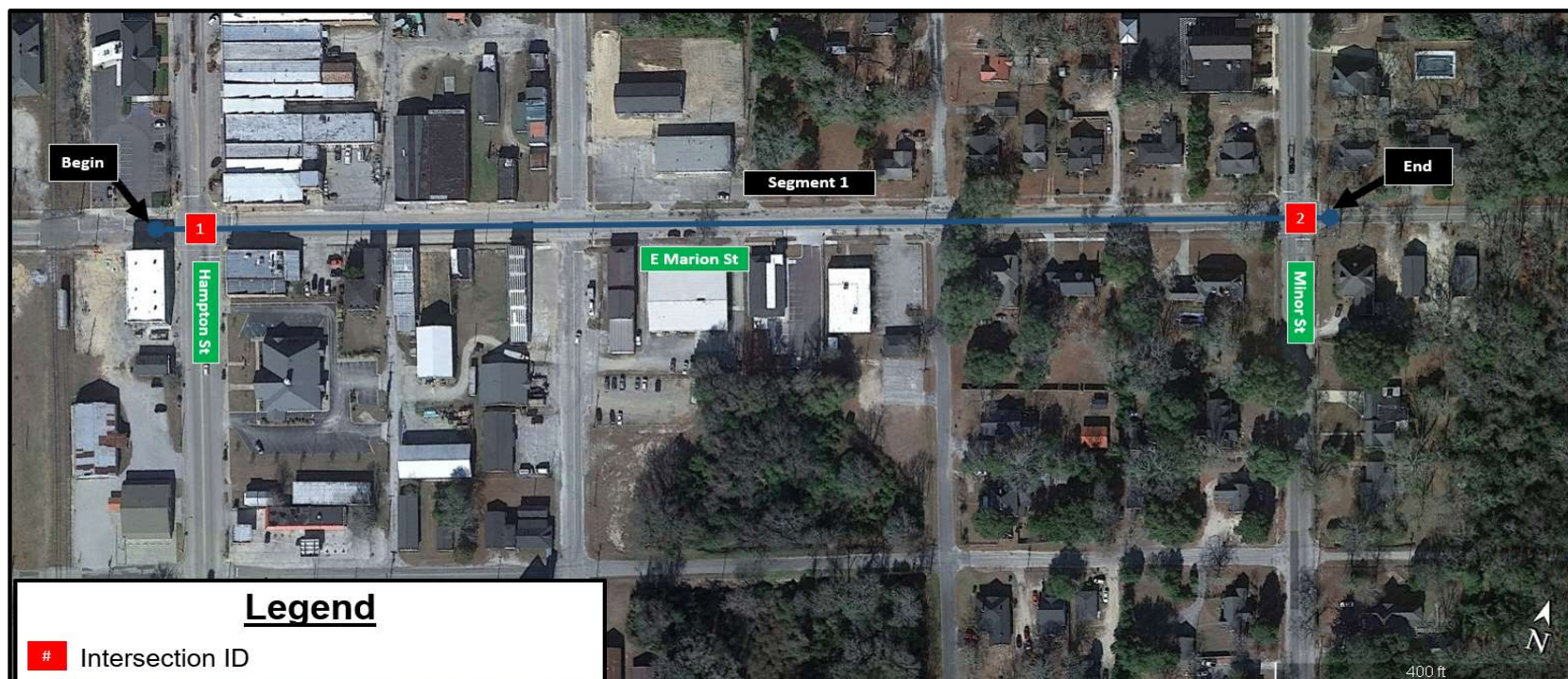
General Information

MPO/COG	Catawba	Overall Rank	12 of 19
County	LANCASTER	Time Effic	29 of 29
Corridor ID	CATCOG-SC157-A	Reliability	No Score
Corridor Name	SC341/E. Marion St.	Safety	No Score
Corridor Limits	SC 341/S. Minor St. to US 521BUS/Hampton St.	Travel Opt	7 of 29
Corridor Length (Miles)	0.27		
Corridor Functional Class	Rural -- Minor Arterial		
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal	Current STIP Projects (Project ID/Construction Year)	Hampton/Marion Street Streetscape (P043666/2026)
Weighted Average Corridor AADT (Vehicles/Day)	1,900		
Weighted Average Corridor Truck Percentage (Daily %)	4.4%		
Short-Term Growth (Annual %)	2.1%		
Long-Term Growth (Annual %)	2.5%		

Regional Mobility Program Prioritization Rankings (Catawba COG)

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	Minor Street to Hampton Street	0.3	2-Lane Undivided	2-Lane Undivided
2				
3				
4				
5				
6				
7				
8				
9				
10				
		0.3		

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	E Marion Street & Minor Street	All-Way Stop Control	Single-Lane Roundabout
2	E Marion Street & Hampton Street	Conventional Signalized	Conventional Signalized
3			
4			
5			
6			
7			
8			
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19			
20			

Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1	Access Management Study	N/A	1	N/A	\$ 10,000	0.2
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Midblock Pedestrian Facility Enhancements	Bike/Ped Improvement	1	N/A	Install new marked crossings.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 70,000	\$ -	\$ 300,000	\$ 370,000	0.3
2	Linear Pedestrian/Bicycle Facility Enhancements	Bike/Ped Improvement	1	N/A	Replace existing sidewalk.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 160,000	\$ 230,000	\$ 1,500,000	\$ 1,890,000	0.5
3	Reconfigure Intersection(s) to Single-Lane Roundabout	Intersection Improvement	N/A	1	N/A - See Individual Intersection(s)	N/A - See Individual Intersection	N/A - See Individual Intersection	N/A - See Individual Intersection	\$ 220,000	\$ 340,000	\$ 1,100,000	\$ 1,660,000	N/A
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Total						-1 Crashes/Year (-50.0%)	0 Crashes/Year (-0.0%)	-600 Vehicle-Hours/Year (-16.1%)	\$ 450,000	\$ 570,000	\$ 2,900,000	\$ 3,920,000	1.2

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / E Marion Street & Minor Street	Reconfigure to Single-Lane Roundabout	Construct a mini roundabout.	0.9 Crashes/Year (-39.0%)	0.3 Crashes/Year (-22.3%)	-600 Vehicle-Hours/Year (-16.1%)	\$ 220,000	\$ 340,000	\$ 1,100,000	\$ 1,660,000	1.3
2 / E Marion Street & Hampton Street	N/A - No Improvements Recommended	N/A - See CATCOG-US521-C evaluation.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to ___") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Segment Geometry, Operations, & Safety

Segment ID / Description	Existing Cross Section	Proposed Cross Section	Existing AADT	Horizon Year AADT (+20 Years)	Annual Crash Frequency (No-Build)		Annual Crash Reduction Potential (Long-Term Build)		
					Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall) ¹
1 - 1 - Minor Street to Hampton Street (0.3 Miles)	2-Lane/Undivided	2-Lane/Undivided	1,900	3,400	0.6	0.0	0	0	0%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project.

Intersection Geometry, Operations, & Safety

Intersection ID / Description	Existing Configuration	Proposed Configuration	Projected Intersection Operations (Major Street Through V/C Ratio) ¹		Annual Crash Frequency (No-Build) ¹		Annual Crash Reduction Potential (Long-Term Build) ¹		
			No-Build / Without Improvements	Build / With Improvements	Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall)
1 - E Marion Street & Minor Street	All-Way Stop Control	Single-Lane Roundabout	< 85%	< 85%	0.4	0.8	-0.3	-0.6	-78%
2 - E Marion Street & Hampton Street	Conventional Signalized	Conventional Signalized	< 85%	< 85%	0.4	0.2	0	0	0%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All safety and operations benefits are presented for the long-term horizon (i.e., 10+ Years).

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$)¹	Conceptual Cost Right-of-Way & Utilities (\$)¹	Conceptual Cost Construction (\$)¹	Total Conceptual Cost Estimate (\$)¹	Additional Notes
1	Midblock Pedestrian Facility Enhancements	\$ 70,000	\$ -	\$ 300,000	\$ 370,000	
2	Linear Pedestrian/Bicycle Facility Enhancements	\$ 160,000	\$ 230,000	\$ 1,500,000	\$ 1,890,000	
3	Reconfigure Intersection(s) to Single-Lane Roundabout	\$ 220,000	\$ 340,000	\$ 1,100,000	\$ 1,660,000	
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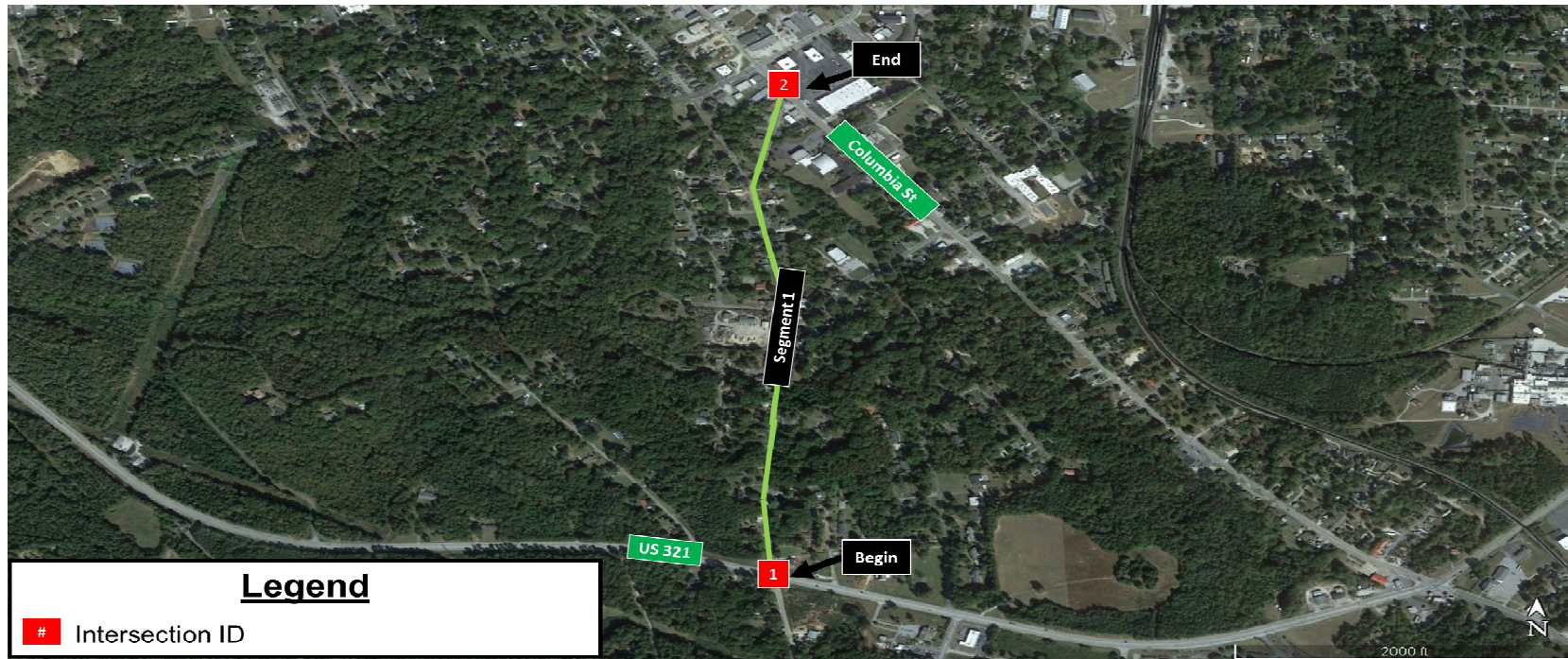
¹ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

General Information		Regional Mobility Program Prioritization Rankings (Catawba COG)	
MPO/COG	Catawba	Overall Rank	15 of 19
County	CHESTER	Time Efficiency	28 of 29
Corridor ID	CATCOG-S-16	Reliability	No Score
Corridor Name	Chester S-16 E/Ashford St.	Safety	No Score
Corridor Limits	US321 to US321 BYP	Travel Options	9 of 29
Corridor Length (Miles)	0.78		
Corridor Functional Class	Urban - Major Collector		
Existing Corridor Delay (Vehicle-Hours/Day)	Minimal		
Weighted Average Corridor AADT (Vehicles/Day)	1,100		
Weighted Average Corridor Truck Percentage (Daily %)	8.3%		
Short-Term Growth (Annual %)	0.0%		
Long-Term Growth (Annual %)	0.3%		

¹ Higher rankings, starting at 1, indicate existing conditions that are less favorable with respect to Time Efficiency, Reliability, Safety, or Travel Options

Corridor Location Map



Corridor Orientation Key

Segment ID	Segment Extents	Segment Length (miles)	Existing Cross Section	Proposed Cross Section
1	US 321 Bypass to US 321 Business	0.8	2-Lane Undivided	2-Lane Undivided
2				
3				
4				
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10				
		0.8		

Intersection ID	Intersection Name	Existing Configuration	Proposed Configuration
1	Ashford Street & US 321	Conventional Signalized	Conventional Signalized
2	Ashford Street & Columbia Street	Two-Way Stop Control	Two-Way Stop Control
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Proposed Additional Studies

Study ID	Study Description	Associated Project ID(s) ¹	Applicable Segment(s)	Applicable Intersection(s)	Study's Conceptual Cost	Projected Benefit-Cost Ratio ²
1						
2						
3						
4						
5						

¹ Where Associated Project ID(s) are listed, the study is intended to precede implementation of the project(s).

² The projected benefit-cost ratio was approximated for potential projects to be implemented through the proposed study(ies).

Summary of Proposed Projects

Project ID	Project Description ¹	Primary Program Type ²	Applicable Segment(s)	Applicable Intersection(s)	Additional Notes	Annual Crash Reduction Potential ³		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ³	Conceptual Cost: Preliminary Engineering (\$) ⁴	Conceptual Cost: Right-of-Way & Utilities (\$) ⁴	Conceptual Cost: Construction (\$) ⁴	Total Conceptual Cost Estimate (\$) ⁴	Projected Benefit-Cost Ratio
						Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1	Linear Pedestrian/Bicycle Facility Enhancements	Bike/Ped Improvement	1	N/A	Construct a shared use path.	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ 290,000	\$ 400,000	\$ 1,400,000	\$ 2,090,000	0.0
2	Intersection Signal Upgrades	Signal System/ITS	N/A	1	N/A - See Individual Intersection(s)	0.0 Crashes/Year (-2.3%)	0.0 Crashes/Year (-0.0%)	N/A	\$ -	\$ 5,000	\$ 5,000	\$ 5,000	0.0
3	Signalized Pedestrian Crossing Enhancements	Bike/Ped Improvement	N/A	1	N/A - See Individual Intersection(s)	0.0 Crashes/Year (-0.0%)	0.0 Crashes/Year (-0.0%)	N/A	\$ -	\$ -	\$ 5,000	\$ 5,000	0.0
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Total						0 Crashes/Year (-0.0%)	0 Crashes/Year (-0.0%)	Vehicle-Hours/Year (+0.0%)	\$ 290,000	\$ 400,000	\$ 1,410,000	\$ 2,100,000	0.0

¹ Interchange reconfiguration projects, if identified, are presented for reference only and do not include estimated costs or benefits. Coordinate with SCDOT's Office of Planning concerning interchange reconfiguration projects.

² Intersection improvement projects, if identified, are summarized in this chart, and individually detailed on Page 2. If the project benefits are corridor related, they will be shown in this chart. However, if the project benefits are associated with the individual intersection, they will be shown on Page 2.

³ Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, may not equal the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

⁴ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Corridor Evaluation Summary

Summary of Proposed Intersection Improvements

Intersection ID / Description	Proposed Intersection Improvements ¹	Additional Notes	Annual Crash Reduction Potential ²		Annual Weekday Travel Time Savings (Vehicle-Hours Traveled/Through Traffic) ²	Conceptual Cost: Preliminary Engineering (\$) ³	Conceptual Cost: Right-of-Way & Utilities (\$) ³	Conceptual Cost: Construction (\$) ³	Total Conceptual Cost Estimate (\$) ³	Projected Benefit-Cost Ratio
			Overall Crash Reduction Potential	Injury Crash Reduction Potential						
1 / Ashford Street & US 321	Intersection Signal Upgrades	Upgrade equipment to improve safety.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
	Signalized Pedestrian Crossing Enhancements	Upgrade markings.	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A - Corridor Improvement	N/A	N/A	N/A	N/A	N/A
2 / Ashford Street & Columbia Street	N/A - No Improvements Recommended	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹ Where shown together, intersection reconfigurations (i.e., "Reconfigure to ___") are intended to succeed other listed improvements.

² Benefits in this chart are summarized individually by project. However, the total benefits consider the combined effects of each project listed. Total benefits, therefore, are not the sum of the benefits for individual projects. Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All benefits are presented for the long-term horizon (i.e., 10+ Years).

³ Estimated costs are conceptual in nature and subject to change based on changing market conditions.

Supplemental Summary Information

Segment Geometry, Operations, & Safety

Segment ID / Description	Existing Cross Section	Proposed Cross Section	Existing AADT	Horizon Year AADT (+20 Years)	Annual Crash Frequency (No-Build)		Annual Crash Reduction Potential (Long-Term Build)		
					Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall) ¹
1 - 1 - US 321 Bypass to US 321 Business (0.8 Miles) - 2-Lane Undivided	2-Lane/Undivided	2-Lane/Undivided	1,100	1,200	0.0	0.4	0	0	0%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project.

Intersection Geometry, Operations, & Safety

Intersection ID / Description	Existing Configuration	Proposed Configuration	Projected Intersection Operations (Major Street Through V/C Ratio) ¹		Annual Crash Frequency (No-Build) ¹		Annual Crash Reduction Potential (Long-Term Build) ¹		
			No-Build / Without Improvements	Build / With Improvements	Fatal/Injury	PDO	Fatal/Injury	PDO	% Crash Reduction (Overall)
1 - Ashford Street & US 321	Conventional Signalized	Conventional Signalized	< 50%	< 50%	0.0	0.2	0	-0.0	-14%
2 - Ashford Street & Columbia Street	Two-Way Stop Control	Two-Way Stop Control	< 50%	< 50%	0.4	0.2	0	0	0%

¹ Crash reduction potential is assessed based on existing crash history and relevant crash modification factors related to the proposed project. All safety and operations benefits are presented for the long-term horizon (i.e., 10+ Years).

Supplemental Summary Information

Conceptual Cost Estimates

Project ID	Improvement Description	Conceptual Cost Preliminary Engineering (\$)¹	Conceptual Cost Right-of-Way & Utilities (\$)¹	Conceptual Cost Construction (\$)¹	Total Conceptual Cost Estimate (\$)¹	Additional Notes
1	Linear Pedestrian/Bicycle Facility Enhancements	\$ 290,000	\$ 400,000	\$ 1,400,000	\$ 2,090,000	
2	Intersection Signal Upgrades	\$ -	\$ -	\$ 5,000	\$ 5,000	
3	Signalized Pedestrian Crossing Enhancements	\$ -	\$ -	\$ 5,000	\$ 5,000	
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