

LCRT TRANSIT ORIENTED
DEVELOPMENT PHASE II

PEDESTRIAN AND BICYCLE STATION ACCESS CAPITAL IMPROVEMENT PLAN

August 2024

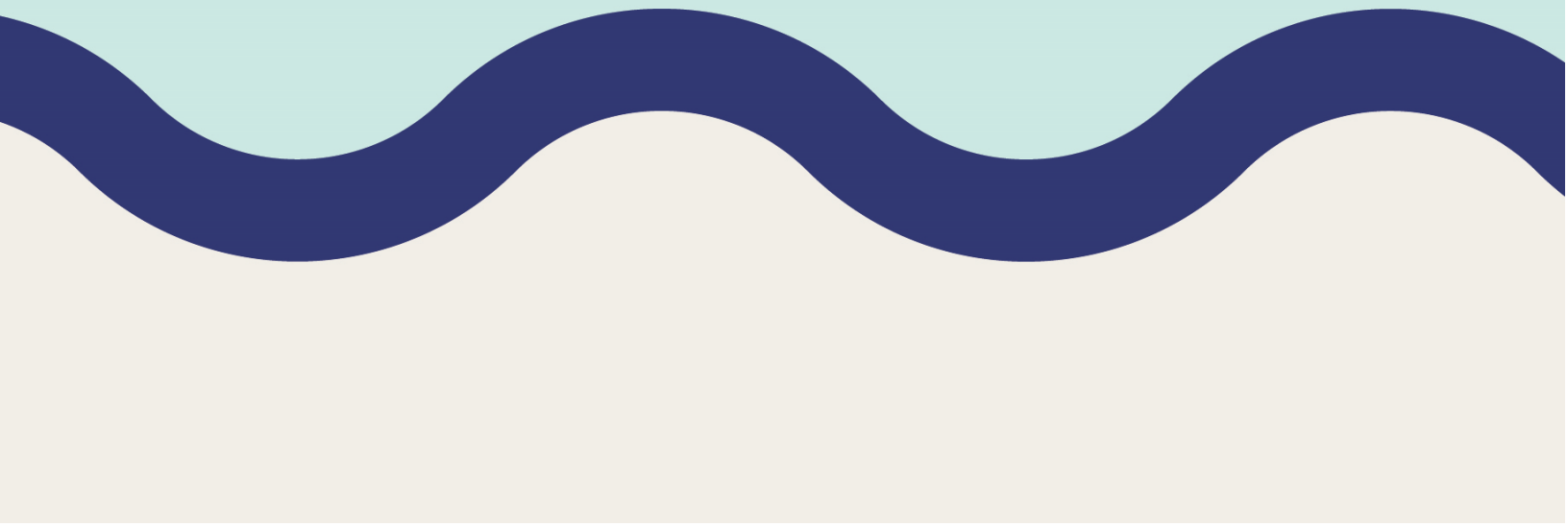


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Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change.

INTRODUCTION



Introduction

Safe and comfortable access to transit for people walking or bicycling is crucial for the success of any transit service. Most transit users walk, including use of a wheelchair or other assistive device, on at least one end of their transit trip. Nationally, more than two-thirds of transit users (69%) walk to their stop or station.¹ Additionally, riding a bicycle can extend the reach of transit and allow more riders to reach more destinations for their first- or last-mile connection. As part of the Lowcountry Rapid Transit (LCRT) Transit Oriented Development (TOD) Phase II, the project team has identified pedestrian and bicycle projects in each of the 21 station areas. These projects are currently unfunded but demonstrate a need for improved connectivity within one mile of LCRT stations.

The project team identified and prioritized these pedestrian and bicycle projects by:

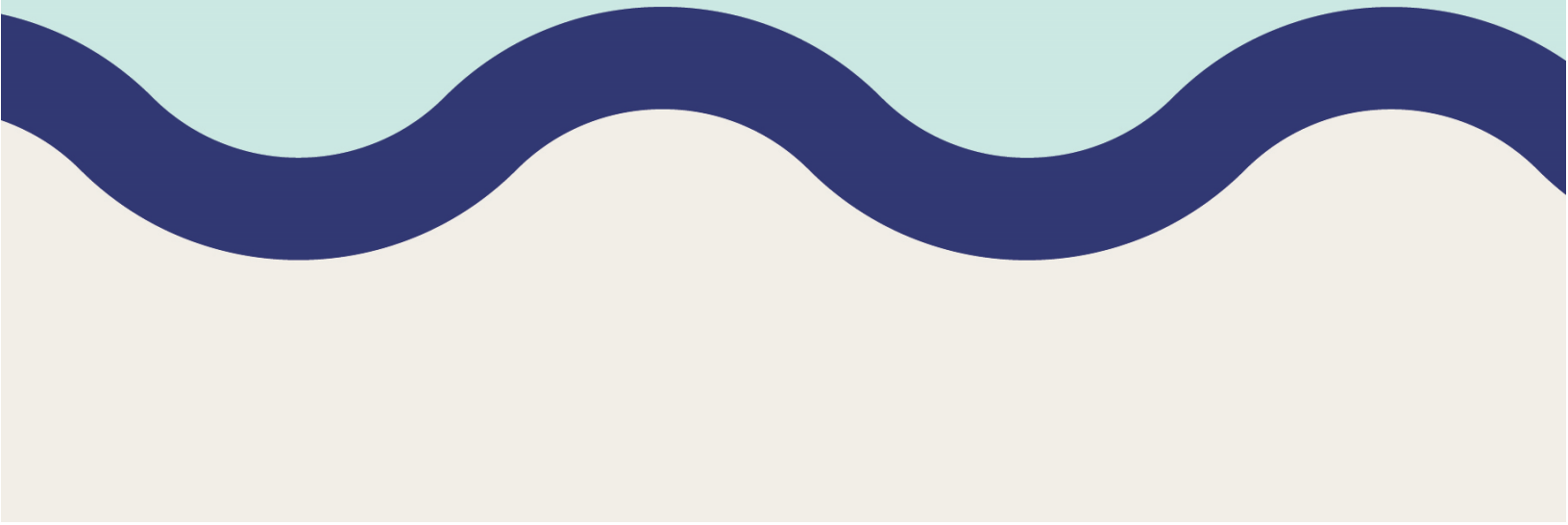
- Considering all “long-term station opportunities” identified in the LCRT Walking & Bicycling Access to Stations report (Phase I)
- Reviewing major developments and gaps in connectivity to identify opportunities to update potential projects.
- Incorporating community and stakeholder feedback received during the Phase II outreach activities.
- Finalizing projects and prioritization based on feedback from the project management team, including staff from the cities of Charleston and North Charleston.

This memorandum outlines the capital improvement plan (CIP) for projects unfunded by LCRT that will improve pedestrian and bicycle access to LCRT stations. The CIP has three key sections:

1. **Capital Improvement Matrix**
Tables with pedestrian and bicycle projects ordered by station area and city with project descriptions, opinions of probable costs, and priority levels.
2. **Station Area Maps**
Series of maps of all 21 station areas (one-mile buffer) illustrating corridors identified for pedestrian and bicycle improvement projects by priority level.
3. **Best Practices for Pedestrian and Bicycle Access**
Key elements to consider for the implementation of pedestrian and bicycle projects.

¹ Who Rides Public Transportation, 2017, APTA. <https://www.apta.com/research-technical-resources/research-reports/who-rides-public-transportation/>

CAPITAL IMPROVEMENT MATRIX



Capital Improvement Matrix

Assumptions

Key assumptions led to the development of opinions of probable costs and prioritization for each project. Table 1 summarizes the unit cost assumptions by facility type and depicts the different facility types with sample photos.

Table 1: Cost Assumptions for Pedestrian and Bicycle Facilities

Facility Type	Cost per Linear Foot	Illustrative Photo	Description
New Sidewalk	\$275-325		Construction of a 6' wide sidewalk with 1.5' curb and gutter, and minimal landscaping.
Update Existing Sidewalk	\$375-425		Demo of existing 6' sidewalk and construction of a new 6' wide sidewalk with 1.5' curb and gutter, and minimal landscaping.
Shared Use Path	\$250-425		Construction of a 12' wide asphalt path with minimal landscaping and earthwork and wayfinding.

Facility Type	Cost per Linear Foot	Illustrative Photo	Description
Bike Boulevard/ Shared Lanes	\$150-200		Use on a two-way street with speeds less than 35 mph. Includes sharrows in both directions at a 250' interval, along with bicycle wayfinding signage at a similar interval.
Bike Lanes	\$170-200		Includes a mill and overlay of two-lane roadway- 32' width- and striping for bike lanes without a buffer in both directions.
Separated Bike Lanes	\$675-800		Use of landscaped curb islands to create a 3' buffer separation between the length of the bike lane and the motorist travel lane. Cost assumes a bike lane in both directions. Includes a mill and overlay of two-lane roadway- 40' width- and striping for 5' bike lanes with a 3' buffer in both directions.
Traffic Calming	\$50-100		Measures to slow speed, for example, speed humps, curb extensions, or chicanes, usually on neighborhood local or collector streets with lower traffic volumes.

Notes:

- Unit costs are based on historical bid pricing from SCDOT, BidX, and Estimator's Judgment.
- All costs are in 2023 dollars and should be inflated as necessary for use in future construction years.
- All costs include 30% contingency and 10% utility relocation allowances.
- The opinion does not include environmental permitting, structural, stormwater treatment, permitting, construction administration, inspection services, public outreach, funding planning, client management services, or engineering and design costs.

Opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Planning-level cost opinions include a 30% contingency to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2023 dollars and were assigned based on historical cost data from SCDOT Historic Bid Tabs and estimator experience. Cost opinions do not include easement and right-of-way acquisition; permitting, inspection, or construction management; special site remediation, escalation, or the cost for ongoing maintenance. A cost range has been assigned to certain general categories such as utility relocations; however, these costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

Prioritizing station areas and projects helps communities focus their limited resources during the decision-making process on the areas that need them the most. Table 2 summarizes the rationale for prioritized station areas, while Table 3 is the rationale for project-by-project prioritization.

The process of identifying station area and project prioritization requires a mix of quantitative analyses based on known metrics in the station area and projects and qualitative judgment. As such, the station area and project-by-project priorities presented here are an initial assessment of priorities. As new information, new developments and growth, and changes in community goals arise, a reassessment of these priorities may be necessary. Generally, investment into the bicycle and pedestrian amenities at any of the station areas or projects is a benefit to the overall LCRT system and should be considered an important investment to further the goals of the system.

Table 2: Rationale for Station Area Prioritization

Criteria	Description
Safety	Assessment of the risks and barriers for bicyclists and pedestrians. It considers the level of traffic stress for bicyclists, the history of crashes involving pedestrians and bicyclists, and the presence of severe physical barriers that impede safe travel
Equity	Identification of the needs of vulnerable populations and the demand for walking and bicycling. It evaluates areas with higher concentrations of low-income residents, children, elderly, and people with disabilities, as well as the overall demand for non-motorized transportation.
Connectivity & Access	Measurement of how well an area connects various destination types. Station areas have higher priority for the presence of residential, commercial, employment, healthcare, social services, and educational facilities, enhancing the overall accessibility and utility of the transportation network.
Local Economy	Examination of the intensity of existing and planned economic activity in an area. It considers the presence of major nodes, anticipated development projects, and the area's designated place type, which influences investment decisions and the development of transportation-oriented infrastructure.

Table 3: Rationale for Project Prioritization

Criteria	Description
Safety Need	Higher prioritized facilities are needed to address a potential safety challenge (i.e., a crossing or high-stress roadway). Generally, "High" or "Medium" priority.
Key Connection	Higher prioritized facilities that are needed because there are no alternate routes to key destination(s) or residential area(s). Generally, "High" or "Medium" priority.
Redundant Connection	Lower prioritized facilities that are duplicative to another facility that go in the same direction or to the same destinations. Usually, the more direct facility is prioritized higher, while the redundant facility is "Medium" or "Low" priority.
Local Plan/Direction	Facilities prioritized based on existing or current local plans and/or direct input from city staff to reflect current plans for development and infrastructure, local knowledge, challenges/opportunities, and goals.
All Sidewalk Priority	Since the primary access mode to transit service is by riders walking to stations, all sidewalk facilities are identified as "High" priority.

Summary

Table 4 summarizes the prioritization score for each station. The high “Total” score indicates stations where investments in pedestrian and bicycle infrastructure will have the biggest impact.

Table 4: Station Area Prioritization Scores

Station	Safety (0-6 points)	Equity (0-6 points)	Connectivity & Access (0-10 points)	Local Economy (0-10 points)	TOTAL
Ladson					
	5	5	4	3	17
Exchange Park / Fairgrounds	<ul style="list-style-type: none"> • Safety: High level of traffic stress; High crash history • Equity: High concentration of vulnerable population; Moderate demand for walking and biking • Connectivity + Access: Residential, commercial, employment • Local Economy: Fairgrounds and light industrial dominate 				
City of North Charleston					
	1	5	8	5	19
Medical Plaza	<ul style="list-style-type: none"> • Safety: Moderate level of traffic stress; Moderate crash history; Major barriers (highways) • Equity: High concentration of vulnerable population; High demand for walking and biking • Connectivity + Access: Residential, commercial, schools • Local Economy: Mix of industrial development; some transition 				
	4	5	8	1	18
Melnick Dr	<ul style="list-style-type: none"> • Safety: Low level of traffic stress (moderate at crossings); Low crash history • Equity: Moderate concentration of vulnerable population; High demand for walking and biking • Connectivity + Access: Residential, schools, commercial, employment • Local Economy: This is the regional retail center and would be a challenge to convert 				
	6	6	6	5	23
Eagle Landing Blvd	<ul style="list-style-type: none"> • Safety: High level of traffic stress (moderate at crossings); High crash history; Major barriers include railroads and I-26 • Equity: High concentration of vulnerable population; High demand for walking and biking • Connectivity + Access: Residential, commercial, employment • Local Economy: Northwoods Mall, Wal-Mart 				

Station	Safety (0-6 points)	Equity (0-6 points)	Connectivity & Access (0-10 points)	Local Economy (0-10 points)	TOTAL
Mabeline Rd	4	6	4	3	17
	<ul style="list-style-type: none"> • Safety: Moderate level of traffic stress (especially at crossings); High crash history; Major barriers • Equity: Moderate concentration of vulnerable population; High demand for walking and biking • Connectivity + Access: Residential, schools • Local Economy: Trident Tech opportunity. Possible draw as Employment Center but longer-term transition 				
Hanahan Rd	4	6	8	3	21
	<ul style="list-style-type: none"> • Safety: High level of traffic stress; High crash history (especially along Rivers Ave) • Equity: High concentration of vulnerable population; High demand for walking and biking • Connectivity + Access: Residential, commercial, social services, post office, library • Local Economy: VA primary care, however, form is suburban. Possible draw as Town Center or Employment Center but likely not near term 				
Remount Rd	6	6	8	5	25
	<ul style="list-style-type: none"> • Safety: High level of traffic stress; High crash history; Major barriers (railroad, highway) • Equity: High concentration of vulnerable population; High demand for walking and biking • Connectivity + Access: Residential, commercial, employment, healthcare • Local Economy: 220 new townhomes and other near-term redevelopment opportunities 				
Mall Dr	6	6	10	5	27
	<ul style="list-style-type: none"> • Safety: High level of traffic stress; High crash history; Major barriers (railroad, highway) • Equity: High concentration of vulnerable population; High demand for walking and biking • Connectivity + Access: Residential, commercial, City Hall, American Red Cross Community Resource and Referral Center • Local Economy: Major development coming in the form of relocation of major hospital (big employment draw, big public use draw) 				
Helm Ave	4	4	4	2	14
	<ul style="list-style-type: none"> • Safety: Moderate level of traffic stress; High crash history • Equity: Moderate concentration of vulnerable population; High demand for walking and biking • Connectivity + Access: Residential, commercial 				

Station	Safety (0-6 points)	Equity (0-6 points)	Connectivity & Access (0-10 points)	Local Economy (0-10 points)	TOTAL
	<ul style="list-style-type: none"> • Connectivity + Access: Residential, commercial, schools • Local Economy: Mix of industrial development; some transition 				
Lee St*	6	5	6	4	21
John St*	2	5	10	5	22
Coming St*	2	5	8	4	19
Jonathan Lucas St*	2	6	10	5	23
Courtenay Dr / Doughty St*	3	6	10	5	24
Line St / Hagood Ave*	6	6	10	5	27
	<p>*Although there are specific differentiations in quantitative scores for these stations in downtown Charleston, the summary of the analysis is combined for these stations due to proximity and overall qualitative consistency across the area.</p> <ul style="list-style-type: none"> • Safety: Low level of traffic stress; Low to moderate crash history • Equity: Moderate concentration of vulnerable population; High demand for walking and biking • Connectivity + Access: Residential, employment, major healthcare • Local Economy: Charleston Southern University. Healthcare center. Designated as a Town Center place type 				

Detailed Capital Improvement Matrix

This section provides information on the projects by station area. Project length in feet and probable costs are summarized in tables. The information is first segmented by project facility type in each station area to depict, for example, the total length of shared use paths and their estimated costs in each station area. The information is then segmented by project priority, for example, the total length and estimated costs of high-priority projects recommended per station area can be found in the tables.

Following each summary table are detailed matrices that provide specific information about each project. These matrices are first organized by station area, then sorted by project priority (high to low) and segment name alphabetically.

Note that the following stations are combined as a single station area, "Downtown Charleston":

- *Lee St, John St,*
- *Coming St,*
- *Jonathan Lucas St,*
- *Courtenay Dr / Doughty St, and*
- *Line St / Hagood Ave*

Additionally, there are projects that span multiple stations in North Charleston, therefore they are not assigned a specific station, but are categorized as "Regional - Multi-station."

Exchange Park / Fairgrounds

By Facility Type

	Segment Length (Feet)	Estimated Cost
Add New Sidewalk	14,051	\$3,863,908
Shared Lane Markings	7,244	\$72,439
Shared Use Path	10,737	\$2,684,238
Bike Boulevard	13,065	\$979,910
Grand Total	45,097	\$7,600,495

By Priority Level

	Segment Length (Feet)	Estimated Cost
High	21,367	\$5,183,393
Medium	16,844	\$1,882,793
Low	6,885	\$534,309
Grand Total	45,097	\$7,600,495

GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
1639	College Park Rd - Hwy 78 to Hwy 26	Shared Use Path	High	Key Connection	1	3759	\$250.00	\$939,697.43
1641	Commerce Center Rd - Hwy 78 to Stoney Rd	Bike Boulevard	High	Key Connection	2	2913	\$75.00	\$218,461.81
2070	Commerce Center Rd - Hwy 78 to Stoney Rd	Add New Sidewalk	High	All Sidewalk Priority		2933	\$275.00	\$806,678.79
2073	Craven Rd - Hwy 78 to Moses Ext	Add New Sidewalk	High	All Sidewalk Priority		467	\$275.00	\$128,296.34
2072	Craven Rd - Hwy 78 to Moses Ext	Add New Sidewalk	High	All Sidewalk Priority		459	\$275.00	\$126,121.74
2071	Craven Rd - Hwy 78 to Moses Ext	Add New Sidewalk	High	All Sidewalk Priority		535	\$275.00	\$147,125.43
2074	Craven Rd - Maet Rd to Perimeter Rd	Add New Sidewalk	High	All Sidewalk Priority		1997	\$275.00	\$549,142.30
1645	Fairview Dr off-street connection (between dead-ends)	Shared Use Path	High	Key Connection	1	65	\$250.00	\$16,330.68
2077	Ladsen Commerce Rd - Commerce center Rd to Hwy 78	Add New Sidewalk	High	All Sidewalk Priority		194	\$275.00	\$53,438.31
2076	Ladsen Commerce Rd - Commerce center Rd to Hwy 78	Add New Sidewalk	High	All Sidewalk Priority		1175	\$275.00	\$323,083.73
2075	Ladsen Commerce Rd - Commerce center Rd to Hwy 78	Add New Sidewalk	High	All Sidewalk Priority		1132	\$275.00	\$311,421.21
1648	Levenshall Dr to Fairview Dr (Off-street connection)	Shared Use Path	High	Key Connection	1	580	\$250.00	\$144,995.05
2078	Magnolia St - Hwy 78 to Azalea St	Add new sidewalk	High	All Sidewalk Priority		353	\$275.00	\$97,108.59
2079	Market Rd - Perimeter rd to Craven Rd	Add New Sidewalk	High	All Sidewalk Priority		1067	\$275.00	\$293,558.61
2083	Moses Ext - Craven Rd to College Park Rd	Add New Sidewalk	High	All Sidewalk Priority		184	\$275.00	\$50,594.81
2082	Moses Ext - Craven Rd to College Park Rd	Add New Sidewalk	High	All Sidewalk Priority		334	\$275.00	\$91,892.84
2081	Moses Ext - Craven Rd to College Park Rd	Add New Sidewalk	High	All Sidewalk Priority		494	\$275.00	\$135,765.39
2080	Moses Ext - Craven Rd to College Park Rd	Add New Sidewalk	High	All Sidewalk Priority		531	\$275.00	\$146,050.47
2087	Perimeter Rd - Market Rd to Market Rd	Add New Sidewalk	High	All Sidewalk Priority		85	\$275.00	\$23,375.71
2086	Perimeter Rd - Market Rd to Market Rd	Add New Sidewalk	High	All Sidewalk Priority		611	\$275.00	\$168,087.84
2088	US Hwy 78 - Perimeter Rd to Magnolia St	Add new sidewalk	High	All Sidewalk Priority		1162	\$275.00	\$319,470.43
2089	US Hwy 78 - Benchmark Dr to Perimeter Rd	Add new sidewalk	High	All Sidewalk Priority		550	\$275.00	\$151,378.23
2090	US Hwy 78 - Between Benchmark Dr & Commerce Center Rd	Add new sidewalk	High	All Sidewalk Priority		483	\$275.00	\$132,780.97
1637	Ancrum Rd - Crosswatch Dr to Magnolia Cir	Shared Lane Markings	Medium	Key Connection	2	949	\$10.00	\$9,489.74

GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
1638	Ancrum Rd to KOA Dr (Multi-street bike boulevard on Magnolia Cir, Combahee Dr, Middleton Dr, Poppenhiem Dr)	Bike Boulevard	Medium	Key Connection	2	2011	\$75.00	\$150,803.06
1640	College Park Rd - Hwy 78 to Ladson Rd	Shared Use Path	Medium	Safety Need	1	739	\$250.00	\$184,800.77
1646	Heaton Dr - Levanshall Dr to Hwy 78	Shared Lane Markings	Medium	Key Connection	2	1302	\$10.00	\$13,019.00
1647	Ladson Rd - College Park Rd to Spencer Woods Rd	Shared Use Path	Medium	Safety Need	1	5491	\$250.00	\$1,372,829.73
1650	Moses Ext - Market Rd to College Park Rd	Bike Boulevard	Medium	Key Connection	2	531	\$75.00	\$39,831.95
1651	Moses Ext - Market Rd to College Park Rd	Bike Boulevard	Medium	Key Connection	2	494	\$75.00	\$37,026.92
1652	Moses Ext - Market Rd to College Park Rd	Bike Boulevard	Medium	Key Connection	2	334	\$75.00	\$25,061.68
1653	Moses Ext - Market Rd to College Park Rd	Shared Lane Markings	Medium	Key Connection	2	184	\$10.00	\$1,839.81
1655	Stoney Rd - Wayland Dr to Ladson Rd	Shared Lane Markings	Medium	Key Connection	2	4809	\$10.00	\$48,090.35
1635	Acres Dr - Market Rd to Jacqueling Rd/Craig Ct	Bike Boulevard	Low	Local Plan/Direction	2	3043	\$75.00	\$228,234.22
1636	Acres Dr to Market Rd via Jacqueling Rd (Off-street connection)	Shared Use Path	Low	Local Plan/Direction	1	102	\$250.00	\$25,584.46
1642	Craven Rd - Hwy 78 to Moses Ext	Bike Boulevard	Low	Local Plan/Direction	2	535	\$75.00	\$40,125.12
1643	Craven Rd - Hwy 78 to Moses Ext	Bike Boulevard	Low	Local Plan/Direction	2	459	\$75.00	\$34,396.84
1644	Craven Rd - Hwy 78 to Moses Ext	Bike Boulevard	Low	Local Plan/Direction	2	467	\$75.00	\$34,989.91
1649	Market Rd - College Park St to Perimeter Rd	Bike Boulevard	Low	Local Plan/Direction	2	2280	\$75.00	\$170,978.01

City of North Charleston

By Facility Type

	Segment Length (Feet)	Estimated Cost
Add New Sidewalk	82,685	\$22,738,459
Improve Existing Sidewalk	408	\$152,934
Bike Lanes	49,553	\$4,212,017
Buffered Bike Lanes	27,009	\$4,051,333
Separated Bike Lanes	29,681	\$10,017,188
Shared Lane Markings	8,668	\$86,677
Shared Use Path	87,577	\$21,894,304
Bike Boulevard	21,691	\$1,626,807
Grand Total	307,271	\$64,779,718

	Segment Length (Feet)	Estimated Cost
Medical Plaza	31,923	\$6,808,705
Add New Sidewalk	17,588	\$4,836,591
Improve Existing Sidewalk	408	\$152,934
Bike Lanes	3,587	\$304,896
Buffered Bike Lanes	4,482	\$672,277
Shared Use Path	2,301	\$575,176
Bike Boulevard	3,558	\$266,830
Melnick Dr	31,571	\$8,139,648
Add New Sidewalk	10,141	\$2,788,740

	Segment Length (Feet)	Estimated Cost
Bike Lanes	1,607	\$136,583
Separated Bike Lanes	4,070	\$1,373,604
Shared Use Path	15,195	\$3,798,854
Bike Boulevard	558	\$41,868
Eagle Landing Blvd	28,862	\$6,685,709
Add New Sidewalk	15,393	\$4,233,171
Buffered Bike Lanes	1,460	\$219,068
Shared Use Path	7,616	\$1,904,042
Bike Boulevard	4,392	\$329,428
Mabeline Rd	16,119	\$4,045,378
Add New Sidewalk	7,156	\$1,967,869
Buffered Bike Lanes	1,632	\$244,776
Shared Use Path	7,331	\$1,832,733
Hanahan Rd	12,877	\$2,666,568
Add New Sidewalk	6,642	\$1,826,463
Shared Use Path	2,128	\$532,075
Bike Boulevard	4,107	\$308,031
Remount Rd	19,159	\$3,717,583
Add New Sidewalk	1,960	\$539,053
Bike Lanes	4,220	\$358,737
Separated Bike Lanes	8,214	\$2,772,150
Shared Lane Markings	4,764	\$47,643
Mall Dr	34,450	\$5,958,037

	Segment Length (Feet)	Estimated Cost
Add New Sidewalk	4,706	\$1,294,080
Bike Lanes	2,743	\$233,182
Buffered Bike Lanes	14,235	\$2,135,223
Separated Bike Lanes	5,062	\$1,708,386
Shared Lane Markings	3,903	\$39,034
Shared Use Path	1,503	\$375,814
Bike Boulevard	2,298	\$172,317
Helm Ave	27,480	\$3,269,361
Add New Sidewalk	5,149	\$1,415,941
Bike Lanes	17,860	\$1,518,070
Bike Boulevard	4,471	\$335,349
Dorchester Rd	20,494	\$3,239,721
Add New Sidewalk	5,916	\$1,626,938
Bike Lanes	9,161	\$778,689
Buffered Bike Lanes	5,200	\$779,989
Shared Use Path	216	\$54,106
Reynolds Ave	21,817	\$3,868,941
Add New Sidewalk	7,636	\$2,099,820
Bike Lanes	8,319	\$707,131
Shared Use Path	3,556	\$889,007
Bike Boulevard	2,306	\$172,983
Hackemann Ave	3,434	\$529,287
Add New Sidewalk	399	\$109,793

	Segment Length (Feet)	Estimated Cost
Bike Lanes	2,056	\$174,729
Shared Use Path	979	\$244,765
Regional - Multi-Station	59,086	\$15,850,779
Separated Bike Lanes	12,335	\$4,163,047
Shared Use Path	46,751	\$11,687,732
Grand Total	307,271	\$64,779,718

By Priority Level

	Segment Length (Feet)	Estimated Cost
High	194,221	\$44,691,136
Medium	70,017	\$8,422,560
Low	43,033	\$11,666,022
Grand Total	307,271	\$64,779,718

	Segment Length (Feet)	Estimated Cost
Medical Plaza	31,923	\$6,808,705
High	24,137	\$6,076,809
Medium	7,145	\$571,726
Low	641	\$160,170
Melnick Dr	31,571	\$8,139,648
High	27,479	\$7,116,497
Medium	3,716	\$929,037
Low	376	\$94,115

Eagle Landing Blvd	28,862	\$6,685,709
High	20,589	\$5,386,146
Medium	8,273	\$1,299,563
Mabeline Rd	16,119	\$4,045,378
High	10,796	\$2,877,781
Medium	1,442	\$360,525
Low	3,881	\$807,072
Hanahan Rd	12,877	\$2,666,568
High	10,749	\$2,134,493
Medium	2,128	\$532,075
Remount Rd	19,159	\$3,717,583
High	11,311	\$2,134,658
Medium	4,220	\$358,737
Low	3,627	\$1,224,189
Mall Dr	34,450	\$5,958,037
High	14,780	\$3,585,886
Medium	18,920	\$2,119,267
Low	749	\$252,883
Helm Ave	27,480	\$3,269,361
High	15,623	\$2,306,229
Medium	11,857	\$963,132
Dorchester Rd	20,494	\$3,239,721
High	14,230	\$2,671,600
Medium	6,264	\$568,121

Reynolds Ave	21,817	\$3,868,941
High	13,420	\$2,953,437
Medium	6,051	\$720,376
Low	2,346	\$195,128
Hackemann Ave	3,434	\$529,287
High	2,455	\$284,523
Low	979	\$244,765
Regional - Multi-Station	59,086	\$15,850,779
High	28,652	\$7,163,078
Low	30,434	\$8,687,701
Grand Total	307,271	\$64,779,718

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Medical Plaza	2133	Blue Club Blvd, Alumni Dr, and Wellness Way, starting at US Hwy 78	Add New Sidewalk	High	All Sidewalk Priority		5052	\$275.00	\$1,389,339.30
Medical Plaza	1833	Dantzler Dr to Tricom St (off-street connection)	Shared Use Path	High	Key Connection	1	460	\$250.00	\$114,989.43
Medical Plaza	2134	Dantzler Dr - Hwy 78 to Shadow Ln	Add New Sidewalk	High	All Sidewalk Priority		1905	\$275.00	\$523,984.40
Medical Plaza	1834	Deerwood Dr & Dantzler Dr - Wheaton St to Hwy 78	Buffered Bike Lanes	High	Key Connection	2	4482	\$150.00	\$672,277.15
Medical Plaza	2135	Medcom St - Tricom St side	Improve Existing Sidewalk	High	All Sidewalk Priority		408	\$375.00	\$152,934.46
Medical Plaza	2136	Medcom St -Medical Plaza Dr side	Add New Sidewalk	High	All Sidewalk Priority		352	\$275.00	\$96,727.97
Medical Plaza	2137	Medical Plaza Dr	Add New Sidewalk	High	All Sidewalk Priority		3555	\$275.00	\$977,493.49
Medical Plaza	2138	Shadow Ln - Hwy 78 to Timber St	Add New Sidewalk	High	All Sidewalk Priority		3447	\$275.00	\$948,000.35
Medical Plaza	2139	Timber and Tricom St - Shadow Ln to Hwy 78	Add New Sidewalk	High	All Sidewalk Priority		3277	\$275.00	\$901,045.44
Medical Plaza	1837	US Hwy 78 - I-26 to Medical Plaza Dr	Shared Use Path	High	Safety Need	1	429	\$250.00	\$107,295.97
Medical Plaza	1838	US Hwy 78 - I-26 to Medical Plaza Dr	Shared Use Path	High	Safety Need	1	335	\$250.00	\$83,750.21
Medical Plaza	1839	US Hwy 78 - I-26 to Medical Plaza Dr	Shared Use Path	High	Safety Need	1	258	\$250.00	\$64,597.71
Medical Plaza	1840	US Hwy 78 - I-26 to Medical Plaza Dr	Shared Use Path	High	Safety Need	1	177	\$250.00	\$44,373.43
Medical Plaza	1832	Bluehouse Rd - Hwy 78 to The Lively Indigo Run	Bike Lanes	Medium	Safety Need	2	3587	\$85.00	\$304,895.86
Medical Plaza	1835	Medical Plaza Dr (full length of street)	Bike Boulevard	Medium	Key Connection	2	3558	\$75.00	\$266,830.31
Medical Plaza	1836	Medical Plaza Dr to Tricom St (off-street connection)	Shared Use Path	Low	Key Connection	1	641	\$250.00	\$160,169.70
Eagle Landing Blvd	1629	Ashley Phosphate Rd - Hwy 52 to Mazyck Rd	Shared Use Path	High	Safety Need	1	3736	\$250.00	\$933,906.85
Eagle Landing Blvd	2064	Eagle landing Blvd - Northbrook Blvd to Rail line	Add New Sidewalk	High	All Sidewalk Priority		2017	\$275.00	\$554,631.04

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Eagle Landing Blvd	1630	Eagle Landing Blvd - Rail line to Hwy 52	Buffered Bike Lanes	High	Key Connection	2	1460	\$150.00	\$219,068.05
Eagle Landing Blvd	2065	Eagle landing Blvd - Rail line to Hwy 52 (North Side)	Add New Sidewalk	High	All Sidewalk Priority		1403	\$275.00	\$385,767.27
Eagle Landing Blvd	2066	Eagle landing Blvd - Rail line to Hwy 52 (South Side)	Add New Sidewalk	High	All Sidewalk Priority		1308	\$275.00	\$359,741.10
Eagle Landing Blvd	2067	Northwood Blvd - Eagle Landing Blvd -to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		1321	\$275.00	\$363,335.69
Eagle Landing Blvd	2068	Northwoods Blvd - Ashley Phosphate rd to existing sidewalk near US 78 entrance	Add New Sidewalk	High	All Sidewalk Priority		3686	\$275.00	\$1,013,607.01
Eagle Landing Blvd	2069	Northwoods Mall - Northwoods Blvd (full loop)	Add New Sidewalk	High	All Sidewalk Priority		5659	\$275.00	\$1,556,088.88
Eagle Landing Blvd	1631	Eagle landing Blvd - Rail line to Northbrook Blvd	Bike Boulevard	Medium	Key Connection	2	2013	\$75.00	\$150,946.91
Eagle Landing Blvd	1633	Shared Path along Rail line - Eagle Landing Blvd to near Greenridge Rd	Shared Use Path	Medium	Local Plan/Direction	1	3881	\$250.00	\$970,135.11
Eagle Landing Blvd	1634	Stafford Road - Ashley Phosphate Rd to Northwoods Blvd	Bike Boulevard	Medium	Key Connection	2	2380	\$75.00	\$178,481.27
Mabeline Rd	2119	College Dr - Stokes Ave to Hwy 52 (Trident Technical College)	Add New Sidewalk	High	All Sidewalk Priority		412	\$275.00	\$113,431.60
Mabeline Rd	2118	College Dr - Stokes Ave to Hwy 52 (Trident Technical College)	Add New Sidewalk	High	All Sidewalk Priority		810	\$275.00	\$222,647.15
Mabeline Rd	2117	College Dr - Stokes Ave to Hwy 52 (Trident Technical College)	Add New Sidewalk	High	All Sidewalk Priority		631	\$275.00	\$173,608.44
Mabeline Rd	2116	College Dr - Stokes Ave to Hwy 52 (Trident Technical College)	Add New Sidewalk	High	All Sidewalk Priority		838	\$275.00	\$230,481.80
Mabeline Rd	2115	College Dr - Stokes Ave to Hwy 52 (Trident Technical College)	Add New Sidewalk	High	All Sidewalk Priority		256	\$275.00	\$70,309.57
Mabeline Rd	2114	College Dr - Stokes Ave to Hwy 52 (Trident Technical College)	Add New Sidewalk	High	All Sidewalk Priority		848	\$275.00	\$233,327.90
Mabeline Rd	2124	Hayne St - Townsend Rd to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		198	\$275.00	\$54,488.67
Mabeline Rd	2123	Hayne St - Townsend Rd to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		113	\$275.00	\$31,157.50
Mabeline Rd	2122	Hayne St - Townsend Rd to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		513	\$275.00	\$140,965.78

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Mabeline Rd	2121	Hayne St - Townsend Rd to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		741	\$275.00	\$203,673.06
Mabeline Rd	2120	Hayne St - Townsend Rd to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		774	\$275.00	\$212,949.03
Mabeline Rd	1732	Mabeline Rd - Hwy 52 to Railroad Ave	Shared Use Path	High	Key Connection	1	107	\$250.00	\$26,780.57
Mabeline Rd	1733	Mabeline Rd - Hwy 52 to Railroad Ave	Shared Use Path	High	Key Connection	1	838	\$250.00	\$209,511.14
Mabeline Rd	1734	Mabeline Rd - Hwy 52 to Railroad Ave	Shared Use Path	High	Key Connection	1	515	\$250.00	\$128,791.13
Mabeline Rd	1735	Mabeline Rd - Hwy 52 to Railroad Ave	Shared Use Path	High	Key Connection	1	156	\$250.00	\$38,899.30
Mabeline Rd	1736	Mabeline Rd - Hwy 52 to Railroad Ave	Shared Use Path	High	Key Connection	1	420	\$250.00	\$105,101.60
Mabeline Rd	1737	Mabeline Rd - Hwy 52 to Railroad Ave	Shared Use Path	High	Key Connection	1	58	\$250.00	\$14,472.92
Mabeline Rd	1738	Midland Park Rd - Raymond Ave to Kimbell Rd	Shared Use Path	High	Safety Need	1	413	\$250.00	\$103,280.53
Mabeline Rd	1739	Midland Park Rd - Raymond Ave to Kimbell Rd	Shared Use Path	High	Safety Need	1	102	\$250.00	\$25,446.43
Mabeline Rd	1740	Midland Park Rd - Raymond Ave to Kimbell Rd	Shared Use Path	High	Safety Need	1	98	\$250.00	\$24,613.09
Mabeline Rd	1741	Midland Park Rd - Raymond Ave to Kimbell Rd	Shared Use Path	High	Safety Need	1	75	\$250.00	\$18,869.75
Mabeline Rd	1742	Midland Park Rd - Raymond Ave to Kimbell Rd	Shared Use Path	High	Safety Need	1	857	\$250.00	\$214,145.52
Mabeline Rd	2125	Wetterau Ave - Mabeline Rd to Trident college rd along Rail line	Add New Sidewalk	High	All Sidewalk Priority		1021	\$275.00	\$280,828.11
Mabeline Rd	1747	Victory Ln - Hwy 52 to Kimbell Rd	Shared Use Path	Medium	Key Connection	1	708	\$250.00	\$177,023.21
Mabeline Rd	1748	Victory Ln - Hwy 52 to Kimbell Rd	Shared Use Path	Medium	Key Connection	1	151	\$250.00	\$37,854.70
Mabeline Rd	1749	Victory Ln - Hwy 52 to Kimbell Rd	Shared Use Path	Medium	Key Connection	1	583	\$250.00	\$145,647.32
Mabeline Rd	1989	Midland Park Rd - Victory Ln to River Rd	Buffered Bike Lanes	Low	Local Plan/Direction	2	1632	\$150.00	\$244,775.78

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Mabeline Rd	1743	Stokes Av - Hwy 52 to Railroad Ave	Shared Use Path	Low	Redundant Connection		973	\$250.00	\$243,188.30
Mabeline Rd	1744	Stokes Av - Hwy 52 to Railroad Ave	Shared Use Path	Low	Redundant Connection		920	\$250.00	\$229,929.80
Mabeline Rd	1745	Stokes Av - Hwy 52 to Railroad Ave	Shared Use Path	Low	Redundant Connection		26	\$250.00	\$6,614.66
Mabeline Rd	1746	Stokes Av - Hwy 52 to Railroad Ave	Shared Use Path	Low	Redundant Connection		330	\$250.00	\$82,563.20
Hanahan Rd	2093	Alchele Dr - Hwy 52 to Lucille Dr	Add New Sidewalk	High	All Sidewalk Priority		49	\$275.00	\$13,537.68
Hanahan Rd	2092	Alchele Dr - Hwy 52 to Lucille Dr	Add New Sidewalk	High	All Sidewalk Priority		324	\$275.00	\$89,028.37
Hanahan Rd	2094	Alchele Dr - Lucille Dr to Brand St	Add New Sidewalk	High	All Sidewalk Priority		1361	\$275.00	\$374,224.78
Hanahan Rd	1664	Eagle Dr - Fain St to Hwy 52	Bike Boulevard	High	Safety Need		78	\$75.00	\$5,856.84
Hanahan Rd	1665	Eagle Dr - Fain St to Hwy 52	Bike Boulevard	High	Safety Need		571	\$75.00	\$42,826.64
Hanahan Rd	1666	Eagle Dr - Fain St to Hwy 52	Bike Boulevard	High	Safety Need		1064	\$75.00	\$79,818.18
Hanahan Rd	2097	Eagle Dr - Fain St to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		571	\$275.00	\$157,031.01
Hanahan Rd	2096	Eagle Dr - Fain St to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		78	\$275.00	\$21,475.08
Hanahan Rd	2095	Eagle Dr - Fain St to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		1064	\$275.00	\$292,666.66
Hanahan Rd	1667	Eagle Dr - Falcon Rd to Osprey St	Bike Boulevard	High	Key Connection		950	\$75.00	\$71,268.19
Hanahan Rd	1668	Eagle Dr - Osprey St to Falcon St	Bike Boulevard	High	Key Connection		911	\$75.00	\$68,291.35
Hanahan Rd	1669	Eagle Dr - Wren St to Fain St	Bike Boulevard	High	Key Connection		221	\$75.00	\$16,563.63
Hanahan Rd	2098	Eagle Dr - Wren St to Fain St	Add New Sidewalk	High	All Sidewalk Priority		221	\$275.00	\$60,733.33
Hanahan Rd	1670	Eagle Dr - Wren St to Falcon Rd	Bike Boulevard	High	Key Connection		259	\$75.00	\$19,421.64
Hanahan Rd	1671	Eagle Dr - Wren St to Falcon Rd	Bike Boulevard	High	Key Connection		53	\$75.00	\$3,984.09
Hanahan Rd	2100	Eagle Dr - Wren St to Falcon Rd	Add New Sidewalk	High	All Sidewalk Priority		53	\$275.00	\$14,608.32
Hanahan Rd	2099	Eagle Dr - Wren St to Falcon Rd	Add New Sidewalk	High	All Sidewalk Priority		259	\$275.00	\$71,212.67

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Hanahan Rd	2102	Hawtherne Dr - Hwy 52 to Rolling Fork Dr	Add New Sidewalk	High	All Sidewalk Priority		37	\$275.00	\$10,210.08
Hanahan Rd	2101	Hawtherne Dr - Hwy 52 to Rolling Fork Dr	Add New Sidewalk	High	All Sidewalk Priority		401	\$275.00	\$110,245.15
Hanahan Rd	2103	Hawthorne Dr - Rolling for Dr to Hawthorne city community gate	Add New Sidewalk	High	All Sidewalk Priority		724	\$275.00	\$198,988.84
Hanahan Rd	2104	Lucille Dr - Alchele Dr to Jessen Ave (South side of Lucille Dr)	Add New Sidewalk	High	All Sidewalk Priority		776	\$275.00	\$213,298.41
Hanahan Rd	2105	Lucille Dr - Alchele Dr to Morgan Ave (North side of Lucille Dr)	Add New Sidewalk	High	All Sidewalk Priority		381	\$275.00	\$104,850.03
Hanahan Rd	2106	Lucille Dr - Morgan Ave to Jessen Av (North side of Lucille Dr)	Add New Sidewalk	High	All Sidewalk Priority		343	\$275.00	\$94,352.22
Hanahan Rd	1672	Hanahan Rd - Hwy 52 to Highland Park Ave	Shared Use Path	Medium	Key Connection	1	591	\$250.00	\$147,812.66
Hanahan Rd	1673	Hanahan Rd - Hwy 52 to Highland Park Ave	Shared Use Path	Medium	Key Connection	1	306	\$250.00	\$76,440.48
Hanahan Rd	1674	Hanahan Rd - Hwy 52 to Highland Park Ave	Shared Use Path	Medium	Key Connection	1	187	\$250.00	\$46,668.12
Hanahan Rd	1675	Hanahan Rd - Hwy 52 to Highland Park Ave	Shared Use Path	Medium	Key Connection	1	1045	\$250.00	\$261,153.40
Remount Rd	2153	Craig Rd - Remount Rd to Jedi St	Add New Sidewalk	High	All Sidewalk Priority		665	\$275.00	\$182,829.25
Remount Rd	2152	Craig Rd - Remount Rd to Jedi St	Add New Sidewalk	High	All Sidewalk Priority		81	\$275.00	\$22,197.48
Remount Rd	2151	Craig Rd - Remount Rd to Jedi St	Add New Sidewalk	High	All Sidewalk Priority		378	\$275.00	\$104,045.35
Remount Rd	1916	Remount Rd - Amboy Ave to Dempsey Ave	Separated Bike Lanes	High	Key Connection	2	58	\$337.50	\$19,614.32
Remount Rd	1917	Remount Rd - Craig Rd to Amboy Ave	Separated Bike Lanes	High	Key Connection	2	317	\$337.50	\$107,087.76
Remount Rd	1909	Remount Rd - Dakota St to Dutton Ave	Separated Bike Lanes	High	Key Connection	2	261	\$337.50	\$88,017.53
Remount Rd	1918	Remount Rd - Dempsey Ave to Dakota St	Separated Bike Lanes	High	Key Connection	2	215	\$337.50	\$72,571.01
Remount Rd	1910	Remount Rd - Dobson St to Leiderman St	Separated Bike Lanes	High	Key Connection	2	304	\$337.50	\$102,502.07

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Remount Rd	1919	Remount Rd - Dutton Ave to Yeamans Hall Rd	Separated Bike Lanes	High	Key Connection		198	\$337.50	\$66,746.54
Remount Rd	1920	Remount Rd - Hardy St to Attaway st	Separated Bike Lanes	High	Key Connection		350	\$337.50	\$118,164.84
Remount Rd	1924	Remount Rd - Hwy 52 to Craig Rd	Separated Bike Lanes	High	Key Connection		536	\$337.50	\$180,757.75
Remount Rd	1925	Remount Rd - Hwy 52 to Craig Rd	Separated Bike Lanes	High	Key Connection		274	\$337.50	\$92,492.23
Remount Rd	1911	Remount Rd - Leiderman St to Parana Sr	Separated Bike Lanes	High	Key Connection		227	\$337.50	\$76,506.82
Remount Rd	1912	Remount Rd - Pryor St to Hardy St	Separated Bike Lanes	High	Key Connection		88	\$337.50	\$29,765.65
Remount Rd	1913	Remount Rd - Pryor St to Read St	Separated Bike Lanes	High	Key Connection		217	\$337.50	\$73,175.49
Remount Rd	1914	Remount Rd - Pullman St to Parana Sr	Separated Bike Lanes	High	Key Connection		279	\$337.50	\$94,001.29
Remount Rd	1915	Remount Rd - Pullman St to Read St	Separated Bike Lanes	High	Key Connection		279	\$337.50	\$94,040.14
Remount Rd	1921	Remount Rd - Shelton St to Dobson St	Separated Bike Lanes	High	Key Connection		329	\$337.50	\$111,104.95
Remount Rd	1922	Remount Rd - Yeamans Hall Rd to Shelton St	Separated Bike Lanes	High	Key Connection		353	\$337.50	\$119,063.54
Remount Rd	1923	Remount Rd - Yeamans Hall Rd to Shelton St	Separated Bike Lanes	High	Key Connection		303	\$337.50	\$102,349.78
Remount Rd	2154	Renneau St - Hwy 52 to Gale St	Add New Sidewalk	High	All Sidewalk Priority		420	\$275.00	\$115,432.53
Remount Rd	1931	Tylor St - Good St to Jonah St	Shared Lane Markings	High	Safety Need		193	\$10.00	\$1,934.58
Remount Rd	1930	Tylor St - Good St to Jury Ln	Shared Lane Markings	High	Safety Need		329	\$10.00	\$3,292.13
Remount Rd	1932	Tylor St - Highland Terrace Dr to Charter Dr	Shared Lane Markings	High	Safety Need		363	\$10.00	\$3,631.00
Remount Rd	1933	Tylor St - Hwy 26 to Elder Ave	Shared Lane Markings	High	Safety Need		950	\$10.00	\$9,496.41

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Remount Rd	1934	Tylor St - Hwy 26 to Richardson Dr	Shared Lane Markings	High	Safety Need		62	\$10.00	\$620.42
Remount Rd	1935	Tylor St - Hwy 26 to Richardson Dr	Shared Lane Markings	High	Safety Need		312	\$10.00	\$3,115.26
Remount Rd	1936	Tylor St - Hwy 52 to Elder Ave	Shared Lane Markings	High	Safety Need		1004	\$10.00	\$10,043.64
Remount Rd	1937	Tylor St - Jury Ln to Charter Dr	Shared Lane Markings	High	Safety Need		348	\$10.00	\$3,482.09
Remount Rd	1938	Tylor St - Landston St to Jonah St	Shared Lane Markings	High	Safety Need		122	\$10.00	\$1,224.26
Remount Rd	1939	Tylor St - Norfolk Southern Railline to Richardson Dr	Shared Lane Markings	High	Safety Need		359	\$10.00	\$3,592.99
Remount Rd	1940	Tylor St - Norfolk Southern Railline to Richardson Dr	Shared Lane Markings	High	Safety Need		472	\$10.00	\$4,722.48
Remount Rd	1941	Tylor St - Prince St to Landston St	Shared Lane Markings	High	Safety Need		249	\$10.00	\$2,487.71
Remount Rd	2155	Unnamed road west of Craig Rd (450 ft. south of Remount Rd)	Add New Sidewalk	High	All Sidewalk Priority		417	\$275.00	\$114,548.52
Remount Rd	1942	Yeamans Hall Rd - Remount Rd to Robinhood Dr	Bike Lanes	Medium	Key Connection		4220	\$85.00	\$358,736.60
Remount Rd	1926	Remount Rd - Norfolk Southern Rail line to Hwy 52	Separated Bike Lanes	Low	Safety Need		206	\$337.50	\$69,491.35
Remount Rd	1927	Remount Rd - Norfolk Southern Rail line to Hwy 52	Separated Bike Lanes	Low	Redundant Connection		3292	\$337.50	\$1,110,920.15
Remount Rd	1928	Remount Rd - Norfolk Southern Rail line to Hwy 52	Separated Bike Lanes	Low	Safety Need		38	\$337.50	\$12,876.89
Remount Rd	1929	Remount Rd - Norfolk Southern Rail line to Hwy 52	Separated Bike Lanes	Low	Safety Need		92	\$337.50	\$30,900.22
Mall Dr	2126	Bolton St - hwy 52 to Piedmont Av	Add New Sidewalk	High	All Sidewalk Priority		652	\$275.00	\$179,188.84
Mall Dr	2127	Clifton St - hwy 52 to Piedmont Av	Add New Sidewalk	High	All Sidewalk Priority		653	\$275.00	\$179,624.85
Mall Dr	2128	Dalton St - hwy 52 to Piedmont Av	Add New Sidewalk	High	All Sidewalk Priority		658	\$275.00	\$180,854.73
Mall Dr	1750	E Montague Ave - Bonds Wilson st to Abraham Ave	Separated Bike Lanes	High	Key Connection		164	\$337.50	\$55,513.97

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Mall Dr	1751	E Montague Ave - Bonds Wilson st to Hassell Ave	Separated Bike Lanes	High	Key Connection		2 321	\$337.50	\$108,321.04
Mall Dr	1752	E Montague Ave - Boulevard Ln to Brookside Rd	Separated Bike Lanes	High	Key Connection		2 337	\$337.50	\$113,763.19
Mall Dr	1753	E Montague Ave - Boulevard Ln to Mixson Ave	Separated Bike Lanes	High	Key Connection		2 281	\$337.50	\$94,862.42
Mall Dr	1754	E Montague Ave - Ezekiel Ave to Independent Ave	Separated Bike Lanes	High	Key Connection		2 202	\$337.50	\$68,083.93
Mall Dr	1755	E Montague Ave - Ezekiel Ave to Sanders Ave	Separated Bike Lanes	High	Key Connection		2 130	\$337.50	\$43,735.25
Mall Dr	1759	E Montague Ave - Hwy 52 to Piedmont Ave (North side)	Buffered Bike Lanes	High	Key Connection		1 224	\$150.00	\$33,552.69
Mall Dr	1760	E Montague Ave - Hwy 52 to Piedmont Ave (North side)	Buffered Bike Lanes	High	Key Connection		1 420	\$150.00	\$63,034.01
Mall Dr	1761	E Montague Ave - Hwy 52 to Piedmont Ave (North side)	Buffered Bike Lanes	High	Key Connection		1 113	\$150.00	\$16,919.55
Mall Dr	1762	E Montague Ave - Hwy 52 to Piedmont Ave (South side)	Buffered Bike Lanes	High	Key Connection		1 334	\$150.00	\$50,132.10
Mall Dr	1763	E Montague Ave - Hwy 52 to Piedmont Ave (South side)	Buffered Bike Lanes	High	Key Connection		1 113	\$150.00	\$16,889.93
Mall Dr	1764	E Montague Ave - Hwy 52 to Piedmont Ave (South side)	Buffered Bike Lanes	High	Key Connection		1 312	\$150.00	\$46,777.88
Mall Dr	1765	E Montague Ave - Independent Ave to Ezekiel Ave	Separated Bike Lanes	High	Key Connection		2 115	\$337.50	\$38,720.43
Mall Dr	1766	E Montague Ave - Independent Ave to Leque St	Separated Bike Lanes	High	Key Connection		2 124	\$337.50	\$41,876.08
Mall Dr	1777	E Montague Ave - lecque st to Hassell Ave	Separated Bike Lanes	High	Key Connection		2 206	\$337.50	\$69,551.85
Mall Dr	1767	E Montague Ave - Luella Ave to Abraham Ave	Separated Bike Lanes	High	Key Connection		2 276	\$337.50	\$93,245.98
Mall Dr	1768	E Montague Ave - Marlboro Rd to Brookside Rd	Separated Bike Lanes	High	Key Connection		2 102	\$337.50	\$34,578.97
Mall Dr	1769	E Montague Ave - Marlboro Rd to Churchhill Rd	Separated Bike Lanes	High	Key Connection		2 305	\$337.50	\$103,030.75

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Mall Dr	1770	E Montague Ave - Nesbit Ave to Gaynor Ave	Separated Bike Lanes	High	Key Connection		239	\$337.50	\$80,709.69
Mall Dr	1771	E Montague Ave - Nesbit Ave to Luella Ave	Separated Bike Lanes	High	Key Connection		306	\$337.50	\$103,346.20
Mall Dr	1772	E Montague Ave - Railroad Ave to Gaynor Ave	Separated Bike Lanes	High	Key Connection		164	\$337.50	\$55,334.31
Mall Dr	1773	E Montague Ave - Railroad Ave to Piedmont Ave	Separated Bike Lanes	High	Key Connection		330	\$337.50	\$111,277.33
Mall Dr	1774	E Montague Ave - Railroad Ave to Piedmont Ave	Separated Bike Lanes	High	Key Connection		263	\$337.50	\$88,867.43
Mall Dr	1775	E Montague Ave - Williams Ave to Mixson Ave	Separated Bike Lanes	High	Key Connection		185	\$337.50	\$62,565.25
Mall Dr	1776	E Montague Ave - Williams Ave to Sanders Ave	Separated Bike Lanes	High	Key Connection		261	\$337.50	\$88,118.96
Mall Dr	1787	Mall Dr - Hwy 52 to Lacross Rd	Shared Use Path	High	Local Plan/Direction		1503	\$250.00	\$375,814.29
Mall Dr	1788	Mall Dr - Hwy 52 to Lacross Rd	Bike Lanes	High	Local Plan/Direction		590	\$85.00	\$50,108.54
Mall Dr	1784	Mall Dr - Lacross Rd to E Montague Ave	Bike Lanes	High	Local Plan/Direction		1205	\$85.00	\$102,421.44
Mall Dr	1785	Mall Dr - Lacross Rd to E Montague Ave	Bike Lanes	High	Local Plan/Direction		331	\$85.00	\$28,130.17
Mall Dr	1786	Mall Dr - Lacross Rd to E Montague Ave	Bike Lanes	High	Local Plan/Direction		618	\$85.00	\$52,521.76
Mall Dr	2129	Mall Dr - Lacross Rd to rail bridge	Add New Sidewalk	High	All Sidewalk Priority		590	\$275.00	\$162,115.86
Mall Dr	2132	Mall Dr - Lacross St to E Montague Ave	Add New Sidewalk	High	All Sidewalk Priority		618	\$275.00	\$169,923.33
Mall Dr	2131	Mall Dr - Lacross St to E Montague Ave	Add New Sidewalk	High	All Sidewalk Priority		331	\$275.00	\$91,009.37
Mall Dr	2130	Mall Dr - Lacross St to E Montague Ave	Add New Sidewalk	High	All Sidewalk Priority		1205	\$275.00	\$331,363.49
Mall Dr	1756	E Montague Ave - Hwy 52 to Mall Dr (North side)	Buffered Bike Lanes	Medium	Safety Need		2346	\$150.00	\$351,828.82
Mall Dr	1757	E Montague Ave - Hwy 52 to Mall Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		1277	\$150.00	\$191,535.69

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Mall Dr	1758	E Montague Ave - Hwy 52 to Mall Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		1022	\$150.00	\$153,250.08
Mall Dr	1778	Lackawanna Blvd - E Dolphin St to Monitor St	Buffered Bike Lanes	Medium	Key Connection		651	\$150.00	\$97,634.56
Mall Dr	1779	Lackawanna Blvd - E Dolphin St to Monitor St	Buffered Bike Lanes	Medium	Key Connection		401	\$150.00	\$60,113.87
Mall Dr	1780	Lackawanna Blvd - E Dolphin St to Monitor St	Buffered Bike Lanes	Medium	Key Connection		93	\$150.00	\$13,972.47
Mall Dr	1781	Lackawanna Blvd - Spell Ln to Mixson Ave	Buffered Bike Lanes	Medium	Key Connection		299	\$150.00	\$44,863.04
Mall Dr	1782	Lackawanna Blvd - Spell Ln to Mixson Ave	Buffered Bike Lanes	Medium	Key Connection		418	\$150.00	\$62,723.04
Mall Dr	1783	Lackawanna Blvd - W Enterprise St to Spell Ln	Buffered Bike Lanes	Medium	Key Connection		640	\$150.00	\$95,983.01
Mall Dr	1789	Mixson Ave - Durant Ave to Homes Ave	Bike Boulevard	Medium	Key Connection		266	\$75.00	\$19,923.66
Mall Dr	1790	Mixson Ave - Durant Ave to Homes Ave	Bike Boulevard	Medium	Key Connection		580	\$75.00	\$43,482.13
Mall Dr	1791	Mixson Ave - Durant Ave to homes Ave	Bike Boulevard	Medium	Key Connection		843	\$75.00	\$63,249.16
Mall Dr	1792	Mixson Ave - E Montague Ave to Homes Ave	Bike Boulevard	Medium	Key Connection		609	\$75.00	\$45,662.05
Mall Dr	1793	Mixson Ave - Wando Rd to E Montague	Buffered Bike Lanes	Medium	Key Connection		551	\$150.00	\$82,649.79
Mall Dr	1794	Mixson Ave - Wando Rd to E Montague	Buffered Bike Lanes	Medium	Key Connection		287	\$150.00	\$43,015.98
Mall Dr	1795	Piedmont Ave - Bolton St to Alton St	Shared Lane Markings	Medium	Key Connection		304	\$10.00	\$3,038.12
Mall Dr	1796	Piedmont Ave - Bolton St to Clifton St	Shared Lane Markings	Medium	Key Connection		298	\$10.00	\$2,979.40
Mall Dr	1797	Piedmont Ave - Dalton St to Clifton St	Shared Lane Markings	Medium	Key Connection		298	\$10.00	\$2,979.40
Mall Dr	1798	Piedmont Ave - E Montague Ave to Alton St	Shared Lane Markings	Medium	Key Connection		332	\$10.00	\$3,323.65

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Mall Dr	1799	Piedmont Ave - Emden St to Dalton St	Shared Lane Markings	Medium	Key Connection		296	\$10.00	\$2,964.72
Mall Dr	1800	Piedmont Ave - Fuller St to Emden St	Shared Lane Markings	Medium	Key Connection		312	\$10.00	\$3,121.38
Mall Dr	1801	Piedmont Ave - Fuller St to Graham St	Shared Lane Markings	Medium	Key Connection		252	\$10.00	\$2,521.51
Mall Dr	1802	Piedmont Ave - Harper St to Graham St	Shared Lane Markings	Medium	Key Connection		300	\$10.00	\$3,002.38
Mall Dr	1803	Piedmont Ave - Harper St to Iron St	Shared Lane Markings	Medium	Key Connection		205	\$10.00	\$2,054.73
Mall Dr	1804	Piedmont Ave - Jason St to Iron St	Shared Lane Markings	Medium	Key Connection		393	\$10.00	\$3,925.80
Mall Dr	1805	Piedmont Ave - Kerry St to Lakwood St	Shared Lane Markings	Medium	Key Connection		299	\$10.00	\$2,994.17
Mall Dr	1806	Piedmont Ave - Marson St to Lakwood St	Shared Lane Markings	Medium	Key Connection		312	\$10.00	\$3,124.88
Mall Dr	1807	Piedmont Ave -Kerry St to Jason St	Shared Lane Markings	Medium	Key Connection		300	\$10.00	\$3,003.86
Mall Dr	1809	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		213	\$150.00	\$31,965.77
Mall Dr	1810	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		398	\$150.00	\$59,749.52
Mall Dr	1811	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		63	\$150.00	\$9,401.88
Mall Dr	1812	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		158	\$150.00	\$23,650.04
Mall Dr	1813	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		54	\$150.00	\$8,111.58
Mall Dr	1814	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		126	\$150.00	\$18,865.65
Mall Dr	1815	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		78	\$150.00	\$11,673.36
Mall Dr	1816	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		69	\$150.00	\$10,381.59

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Mall Dr	1817	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		183	\$150.00	\$27,467.19
Mall Dr	1818	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		486	\$150.00	\$72,935.17
Mall Dr	1819	W Montague Ave - Mall Dr to Saul White Blvd (North side)	Buffered Bike Lanes	Medium	Safety Need		130	\$150.00	\$19,563.66
Mall Dr	1821	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		378	\$150.00	\$56,661.24
Mall Dr	1822	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		114	\$150.00	\$17,170.61
Mall Dr	1823	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		142	\$150.00	\$21,229.01
Mall Dr	1824	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		20	\$150.00	\$2,997.36
Mall Dr	1825	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		142	\$150.00	\$21,295.56
Mall Dr	1826	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		467	\$150.00	\$69,986.47
Mall Dr	1827	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		217	\$150.00	\$32,578.93
Mall Dr	1828	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		188	\$150.00	\$28,149.66
Mall Dr	1829	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		80	\$150.00	\$12,002.11
Mall Dr	1830	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		67	\$150.00	\$10,123.91
Mall Dr	1831	W Montague Ave - Saul white Blvd to Goer Dr (South side)	Buffered Bike Lanes	Medium	Safety Need		145	\$150.00	\$21,788.37
Mall Dr	1820	W Montague Ave - Saul White Blvd to Holiday Inn	Buffered Bike Lanes	Medium	Safety Need		2	\$150.00	\$122,597.44
Mall Dr	1808	Ramp - Hwy 52 to E Montague - Piedmont Ave	Separated Bike Lanes	Low	Redundant Connection		749	\$337.50	\$252,883.21
Helm Ave	2108	Beaufort Ave - Atkins St to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		217	\$275.00	\$59,730.14
Helm Ave	2107	Beaufort Ave - Atkins St to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		194	\$275.00	\$53,473.18

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Helm Ave	2109	Beaufort Ave-Meeting Street rd to Atkins St	Add New Sidewalk	High	All Sidewalk Priority		296	\$275.00	\$81,433.48
Helm Ave	1679	Durant Ave - Chesterfield Rd to Chesterfield Rd	Bike Lanes	High	Key Connection	2	151	\$85.00	\$12,834.83
Helm Ave	1680	Durant Ave - Chesterfield Rd to Churchill Rd	Bike Lanes	High	Key Connection	2	167	\$85.00	\$14,207.29
Helm Ave	1681	Durant Ave - Chesterfield Rd to W Park Cir	Bike Lanes	High	Key Connection	2	432	\$85.00	\$36,707.72
Helm Ave	1682	Durant Ave - Chesterfield Rd to W Park Pl	Bike Lanes	High	Key Connection	2	225	\$85.00	\$19,134.32
Helm Ave	1683	Durant Ave - Holly St to Bixby Ln	Bike Lanes	High	Key Connection	2	843	\$85.00	\$71,623.91
Helm Ave	1684	Durant Ave - Holly St to Holmes Av	Bike Lanes	High	Key Connection	2	371	\$85.00	\$31,570.13
Helm Ave	1685	Durant Ave - Hwy 52 to Bixby Ln	Bike Lanes	High	Key Connection	2	478	\$85.00	\$40,590.90
Helm Ave	1686	Durant Ave - Marlboro Pl to Churchill Rd	Bike Lanes	High	Key Connection	2	260	\$85.00	\$22,128.10
Helm Ave	1687	Durant Ave - Marlboro Pl to Holmes Av	Bike Lanes	High	Key Connection	2	359	\$85.00	\$30,555.20
Helm Ave	1688	Durant Ave - MosstreeRd to Bixby Ln	Bike Lanes	High	Key Connection	2	752	\$85.00	\$63,961.21
Helm Ave	1703	Helm Ave - Meeting St to Hwy 52	Bike Lanes	High	Key Connection	2	1108	\$85.00	\$94,171.91
Helm Ave	2110	Helm Ave - Meeting Street Rd to Rhett Ave	Add New Sidewalk	High	All Sidewalk Priority		2383	\$275.00	\$655,193.47
Helm Ave	2112	Meeting Street Rd - Barnwell Ave to Beaufort Ave	Add New Sidewalk	High	All Sidewalk Priority		678	\$275.00	\$186,539.92
Helm Ave	1713	Meeting Street Rd - Helm Ave to Melbourne Ave	Bike Lanes	High	Key Connection	2	760	\$85.00	\$64,562.92
Helm Ave	2113	Meeting Street Rd - Macon Ave to Beaufort Ave	Add New Sidewalk	High	All Sidewalk Priority		398	\$275.00	\$109,454.57
Helm Ave	1714	Meeting Street Rd - Macon Ave to Melbourne Ave	Bike Lanes	High	Key Connection	2	982	\$85.00	\$83,490.61
Helm Ave	2111	Meeting Street Rd - Macon Ave to Melbourne Ave	Add New Sidewalk	High	All Sidewalk Priority		982	\$275.00	\$270,116.68

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Helm Ave	1716	Meeting Street Rd- Barnwell Ave to Beaufort Ave	Bike Lanes	High	Key Connection		2 678	\$85.00	\$57,657.79
Helm Ave	1717	Meeting Street Rd- Barnwell Ave to Hock Ave	Bike Lanes	High	Key Connection		2 306	\$85.00	\$26,051.83
Helm Ave	1718	Meeting Street Rd- Macon Ave to Beaufort Ave	Bike Lanes	High	Key Connection		2 398	\$85.00	\$33,831.41
Helm Ave	1722	Verde Ave - Hwy 52 to Spruill Ave	Bike Lanes	High	Key Connection		2 160	\$85.00	\$13,632.26
Helm Ave	1723	Verde Ave - Hwy 52 to Spruill Ave	Bike Lanes	High	Key Connection		2 131	\$85.00	\$11,149.91
Helm Ave	1724	Verde Ave - Hwy 52 to Spruill Ave	Bike Lanes	High	Key Connection		2 430	\$85.00	\$36,563.91
Helm Ave	1725	Verde Ave - Hwy 52 to Spruill Ave	Bike Lanes	High	Key Connection		2 256	\$85.00	\$21,729.89
Helm Ave	1726	Verde Ave - Hwy 52 to Spruill Ave	Bike Lanes	High	Key Connection		2 252	\$85.00	\$21,443.76
Helm Ave	1727	Verde Ave - Hwy 52 to Spruill Ave	Bike Lanes	High	Key Connection		2 130	\$85.00	\$11,011.64
Helm Ave	1728	Verde Ave - Hwy 52 to Spruill Ave	Bike Lanes	High	Key Connection		2 315	\$85.00	\$26,805.23
Helm Ave	1729	Verde Ave - Hwy 52 to Spruill Ave	Bike Lanes	High	Key Connection		2 166	\$85.00	\$14,079.85
Helm Ave	1730	Verde Ave - Hwy 52 to Spruill Ave	Bike Lanes	High	Key Connection		2 271	\$85.00	\$23,055.77
Helm Ave	1731	Verde Ave - Hwy 52 to Spruill Ave	Bike Lanes	High	Key Connection		2 91	\$85.00	\$7,734.92
Helm Ave	1676	Bexley St - Cheyenne St to Holly St	Bike Boulevard	Medium	Redundant Connection		2 1583	\$75.00	\$118,750.64
Helm Ave	1677	Bexley St - Durant Ave to Cheyenne St	Bike Boulevard	Medium	Redundant Connection		2 210	\$75.00	\$15,723.15
Helm Ave	1678	Bexley St - Holly St to Holmes Ave	Bike Boulevard	Medium	Redundant Connection		2 1217	\$75.00	\$91,259.09
Helm Ave	1689	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 204	\$85.00	\$17,367.47
Helm Ave	1690	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 326	\$85.00	\$27,671.03
Helm Ave	1691	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 239	\$85.00	\$20,277.93
Helm Ave	1692	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 231	\$85.00	\$19,622.11

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Helm Ave	1693	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 138	\$85.00	\$11,704.39
Helm Ave	1694	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 111	\$85.00	\$9,418.64
Helm Ave	1695	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 134	\$85.00	\$11,425.54
Helm Ave	1696	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 102	\$85.00	\$8,648.13
Helm Ave	1697	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 256	\$85.00	\$21,753.92
Helm Ave	1698	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 112	\$85.00	\$9,532.98
Helm Ave	1699	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 93	\$85.00	\$7,936.95
Helm Ave	1700	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 565	\$85.00	\$48,000.50
Helm Ave	1701	Gullah Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Redundant Connection		2 59	\$85.00	\$4,993.24
Helm Ave	1702	Helm Ave - Hwy 52 to Rhett Ave	Bike Lanes	Medium	Key Connection		2 1269	\$85.00	\$107,863.34
Helm Ave	1709	Meeting Street Rd - Banyan St to Gabe St	Bike Lanes	Medium	Key Connection		2 152	\$85.00	\$12,955.24
Helm Ave	1710	Meeting Street Rd - Banyan St to Gabe St	Bike Lanes	Medium	Key Connection		2 419	\$85.00	\$35,629.29
Helm Ave	1706	Meeting Street Rd - Gabe St to McCrady St	Bike Lanes	Medium	Key Connection		2 135	\$85.00	\$11,502.68
Helm Ave	1707	Meeting Street Rd - Gabe St to McCrady St	Bike Lanes	Medium	Key Connection		2 53	\$85.00	\$4,502.73
Helm Ave	1708	Meeting Street Rd - Gabe St to McCrady St	Bike Lanes	Medium	Key Connection		2 170	\$85.00	\$14,492.36
Helm Ave	1711	Meeting Street Rd - Helm Ave to Banyan St	Bike Lanes	Medium	Key Connection		2 1390	\$85.00	\$118,108.01
Helm Ave	1712	Meeting Street Rd - Helm Ave to Hedgewood St	Bike Lanes	Medium	Key Connection		2 736	\$85.00	\$62,545.72

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Helm Ave	1715	Meeting Street Rd - Holly St to Hock Ave	Bike Lanes	Medium	Key Connection	2	175	\$85.00	\$14,867.13
Helm Ave	1704	Meeting Street Rd - McCrady St to McMillan Ave	Bike Lanes	Medium	Key Connection	2	200	\$85.00	\$16,986.21
Helm Ave	1705	Meeting Street Rd - McCrady St to McMillan Ave	Bike Lanes	Medium	Key Connection	2	117	\$85.00	\$9,977.61
Helm Ave	1720	Rughelmer Ave - Mosstree Rd to Old Park Rd	Bike Boulevard	Medium	Redundant Connection	2	286	\$75.00	\$21,455.62
Helm Ave	1719	Rughelmer Ave - Old Park Rd to Leesville St	Bike Boulevard	Medium	Redundant Connection	2	793	\$75.00	\$59,497.70
Helm Ave	1721	Rughelmer Ave - S Rhett Ave to Mosstree Rd	Bike Boulevard	Medium	Redundant Connection	2	382	\$75.00	\$28,662.98
Dorchester Rd	1595	Cosgrove Ave - Apache St to Navajo St	Buffered Bike Lanes	High	Key Connection	2	268	\$150.00	\$40,132.08
Dorchester Rd	1596	Cosgrove Ave - Apache St to Osceola St	Buffered Bike Lanes	High	Key Connection	2	291	\$150.00	\$43,628.04
Dorchester Rd	1597	Cosgrove Ave - Cochise St to Osceola St	Buffered Bike Lanes	High	Key Connection	2	280	\$150.00	\$41,975.37
Dorchester Rd	1598	Cosgrove Ave - Cochise St to Ridgeway St	Buffered Bike Lanes	High	Key Connection	2	381	\$150.00	\$57,177.22
Dorchester Rd	1599	Cosgrove Ave - Hwy 52 to Navajo St	Buffered Bike Lanes	High	Key Connection	2	285	\$150.00	\$42,783.81
Dorchester Rd	1600	Cosgrove Ave - Meeting St to Hwy 52	Bike Lanes	High	Key Connection	2	278	\$85.00	\$23,635.11
Dorchester Rd	1601	Cosgrove Ave - Meeting St to Hwy 52	Bike Lanes	High	Key Connection	2	284	\$85.00	\$24,134.56
Dorchester Rd	1602	Cosgrove Ave - Meeting St to Hwy 52	Bike Lanes	High	Key Connection	2	369	\$85.00	\$31,355.62
Dorchester Rd	1603	Cosgrove Ave - Meeting St to Hwy 52	Bike Lanes	High	Key Connection	2	274	\$85.00	\$23,289.26
Dorchester Rd	1606	Dorchester Rd - Admiral Dr Remus St	Buffered Bike Lanes	High	Key Connection	2	114	\$150.00	\$17,082.26
Dorchester Rd	1607	Dorchester Rd - Admiral Dr to Meeting Street Rd	Buffered Bike Lanes	High	Key Connection	2	193	\$150.00	\$28,993.21

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Dorchester Rd	1608	Dorchester Rd - Hwy 52 to Pinehaven Dr	Buffered Bike Lanes	High	Key Connection		229	\$150.00	\$34,341.01
Dorchester Rd	1604	Dorchester Rd - Kent Ave to South Allen Dr	Buffered Bike Lanes	High	Safety Need		635	\$150.00	\$95,282.95
Dorchester Rd	1609	Dorchester Rd - Meeting Street Rd to Kent Ave	Buffered Bike Lanes	High	Key Connection		887	\$150.00	\$133,007.14
Dorchester Rd	1610	Dorchester Rd - Pinehaven Dr to Admiral Dr	Buffered Bike Lanes	High	Key Connection		254	\$150.00	\$38,034.37
Dorchester Rd	1605	Dorchester Rd - Remus St to Admiral Dr	Buffered Bike Lanes	High	Key Connection		665	\$150.00	\$99,676.79
Dorchester Rd	1611	Dorchester Rd - S Allen Dr to I-26 ramps west of bridge	Buffered Bike Lanes	High	Safety Need		133	\$150.00	\$19,928.53
Dorchester Rd	1612	Dorchester Rd - S Allen Dr to I-26 ramps west of bridge	Buffered Bike Lanes	High	Safety Need		244	\$150.00	\$36,636.15
Dorchester Rd	1613	Dorchester Rd - S Allen Dr to I-26 ramps west of bridge	Buffered Bike Lanes	High	Safety Need		102	\$150.00	\$15,361.48
Dorchester Rd	1614	Dorchester Rd - S Allen Dr to I-26 ramps west of bridge	Buffered Bike Lanes	High	Safety Need		45	\$150.00	\$6,722.50
Dorchester Rd	1615	Dorchester Rd - S Allen Dr to I-26 ramps west of bridge	Buffered Bike Lanes	High	Safety Need		195	\$150.00	\$29,226.12
Dorchester Rd	2054	McMillan Ave - Hwy 52 to old pine Cir	Add New Sidewalk	High	All Sidewalk Priority		227	\$275.00	\$62,497.16
Dorchester Rd	2058	McMillan Ave - Meeting Street Rd to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		1194	\$275.00	\$328,341.04
Dorchester Rd	2057	McMillan Ave - Old pine Cir to Spruill Ave	Add New Sidewalk	High	All Sidewalk Priority		496	\$275.00	\$136,420.20
Dorchester Rd	2056	McMillan Ave - Old pine Cir to Spruill Ave	Add New Sidewalk	High	All Sidewalk Priority		383	\$275.00	\$105,418.63
Dorchester Rd	2055	McMillan Ave - Old pine Cir to Spruill Ave	Add New Sidewalk	High	All Sidewalk Priority		575	\$275.00	\$158,111.09
Dorchester Rd	2061	Meeting Street Rd - Dorchester Rd to Cosgrove Ave	Add New Sidewalk	High	All Sidewalk Priority		814	\$275.00	\$223,958.24
Dorchester Rd	1626	Meeting Street Rd - Dorchester Rd to Pollock St	Bike Lanes	High	Key Connection		1554	\$85.00	\$132,126.33

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Dorchester Rd	2062	Meeting Street Rd - Dorchester Rd to Pollock St	Add New Sidewalk	High	All Sidewalk Priority		1554	\$275.00	\$427,467.53
Dorchester Rd	2060	Meeting Street Rd - McCrady St to McMillan Ave	Add New Sidewalk	High	All Sidewalk Priority		117	\$275.00	\$32,280.51
Dorchester Rd	2059	Meeting Street Rd - McCrady St to McMillan Ave	Add New Sidewalk	High	All Sidewalk Priority		200	\$275.00	\$54,955.37
Dorchester Rd	1627	Meeting street rd - McMillan Ave to Pollock St	Bike Lanes	High	Key Connection	2	355	\$85.00	\$30,132.62
Dorchester Rd	2063	Meeting street rd - McMillan Ave to Pollock St	Add New Sidewalk	High	All Sidewalk Priority		355	\$275.00	\$97,487.88
Dorchester Rd	1616	McMillan Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Key Connection	2	575	\$85.00	\$48,870.70
Dorchester Rd	1617	McMillan Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Key Connection	2	383	\$85.00	\$32,583.94
Dorchester Rd	1618	McMillan Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Key Connection	2	496	\$85.00	\$42,166.24
Dorchester Rd	1619	McMillan Ave - Hwy 52 to Spruill Ave	Bike Lanes	Medium	Key Connection	2	227	\$85.00	\$19,317.31
Dorchester Rd	1624	McMillan Ave - Meeting Street Rd to Hwy 52	Bike Lanes	Medium	Key Connection	2	1194	\$85.00	\$101,487.23
Dorchester Rd	1620	McMillan Ave - Saint Johns Ave to Avenue D	Bike Lanes	Medium	Key Connection	2	1249	\$85.00	\$106,202.49
Dorchester Rd	1621	McMillan Ave - Saint Johns Ave to Avenue D	Bike Lanes	Medium	Key Connection	2	654	\$85.00	\$55,575.73
Dorchester Rd	1622	McMillan Ave - Saint Johns Ave to Avenue D	Bike Lanes	Medium	Key Connection	2	168	\$85.00	\$14,290.94
Dorchester Rd	1623	McMillan Ave - Spruill Ave to Saint Johns Ave	Bike Lanes	Medium	Key Connection	2	286	\$85.00	\$24,297.42
Dorchester Rd	1625	Meeting Street Rd - Dorchester Rd to Cosgrove Ave	Bike Lanes	Medium	Key Connection	2	814	\$85.00	\$69,223.46
Dorchester Rd	1628	Off-road new bridge crossing	Shared Use Path	Medium	Key Connection	2	216	\$250.00	\$54,105.53
Reynolds Ave	1944	Accabee Rd - McPherson Blvd to Appleton St	Bike Boulevard	High	Key Connection	2	102	\$75.00	\$7,647.70

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Reynolds Ave	1945	Accabee Rd - Meeting Street rd to Appleton st	Bike Boulevard	High	Key Connection	2	762	\$75.00	\$57,171.04
Reynolds Ave	1947	Accabee Rd - Van Smith Ave to Thomasina McPherson Blvd	Bike Boulevard	High	Key Connection	2	142	\$75.00	\$10,657.24
Reynolds Ave	1948	Azalea Dr - Bailey Dr to Suffolk St	Shared Use Path	High	Local Plan/Direction	1	280	\$250.00	\$70,098.17
Reynolds Ave	1949	Azalea Dr - Cambridge Ave to Kent Ave	Shared Use Path	High	Local Plan/Direction	1	427	\$250.00	\$106,811.34
Reynolds Ave	1952	Azalea Dr - Cosgrove Ave to Bailey Dr	Shared Use Path	High	Local Plan/Direction	1	195	\$250.00	\$48,727.52
Reynolds Ave	1950	Azalea Dr - Kent Ave to Sorentrue Ave	Shared Use Path	High	Local Plan/Direction	1	315	\$250.00	\$78,729.38
Reynolds Ave	1953	Azalea Dr - Sorentrue Ave to Hwy 26	Shared Use Path	High	Local Plan/Direction	1	703	\$250.00	\$175,842.87
Reynolds Ave	1951	Azalea Dr - Suffolk St to Cambridge Ave	Shared Use Path	High	Local Plan/Direction	1	334	\$250.00	\$83,387.87
Reynolds Ave	2157	Carver Ave - Goldenrod to Ottawa Ave	Add New Sidewalk	High	All Sidewalk Priority		163	\$275.00	\$44,795.66
Reynolds Ave	2156	Carver Ave - Goldenrod to Ottawa Ave	Add New Sidewalk	High	All Sidewalk Priority		54	\$275.00	\$14,913.32
Reynolds Ave	2158	Carver Ave - Hwy 52 to Rexton St	Add New Sidewalk	High	All Sidewalk Priority		310	\$275.00	\$85,171.86
Reynolds Ave	2160	Carver Ave - Madonna St to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		253	\$275.00	\$69,503.24
Reynolds Ave	2159	Carver Ave - Madonna St to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		274	\$275.00	\$75,352.96
Reynolds Ave	2161	Carver Ave - Madonna St to Meeting Street Rd	Add New Sidewalk	High	All Sidewalk Priority		347	\$275.00	\$95,324.34
Reynolds Ave	2162	Carver Ave - Rexton St to Goldenrod St	Add New Sidewalk	High	All Sidewalk Priority		211	\$275.00	\$58,147.55
Reynolds Ave	2163	Meeting Street Rd - Accabee Rd to Keever St	Add New Sidewalk	High	All Sidewalk Priority		209	\$275.00	\$57,603.39
Reynolds Ave	2164	Meeting Street Rd - Carver Ave to Accabee Rd	Add New Sidewalk	High	All Sidewalk Priority		72	\$275.00	\$19,935.97
Reynolds Ave	2166	Meeting Street Rd - Cosgrove Ave to Carver Ave	Add New Sidewalk	High	All Sidewalk Priority		730	\$275.00	\$200,876.64
Reynolds Ave	2165	Meeting Street Rd - Cosgrove Ave to Carver Ave	Add New Sidewalk	High	All Sidewalk Priority		29	\$275.00	\$7,990.10

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Reynolds Ave	2167	Meeting Street Rd - Keever St to Reynolds Ave	Add New Sidewalk	High	All Sidewalk Priority		43	\$275.00	\$11,775.57
Reynolds Ave	2168	Meeting Street Rd - Reynolds Ave to Truman Ave	Add New Sidewalk	High	All Sidewalk Priority		717	\$275.00	\$197,083.96
Reynolds Ave	2169	Meeting Street Rd - Success St to Tant St	Add New Sidewalk	High	All Sidewalk Priority		373	\$275.00	\$102,647.93
Reynolds Ave	2170	Meeting Street Rd - Tant St to Taft St	Add New Sidewalk	High	All Sidewalk Priority		285	\$275.00	\$78,279.42
Reynolds Ave	2171	Meeting Street Rd - Truman Ave to Success St	Add New Sidewalk	High	All Sidewalk Priority		106	\$275.00	\$29,037.27
Reynolds Ave	2174	Meeting Street Rd -Jeff St to Hwy 78 connection	Add New Sidewalk	High	All Sidewalk Priority		174	\$275.00	\$47,724.99
Reynolds Ave	2173	Meeting Street Rd -Jeff St to Hwy 78 connection	Add New Sidewalk	High	All Sidewalk Priority		60	\$275.00	\$16,374.87
Reynolds Ave	2172	Meeting Street Rd -Jeff St to Hwy 78 connection	Add New Sidewalk	High	All Sidewalk Priority		88	\$275.00	\$24,166.99
Reynolds Ave	2176	Meeting Street Rd -Taft St to Jeff St	Add New Sidewalk	High	All Sidewalk Priority		257	\$275.00	\$70,561.66
Reynolds Ave	2175	Meeting Street Rd -Taft St to Jeff St	Add New Sidewalk	High	All Sidewalk Priority		114	\$275.00	\$31,393.27
Reynolds Ave	1977	Reynolds Ave - Florida Ave to Florida Ave	Bike Lanes	High	Key Connection	2	42	\$85.00	\$3,591.83
Reynolds Ave	2184	Reynolds Ave - Florida Ave to Florida Ave	Add New Sidewalk	High	All Sidewalk Priority		42	\$275.00	\$11,620.64
Reynolds Ave	1978	Reynolds Ave - Florida Ave to Kraft Av	Bike Lanes	High	Key Connection	2	258	\$85.00	\$21,933.07
Reynolds Ave	2185	Reynolds Ave - Florida Ave to Kraft Av	Add New Sidewalk	High	All Sidewalk Priority		258	\$275.00	\$70,959.93
Reynolds Ave	2178	Reynolds Ave - Hwy 52 to Madonna St	Add New Sidewalk	High	All Sidewalk Priority		244	\$275.00	\$67,227.98
Reynolds Ave	2177	Reynolds Ave - Hwy 52 to Madonna St	Add New Sidewalk	High	All Sidewalk Priority		286	\$275.00	\$78,601.26
Reynolds Ave	1972	Reynolds Ave - Hwy 52 to Troy Ave	Bike Lanes	High	Key Connection	2	173	\$85.00	\$14,717.26
Reynolds Ave	2179	Reynolds Ave - Hwy 52 to Troy Ave	Add New Sidewalk	High	All Sidewalk Priority		173	\$275.00	\$47,614.65

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Reynolds Ave	1979	Reynolds Ave - Kephart St to Spruill Ave	Bike Lanes	High	Key Connection		464	\$85.00	\$39,472.88
Reynolds Ave	1980	Reynolds Ave - Kephart St to Spruill Ave	Bike Lanes	High	Key Connection		351	\$85.00	\$29,843.78
Reynolds Ave	1981	Reynolds Ave - Kephart St to Spruill Ave	Bike Lanes	High	Key Connection		130	\$85.00	\$11,090.02
Reynolds Ave	1982	Reynolds Ave - Kraft Av to Ottawa Ave	Bike Lanes	High	Key Connection		176	\$85.00	\$14,957.01
Reynolds Ave	2186	Reynolds Ave - Kraft Av to Ottawa Ave	Add New Sidewalk	High	All Sidewalk Priority		176	\$275.00	\$48,390.32
Reynolds Ave	2180	Reynolds Ave - Madonna St to Meeting Street Rd	Add New Sidewalk	High	All Sidewalk Priority		201	\$275.00	\$55,153.63
Reynolds Ave	1974	Reynolds Ave - Ottawa Ave to Goldenrod St	Bike Lanes	High	Key Connection		246	\$85.00	\$20,872.85
Reynolds Ave	2181	Reynolds Ave - Ottawa Ave to Goldenrod St	Add New Sidewalk	High	All Sidewalk Priority		246	\$275.00	\$67,529.81
Reynolds Ave	1983	Reynolds Ave - Proctor St to Florida Ave	Bike Lanes	High	Key Connection		216	\$85.00	\$18,336.27
Reynolds Ave	2187	Reynolds Ave - Proctor St to Florida Ave	Add New Sidewalk	High	All Sidewalk Priority		216	\$275.00	\$59,323.23
Reynolds Ave	1975	Reynolds Ave - Rexton st to Goldenrod St	Bike Lanes	High	Key Connection		247	\$85.00	\$20,976.99
Reynolds Ave	2182	Reynolds Ave - Rexton st to Goldenrod St	Add New Sidewalk	High	All Sidewalk Priority		247	\$275.00	\$67,866.74
Reynolds Ave	1976	Reynolds Ave - Rexton st to Troy Ave	Bike Lanes	High	Key Connection		124	\$85.00	\$10,576.17
Reynolds Ave	2183	Reynolds Ave - Rexton st to Troy Ave	Add New Sidewalk	High	All Sidewalk Priority		124	\$275.00	\$34,217.03
Reynolds Ave	1984	Reynolds Ave - Spruill Ave to Proctor St	Bike Lanes	High	Key Connection		96	\$85.00	\$8,176.30
Reynolds Ave	2188	Reynolds Ave - Spruill Ave to Proctor St	Add New Sidewalk	High	All Sidewalk Priority		96	\$275.00	\$26,452.73
Reynolds Ave	2189	Success St-Meeting Street Rd to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		459	\$275.00	\$126,200.84
Reynolds Ave	1955	Carver Ave - Madonna St to Hwy 52	Bike Boulevard	Medium	Redundant Connection		274	\$75.00	\$20,550.81

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Reynolds Ave	1956	Carver Ave - Madonna St to Hwy 52	Bike Boulevard	Medium	Redundant Connection	2	253	\$75.00	\$18,955.43
Reynolds Ave	1954	Carver Ave - Madonna St to Meeting Street Rd	Bike Boulevard	Medium	Redundant Connection	2	347	\$75.00	\$25,997.55
Reynolds Ave	1957	Meeting Street Rd - Accabee Rd to Reynolds Ave	Bike Lanes	Medium	Key Connection	2	250	\$85.00	\$21,266.62
Reynolds Ave	1960	Meeting Street Rd - Reynolds Ave to Truman Ave	Bike Lanes	Medium	Key Connection	2	717	\$85.00	\$60,916.86
Reynolds Ave	1961	Meeting Street Rd - Success St to Tant St	Bike Lanes	Medium	Key Connection	2	373	\$85.00	\$31,727.54
Reynolds Ave	1962	Meeting Street Rd - Tant St to Taft St	Bike Lanes	Medium	Key Connection	2	285	\$85.00	\$24,195.46
Reynolds Ave	1963	Meeting Street Rd - Truman Ave to Success St	Bike Lanes	Medium	Key Connection	2	106	\$85.00	\$8,975.16
Reynolds Ave	1967	Meeting Street Rd -Taft St to Jeff St	Bike Lanes	Medium	Key Connection	2	257	\$85.00	\$21,809.97
Reynolds Ave	1968	North Carolina Ave to N Hobson Av (Off-street connection)	Shared Use Path	Medium	Key Connection	1	310	\$250.00	\$77,622.49
Reynolds Ave	1969	Off-road new bridge crossing	Shared Use Path	Medium	Key Connection	2	991	\$250.00	\$247,787.66
Reynolds Ave	1970	Reynolds Ave - Hwy 52 to Madonna St	Bike Lanes	Medium	Key Connection	2	286	\$85.00	\$24,294.93
Reynolds Ave	1971	Reynolds Ave - Hwy 52 to Madonna St	Bike Lanes	Medium	Key Connection	2	244	\$85.00	\$20,779.56
Reynolds Ave	1973	Reynolds Ave - Madonna St to Meeting Street Rd	Bike Lanes	Medium	Key Connection	2	201	\$85.00	\$17,047.49
Reynolds Ave	1985	Success St - Hwy 25 to Chicora Ave	Bike Lanes	Medium	Redundant Connection	2	387	\$85.00	\$32,896.06
Reynolds Ave	1986	Success St - Hwy 25 to Chicora Ave	Bike Lanes	Medium	Redundant Connection	2	324	\$85.00	\$27,511.65
Reynolds Ave	1987	Success St - Hwy 25 to Chicora Ave	Bike Lanes	Medium	Redundant Connection	2	448	\$85.00	\$38,041.23
Reynolds Ave	1943	Accabee Rd - Appleton st to Mott Ave	Bike Boulevard	Low	Key Connection	2	240	\$75.00	\$17,985.89
Reynolds Ave	1946	Accabee Rd - Mott Ave to Van Smith Ave	Bike Boulevard	Low	Key Connection	2	187	\$75.00	\$14,017.75

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Reynolds Ave	1958	Meeting Street Rd - Carver Ave to Accabee Rd	Bike Lanes	Low	Key Connection	2	72	\$85.00	\$6,162.03
Reynolds Ave	1959	Meeting Street Rd - Carver Ave to Arapahoe St	Bike Lanes	Low	Key Connection	2	730	\$85.00	\$62,089.14
Reynolds Ave	1964	Meeting Street Rd -Jeff St to Hwy 78	Bike Lanes	Low	Key Connection	2	88	\$85.00	\$7,469.80
Reynolds Ave	1965	Meeting Street Rd -Jeff St to Hwy 78	Bike Lanes	Low	Key Connection	2	60	\$85.00	\$5,061.32
Reynolds Ave	1966	Meeting Street Rd -Jeff St to Hwy 78	Bike Lanes	Low	Key Connection	2	969	\$85.00	\$82,341.60
Hackemann Ave	2091	Arbutus Av-Meeting Street rd to Adams St	Add New Sidewalk	High	All Sidewalk Priority		399	\$275.00	\$109,793.18
Hackemann Ave	1657	Hackemann Ave - Spruill Ave to Carner Ave	Bike Lanes	High	Key Connection	2	218	\$85.00	\$18,569.15
Hackemann Ave	1658	Hackemann Ave - Spruill Ave to Carner Ave	Bike Lanes	High	Key Connection	2	268	\$85.00	\$22,758.88
Hackemann Ave	1659	Hackemann Ave - Spruill Ave to Carner Ave	Bike Lanes	High	Key Connection	2	311	\$85.00	\$26,442.21
Hackemann Ave	1660	Hackemann Ave - Spruill Ave to Carner Ave	Bike Lanes	High	Key Connection	2	327	\$85.00	\$27,792.56
Hackemann Ave	1661	Hackemann Ave - Spruill Ave to Carner Ave	Bike Lanes	High	Key Connection	2	313	\$85.00	\$26,595.25
Hackemann Ave	1662	Hackemann Ave - Spruill Ave to Carner Ave	Bike Lanes	High	Key Connection	2	309	\$85.00	\$26,233.75
Hackemann Ave	1663	Hackemann Ave - Spruill Ave to Carner Ave	Bike Lanes	High	Key Connection	2	310	\$85.00	\$26,337.68
Hackemann Ave	1656	Austin Ave - Austin Ave to Hwy 26 (Off-street connection)	Shared Use Path	Low	Redundant Connection	1	979	\$250.00	\$244,764.79
Melnick Dr	1841	Greenridge Rd - Hwy 52 to S Antler Dr	Shared Use Path	High	Key Connection	1	268	\$250.00	\$67,107.73
Melnick Dr	1842	Greenridge Rd - Hwy 52 to S Antler Dr	Shared Use Path	High	Key Connection	1	1074	\$250.00	\$268,569.15
Melnick Dr	1843	Greenridge Rd - Hwy 52 to S Antler Dr	Shared Use Path	High	Key Connection	1	217	\$250.00	\$54,353.15
Melnick Dr	1844	Greenridge Rd - Hwy 52 to S Antler Dr	Shared Use Path	High	Key Connection	1	314	\$250.00	\$78,589.07

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Melnick Dr	1845	Lomardi St - Basilica Ave to end of Lomardi St	Shared Use Path	High	Key Connection		488	\$250.00	\$122,068.51
Melnick Dr	1846	Lomardi St Lomardi St end to Basilica Ave	Bike Boulevard	High	Key Connection		558	\$75.00	\$41,868.14
Melnick Dr	1848	Melnic Dr - Hwy 52 to S Antler Dr	Shared Use Path	High	Key Connection		1576	\$250.00	\$394,051.29
Melnick Dr	2140	Melnic Dr - Hwy 52 to S Antler Dr	Add New Sidewalk	High	All Sidewalk Priority		1250	\$275.00	\$343,612.64
Melnick Dr	2141	N Park Extension - Existing US 78 sidewalk to Extra Space Storage entrance	Add New Sidewalk	High	All Sidewalk Priority		1102	\$275.00	\$302,963.21
Melnick Dr	2142	N Park Extension - N Park Blvd to Extra Space Storage entrance	Add New Sidewalk	High	All Sidewalk Priority		1265	\$275.00	\$348,011.46
Melnick Dr	1849	Otranto Rd - Antler Dr to Hwy 52	Separated Bike Lanes	High	Key Connection		938	\$337.50	\$316,725.16
Melnick Dr	2144	Otranto Rd - Antler Dr to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		472	\$275.00	\$129,863.23
Melnick Dr	2143	Otranto Rd - Antler Dr to Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		512	\$275.00	\$140,670.72
Melnick Dr	1850	Otranto Rd - Antler Dr to Plantation Count Dr	Separated Bike Lanes	High	Key Connection		3131	\$337.50	\$1,056,878.78
Melnick Dr	2145	Otranto Blvd - Andrea Ct to S Basilica Ave (North Side)	Add New Sidewalk	High	All Sidewalk Priority		592	\$275.00	\$162,747.35
Melnick Dr	2146	Otranto Blvd - Andrea Ct to S Basilica Ave (South Side)	Add New Sidewalk	High	All Sidewalk Priority		591	\$275.00	\$162,580.06
Melnick Dr	2147	Otranto Blvd - Rail line to Andrea Ct (North Side)	Add New Sidewalk	High	All Sidewalk Priority		212	\$275.00	\$58,295.04
Melnick Dr	2148	Otranto Blvd - Rail line to Andrea Ct (South Side)	Add New Sidewalk	High	All Sidewalk Priority		212	\$275.00	\$58,262.31
Melnick Dr	1851	Otranto Blvd- Andrea Ct to Rail line (North Side)	Bike Lanes	High	Key Connection		212	\$85.00	\$18,018.47
Melnick Dr	1852	Otranto Blvd- Andrea Ct to Rail line (South side)	Bike Lanes	High	Key Connection		212	\$85.00	\$18,008.35
Melnick Dr	1853	Otranto Blvd- Andrea Ct to S Basilica Ave (North Side)	Bike Lanes	High	Key Connection		592	\$85.00	\$50,303.73
Melnick Dr	1854	Otranto Blvd- Andrea Ct to S Basilica Ave (South side)	Bike Lanes	High	Key Connection		591	\$85.00	\$50,252.02

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Melnick Dr	2149	Otranto Rd - Adaline St to Antler Dr	Add New Sidewalk	High	All Sidewalk Priority		792	\$275.00	\$217,680.23
Melnick Dr	1855	Otranto Rd - Hwy 52 to Rail Line	Shared Use Path	High	Key Connection	1	354	\$250.00	\$88,454.86
Melnick Dr	1856	Otranto Rd - Hwy 52 to Rail Line	Shared Use Path	High	Key Connection	1	51	\$250.00	\$12,764.75
Melnick Dr	1857	Otranto Rd - Hwy 52 to Rail Line	Shared Use Path	High	Key Connection	1	246	\$250.00	\$61,475.23
Melnick Dr	1859	S Antler Dr - Fawn St to Old University Blvd	Shared Use Path	High	Key Connection	1	510	\$250.00	\$127,623.90
Melnick Dr	1860	S Antler Dr - Greenridge Rd to Otranto Rd	Shared Use Path	High	Key Connection	1	4442	\$250.00	\$1,110,612.95
Melnick Dr	1858	S Antler Dr - Melvin Ct to Fawn St	Shared Use Path	High	Key Connection	1	666	\$250.00	\$166,598.30
Melnick Dr	1861	S Antler Dr - Otranto Rd to Melvin Ct	Shared Use Path	High	Key Connection	1	95	\$250.00	\$23,723.93
Melnick Dr	1862	S Antler Dr - Otranto Rd to Melvin Ct	Shared Use Path	High	Key Connection	1	250	\$250.00	\$62,572.31
Melnick Dr	1863	S Antler Dr - Otranto Rd to Melvin Ct	Shared Use Path	High	Key Connection	1	549	\$250.00	\$137,136.82
Melnick Dr	2150	S Basilica Ave - Monte Sano Dr to Otranto Blvd	Add New Sidewalk	High	All Sidewalk Priority		3142	\$275.00	\$864,054.01
Melnick Dr	1864	Shared path along rail line - Greenridge Rd to Otranto Blvd	Shared Use Path	Medium	Local Plan/Direction	1	3716	\$250.00	\$929,036.56
Melnick Dr	1847	Max Baker Blvd - S Antler Dr (off-street connection)	Shared Use Path	Low	Key Connection	1	376	\$250.00	\$94,115.05
Regional - Multi-Station	1867	Shared use path along Rail line - Highland Park Ave to Attaway St	Shared Use Path	High	Local Plan/Direction	1	12713	\$250.00	\$3,178,228.13
Regional - Multi-Station	1908	US Hwy 78 - I-26 to Goose Creek Automotive Center	Shared Use Path	High	Safety Need	1	15939	\$250.00	\$3,984,849.45
Regional - Multi-Station	1865	Hwy 26 Shared path - Austin Ave to Cosgrove Ave - Azalea Dr along Riverview Memorial Park	Shared Use Path	Low	Local Plan/Direction	1	12329	\$250.00	\$3,082,251.93
Regional - Multi-Station	1866	Shared path Along Rial line - Mabeline Rd to Eagle Landing Blvd	Shared Use Path	Low	Local Plan/Direction	1	5770	\$250.00	\$1,442,402.42
Regional - Multi-Station	1868	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	376	\$337.50	\$126,751.28
Regional - Multi-Station	1869	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	275	\$337.50	\$92,674.57

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Regional - Multi-Station	1870	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	224	\$337.50	\$75,521.59
Regional - Multi-Station	1871	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	275	\$337.50	\$92,912.40
Regional - Multi-Station	1872	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	278	\$337.50	\$93,948.57
Regional - Multi-Station	1873	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	344	\$337.50	\$116,162.33
Regional - Multi-Station	1874	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	197	\$337.50	\$66,651.27
Regional - Multi-Station	1875	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	231	\$337.50	\$77,848.40
Regional - Multi-Station	1876	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	120	\$337.50	\$40,407.61
Regional - Multi-Station	1877	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	235	\$337.50	\$79,400.80
Regional - Multi-Station	1878	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	277	\$337.50	\$93,462.00
Regional - Multi-Station	1879	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	279	\$337.50	\$94,168.99
Regional - Multi-Station	1880	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	289	\$337.50	\$97,586.06
Regional - Multi-Station	1881	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	241	\$337.50	\$81,303.24
Regional - Multi-Station	1882	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	959	\$337.50	\$323,677.91
Regional - Multi-Station	1883	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	227	\$337.50	\$76,682.68
Regional - Multi-Station	1884	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	272	\$337.50	\$91,782.82
Regional - Multi-Station	1885	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	317	\$337.50	\$106,907.64
Regional - Multi-Station	1886	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	421	\$337.50	\$142,100.76

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Regional - Multi-Station	1887	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	241	\$337.50	\$81,356.06
Regional - Multi-Station	1888	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	226	\$337.50	\$76,329.45
Regional - Multi-Station	1889	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	193	\$337.50	\$65,037.35
Regional - Multi-Station	1890	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	278	\$337.50	\$93,859.92
Regional - Multi-Station	1891	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	269	\$337.50	\$90,803.09
Regional - Multi-Station	1892	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	273	\$337.50	\$92,289.17
Regional - Multi-Station	1893	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	354	\$337.50	\$119,511.86
Regional - Multi-Station	1894	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	133	\$337.50	\$44,827.15
Regional - Multi-Station	1895	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	254	\$337.50	\$85,692.95
Regional - Multi-Station	1896	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	277	\$337.50	\$93,622.47
Regional - Multi-Station	1897	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	230	\$337.50	\$77,606.35
Regional - Multi-Station	1898	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	173	\$337.50	\$58,507.22
Regional - Multi-Station	1899	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	275	\$337.50	\$92,714.52
Regional - Multi-Station	1900	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	440	\$337.50	\$148,604.78
Regional - Multi-Station	1901	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	230	\$337.50	\$77,678.11
Regional - Multi-Station	1902	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	453	\$337.50	\$152,980.15
Regional - Multi-Station	1903	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	1074	\$337.50	\$362,364.74

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	TOTAL COST
Regional - Multi-Station	1904	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	432	\$337.50	\$145,658.17
Regional - Multi-Station	1905	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	467	\$337.50	\$157,617.21
Regional - Multi-Station	1906	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	45	\$337.50	\$15,218.57
Regional - Multi-Station	1907	Spruill Ave - McMillan Ave to Tuxbury Ln	Separated Bike Lanes	Low	Local Plan/Direction	2	180	\$337.50	\$60,816.81

City of Charleston

By Facility Type

	Segment Length (Feet)	Estimated Cost
Add New Sidewalk	18,247	\$5,017,888
Bike Lanes	37,953	\$3,225,999
Buffered Bike Lanes	12,114	\$1,817,164
Separated Bike Lanes	34,046	\$11,490,389
Shared Lane Markings	76,126	\$761,257
Shared Use Path	59,556	\$14,889,119
Traffic Calming	19,470	\$973,519
Grand Total	257,512	\$38,175,335

	Segment Length (Feet)	Estimated Cost
Rosemont/Magnolia	27,439	\$5,186,909
Add New Sidewalk	2,986	\$821,243
Buffered Bike Lanes	2,884	\$432,605
Shared Lane Markings	6,080	\$60,799
Shared Use Path	15,489	\$3,872,261
Mt Pleasant St	53,068	\$10,014,923

Add New Sidewalk	5,143	\$1,414,316
Bike Lanes	14,950	\$1,270,716
Buffered Bike Lanes	852	\$127,795
Separated Bike Lanes	12,948	\$4,369,825
Shared Lane Markings	7,811	\$78,114
Shared Use Path	10,930	\$2,732,421
Traffic Calming	435	\$21,735
Downtown Charleston	177,005	\$22,973,503
Add New Sidewalk	10,118	\$2,782,329
Bike Lanes	23,003	\$1,955,283
Buffered Bike Lanes	8,378	\$1,256,763
Separated Bike Lanes	21,098	\$7,120,564
Shared Lane Markings	62,234	\$622,344
Shared Use Path	33,138	\$8,284,437
Traffic Calming	19,036	\$951,783
Grand Total	257,512	\$38,175,335

By Priority Level

	Segment Length (Feet)	Estimated Cost
High	120,687	\$23,198,125
Medium	59,146	\$5,716,792
Low	77,679	\$9,260,418
Grand Total	257,512	\$38,175,335

	Segment Length (Feet)	Estimated Cost
Rosemont/Magnolia	27,439	\$5,186,909
High	11,271	\$2,660,900
Medium	8,597	\$1,043,708
Low	7,572	\$1,482,301
Mt Pleasant St	53,068	\$10,014,923
High	31,550	\$7,011,493
Medium	11,874	\$1,959,941
Low	9,644	\$1,043,489
Downtown Charleston	177,005	\$22,973,503
High	77,865	\$13,525,733
Medium	38,675	\$2,713,143
Low	60,464	\$6,734,628
Grand Total	257,512	\$38,175,335

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Rosemont/Magnolia	1578	Birdie Garrett St - Doscher Ave to Discher St connection	Shared Use Path	High	Key Connection	1	345	\$250.00	\$86,177.25
Rosemont/Magnolia	1579	Doscher Ave - Delano St to Birdie Garrett St	Shared Lane Markings	High	Key Connection	2	245	\$10.00	\$2,448.18
Rosemont/Magnolia	1580	Doscher Ave - Discher St to Summerville Ave	Shared Lane Markings	High	Key Connection	2	194	\$10.00	\$1,944.37
Rosemont/Magnolia	1581	Doscher Ave - Peace St to Delano St	Shared Lane Markings	High	Key Connection	2	238	\$10.00	\$2,377.30
Rosemont/Magnolia	1587	King St Ext - Austin Ave to Heriot St	Shared Use Path	High	Local Plan/Direction	2	6975	\$250.00	\$1,743,832.61
Rosemont/Magnolia	2051	Milford St - King St Extension to end of Milford St	Add New Sidewalk	High	All Sidewalk Priority		2779	\$275.00	\$764,337.79
Rosemont/Magnolia	2052	Milford St - King St Extension to end of Milford St	Add New Sidewalk	High	All Sidewalk Priority		53	\$275.00	\$14,578.29
Rosemont/Magnolia	2053	Milford St - King St Extension to end of Milford St	Add New Sidewalk	High	All Sidewalk Priority		154	\$275.00	\$42,327.14
Rosemont/Magnolia	1594	Peace St - Austin Ave to Doscher Ave	Shared Lane Markings	High	Key Connection	2	288	\$10.00	\$2,876.82
Rosemont/Magnolia	1583	Hagood Ave - Doscher Ave to Hagood Natural Gas Power Plant	Shared Lane Markings	Medium	Key Connection	2	2691	\$10.00	\$26,909.72
Rosemont/Magnolia	1584	Hagood Ave - Doscher Ave to Hwy 26	Shared Lane Markings	Medium	Key Connection	2	310	\$10.00	\$3,102.69
Rosemont/Magnolia	1585	Hagood Ave - Hwy 78 to 26 segment 1	Shared Lane Markings	Medium	Key Connection	2	353	\$10.00	\$3,534.38
Rosemont/Magnolia	1586	Hagood Ave - Hwy 78 to 26 segment 2	Shared Lane Markings	Medium	Key Connection	2	50	\$10.00	\$498.18
Rosemont/Magnolia	1591	Meeting street Rd - Herbert St to Milford St	Shared Use Path	Medium	Redundant Connection	1	500	\$250.00	\$124,942.31
Rosemont/Magnolia	1588	Meeting street Rd - Milford St to Greenleaf St	Shared Use Path	Medium	Redundant Connection	1	1808	\$250.00	\$452,115.55

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Rosemont/Magnolia	1592	Meeting street Rd - Pittsburgh Ave to Herbert St	Buffered Bike Lanes	Medium	Redundant Connection	2	2199	\$150.00	\$329,805.22
Rosemont/Magnolia	1593	Meeting street Rd - Tuxbury Ln to Pittsburgh Ave	Buffered Bike Lanes	Medium	Redundant Connection	2	685	\$150.00	\$102,800.14
Rosemont/Magnolia	1575	Ashley River Shared path - Hagood Plant - Milford St - Braswell st -m Petty st	Shared Use Path	Low	Redundant Connection	1	5861	\$250.00	\$1,465,193.18
Rosemont/Magnolia	1576	Austin Ave - Hwy 26 to Austin Ave Segment 1	Shared Lane Markings	Low	Redundant Connection	2	402	\$10.00	\$4,023.10
Rosemont/Magnolia	1577	Austin Ave - Hwy 26 to Peace St	Shared Lane Markings	Low	Redundant Connection	2	1308	\$10.00	\$13,084.67
Downtown Charleston	2001	4th St - Calhoun St to parking lot entrance	Add New Sidewalk	High	All Sidewalk Priority		343	\$275.00	\$94,309.74
Downtown Charleston	1004	Alexander St - America St/Judith St to Chapel St	Shared Lane Markings	High	Key Connection	2	499	\$10.00	\$4,992.01
Downtown Charleston	1005	Alexander St - Calhoun St to George St	Separated Bike Lanes	High	Key Connection	1	649	\$337.50	\$219,170.09
Downtown Charleston	1006	Alexander St - Chapel St to Charlotte St	Bike Lanes	High	Key Connection	2	601	\$85.00	\$51,044.01
Downtown Charleston	1007	Alexander St - Charlotte St to Calhoun St	Bike Lanes	High	Key Connection	2	555	\$85.00	\$47,161.75
Downtown Charleston	1008	America St - Amherst St to Reid St	Shared Lane Markings	High	Key Connection	2	320	\$10.00	\$3,202.22
Downtown Charleston	1009	America St - Blake St to Columbus St	Shared Lane Markings	High	Key Connection	2	448	\$10.00	\$4,481.75
Downtown Charleston	1010	America St - Blake St to Columbus St	Shared Lane Markings	High	Key Connection	2	207	\$10.00	\$2,069.82
Downtown Charleston	1011	America St - Columbus St to Amherst St	Shared Lane Markings	High	Key Connection	2	204	\$10.00	\$2,042.58
Downtown Charleston	1012	America St - Columbus St to Amherst St	Shared Lane Markings	High	Key Connection	2	444	\$10.00	\$4,435.28
Downtown Charleston	1013	America St - Cooper St to Blake St	Shared Lane Markings	High	Key Connection	2	320	\$10.00	\$3,202.18

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1014	America St - Harris St to Jackson St	Shared Lane Markings	High	Key Connection	2	357	\$10.00	\$3,574.74
Downtown Charleston	1015	America St - Jackson St to Lee St	Shared Lane Markings	High	Key Connection	2	338	\$10.00	\$3,384.76
Downtown Charleston	1016	America St - Johnson St to Harris St	Shared Lane Markings	High	Key Connection	2	349	\$10.00	\$3,494.15
Downtown Charleston	1017	America St - Lee St to Cooper St	Shared Lane Markings	High	Key Connection	2	344	\$10.00	\$3,436.19
Downtown Charleston	1018	America St - Mary St to Judith St	Shared Lane Markings	High	Key Connection	2	204	\$10.00	\$2,040.87
Downtown Charleston	1019	America St - Mary St to Judith St	Shared Lane Markings	High	Key Connection	2	131	\$10.00	\$1,306.02
Downtown Charleston	1020	America St - Reid St to South St	Shared Lane Markings	High	Key Connection	2	240	\$10.00	\$2,396.43
Downtown Charleston	1021	America St - South St to Mary St	Shared Lane Markings	High	Key Connection	2	293	\$10.00	\$2,931.79
Downtown Charleston	2002	America St - Stuart St north to end of America St	Add New Sidewalk	High	All Sidewalk Priority		201	\$275.00	\$55,244.12
Downtown Charleston	1022	America St - Stuart St to Johnson St	Shared Lane Markings	High	Key Connection	2	341	\$10.00	\$3,408.68
Downtown Charleston	1023	America St - Stuart St to north end of America St	Shared Lane Markings	High	Key Connection	2	201	\$10.00	\$2,008.88
Downtown Charleston	1029	Barre St - Bennett St to Calhoun St	Shared Lane Markings	High	Key Connection	2	179	\$10.00	\$1,785.30
Downtown Charleston	1030	Barre St - Bennett St to Calhoun St	Shared Lane Markings	High	Key Connection	2	405	\$10.00	\$4,047.95
Downtown Charleston	1031	Barre St - Bull St to Bennett St	Shared Lane Markings	High	Key Connection	2	421	\$10.00	\$4,209.33
Downtown Charleston	1032	Barre St - Montagu St to Bull St	Shared Lane Markings	High	Key Connection	2	432	\$10.00	\$4,317.05
Downtown Charleston	1048	Bee St - Ashley Ave to President St	Buffered Bike Lanes	High	Key Connection	2	866	\$150.00	\$129,826.77

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1049	Bee St - Bravo St to Courtenay Dr	Buffered Bike Lanes	High	Key Connection	2	454	\$150.00	\$68,047.86
Downtown Charleston	1050	Bee St - Cherry St to Lockwood Dr	Buffered Bike Lanes	High	Key Connection	2	638	\$150.00	\$95,684.78
Downtown Charleston	1051	Bee St - Cherry St to Lockwood Dr	Buffered Bike Lanes	High	Key Connection	2	123	\$150.00	\$18,520.73
Downtown Charleston	1052	Bee St - Courtenay Dr to Wescott Ct	Buffered Bike Lanes	High	Key Connection	2	217	\$150.00	\$32,564.79
Downtown Charleston	1053	Bee St - Ehrhardt Dr to Wescott Ct	Buffered Bike Lanes	High	Key Connection	2	110	\$150.00	\$16,548.73
Downtown Charleston	1054	Bee St - President St to Ehrhardt St	Buffered Bike Lanes	High	Key Connection	2	166	\$150.00	\$24,947.61
Downtown Charleston	1055	Bee St - President St to Ehrhardt St	Buffered Bike Lanes	High	Key Connection	2	142	\$150.00	\$21,316.45
Downtown Charleston	1056	Bee St - Rutledge Ave to Ashley Ave	Buffered Bike Lanes	High	Key Connection	2	415	\$150.00	\$62,252.87
Downtown Charleston	2003	Bravo St - Alpha Dr to Bee St	Add New Sidewalk	High	All Sidewalk Priority		575	\$275.00	\$158,034.41
Downtown Charleston	2004	Bravo Street - Bee St to north side of Hwy 17	Add New Sidewalk	High	All Sidewalk Priority		658	\$275.00	\$180,952.44
Downtown Charleston	1082	Calhoun St - Alexander St to E Bay St	Separated Bike Lanes	High	Key Connection	2	257	\$337.50	\$86,687.55
Downtown Charleston	1083	Calhoun St - Anson St to Elizabeth St	Separated Bike Lanes	High	Key Connection	2	111	\$337.50	\$37,497.07
Downtown Charleston	1084	Calhoun St - Ashley Ave to Rutledge Ave	Separated Bike Lanes	High	Key Connection	2	413	\$337.50	\$139,486.27
Downtown Charleston	1085	Calhoun St - Barre St/Jonathan Lucas St to Gadsden St	Separated Bike Lanes	High	Key Connection	2	218	\$337.50	\$73,601.96
Downtown Charleston	1086	Calhoun St - College St to Saint Philip St	Separated Bike Lanes	High	Key Connection	2	285	\$337.50	\$96,270.74
Downtown Charleston	1087	Calhoun St - Coming St to College St	Separated Bike Lanes	High	Key Connection	2	280	\$337.50	\$94,636.86

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1088	Calhoun St - Courtenay Dr to Halsey Blvd	Separated Bike Lanes	High	Key Connection	2	504	\$337.50	\$170,133.26
Downtown Charleston	1089	Calhoun St - E Bay St to Washington St	Separated Bike Lanes	High	Key Connection	2	306	\$337.50	\$103,240.12
Downtown Charleston	1090	Calhoun St - Elizabeth St to Alexander St	Separated Bike Lanes	High	Key Connection	2	481	\$337.50	\$162,280.34
Downtown Charleston	1091	Calhoun St - Gadsden St to Ashley Ave	Separated Bike Lanes	High	Key Connection	2	438	\$337.50	\$147,768.94
Downtown Charleston	1092	Calhoun St - Halsey Blvd to Barre St/Jonathan Lucas St	Separated Bike Lanes	High	Key Connection	2	357	\$337.50	\$120,370.68
Downtown Charleston	1093	Calhoun St - King St to Meeting St	Separated Bike Lanes	High	Key Connection	2	696	\$337.50	\$234,899.57
Downtown Charleston	1094	Calhoun St - Meeting St to Anson St	Separated Bike Lanes	High	Key Connection	2	808	\$337.50	\$272,533.98
Downtown Charleston	1095	Calhoun St - Ogier St to Smith St	Separated Bike Lanes	High	Key Connection	2	321	\$337.50	\$108,269.09
Downtown Charleston	1096	Calhoun St - Pitt St to Coming St	Separated Bike Lanes	High	Key Connection	2	491	\$337.50	\$165,879.84
Downtown Charleston	1097	Calhoun St - Rutledge Ave to Ogier St	Separated Bike Lanes	High	Key Connection	2	260	\$337.50	\$87,582.47
Downtown Charleston	1098	Calhoun St - Saint Philip St to King St	Separated Bike Lanes	High	Key Connection	2	471	\$337.50	\$159,118.65
Downtown Charleston	1099	Calhoun St - Smith St to Pitt St	Separated Bike Lanes	High	Key Connection	2	490	\$337.50	\$165,322.00
Downtown Charleston	1993	Carolina St - Rutledge Ave to King St	Shared Use Path	High	Local Plan/Direction	1	1606	\$250.00	\$401,512.69
Downtown Charleston	1107	Chapel St - Drake St to Alexander St	Shared Lane Markings	High	Key Connection	2	180	\$10.00	\$1,800.95
Downtown Charleston	1108	Chapel St - E Bay St to Drake St	Shared Lane Markings	High	Key Connection	2	214	\$10.00	\$2,141.54
Downtown Charleston	1109	Chapel St - Washington St to E Bay St	Shared Lane Markings	High	Key Connection	2	227	\$10.00	\$2,269.21

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	2005	Cherry St - Bee St to south side of Hwy 17	Add New Sidewalk	High	All Sidewalk Priority		390	\$275.00	\$107,188.11
Downtown Charleston	1111	Columbus St - Aiken St to Hanover St	Shared Lane Markings	High	Local Plan/Direction	2	245	\$10.00	\$2,454.27
Downtown Charleston	1112	Columbus St - America St to Aiken St	Shared Lane Markings	High	Local Plan/Direction	2	216	\$10.00	\$2,161.66
Downtown Charleston	1113	Columbus St - Drake St to E Hampstead Sq	Shared Lane Markings	High	Local Plan/Direction	2	279	\$10.00	\$2,788.46
Downtown Charleston	1114	Columbus St - E Bay St to Drake St	Shared Lane Markings	High	Local Plan/Direction	2	344	\$10.00	\$3,438.02
Downtown Charleston	1115	Columbus St - E Hampstead Sq to America St	Shared Lane Markings	High	Local Plan/Direction	2	210	\$10.00	\$2,099.76
Downtown Charleston	1116	Columbus St - Hanover St to Nassau St	Shared Lane Markings	High	Local Plan/Direction	2	313	\$10.00	\$3,128.80
Downtown Charleston	1117	Columbus St - Meeting St to King St	Shared Lane Markings	High	Local Plan/Direction	2	775	\$10.00	\$7,750.60
Downtown Charleston	1118	Columbus St - Nassau St to Meeting St	Shared Lane Markings	High	Local Plan/Direction	2	365	\$10.00	\$3,648.25
Downtown Charleston	1120	Coming St - Fishburne St to Carolina St	Buffered Bike Lanes	High	Local Plan/Direction	1	289	\$150.00	\$43,380.86
Downtown Charleston	1121	Coming St - Montagu St to George St	Shared Lane Markings	High	Local Plan/Direction	1	201	\$10.00	\$2,010.72
Downtown Charleston	1122	Coming St - Septima Clark Pkwy to Fishburne St	Shared Use Path	High	Local Plan/Direction	1	154	\$250.00	\$38,385.31
Downtown Charleston	1123	Coming St between eastbound and westbound Septima Clark Pkwy	Shared Use Path	High	Local Plan/Direction	1	155	\$250.00	\$38,812.01
Downtown Charleston	1129	Cooper St - Aiken St to Hanover St	Bike Lanes	High	Local Plan/Direction	1	272	\$85.00	\$23,112.13
Downtown Charleston	1130	Cooper St - America St to Aiken St	Bike Lanes	High	Local Plan/Direction	1	250	\$85.00	\$21,216.99
Downtown Charleston	1131	Cooper St - Drake St to America St	Bike Lanes	High	Local Plan/Direction	1	502	\$85.00	\$42,686.30

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1132	Cooper St - E Bay St to Drake St	Bike Lanes	High	Local Plan/Direction	1	195	\$85.00	\$16,562.62
Downtown Charleston	1133	Cooper St - E Bay St to Drake St	Bike Lanes	High	Local Plan/Direction	1	144	\$85.00	\$12,253.31
Downtown Charleston	1134	Cooper St - Hanover St to Nassau St	Bike Lanes	High	Local Plan/Direction	2	328	\$85.00	\$27,850.73
Downtown Charleston	1135	Cooper St - Nassau St to western end of Cooper St	Bike Lanes	High	Local Plan/Direction	2	281	\$85.00	\$23,898.14
Downtown Charleston	1136	Courtenay Dr - Calhoun St to Doughty St	Buffered Bike Lanes	High	Key Connection	2	825	\$150.00	\$123,815.27
Downtown Charleston	1137	Courtenay Dr - Doughty St to Bee St	Buffered Bike Lanes	High	Key Connection	2	457	\$150.00	\$68,520.99
Downtown Charleston	1138	Courtenay Dr - Doughty St to Bee St	Buffered Bike Lanes	High	Key Connection	2	202	\$150.00	\$30,336.96
Downtown Charleston	1140	Doughty St - Jonathan Lucas St to President St	Traffic Calming	High	Key Connection	2	199	\$50.00	\$9,940.01
Downtown Charleston	1154	E Bay St - George St to Vernon St	Shared Lane Markings	High	Key Connection	2	92	\$10.00	\$919.50
Downtown Charleston	2006	Ehrhardt Dr - Bee St to Doughty St	Add New Sidewalk	High	All Sidewalk Priority		665	\$275.00	\$182,849.70
Downtown Charleston	2007	Extension of Cherry St to north side of Hwy 17	Add New Sidewalk	High	All Sidewalk Priority		186	\$275.00	\$51,278.33
Downtown Charleston	1161	Fishburne St - Ashley Ave to Killians St	Shared Lane Markings	High	Local Plan/Direction	2	280	\$10.00	\$2,803.50
Downtown Charleston	1163	Fishburne St - Killians St to President St	Shared Lane Markings	High	Local Plan/Direction	2	401	\$10.00	\$4,007.29
Downtown Charleston	1164	Fishburne St - Killians St to President St	Shared Lane Markings	High	Local Plan/Direction	2	98	\$10.00	\$983.44
Downtown Charleston	1165	Fishburne St - Larnes St to Ashley Ave	Shared Lane Markings	High	Local Plan/Direction	2	256	\$10.00	\$2,555.35
Downtown Charleston	1167	Fishburne St - President St to Hagood Ave	Shared Lane Markings	High	Local Plan/Direction	2	1091	\$10.00	\$10,911.32

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1168	Fishburne St - Rutledge Ave to Larnes St	Shared Lane Markings	High	Local Plan/Direction	2	241	\$10.00	\$2,409.11
Downtown Charleston	1170	George St - Alexander St to Anson St	Shared Lane Markings	High	Local Plan/Direction	2	299	\$10.00	\$2,994.12
Downtown Charleston	1171	George St - Alexander St to Anson St	Shared Lane Markings	High	Local Plan/Direction	2	322	\$10.00	\$3,215.69
Downtown Charleston	1172	George St - Anson St to Meeting St	Shared Lane Markings	High	Local Plan/Direction	2	589	\$10.00	\$5,894.21
Downtown Charleston	1173	George St - E Bay St to Alexander St	Shared Lane Markings	High	Key Connection	2	203	\$10.00	\$2,025.87
Downtown Charleston	1174	George St - King St to Saint Philip St	Shared Use Path	High	Local Plan/Direction	1	499	\$250.00	\$124,832.14
Downtown Charleston	1175	George St - Meeting St to King St	Shared Lane Markings	High	Local Plan/Direction	2	695	\$10.00	\$6,952.39
Downtown Charleston	1176	George St - Saint Philip St to Coming St	Shared Use Path	High	Local Plan/Direction	1	275	\$250.00	\$68,680.61
Downtown Charleston	1177	George St - Saint Philip St to Coming St	Shared Use Path	High	Local Plan/Direction	1	315	\$250.00	\$78,795.05
Downtown Charleston	1179	Hagood Ave - Allway St to Line St	Bike Lanes	High	Local Plan/Direction	2	516	\$85.00	\$43,880.23
Downtown Charleston	2008	Hagood Ave - Allway St to Line St	Add New Sidewalk	High	All Sidewalk Priority		516	\$275.00	\$141,965.46
Downtown Charleston	1180	Hagood Ave - Ashton St to Allway St	Bike Lanes	High	Local Plan/Direction	2	263	\$85.00	\$22,331.80
Downtown Charleston	2009	Hagood Ave - Ashton St to Allway St	Add New Sidewalk	High	All Sidewalk Priority		263	\$275.00	\$72,249.94
Downtown Charleston	1181	Hagood Ave - Congress St to Huger St	Traffic Calming	High	Local Plan/Direction	2	489	\$50.00	\$24,456.20
Downtown Charleston	1182	Hagood Ave - Fishburne St to Congress St	Traffic Calming	High	Local Plan/Direction	2	160	\$50.00	\$7,975.65
Downtown Charleston	1183	Hagood Ave - Fishburne St to Congress St	Traffic Calming	High	Local Plan/Direction	2	692	\$50.00	\$34,614.64

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1184	Hagood Ave - Fishburne St to Congress St	Traffic Calming	High	Local Plan/Direction	2	106	\$50.00	\$5,317.12
Downtown Charleston	1185	Hagood Ave - Huger St to Richardson Ave	Traffic Calming	High	Local Plan/Direction	2	257	\$50.00	\$12,836.45
Downtown Charleston	1186	Hagood Ave - Line St to Fishburne St	Bike Lanes	High	Local Plan/Direction	2	632	\$85.00	\$53,750.21
Downtown Charleston	2010	Hagood Ave - Line St to Fishburne St	Add New Sidewalk	High	All Sidewalk Priority		632	\$275.00	\$173,897.75
Downtown Charleston	1187	Hagood Ave - Moultrie St to Richardson Ave	Traffic Calming	High	Local Plan/Direction	2	198	\$50.00	\$9,918.09
Downtown Charleston	1178	Hagood Ave - Spring St to Ashton St	Bike Lanes	High	Local Plan/Direction	2	395	\$85.00	\$33,553.97
Downtown Charleston	2011	Hanover St - Jackson St to Harris St	Add New Sidewalk	High	All Sidewalk Priority		375	\$275.00	\$103,091.13
Downtown Charleston	2012	Hanover St - Stroble Ln to Stuart St	Add New Sidewalk	High	All Sidewalk Priority		212	\$275.00	\$58,173.48
Downtown Charleston	2013	Hanover St - Stuart St to Huger St	Add New Sidewalk	High	All Sidewalk Priority		342	\$275.00	\$94,057.56
Downtown Charleston	1213	Jonathan Lucas St - Calhoun St to Doughty St	Traffic Calming	High	Key Connection	2	502	\$50.00	\$25,084.31
Downtown Charleston	1214	Jonathan Lucas St - Calhoun St to Doughty St	Traffic Calming	High	Key Connection	2	332	\$50.00	\$16,612.90
Downtown Charleston	2014	Line St - Hagood Ave to Flood St	Add New Sidewalk	High	All Sidewalk Priority		501	\$275.00	\$137,655.29
Downtown Charleston	2015	Line St - Hagood Ave to Park-and-Ride entrance	Add New Sidewalk	High	All Sidewalk Priority		217	\$275.00	\$59,677.64
Downtown Charleston	2016	Line St - Norman St to Flood St	Add New Sidewalk	High	All Sidewalk Priority		371	\$275.00	\$101,945.14
Downtown Charleston	2017	Line St - Park-and-Ride entrance to Westedge St	Add New Sidewalk	High	All Sidewalk Priority		283	\$275.00	\$77,712.14
Downtown Charleston	2018	Line St - President St to Norman St	Add New Sidewalk	High	All Sidewalk Priority		251	\$275.00	\$69,087.51

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1250	Lockwood Dr - Bee St to Calhoun St	Shared Use Path	High	Local Plan/Direction	1	670	\$250.00	\$167,462.91
Downtown Charleston	1251	Lockwood Dr - Bee St to Calhoun St	Shared Use Path	High	Local Plan/Direction	1	138	\$250.00	\$34,531.60
Downtown Charleston	1252	Lockwood Dr - Bee St to Calhoun St	Shared Use Path	High	Local Plan/Direction	1	640	\$250.00	\$159,987.56
Downtown Charleston	1253	Lockwood Dr - Bee St to Calhoun St	Shared Use Path	High	Local Plan/Direction	1	148	\$250.00	\$37,030.92
Downtown Charleston	1254	Lockwood Dr - Bee St to Calhoun St	Shared Use Path	High	Local Plan/Direction	1	137	\$250.00	\$34,232.41
Downtown Charleston	1255	Lockwood Dr - Bee St to Calhoun St	Shared Use Path	High	Local Plan/Direction	1	382	\$250.00	\$95,612.58
Downtown Charleston	1256	Lockwood Dr - Calhoun St to Montagu St	Shared Use Path	High	Local Plan/Direction	1	164	\$250.00	\$41,100.08
Downtown Charleston	1257	Lockwood Dr - Calhoun St to Montagu St	Shared Use Path	High	Local Plan/Direction	1	1181	\$250.00	\$295,233.73
Downtown Charleston	1258	Lockwood Dr - Calhoun St to Montagu St	Shared Use Path	High	Local Plan/Direction	1	179	\$250.00	\$44,660.98
Downtown Charleston	1262	Lockwood Dr/Fishburn St - Hagood Ave to Bee St	Separated Bike Lanes	High	Local Plan/Direction	2	4227	\$337.50	\$1,426,633.60
Downtown Charleston	1992	Mary St - King St to American St	Bike Lanes	High	Local Plan/Direction	2	1752	\$85.00	\$148,910.03
Downtown Charleston	1269	Montagu St - Ashley Ave to Rutledge Ave	Shared Lane Markings	High	Local Plan/Direction	2	477	\$10.00	\$4,770.40
Downtown Charleston	1270	Montagu St - Barre St to Gadsden St	Shared Lane Markings	High	Local Plan/Direction	2	312	\$10.00	\$3,117.00
Downtown Charleston	1271	Montagu St - Gadsden St to Ashley Ave	Shared Lane Markings	High	Local Plan/Direction	2	475	\$10.00	\$4,751.82
Downtown Charleston	1272	Montagu St - Halsey Blvd to Barre St	Shared Lane Markings	High	Local Plan/Direction	2	451	\$10.00	\$4,505.30
Downtown Charleston	1273	Montagu St - Lockwood Blvd to Halsey Blvd	Shared Lane Markings	High	Local Plan/Direction	2	154	\$10.00	\$1,539.94

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1274	Montagu St - Montagu Ct to Coming St	Shared Lane Markings	High	Local Plan/Direction	2	191	\$10.00	\$1,909.38
Downtown Charleston	1275	Montagu St - Pitt St to Montagu Ct	Shared Lane Markings	High	Local Plan/Direction	2	305	\$10.00	\$3,051.64
Downtown Charleston	1276	Montagu St - Rutledge Ave to Smith St	Shared Lane Markings	High	Local Plan/Direction	2	473	\$10.00	\$4,728.61
Downtown Charleston	1277	Montagu St - Smith St to Pitt St	Shared Lane Markings	High	Local Plan/Direction	2	478	\$10.00	\$4,784.68
Downtown Charleston	1278	Morris St - Rutledge Ave to King St	Bike Lanes	High	Local Plan/Direction	1	2277	\$85.00	\$193,575.18
Downtown Charleston	2019	Morrison Dr - Harris St to Johnson St	Add New Sidewalk	High	All Sidewalk Priority		365	\$275.00	\$100,435.55
Downtown Charleston	2020	Morrison Dr - Johnson St to Stuart St	Add New Sidewalk	High	All Sidewalk Priority		490	\$275.00	\$134,870.95
Downtown Charleston	2021	Nassau St - Stuart St to Huger St	Add New Sidewalk	High	All Sidewalk Priority		345	\$275.00	\$94,760.94
Downtown Charleston	2022	Nassau St - Stuart Street to Stroble Lane	Add New Sidewalk	High	All Sidewalk Priority		211	\$275.00	\$58,130.30
Downtown Charleston	1300	Off-street connection - Bee St to Hagood Ave	Separated Bike Lanes	High	Local Plan/Direction	2	658	\$337.50	\$222,078.00
Downtown Charleston	1301	Off-street connection - Columbus St north to proposed paths under I-26 overpass	Shared Use Path	High	Key Connection	1	821	\$250.00	\$205,342.51
Downtown Charleston	1302	Off-street connection - Cooper St to Coming St via Sheppard St near I-16 overpass	Shared Use Path	High	Safety Need	1	1912	\$250.00	\$478,096.04
Downtown Charleston	1304	Off-street connection - Hwy 78 to proposed path under I-26	Shared Use Path	High	Local Plan/Direction	1	388	\$250.00	\$96,876.94
Downtown Charleston	1326	Radcliffe St - Coming St to Jasper St	Shared Lane Markings	High	Local Plan/Direction	2	484	\$10.00	\$4,837.64
Downtown Charleston	1327	Radcliffe St - Jasper St to Thomas St	Shared Lane Markings	High	Local Plan/Direction	2	160	\$10.00	\$1,598.27

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1328	Radcliffe St - King St to Saint Philip St	Shared Lane Markings	High	Local Plan/Direction	2	479	\$10.00	\$4,785.59
Downtown Charleston	1329	Radcliffe St - Saint Philip St to Coming St	Shared Lane Markings	High	Local Plan/Direction	2	455	\$10.00	\$4,545.89
Downtown Charleston	1330	Radcliffe St - Smith St to Rutledge Ave	Shared Lane Markings	High	Local Plan/Direction	2	468	\$10.00	\$4,683.00
Downtown Charleston	1331	Radcliffe St - Thomas St to Smith St	Shared Lane Markings	High	Local Plan/Direction	2	246	\$10.00	\$2,461.34
Downtown Charleston	1332	Radcliffe St - Thomas St to Smith St	Shared Lane Markings	High	Local Plan/Direction	2	102	\$10.00	\$1,017.94
Downtown Charleston	1335	Rutledge Ave - Bee St to Radcliffe St	Separated Bike Lanes	High	Local Plan/Direction	1	254	\$337.50	\$85,563.94
Downtown Charleston	1336	Rutledge Ave - Bennett St to Bull St	Shared Lane Markings	High	Local Plan/Direction	2	412	\$10.00	\$4,118.81
Downtown Charleston	1337	Rutledge Ave - Bogard St to Spring St	Separated Bike Lanes	High	Local Plan/Direction	1	517	\$337.50	\$174,649.68
Downtown Charleston	1338	Rutledge Ave - Bull St to Montagu St	Shared Lane Markings	High	Local Plan/Direction	2	429	\$10.00	\$4,286.41
Downtown Charleston	1339	Rutledge Ave - Calhoun St to Bennett St	Shared Lane Markings	High	Local Plan/Direction	2	500	\$10.00	\$5,000.40
Downtown Charleston	1340	Rutledge Ave - Cannon St to Morris St	Separated Bike Lanes	High	Local Plan/Direction	1	261	\$337.50	\$88,132.40
Downtown Charleston	1341	Rutledge Ave - Cannon St to Morris St	Separated Bike Lanes	High	Local Plan/Direction	1	229	\$337.50	\$77,436.97
Downtown Charleston	1342	Rutledge Ave - Carolina St to Fishburne St	Separated Bike Lanes	High	Local Plan/Direction	1	290	\$337.50	\$97,899.93
Downtown Charleston	1343	Rutledge Ave - Congress St to Race St	Separated Bike Lanes	High	Local Plan/Direction	2	312	\$337.50	\$105,314.12
Downtown Charleston	1344	Rutledge Ave - Fishburne St to Sheppard St	Separated Bike Lanes	High	Local Plan/Direction	1	291	\$337.50	\$98,312.66
Downtown Charleston	1345	Rutledge Ave - Huger St to Strawberry Ln	Separated Bike Lanes	High	Local Plan/Direction	2	235	\$337.50	\$79,300.49

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1346	Rutledge Ave - Humphrey Ct to Bogard St	Separated Bike Lanes	High	Local Plan/Direction	1	206	\$337.50	\$69,651.60
Downtown Charleston	1347	Rutledge Ave - Line St to Humphrey Ct	Separated Bike Lanes	High	Local Plan/Direction	1	268	\$337.50	\$90,341.50
Downtown Charleston	1348	Rutledge Ave - Mill St to Calhoun St	Separated Bike Lanes	High	Local Plan/Direction	1	372	\$337.50	\$125,654.77
Downtown Charleston	1350	Rutledge Ave - Morris St to Bee St	Separated Bike Lanes	High	Local Plan/Direction	1	109	\$337.50	\$36,819.06
Downtown Charleston	1351	Rutledge Ave - Moultrie St to Huger St	Separated Bike Lanes	High	Local Plan/Direction	2	475	\$337.50	\$160,144.43
Downtown Charleston	1352	Rutledge Ave - Nunan St to Septima Clark Pkwy	Separated Bike Lanes	High	Local Plan/Direction	1	70	\$337.50	\$23,492.60
Downtown Charleston	1354	Rutledge Ave - Race St to Sumter St	Separated Bike Lanes	High	Local Plan/Direction	1	312	\$337.50	\$105,190.84
Downtown Charleston	1355	Rutledge Ave - Radcliffe St to Vanderhorst St	Separated Bike Lanes	High	Local Plan/Direction	1	402	\$337.50	\$135,746.78
Downtown Charleston	1356	Rutledge Ave - Radcliffe St to Vanderhorst St	Separated Bike Lanes	High	Local Plan/Direction	1	268	\$337.50	\$90,498.09
Downtown Charleston	1357	Rutledge Ave - Septima Clark Pkwy to Line St	Separated Bike Lanes	High	Local Plan/Direction	1	53	\$337.50	\$18,013.93
Downtown Charleston	1358	Rutledge Ave - Septima Clark Pkwy to Line St	Separated Bike Lanes	High	Local Plan/Direction	1	113	\$337.50	\$38,214.30
Downtown Charleston	1359	Rutledge Ave - Sheppard St to Nunan St	Separated Bike Lanes	High	Local Plan/Direction	1	108	\$337.50	\$36,407.81
Downtown Charleston	1360	Rutledge Ave - Spring St to Cannon St	Separated Bike Lanes	High	Local Plan/Direction	1	409	\$337.50	\$137,942.21
Downtown Charleston	1361	Rutledge Ave - Strawberry Ln to Congress St	Separated Bike Lanes	High	Local Plan/Direction	2	233	\$337.50	\$78,535.08
Downtown Charleston	1362	Rutledge Ave - Sumter St to Carolina St	Separated Bike Lanes	High	Local Plan/Direction	1	290	\$337.50	\$97,903.13
Downtown Charleston	1364	Rutledge Ave - Vanderhorst St to Mill St	Separated Bike Lanes	High	Local Plan/Direction	1	273	\$337.50	\$92,196.10

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	2023	Stuart St - America St to Morrison Dr	Add New Sidewalk	High	All Sidewalk Priority		159	\$275.00	\$43,630.35
Downtown Charleston	2024	Stuart St - Hanover St to America St	Add New Sidewalk	High	All Sidewalk Priority		559	\$275.00	\$153,755.03
Downtown Charleston	2025	Stuart St - Nassau St to Hanover St	Add New Sidewalk	High	All Sidewalk Priority		313	\$275.00	\$86,045.70
Downtown Charleston	2026	Stuart St - Us Hwy 52 to Nassau St	Add New Sidewalk	High	All Sidewalk Priority		407	\$275.00	\$111,887.22
Downtown Charleston	2027	Vaughan St - Spring St to Cannon St	Add New Sidewalk	High	All Sidewalk Priority		289	\$275.00	\$79,442.87
Downtown Charleston	1402	Vernon St - Washington St to E Bay St	Shared Lane Markings	High	Key Connection	2	246	\$10.00	\$2,461.00
Downtown Charleston	1026	Ashley Ave - Beaufain St to Broad St	Shared Lane Markings	Medium	Local Plan/Direction	2	954	\$10.00	\$9,538.72
Downtown Charleston	1063	Broad St - Ashley Ave to Colonial St	Traffic Calming	Medium	Local Plan/Direction	2	202	\$50.00	\$10,121.87
Downtown Charleston	1065	Broad St - Chisolm St to Ashley Ave	Traffic Calming	Medium	Local Plan/Direction	2	300	\$50.00	\$15,000.87
Downtown Charleston	1066	Broad St - Church St to State St	Traffic Calming	Medium	Local Plan/Direction	2	471	\$50.00	\$23,557.79
Downtown Charleston	1067	Broad St - Colonial St to Rutledge Ave	Traffic Calming	Medium	Local Plan/Direction	2	303	\$50.00	\$15,144.86
Downtown Charleston	1068	Broad St - Franklin St to Savage St	Traffic Calming	Medium	Local Plan/Direction	2	42	\$50.00	\$2,097.70
Downtown Charleston	1069	Broad St - Legare St to Orange St	Traffic Calming	Medium	Local Plan/Direction	2	370	\$50.00	\$18,520.65
Downtown Charleston	1071	Broad St - Logan St to Brd St/Legare St	Traffic Calming	Medium	Local Plan/Direction	2	361	\$50.00	\$18,054.22
Downtown Charleston	1072	Broad St - Meeting St to Church St	Traffic Calming	Medium	Local Plan/Direction	2	551	\$50.00	\$27,537.60
Downtown Charleston	1073	Broad St - New St to Logan St	Traffic Calming	Medium	Local Plan/Direction	2	109	\$50.00	\$5,473.03

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1074	Broad St - Orange St to King St	Traffic Calming	Medium	Local Plan/Direction	2	228	\$50.00	\$11,418.24
Downtown Charleston	1075	Broad St - Rutledge Ave to Trapman St	Traffic Calming	Medium	Local Plan/Direction	2	374	\$50.00	\$18,718.58
Downtown Charleston	1076	Broad St - Savage St to New St	Traffic Calming	Medium	Local Plan/Direction	2	314	\$50.00	\$15,703.04
Downtown Charleston	1077	Broad St - State St to E Bay St	Traffic Calming	Medium	Local Plan/Direction	2	212	\$50.00	\$10,583.50
Downtown Charleston	1078	Broad St - Trapman St to Franklin St	Traffic Calming	Medium	Local Plan/Direction	2	311	\$50.00	\$15,561.39
Downtown Charleston	1079	Broad Street - Meeting Street to King Street	Traffic Calming	Medium	Local Plan/Direction	2	139	\$50.00	\$6,961.72
Downtown Charleston	1080	Broad Street - Meeting Street to King Street	Traffic Calming	Medium	Local Plan/Direction	2	389	\$50.00	\$19,447.19
Downtown Charleston	1081	Bull St - Halsey Blvd to Coming St	Shared Lane Markings	Medium	Local Plan/Direction	2	3138	\$10.00	\$31,383.09
Downtown Charleston	1119	Coming St - Bull St to George St	Shared Lane Markings	Medium	Local Plan/Direction	1	236	\$10.00	\$2,361.54
Downtown Charleston	1139	Doughty St - Ehrhardt Dr to Courtenay Dr	Shared Use Path	Medium	Key Connection	1	332	\$250.00	\$82,881.07
Downtown Charleston	1141	Doughty St - President St to Ehrhardt Dr	Shared Use Path	Medium	Key Connection	1	308	\$250.00	\$76,936.79
Downtown Charleston	1195	Huger St - Ashley Ave to Hampton Pl	Traffic Calming	Medium	Key Connection	2	131	\$50.00	\$6,557.31
Downtown Charleston	1196	Huger St - Dewey St to Senate St	Shared Lane Markings	Medium	Key Connection	2	46	\$10.00	\$455.99
Downtown Charleston	1197	Huger St - Dingle St to Us Hwy 78	Shared Lane Markings	Medium	Key Connection	2	262	\$10.00	\$2,622.95
Downtown Charleston	1198	Huger St - Elmwood St to Kenilworth Ave	Traffic Calming	Medium	Key Connection	2	274	\$50.00	\$13,681.84
Downtown Charleston	1199	Huger St - Glenwood Ave to Ashley Ave	Traffic Calming	Medium	Key Connection	2	267	\$50.00	\$13,340.61

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1200	Huger St - Hagood Ave to Elmwood St	Traffic Calming	Medium	Key Connection	2	261	\$50.00	\$13,052.53
Downtown Charleston	1201	Huger St - Hampton Pl to Wesson Ave	Traffic Calming	Medium	Key Connection	2	147	\$50.00	\$7,334.23
Downtown Charleston	1202	Huger St - Kenilworth Ave to Parkwood Ave	Traffic Calming	Medium	Key Connection	2	279	\$50.00	\$13,934.11
Downtown Charleston	1203	Huger St - N Tracy St to Dingle St	Shared Lane Markings	Medium	Key Connection	2	318	\$10.00	\$3,179.92
Downtown Charleston	1204	Huger St - Parkwood Ave to President St	Traffic Calming	Medium	Key Connection	2	270	\$50.00	\$13,480.06
Downtown Charleston	1205	Huger St - President St to Sutherland Ave/Sutherland Ct	Traffic Calming	Medium	Key Connection	2	275	\$50.00	\$13,747.48
Downtown Charleston	1206	Huger St - Rutledge Ave to Dewey St	Shared Lane Markings	Medium	Key Connection	2	255	\$10.00	\$2,549.82
Downtown Charleston	1207	Huger St - Senate St to N Tracy St	Shared Lane Markings	Medium	Key Connection	2	155	\$10.00	\$1,548.02
Downtown Charleston	1208	Huger St - Sutherland Ave/Sutherland Ct to Glenwood Ave	Traffic Calming	Medium	Key Connection	2	291	\$50.00	\$14,536.32
Downtown Charleston	1209	Huger St - Wesson Ave to Rutledge Ave	Traffic Calming	Medium	Key Connection	2	278	\$50.00	\$13,885.85
Downtown Charleston	1215	King St - Ann St to Radcliffe St	Traffic Calming	Medium	Local Plan/Direction	2	136	\$50.00	\$6,823.54
Downtown Charleston	1216	King St - Beaufain St to Market St	Traffic Calming	Medium	Local Plan/Direction	1	322	\$50.00	\$16,122.41
Downtown Charleston	1217	King St - Burns Ln to George St	Traffic Calming	Medium	Local Plan/Direction	1	390	\$50.00	\$19,505.67
Downtown Charleston	1218	King St - Calhoun St to Burns Ln	Traffic Calming	Medium	Local Plan/Direction	1	279	\$50.00	\$13,961.69
Downtown Charleston	1219	King St - Cannon St to Woolfe St	Traffic Calming	Medium	Local Plan/Direction	2	193	\$50.00	\$9,653.27
Downtown Charleston	1220	King St - George St to Liberty St	Traffic Calming	Medium	Local Plan/Direction	1	377	\$50.00	\$18,863.62

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1221	King St - Hasell St to Beaufain St	Traffic Calming	Medium	Local Plan/Direction	1	106	\$50.00	\$5,291.41
Downtown Charleston	1222	King St - Hutson St to Vanderhorst St	Traffic Calming	Medium	Local Plan/Direction	2	69	\$50.00	\$3,461.53
Downtown Charleston	1223	King St - Liberty St to Society St	Traffic Calming	Medium	Local Plan/Direction	1	102	\$50.00	\$5,091.11
Downtown Charleston	1224	King St - Line St to Columbus St	Bike Lanes	Medium	Local Plan/Direction	2	566	\$85.00	\$48,124.36
Downtown Charleston	1225	King St - Market St to Clifford St	Traffic Calming	Medium	Local Plan/Direction	1	175	\$50.00	\$8,738.91
Downtown Charleston	1226	King St - Market St to Clifford St	Traffic Calming	Medium	Local Plan/Direction	1	152	\$50.00	\$7,604.79
Downtown Charleston	1227	King St - Market St to Clifford St	Traffic Calming	Medium	Local Plan/Direction	1	170	\$50.00	\$8,496.81
Downtown Charleston	1228	King St - Mary St/Morris St to Ann St	Traffic Calming	Medium	Local Plan/Direction	2	518	\$50.00	\$25,906.32
Downtown Charleston	1229	King St - Queen St to Broad St	Traffic Calming	Medium	Local Plan/Direction	1	528	\$50.00	\$26,419.63
Downtown Charleston	1230	King St - Queen St to Clifford St	Traffic Calming	Medium	Local Plan/Direction	1	368	\$50.00	\$18,376.89
Downtown Charleston	1231	King St - Queen St to Clifford St	Traffic Calming	Medium	Local Plan/Direction	1	167	\$50.00	\$8,372.49
Downtown Charleston	1232	King St - Radcliffe St to John St	Traffic Calming	Medium	Local Plan/Direction	2	332	\$50.00	\$16,586.23
Downtown Charleston	1233	King St - Reid St to Mary St/Morris St	Traffic Calming	Medium	Local Plan/Direction	2	271	\$50.00	\$13,543.11
Downtown Charleston	1234	King St - Rodgers Aly to Spring St	Traffic Calming	Medium	Local Plan/Direction	2	252	\$50.00	\$12,595.04
Downtown Charleston	1235	King St - Society St to Wentworth St	Traffic Calming	Medium	Local Plan/Direction	1	254	\$50.00	\$12,704.84
Downtown Charleston	1236	King St - Spring St to Cannon St	Traffic Calming	Medium	Local Plan/Direction	2	411	\$50.00	\$20,538.34

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1237	King St - Vanderhorst St to Calhoun St	Traffic Calming	Medium	Local Plan/Direction	2	600	\$50.00	\$30,000.78
Downtown Charleston	1238	King St - Warren St to Hutson St	Traffic Calming	Medium	Local Plan/Direction	2	285	\$50.00	\$14,267.78
Downtown Charleston	1239	King St - Wentworth St to Hasell St	Traffic Calming	Medium	Local Plan/Direction	1	304	\$50.00	\$15,224.75
Downtown Charleston	1240	King St - Woolfe St to Reid St	Traffic Calming	Medium	Local Plan/Direction	2	212	\$50.00	\$10,610.05
Downtown Charleston	1307	Path over T. Allen Legare Bridge - Ripley Point Dr to Lockwood Dr	Shared Use Path	Medium	Key Connection	1	5760	\$250.00	\$1,439,945.24
Downtown Charleston	1308	President St - Bee St to Doughty St	Shared Lane Markings	Medium	Local Plan/Direction	2	658	\$10.00	\$6,576.16
Downtown Charleston	1309	President St - Bogard St to Septima Clark Pkwy	Shared Lane Markings	Medium	Local Plan/Direction	2	200	\$10.00	\$2,003.01
Downtown Charleston	1310	President St - Cannon St to Bee St	Shared Lane Markings	Medium	Local Plan/Direction	2	414	\$10.00	\$4,139.47
Downtown Charleston	1311	President St - Congress St to Sumter St	Shared Lane Markings	Medium	Local Plan/Direction	2	481	\$10.00	\$4,812.79
Downtown Charleston	1312	President St - Fishburne St to Line St	Shared Lane Markings	Medium	Local Plan/Direction	2	164	\$10.00	\$1,640.17
Downtown Charleston	1313	President St - Fishburne St to Line St	Shared Lane Markings	Medium	Local Plan/Direction	2	121	\$10.00	\$1,206.71
Downtown Charleston	1314	President St - Fishburne St to Line St	Shared Lane Markings	Medium	Local Plan/Direction	2	127	\$10.00	\$1,267.58
Downtown Charleston	1315	President St - Fishburne St to Line St	Shared Lane Markings	Medium	Local Plan/Direction	2	210	\$10.00	\$2,102.95
Downtown Charleston	1316	President St - Fishburne St to Sumter St	Shared Lane Markings	Medium	Local Plan/Direction	2	604	\$10.00	\$6,039.41
Downtown Charleston	1317	President St - Huger St to Congress St	Shared Lane Markings	Medium	Local Plan/Direction	2	478	\$10.00	\$4,778.67
Downtown Charleston	1318	President St - Kennedy St to Bogard St	Shared Lane Markings	Medium	Local Plan/Direction	2	187	\$10.00	\$1,870.87

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1319	President St - Line St to Kennedy St	Shared Lane Markings	Medium	Local Plan/Direction	2	329	\$10.00	\$3,292.01
Downtown Charleston	1320	President St - Moultrie St to Huger St	Shared Lane Markings	Medium	Local Plan/Direction	2	450	\$10.00	\$4,498.10
Downtown Charleston	1321	President St - Moultrie St to Mary Murray Dr	Shared Lane Markings	Medium	Local Plan/Direction	2	107	\$10.00	\$1,071.50
Downtown Charleston	1322	President St - President Pl to Cannon St	Shared Lane Markings	Medium	Local Plan/Direction	2	254	\$10.00	\$2,536.76
Downtown Charleston	1323	President St - Savannah Hwy/Septima Clark Pkwy to Spring St	Shared Lane Markings	Medium	Local Plan/Direction	2	322	\$10.00	\$3,222.90
Downtown Charleston	1324	President St - Spring St to President Pl	Shared Lane Markings	Medium	Local Plan/Direction	2	162	\$10.00	\$1,624.76
Downtown Charleston	1334	Rutledge Ave - Beaufain St to Queen St	Shared Lane Markings	Medium	Key Connection	2	530	\$10.00	\$5,301.67
Downtown Charleston	1349	Rutledge Ave - Montagu St to Wentworth St	Shared Lane Markings	Medium	Key Connection	2	418	\$10.00	\$4,183.47
Downtown Charleston	1353	Rutledge Ave - Queen St to Trumbo St	Shared Lane Markings	Medium	Key Connection	2	283	\$10.00	\$2,834.56
Downtown Charleston	1363	Rutledge Ave - Trumbo St to Broad St	Shared Lane Markings	Medium	Key Connection	2	287	\$10.00	\$2,869.24
Downtown Charleston	1365	Rutledge Ave - Wentworth St to Beaufain St	Shared Lane Markings	Medium	Redundant Connection	2	417	\$10.00	\$4,165.93
Downtown Charleston	1390	Smith St - Radcliffe St to Montagu St	Shared Lane Markings	Medium	Local Plan/Direction	2	2575	\$10.00	\$25,754.84
Downtown Charleston	1392	Us Hwy 78 - Carolina St to Line St	Bike Lanes	Medium	Local Plan/Direction	2	241	\$85.00	\$20,485.18
Downtown Charleston	1393	Us Hwy 78 - Carolina St to Line St	Bike Lanes	Medium	Local Plan/Direction	2	322	\$85.00	\$27,384.90
Downtown Charleston	1394	Us Hwy 78 - Carolina St to Line St	Bike Lanes	Medium	Local Plan/Direction	2	273	\$85.00	\$23,183.14
Downtown Charleston	1395	Us Hwy 78 - Congress St to Race St	Bike Lanes	Medium	Local Plan/Direction	2	398	\$85.00	\$33,854.66

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1396	Us Hwy 78 - Huger St to Congress St	Bike Lanes	Medium	Local Plan/Direction	2	463	\$85.00	\$39,324.41
Downtown Charleston	1397	Us Hwy 78 - I St to Sumter St	Bike Lanes	Medium	Local Plan/Direction	2	318	\$85.00	\$27,058.40
Downtown Charleston	1398	Us Hwy 78 - Race St to I St	Bike Lanes	Medium	Local Plan/Direction	2	84	\$85.00	\$7,100.74
Downtown Charleston	1399	Us Hwy 78 - Sumter St to Carolina St	Bike Lanes	Medium	Local Plan/Direction	2	344	\$85.00	\$29,216.52
Downtown Charleston	1002	4th St - south of condo building towards Lockwood Dr	Shared Use Path	Low	Redundant Connection	1	620	\$250.00	\$154,994.52
Downtown Charleston	1003	4th St to Hasley Blvd - off-street connection south of Calhoun St	Shared Use Path	Low	Redundant Connection	1	735	\$250.00	\$183,711.69
Downtown Charleston	1025	Archdale St - Beaufain St to Market St	Shared Lane Markings	Low	Redundant Connection	2	152	\$10.00	\$1,517.47
Downtown Charleston	1027	Ashley Ave - Huger St to Moultrie St	Traffic Calming	Low	Redundant Connection	1	462	\$50.00	\$23,081.21
Downtown Charleston	1028	Ashley Ave - Moultrie St to Mary Murray Dr	Traffic Calming	Low	Redundant Connection	2	76	\$50.00	\$3,808.57
Downtown Charleston	1033	Beaufain St - Archdale St to Saint Philip St	Shared Lane Markings	Low	Redundant Connection	2	81	\$10.00	\$806.50
Downtown Charleston	1034	Beaufain St - Ashley Ave to Rutledge Ave	Shared Lane Markings	Low	Redundant Connection	2	477	\$10.00	\$4,765.08
Downtown Charleston	1035	Beaufain St - Barre St to Shaftsbury Ln	Shared Lane Markings	Low	Redundant Connection	2	162	\$10.00	\$1,619.33
Downtown Charleston	1036	Beaufain St - Coming St to Logan St/Market St	Shared Lane Markings	Low	Redundant Connection	1	135	\$10.00	\$1,353.19
Downtown Charleston	1037	Beaufain St - Gadsden St to Ashley Ave	Shared Lane Markings	Low	Redundant Connection	2	474	\$10.00	\$4,742.37
Downtown Charleston	1038	Beaufain St - King St to St Philip St	Shared Lane Markings	Low	Redundant Connection	2	433	\$10.00	\$4,325.83
Downtown Charleston	1039	Beaufain St - Kirkland Ln to Coming St	Shared Lane Markings	Low	Redundant Connection	2	260	\$10.00	\$2,597.87

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1040	Beaufain St - Lockwood Dr to Barre St	Shared Lane Markings	Low	Redundant Connection	2	458	\$10.00	\$4,576.24
Downtown Charleston	1041	Beaufain St - Logan St/Market St to Archdale St	Shared Lane Markings	Low	Redundant Connection	1	324	\$10.00	\$3,237.02
Downtown Charleston	1042	Beaufain St - Logan St/Market St to Archdale St	Shared Lane Markings	Low	Redundant Connection	1	179	\$10.00	\$1,788.97
Downtown Charleston	1043	Beaufain St - Pitt St to Wilson St	Shared Lane Markings	Low	Redundant Connection	2	201	\$10.00	\$2,008.89
Downtown Charleston	1044	Beaufain St - Rutledge Ave to Smith St	Shared Lane Markings	Low	Redundant Connection	2	479	\$10.00	\$4,794.56
Downtown Charleston	1045	Beaufain St - Shaftsbury Ln to Gadsden St	Shared Lane Markings	Low	Redundant Connection	2	156	\$10.00	\$1,556.38
Downtown Charleston	1046	Beaufain St - Smith St to Pitt St	Shared Lane Markings	Low	Redundant Connection	2	164	\$10.00	\$1,641.37
Downtown Charleston	1047	Beaufain St - Smith St to Pitt St	Shared Lane Markings	Low	Redundant Connection	2	313	\$10.00	\$3,134.07
Downtown Charleston	1057	Bogard St - Ashe St to Rose Ln	Shared Lane Markings	Low	Redundant Connection	2	179	\$10.00	\$1,790.66
Downtown Charleston	1058	Bogard St - Coming St to Percy St	Shared Lane Markings	Low	Redundant Connection	2	274	\$10.00	\$2,744.57
Downtown Charleston	1059	Bogard St - Percy St to Ashe St	Shared Lane Markings	Low	Redundant Connection	2	238	\$10.00	\$2,377.60
Downtown Charleston	1060	Bogard St - Rose Ln to Sires St	Shared Lane Markings	Low	Redundant Connection	2	114	\$10.00	\$1,144.88
Downtown Charleston	1061	Bogard St - Saint Philip St to Coming St	Shared Lane Markings	Low	Redundant Connection	2	368	\$10.00	\$3,684.08
Downtown Charleston	1062	Bogard St - Sires St to Rutledge Ave	Shared Lane Markings	Low	Redundant Connection	2	426	\$10.00	\$4,256.26
Downtown Charleston	1064	Broad St - Barre St to Chisolm St	Shared Use Path	Low	Redundant Connection	1	517	\$250.00	\$129,339.06
Downtown Charleston	1070	Broad St - Lockwood Dr to Barre St	Shared Use Path	Low	Redundant Connection	1	494	\$250.00	\$123,589.58

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1110	Chisolm St - Tradd St to Broad St	Shared Lane Markings	Low	Redundant Connection	2	729	\$10.00	\$7,288.01
Downtown Charleston	1124	Concord St - Cumberland St to Market St	Buffered Bike Lanes	Low	Redundant Connection	2	174	\$150.00	\$26,174.16
Downtown Charleston	1125	Concord St - Cumberland St to Market St	Buffered Bike Lanes	Low	Redundant Connection	2	192	\$150.00	\$28,857.84
Downtown Charleston	1126	Concord St - Market St to Pritchard St	Buffered Bike Lanes	Low	Redundant Connection	2	677	\$150.00	\$101,545.77
Downtown Charleston	1127	Concord St - Vendue Range to Cumberland St	Buffered Bike Lanes	Low	Redundant Connection	2	307	\$150.00	\$45,978.74
Downtown Charleston	1128	Concord St - Vendue Range to Cumberland St	Buffered Bike Lanes	Low	Redundant Connection	2	180	\$150.00	\$27,039.64
Downtown Charleston	1142	E Battery St - Atlantic St to S Battery St	Shared Lane Markings	Low	Redundant Connection	2	790	\$10.00	\$7,898.50
Downtown Charleston	1143	E Battery St - E Bay St/Water St to Atlantic St	Shared Lane Markings	Low	Redundant Connection	2	170	\$10.00	\$1,702.14
Downtown Charleston	1144	E Battery St - S Battery St to Murray Blvd	Shared Lane Markings	Low	Redundant Connection	2	296	\$10.00	\$2,964.89
Downtown Charleston	1145	E Bay St - Blake St to Cooper St	Bike Lanes	Low	Redundant Connection	2	301	\$85.00	\$25,557.60
Downtown Charleston	1146	E Bay St - Boyces Wharf to N Adgers Wharf	Shared Lane Markings	Low	Redundant Connection	2	85	\$10.00	\$852.06
Downtown Charleston	1147	E Bay St - Broad St to Elliott St	Shared Lane Markings	Low	Redundant Connection	2	158	\$10.00	\$1,576.59
Downtown Charleston	1148	E Bay St - Broad St to Elliott St	Shared Lane Markings	Low	Redundant Connection	2	53	\$10.00	\$526.16
Downtown Charleston	1149	E Bay St - Broad St to N Atlantic Wharf	Shared Lane Markings	Low	Redundant Connection	2	368	\$10.00	\$3,677.65
Downtown Charleston	1150	E Bay St - Columbus St to Blake St	Bike Lanes	Low	Redundant Connection	2	664	\$85.00	\$56,427.95
Downtown Charleston	1151	E Bay St - Cooper St to Jackson St/Morrison Dr	Separated Bike Lanes	Low	Redundant Connection	2	169	\$337.50	\$56,906.33

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1152	E Bay St - Cooper St to Jackson St/Morrison Dr	Separated Bike Lanes	Low	Redundant Connection	2	600	\$337.50	\$202,518.63
Downtown Charleston	1153	E Bay St - Elliott St to Boyces Wharf	Shared Lane Markings	Low	Redundant Connection	2	121	\$10.00	\$1,205.24
Downtown Charleston	1155	E Bay St - N Adgers Wharf to S Adgers Wharf	Shared Lane Markings	Low	Redundant Connection	2	193	\$10.00	\$1,930.11
Downtown Charleston	1156	E Bay St - N Atlantic Wharf to Queen St/Vendue Range	Shared Lane Markings	Low	Redundant Connection	2	76	\$10.00	\$756.12
Downtown Charleston	1157	E Bay St - N Atlantic Wharf to Queen St/Vendue Range	Shared Lane Markings	Low	Redundant Connection	2	142	\$10.00	\$1,417.17
Downtown Charleston	1158	E Bay St - N Atlantic Wharf to Queen St/Vendue Range	Shared Lane Markings	Low	Redundant Connection	2	82	\$10.00	\$821.35
Downtown Charleston	1159	E Bay St - Tradd St to Water St	Shared Lane Markings	Low	Redundant Connection	2	158	\$10.00	\$1,578.22
Downtown Charleston	1160	E Bay St - Tradd St to Water St	Shared Lane Markings	Low	Redundant Connection	2	786	\$10.00	\$7,864.20
Downtown Charleston	1188	Halsey Blvd - Bull St to Montagu St	Shared Use Path	Low	Redundant Connection	1	432	\$250.00	\$107,915.82
Downtown Charleston	1189	Halsey Blvd - Bull St to proposed path 300 ft south of Calhoun St	Shared Use Path	Low	Redundant Connection	1	718	\$250.00	\$179,509.08
Downtown Charleston	1190	Hasell St - Anson St to E Bay St	Shared Lane Markings	Low	Redundant Connection	2	469	\$10.00	\$4,687.15
Downtown Charleston	1191	Hasell St - E Bay St to Washington St	Shared Lane Markings	Low	Redundant Connection	2	293	\$10.00	\$2,931.35
Downtown Charleston	1192	Hasell St - King St to Meeting St	Shared Lane Markings	Low	Redundant Connection	2	614	\$10.00	\$6,135.43
Downtown Charleston	1193	Hasell St - Meeting St to Anson St	Shared Lane Markings	Low	Redundant Connection	2	362	\$10.00	\$3,620.29
Downtown Charleston	1194	Hasell St - Meeting St to Anson St	Shared Lane Markings	Low	Redundant Connection	2	311	\$10.00	\$3,105.15
Downtown Charleston	1241	Line St - Ashe St to Percy St	Bike Lanes	Low	Redundant Connection	2	217	\$85.00	\$18,445.39

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1242	Line St - Coming St to Saint Philip St	Bike Lanes	Low	Redundant Connection	2	308	\$85.00	\$26,170.51
Downtown Charleston	1243	Line St - King St/Us Hwy 78 to Meeting St/Us Hwy 52	Bike Lanes	Low	Redundant Connection	2	809	\$85.00	\$68,743.23
Downtown Charleston	1244	Line St - Percy St to Coming St	Bike Lanes	Low	Redundant Connection	2	308	\$85.00	\$26,197.64
Downtown Charleston	1245	Line St - Rose Ln to Ashe St	Bike Lanes	Low	Redundant Connection	2	117	\$85.00	\$9,980.12
Downtown Charleston	1246	Line St - Rutledge Ave to Todd St	Bike Lanes	Low	Redundant Connection	2	275	\$85.00	\$23,379.04
Downtown Charleston	1247	Line St - Saint Philip St to King St/Us Hwy 78	Bike Lanes	Low	Redundant Connection	2	426	\$85.00	\$36,208.73
Downtown Charleston	1248	Line St - Todd St to Rose Ln	Bike Lanes	Low	Redundant Connection	2	255	\$85.00	\$21,707.71
Downtown Charleston	1249	Lockwood Dr - Beaufain St to Broad St	Shared Use Path	Low	Redundant Connection	1	540	\$250.00	\$134,943.14
Downtown Charleston	1259	Lockwood Dr - Montagu St to Wentworth St	Shared Use Path	Low	Redundant Connection	1	95	\$250.00	\$23,754.49
Downtown Charleston	1260	Lockwood Dr - Montagu St to Wentworth St	Shared Use Path	Low	Redundant Connection	1	333	\$250.00	\$83,287.05
Downtown Charleston	1261	Lockwood Dr - Wentworth St to Beaufain St	Shared Use Path	Low	Redundant Connection	1	401	\$250.00	\$100,266.22
Downtown Charleston	1263	Market St - Archdale St to King St	Bike Lanes	Low	Redundant Connection	1	499	\$85.00	\$42,416.08
Downtown Charleston	1264	Market St - King St to Meeting St	Bike Lanes	Low	Redundant Connection	1	522	\$85.00	\$44,352.07
Downtown Charleston	1265	Mary Murray Dr - 10th Ave to Jenkins Ave	Bike Lanes	Low	Redundant Connection	1	408	\$85.00	\$34,703.04
Downtown Charleston	1266	Mary Murray Dr - Ashley Ave to President St	Bike Lanes	Low	Redundant Connection	1	829	\$85.00	\$70,497.73
Downtown Charleston	1267	Mary Murray Dr - Jenkins Ave to southwest corner of Hampton Park	Bike Lanes	Low	Redundant Connection	1	959	\$85.00	\$81,532.83

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1268	Mary Murray Dr - President St to southwest corner of Hampton Park	Bike Lanes	Low	Redundant Connection	1	682	\$85.00	\$58,005.39
Downtown Charleston	1279	Morrison Dr - E Bay St/Jackson St to Harris St	Separated Bike Lanes	Low	Redundant Connection	2	402	\$337.50	\$135,530.31
Downtown Charleston	1280	Morrison Dr - Harris St to Johnson St	Separated Bike Lanes	Low	Redundant Connection	2	365	\$337.50	\$123,261.81
Downtown Charleston	1281	Morrison Dr - Johnson St to Stuart St	Separated Bike Lanes	Low	Redundant Connection	2	490	\$337.50	\$165,523.44
Downtown Charleston	1282	Moultrie St - Hagood Ave to Elmwood St	Traffic Calming	Low	Redundant Connection	2	63	\$50.00	\$3,169.13
Downtown Charleston	1283	Moultrie St - Hagood Ave to Elmwood St	Traffic Calming	Low	Redundant Connection	2	210	\$50.00	\$10,486.33
Downtown Charleston	1284	Moultrie St - Jones Ave to Hagood Ave	Traffic Calming	Low	Redundant Connection	2	447	\$50.00	\$22,369.37
Downtown Charleston	1285	Moultrie St - Jones Ave to Hammond Ave	Traffic Calming	Low	Redundant Connection	2	530	\$50.00	\$26,493.01
Downtown Charleston	1286	Moultrie St to Mary Murray Dr connection (extension of Elmwood Ave)	Traffic Calming	Low	Redundant Connection	2	188	\$50.00	\$9,406.55
Downtown Charleston	1287	Murray Blvd - E Battery St to King St	Shared Lane Markings	Low	Redundant Connection	2	898	\$10.00	\$8,977.38
Downtown Charleston	1288	Murray Blvd - King St to Battery Pl	Shared Lane Markings	Low	Redundant Connection	2	656	\$10.00	\$6,558.19
Downtown Charleston	1293	Murry Blvd - Ashley Blvd to Rutledge Blvd	Shared Lane Markings	Low	Redundant Connection	2	594	\$10.00	\$5,943.20
Downtown Charleston	1289	Murry Blvd - Council St to Limehouse St	Shared Lane Markings	Low	Redundant Connection	2	352	\$10.00	\$3,524.47
Downtown Charleston	1290	Murry Blvd - Lenwood Blvd to Battery Pl	Shared Lane Markings	Low	Redundant Connection	2	468	\$10.00	\$4,676.77
Downtown Charleston	1291	Murry Blvd - Limehouse St to Lenwood Blvd	Shared Lane Markings	Low	Redundant Connection	2	774	\$10.00	\$7,740.64

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1292	Murry Blvd - Rutledge Blvd to Council St	Shared Lane Markings	Low	Redundant Connection	2	406	\$10.00	\$4,061.13
Downtown Charleston	1294	Murry Blvd - Tradd St to Ashley Blvd	Shared Lane Markings	Low	Redundant Connection	2	581	\$10.00	\$5,808.23
Downtown Charleston	1295	N Market St - Anson St to Church St	Bike Lanes	Low	Redundant Connection	1	192	\$85.00	\$16,296.55
Downtown Charleston	1296	N Market St - Church St to Meeting St	Bike Lanes	Low	Redundant Connection	1	607	\$85.00	\$51,595.37
Downtown Charleston	1297	N Market St - Concord St to E Bay St	Bike Lanes	Low	Redundant Connection	1	453	\$85.00	\$38,523.20
Downtown Charleston	1298	N Market St - E Bay St to	Bike Lanes	Low	Redundant Connection	1	266	\$85.00	\$22,639.64
Downtown Charleston	1299	N Market St - State St to Anson St	Bike Lanes	Low	Redundant Connection	1	175	\$85.00	\$14,878.48
Downtown Charleston	1303	Off-street connection - Cooper St to Huger St, along I-26	Shared Use Path	Low	Redundant Connection	1	2998	\$250.00	\$749,486.37
Downtown Charleston	1305	Off-street connection from Courtenay Dr at Calhoun St south to proposed path along water	Shared Use Path	Low	Redundant Connection	1	318	\$250.00	\$79,538.69
Downtown Charleston	1306	Path along Scarborough Bridge to Lockwood Drive	Shared Use Path	Low	Redundant Connection	1	7661	\$250.00	\$1,915,267.54
Downtown Charleston	1325	Pritchard St - Washington St to Concord St	Buffered Bike Lanes	Low	Redundant Connection	2	394	\$150.00	\$59,104.60
Downtown Charleston	1333	Rodgers Aly - King St to Saint Philip St	Shared Lane Markings	Low	Redundant Connection	1	439	\$10.00	\$4,388.68
Downtown Charleston	1366	S Market St - Anson St to State St	Bike Lanes	Low	Redundant Connection	1	170	\$85.00	\$14,424.56
Downtown Charleston	1367	S Market St - Church St to Anson St	Bike Lanes	Low	Redundant Connection	1	199	\$85.00	\$16,884.92
Downtown Charleston	1368	S Market St - E Bay St to Concord St	Bike Lanes	Low	Redundant Connection	1	427	\$85.00	\$36,335.94

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1369	S Market St - Meeting St to Church St	Bike Lanes	Low	Redundant Connection	1	607	\$85.00	\$51,582.51
Downtown Charleston	1370	S Market St - State St to E Bay St	Bike Lanes	Low	Redundant Connection	1	356	\$85.00	\$30,277.30
Downtown Charleston	1371	Saint Philip St - Bogard St to Line St	Shared Lane Markings	Low	Redundant Connection	2	186	\$10.00	\$1,855.43
Downtown Charleston	1372	Saint Philip St - Bogard St to Line St	Shared Lane Markings	Low	Redundant Connection	2	83	\$10.00	\$830.34
Downtown Charleston	1373	Saint Philip St - Bogard St to Line St	Shared Lane Markings	Low	Redundant Connection	2	43	\$10.00	\$433.42
Downtown Charleston	1374	Saint Philip St - Bogard St to Line St	Shared Lane Markings	Low	Redundant Connection	2	64	\$10.00	\$641.56
Downtown Charleston	1375	Saint Philip St - Bogard St to Line St	Shared Lane Markings	Low	Redundant Connection	2	108	\$10.00	\$1,075.03
Downtown Charleston	1376	Saint Philip St - Bogard St to Rodgers Aly	Shared Lane Markings	Low	Redundant Connection	2	102	\$10.00	\$1,023.41
Downtown Charleston	1377	Saint Philip St - Bogard St to Rodgers Aly	Shared Lane Markings	Low	Redundant Connection	2	54	\$10.00	\$535.69
Downtown Charleston	1378	Saint Philip St - Calhoun St to George St	Shared Lane Markings	Low	Redundant Connection	1	732	\$10.00	\$7,316.63
Downtown Charleston	1379	Saint Philip St - Cannon St to Morris St	Shared Lane Markings	Low	Redundant Connection	2	631	\$10.00	\$6,309.62
Downtown Charleston	1380	Saint Philip St - George St to Liberty St	Shared Use Path	Low	Redundant Connection	1	372	\$250.00	\$93,008.17
Downtown Charleston	1381	Saint Philip St - Liberty St to Wentworth St	Shared Use Path	Low	Redundant Connection	1	320	\$250.00	\$80,124.31
Downtown Charleston	1382	Saint Philip St - Morris St to Radcliffe St	Shared Lane Markings	Low	Redundant Connection	2	250	\$10.00	\$2,496.05
Downtown Charleston	1383	Saint Philip St - Morris St to Radcliffe St	Shared Lane Markings	Low	Redundant Connection	2	353	\$10.00	\$3,526.92
Downtown Charleston	1384	Saint Philip St - Radcliffe St to Warren St	Shared Lane Markings	Low	Redundant Connection	2	360	\$10.00	\$3,602.44

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1385	Saint Philip St - Rodgers Aly to Spring St	Shared Lane Markings	Low	Redundant Connection	2	261	\$10.00	\$2,608.45
Downtown Charleston	1386	Saint Philip St - Spring St to Cannon St	Shared Lane Markings	Low	Redundant Connection	2	408	\$10.00	\$4,083.98
Downtown Charleston	1387	Saint Philip St - Vanderhorst St to Calhoun St	Shared Lane Markings	Low	Redundant Connection	2	649	\$10.00	\$6,489.81
Downtown Charleston	1388	Saint Philip St - Warren St to Vanderhorst St	Shared Lane Markings	Low	Redundant Connection	2	359	\$10.00	\$3,590.81
Downtown Charleston	1389	Saint Philip St - Wentworth St to Beaufain St	Shared Use Path	Low	Redundant Connection	1	419	\$250.00	\$104,751.70
Downtown Charleston	1391	Tradd St - Chisolm St to Murry Blvd	Shared Lane Markings	Low	Redundant Connection	2	444	\$10.00	\$4,437.78
Downtown Charleston	1400	Vendue Range - Concord St to Prioleau St	Shared Lane Markings	Low	Redundant Connection	2	166	\$10.00	\$1,657.72
Downtown Charleston	1401	Vendue Range - Prioleau St to E Bay St	Shared Lane Markings	Low	Redundant Connection	2	259	\$10.00	\$2,590.77
Downtown Charleston	1405	Washington St - Calhoun St to Charlotte St	Shared Lane Markings	Low	Redundant Connection	2	306	\$10.00	\$3,055.87
Downtown Charleston	1406	Washington St - Calhoun St to Charlotte St	Shared Lane Markings	Low	Redundant Connection	2	260	\$10.00	\$2,598.57
Downtown Charleston	1407	Washington St - Charlotte St to Chapel St	Shared Lane Markings	Low	Redundant Connection	2	703	\$10.00	\$7,032.78
Downtown Charleston	1404	Washington St - Hasell St to Pritchard St	Buffered Bike Lanes	Low	Redundant Connection	2	326	\$150.00	\$48,838.90
Downtown Charleston	1408	Washington St - Inspection St to Calhoun St	Shared Lane Markings	Low	Redundant Connection	2	393	\$10.00	\$3,930.49
Downtown Charleston	1409	Washington St - Laurens St to Hasell St	Buffered Bike Lanes	Low	Redundant Connection	2	408	\$150.00	\$61,216.77
Downtown Charleston	1410	Washington St - Laurens St to Hasell St	Buffered Bike Lanes	Low	Redundant Connection	2	415	\$150.00	\$62,259.93
Downtown Charleston	1411	Washington St - Laurens St to Hasell St	Buffered Bike Lanes	Low	Redundant Connection	2	160	\$150.00	\$24,054.94

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Downtown Charleston	1412	Washington St - Laurens St to Vernon St	Buffered Bike Lanes	Low	Redundant Connection	2	240	\$150.00	\$35,927.33
Downtown Charleston	1413	Washington St - Vernon St to Inspection St	Shared Lane Markings	Low	Redundant Connection	2	342	\$10.00	\$3,420.14
Mt Pleasant St	1423	Brigade St - Huguenin Ave to Morrison Dr	Shared Lane Markings	High	Key Connection	2	420	\$10.00	\$4,203.82
Mt Pleasant St	2028	Brigade St - Huguenin Ave to Morrison Dr	Add New Sidewalk	High	All Sidewalk Priority		443	\$275.00	\$121,888.40
Mt Pleasant St	2029	Brigade St - Huguenin Ave to Morrison Dr	Add New Sidewalk	High	All Sidewalk Priority		420	\$275.00	\$115,604.92
Mt Pleasant St	1424	Brigade St - Huguenin Ave to N Romney St	Shared Use Path	High	Key Connection	1	758	\$250.00	\$189,387.81
Mt Pleasant St	1994	Cool Blow St - Meeting St to Hanover St	Shared Use Path	High	Local Plan/Direction	1	756	\$250.00	\$188,883.25
Mt Pleasant St	2030	Courtland Ave - Cottonwood St to Rutledge Ave	Add New Sidewalk	High	All Sidewalk Priority		12	\$275.00	\$3,375.45
Mt Pleasant St	2031	Courtland Ave - Cottonwood St to Rutledge Ave	Add New Sidewalk	High	All Sidewalk Priority		44	\$275.00	\$12,043.44
Mt Pleasant St	2032	Courtland Ave - Cottonwood St to Rutledge Ave	Add New Sidewalk	High	All Sidewalk Priority		40	\$275.00	\$10,999.48
Mt Pleasant St	2033	Courtland Ave - Cottonwood St to Rutledge Ave	Add New Sidewalk	High	All Sidewalk Priority		48	\$275.00	\$13,285.57
Mt Pleasant St	2034	Courtland Ave - Cottonwood St to Rutledge Ave	Add New Sidewalk	High	All Sidewalk Priority		138	\$275.00	\$37,823.21
Mt Pleasant St	2035	Courtland Ave - Cottonwood St to Rutledge Ave	Add New Sidewalk	High	All Sidewalk Priority		233	\$275.00	\$64,169.13
Mt Pleasant St	2036	Courtland Ave - Holt St to Cottonwood St	Add New Sidewalk	High	All Sidewalk Priority		266	\$275.00	\$73,099.27
Mt Pleasant St	2037	Ctland Ave - Us Hwy 78 to Holt St	Add New Sidewalk	High	All Sidewalk Priority		266	\$275.00	\$73,102.07
Mt Pleasant St	1431	Cypress St - Meeting St to US Hwy 78	Shared Lane Markings	High	Key Connection	2	450	\$10.00	\$4,495.92

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Mt Pleasant St	1432	Cypress St - Us Hwy 78 to S Enston Ave	Shared Lane Markings	High	Key Connection	2	514	\$10.00	\$5,136.58
Mt Pleasant St	1457	Huger St - Benson St to I-26 overpass	Bike Lanes	High	Local Plan/Direction	2	375	\$85.00	\$31,842.97
Mt Pleasant St	1458	Huger St - Hanover St to Morrison Dr	Bike Lanes	High	Local Plan/Direction	2	574	\$85.00	\$48,823.81
Mt Pleasant St	1459	Huger St - I-26 overpass to Meeting St	Bike Lanes	High	Local Plan/Direction	2	659	\$85.00	\$56,034.38
Mt Pleasant St	1460	Huger St - Meeting St to Nassau St	Bike Lanes	High	Local Plan/Direction	2	410	\$85.00	\$34,812.31
Mt Pleasant St	1461	Huger St - Nassau St to Hanover St	Bike Lanes	High	Local Plan/Direction	2	323	\$85.00	\$27,415.39
Mt Pleasant St	1462	Huger St - Us Hwy 78 to Benson St	Bike Lanes	High	Local Plan/Direction	2	256	\$85.00	\$21,739.94
Mt Pleasant St	2038	Huguenin Ave - Brigade St to Romney St	Add New Sidewalk	High	All Sidewalk Priority		1105	\$275.00	\$303,905.55
Mt Pleasant St	2039	Lenox St - King St to end of Lenox St	Add New Sidewalk	High	All Sidewalk Priority		317	\$275.00	\$87,234.14
Mt Pleasant St	2040	Lenox St - Meeting St to end of Lenox St	Add New Sidewalk	High	All Sidewalk Priority		187	\$275.00	\$51,316.13
Mt Pleasant St	1476	Meeting Street Rd - Greenleaf st to Algonguin Rd	Shared Use Path	High	Key Connection	1	1022	\$250.00	\$255,412.50
Mt Pleasant St	1477	Morrison Dr - Conroy St/Huguenin Ave to Romney St	Separated Bike Lanes	High	Key Connection	2	364	\$337.50	\$122,745.78
Mt Pleasant St	1478	Morrison Dr - Huger St to Conroy St/Huguenin Ave	Separated Bike Lanes	High	Safety Need	2	1320	\$337.50	\$445,356.73
Mt Pleasant St	1479	Morrison Dr - Huger St to Conroy St/Huguenin Ave	Separated Bike Lanes	High	Safety Need	2	58	\$337.50	\$19,612.41
Mt Pleasant St	1480	Morrison Dr - Huger St to Conroy St/Huguenin Ave	Separated Bike Lanes	High	Safety Need	2	61	\$337.50	\$20,722.63
Mt Pleasant St	1481	Morrison Dr - Huger St to Conroy St/Huguenin Ave	Separated Bike Lanes	High	Safety Need	2	32	\$337.50	\$10,921.38

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Mt Pleasant St	1482	Morrison Dr - Huger St to Conroy St/Huguenin Ave	Separated Bike Lanes	High	Safety Need	2	76	\$337.50	\$25,561.38
Mt Pleasant St	1483	Morrison Dr - Huger St to Conroy St/Huguenin Ave	Separated Bike Lanes	High	Safety Need	2	106	\$337.50	\$35,620.95
Mt Pleasant St	1484	Morrison Dr - Isabella St to N Hanover St/Williman St	Separated Bike Lanes	High	Key Connection	2	390	\$337.50	\$131,480.53
Mt Pleasant St	1485	Morrison Dr - Meeting St to Brigade St	Separated Bike Lanes	High	Key Connection	2	236	\$337.50	\$79,778.19
Mt Pleasant St	1486	Morrison Dr - Meeting St to Brigade St	Separated Bike Lanes	High	Key Connection	2	833	\$337.50	\$281,152.49
Mt Pleasant St	1487	Morrison Dr - N Hanover St/Williman St to Brigade St	Separated Bike Lanes	High	Key Connection	2	620	\$337.50	\$209,222.45
Mt Pleasant St	1488	Morrison Dr - Romney St to Isabella St	Separated Bike Lanes	High	Key Connection	2	379	\$337.50	\$127,908.72
Mt Pleasant St	1489	Morrison Dr - Stuart St to Huger St	Separated Bike Lanes	High	Safety Need	2	287	\$337.50	\$96,750.36
Mt Pleasant St	1490	Mount Pleasant St - Ashley Ave to Darlington Ave	Buffered Bike Lanes	High	Key Connection	2	272	\$150.00	\$40,861.03
Mt Pleasant St	2041	Mount Pleasant St - Ashley Ave to Darlington Ave	Add New Sidewalk	High	All Sidewalk Priority		272	\$275.00	\$74,911.88
Mt Pleasant St	1491	Mount Pleasant St - Darlington Ave to Rutledge Ave	Buffered Bike Lanes	High	Key Connection	2	292	\$150.00	\$43,814.52
Mt Pleasant St	2042	Mount Pleasant St - Darlington Ave to Rutledge Ave	Add New Sidewalk	High	All Sidewalk Priority		292	\$275.00	\$80,326.62
Mt Pleasant St	1492	Mount Pleasant St - Hester St to Ashley Ave	Buffered Bike Lanes	High	Key Connection	2	287	\$150.00	\$43,119.79
Mt Pleasant St	1493	Mount Pleasant St - King St to Morrison Dr/Us Hwy 52	Shared Use Path	High	Key Connection	1	322	\$250.00	\$80,526.16
Mt Pleasant St	1494	Mount Pleasant St - Laurel Ave to King St	Bike Lanes	High	Key Connection	2	267	\$85.00	\$22,699.87
Mt Pleasant St	1495	Mount Pleasant St - Magnolia Ave to N Enston Ave	Bike Lanes	High	Key Connection	2	116	\$85.00	\$9,859.80

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Mt Pleasant St	1496	Mount Pleasant St - Magnolia Ave to N Enston Ave	Bike Lanes	High	Key Connection	2	105	\$85.00	\$8,951.45
Mt Pleasant St	1497	Mount Pleasant St - Magnolia Ave to N Enston Ave	Bike Lanes	High	Key Connection	2	48	\$85.00	\$4,065.58
Mt Pleasant St	2043	Mount Pleasant St - Magnolia Ave to N Enston Ave	Add New Sidewalk	High	All Sidewalk Priority		116	\$275.00	\$31,899.37
Mt Pleasant St	2044	Mount Pleasant St - Magnolia Ave to N Enston Ave	Add New Sidewalk	High	All Sidewalk Priority		105	\$275.00	\$28,960.59
Mt Pleasant St	2045	Mount Pleasant St - Magnolia Ave to N Enston Ave	Add New Sidewalk	High	All Sidewalk Priority		48	\$275.00	\$13,153.33
Mt Pleasant St	1498	Mount Pleasant St - N Enston Ave to Laurel Ave	Bike Lanes	High	Key Connection	2	68	\$85.00	\$5,787.28
Mt Pleasant St	1499	Mount Pleasant St - N Enston Ave to Laurel Ave	Bike Lanes	High	Key Connection	2	36	\$85.00	\$3,094.79
Mt Pleasant St	1500	Mount Pleasant St - N Enston Ave to Laurel Ave	Bike Lanes	High	Key Connection	2	94	\$85.00	\$8,004.06
Mt Pleasant St	1501	Mount Pleasant St - N Enston Ave to Laurel Ave	Bike Lanes	High	Key Connection	2	61	\$85.00	\$5,157.03
Mt Pleasant St	2046	Mount Pleasant St - N Enston Ave to Laurel Ave	Add New Sidewalk	High	All Sidewalk Priority		68	\$275.00	\$18,723.56
Mt Pleasant St	2047	Mount Pleasant St - N Enston Ave to Laurel Ave	Add New Sidewalk	High	All Sidewalk Priority		36	\$275.00	\$10,012.56
Mt Pleasant St	2048	Mount Pleasant St - N Enston Ave to Laurel Ave	Add New Sidewalk	High	All Sidewalk Priority		94	\$275.00	\$25,895.47
Mt Pleasant St	1502	Mount Pleasant St - Rutledge Ave to Magnolia Ave	Bike Lanes	High	Key Connection	2	269	\$85.00	\$22,874.89
Mt Pleasant St	2049	Mount Pleasant St - Rutledge Ave to Magnolia Ave	Add New Sidewalk	High	All Sidewalk Priority		269	\$275.00	\$74,007.01
Mt Pleasant St	2050	Mount Pleasant St - US Hwy 78 to US Hwy 52	Add New Sidewalk	High	All Sidewalk Priority		322	\$275.00	\$88,578.77
Mt Pleasant St	1507	N Hanover St to Morrison Dr - off-street connection near Cool Blow St	Shared Use Path	High	Local Plan/Direction	2	556	\$250.00	\$139,041.68

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Mt Pleasant St	1508	N Romney St - Huguenin Ave to Romney St	Bike Lanes	High	Local Plan/Direction	2	253	\$85.00	\$21,463.15
Mt Pleasant St	1511	Peachtree St - Ashley Ave to Piedmont Ave	Shared Lane Markings	High	Key Connection	2	274	\$10.00	\$2,735.72
Mt Pleasant St	1512	Peachtree St - Darlington Ave to Ashley Ave	Shared Lane Markings	High	Key Connection	2	288	\$10.00	\$2,876.91
Mt Pleasant St	1513	Peachtree St - Magnolia Ave to Rutledge Ave	Shared Lane Markings	High	Key Connection	2	272	\$10.00	\$2,723.11
Mt Pleasant St	1514	Peachtree St - Piedmont Ave to Hester St	Shared Lane Markings	High	Key Connection	2	253	\$10.00	\$2,534.69
Mt Pleasant St	1515	Peachtree St - Rutledge Ave to Darlington Ave	Shared Lane Markings	High	Key Connection	2	277	\$10.00	\$2,768.01
Mt Pleasant St	1516	Peachtree St - S Enston Ave to Magnolia Ave	Shared Lane Markings	High	Key Connection	2	266	\$10.00	\$2,659.03
Mt Pleasant St	1519	Romney St - Athens Ct to Athens Ct	Bike Lanes	High	Local Plan/Direction	2	179	\$85.00	\$15,181.47
Mt Pleasant St	1520	Romney St - Meeting St to east side of Athens Ct	Bike Lanes	High	Local Plan/Direction	2	45	\$85.00	\$3,855.92
Mt Pleasant St	1521	Romney St - Meeting St to east side of Athens Ct	Bike Lanes	High	Local Plan/Direction	2	50	\$85.00	\$4,255.90
Mt Pleasant St	1522	Romney St - Meeting St to east side of Athens Ct	Bike Lanes	High	Local Plan/Direction	2	39	\$85.00	\$3,319.75
Mt Pleasant St	1523	Romney St - Meeting St to east side of Athens Ct	Bike Lanes	High	Local Plan/Direction	2	16	\$85.00	\$1,363.44
Mt Pleasant St	1524	Romney St - Meeting St to east side of Athens Ct	Bike Lanes	High	Local Plan/Direction	2	27	\$85.00	\$2,335.52
Mt Pleasant St	1525	Romney St - Meeting St to east side of Athens Ct	Bike Lanes	High	Local Plan/Direction	2	169	\$85.00	\$14,356.33
Mt Pleasant St	1526	Romney St - Meeting St to east side of Athens Ct	Bike Lanes	High	Local Plan/Direction	2	300	\$85.00	\$25,481.76
Mt Pleasant St	1527	Romney St - Meeting St to east side of Athens Ct	Bike Lanes	High	Local Plan/Direction	2	40	\$85.00	\$3,434.27

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Mt Pleasant St	1528	Romney St - Morrison Dr to Huguenin Ave	Bike Lanes	High	Local Plan/Direction	2	169	\$85.00	\$14,390.47
Mt Pleasant St	1529	Romney St - N Hanover St to Morrison Dr	Bike Lanes	High	Local Plan/Direction	2	394	\$85.00	\$33,524.75
Mt Pleasant St	1530	Romney St - N Nassau St to N Hanover St	Bike Lanes	High	Local Plan/Direction	2	319	\$85.00	\$27,075.68
Mt Pleasant St	1531	Romney St - Us Hwy 52 to N Nassau St	Bike Lanes	High	Local Plan/Direction	2	410	\$85.00	\$34,833.91
Mt Pleasant St	1532	Romney St - Us Hwy 78 to Athens Ct	Bike Lanes	High	Local Plan/Direction	2	269	\$85.00	\$22,855.12
Mt Pleasant St	1535	Rutledge Ave - Cleveland St to Maverick St	Separated Bike Lanes	High	Local Plan/Direction	2	290	\$337.50	\$97,803.12
Mt Pleasant St	1533	Rutledge Ave - Courtland Ave to Sunnyside Ave	Separated Bike Lanes	High	Local Plan/Direction	2	138	\$337.50	\$46,728.34
Mt Pleasant St	1536	Rutledge Ave - Cypress St to Maple St	Separated Bike Lanes	High	Local Plan/Direction	2	294	\$337.50	\$99,271.93
Mt Pleasant St	1537	Rutledge Ave - Francis St to Cleveland St	Separated Bike Lanes	High	Local Plan/Direction	2	280	\$337.50	\$94,512.76
Mt Pleasant St	1538	Rutledge Ave - Gordon St to Saint Margaret St	Separated Bike Lanes	High	Local Plan/Direction	2	301	\$337.50	\$101,658.85
Mt Pleasant St	1539	Rutledge Ave - Grove St to Francis St	Separated Bike Lanes	High	Local Plan/Direction	2	363	\$337.50	\$122,601.88
Mt Pleasant St	1534	Rutledge Ave - Heriot St to Courtland Ave	Separated Bike Lanes	High	Local Plan/Direction	1	299	\$337.50	\$100,900.74
Mt Pleasant St	1540	Rutledge Ave - Maple St to Poplar St	Separated Bike Lanes	High	Local Plan/Direction	2	287	\$337.50	\$96,886.77
Mt Pleasant St	1541	Rutledge Ave - Maverick St to Moultrie St	Separated Bike Lanes	High	Local Plan/Direction	2	357	\$337.50	\$120,450.07
Mt Pleasant St	1542	Rutledge Ave - Montford Ave to Weaver St	Separated Bike Lanes	High	Local Plan/Direction	2	241	\$337.50	\$81,224.76
Mt Pleasant St	1543	Rutledge Ave - Mount Pleasant St to San Souci St	Separated Bike Lanes	High	Local Plan/Direction	2	692	\$337.50	\$233,521.31

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Mt Pleasant St	1544	Rutledge Ave - Peachtree St to Cypress St	Separated Bike Lanes	High	Local Plan/Direction	2	281	\$337.50	\$94,710.90
Mt Pleasant St	1545	Rutledge Ave - Poplar St to Simons St	Separated Bike Lanes	High	Local Plan/Direction	2	392	\$337.50	\$132,440.49
Mt Pleasant St	1546	Rutledge Ave - Saint Margaret St to Grove St	Separated Bike Lanes	High	Local Plan/Direction	2	294	\$337.50	\$99,067.65
Mt Pleasant St	1547	Rutledge Ave - San Souci St to Peachtree St	Separated Bike Lanes	High	Local Plan/Direction	2	450	\$337.50	\$151,942.93
Mt Pleasant St	1548	Rutledge Ave - Simons St to Gordon St	Separated Bike Lanes	High	Local Plan/Direction	2	403	\$337.50	\$136,081.44
Mt Pleasant St	1549	Rutledge Ave - Sunnyside Ave to Montford Ave	Separated Bike Lanes	High	Local Plan/Direction	2	119	\$337.50	\$40,120.50
Mt Pleasant St	1550	Rutledge Ave - Weaver St to Mount Pleasant St	Separated Bike Lanes	High	Local Plan/Direction	2	257	\$337.50	\$86,845.81
Mt Pleasant St	1551	S Enston Ave - Cypress St to Peachtree St	Shared Lane Markings	High	Key Connection	2	287	\$10.00	\$2,870.70
Mt Pleasant St	1552	Us Hwy 52 - Cunnington Ave to Pershing St	Shared Use Path	High	Key Connection	1	259	\$250.00	\$64,818.74
Mt Pleasant St	1553	Us Hwy 52 - Lemon St to Prosper St	Shared Use Path	High	Key Connection	1	141	\$250.00	\$35,143.80
Mt Pleasant St	1554	Us Hwy 52 - Mount Pleasant St to Cunnington Ave	Shared Use Path	High	Key Connection	1	1215	\$250.00	\$303,707.80
Mt Pleasant St	1555	Us Hwy 52 - Pershing St to Lemon St	Shared Use Path	High	Key Connection	1	138	\$250.00	\$34,474.72
Mt Pleasant St	1556	Us Hwy 52 - Prosper St to Algonquin Rd	Shared Use Path	High	Key Connection	1	250	\$250.00	\$62,485.16
Mt Pleasant St	1439	Heriot St - Rutledge Ave to Perry St	Shared Lane Markings	Medium	Safety Need	2	489	\$10.00	\$4,888.20
Mt Pleasant St	1440	Heriot Street - King Street to Rutledge Ave	Separated Bike Lanes	Medium	Safety Need	2	25	\$337.50	\$8,578.77
Mt Pleasant St	1441	Heriot Street - King Street to Rutledge Ave	Separated Bike Lanes	Medium	Safety Need	2	20	\$337.50	\$6,842.09

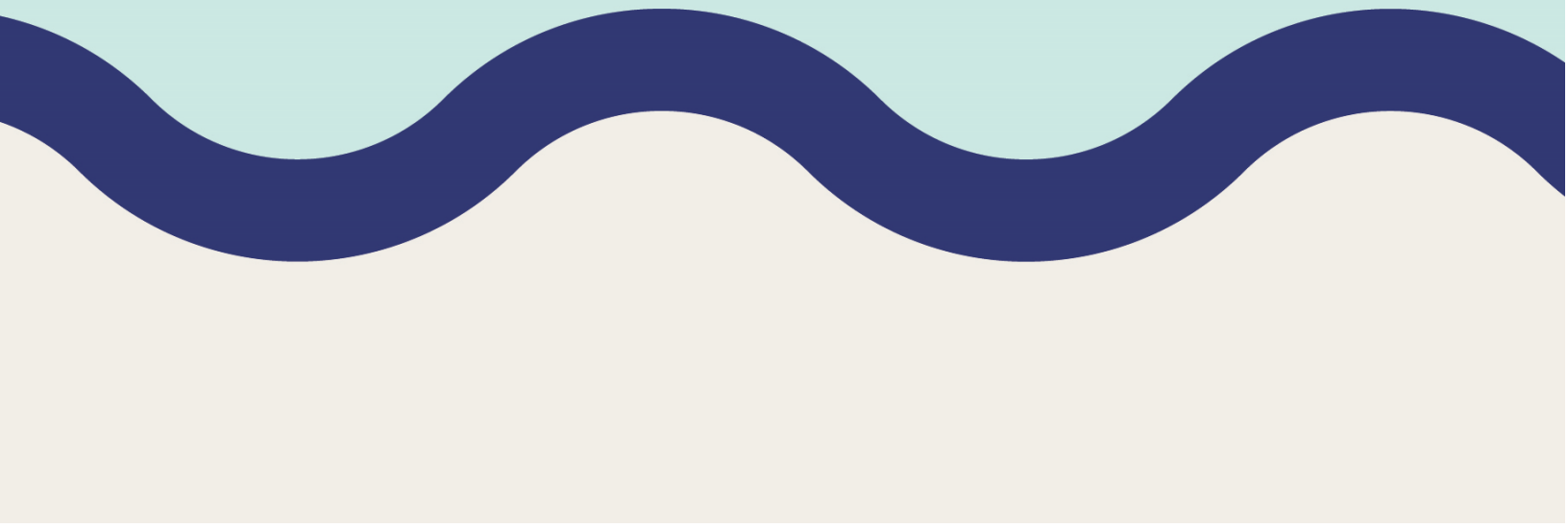
AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Mt Pleasant St	1442	Heriot Street - King Street to Rutledge Ave	Separated Bike Lanes	Medium	Safety Need	2	41	\$337.50	\$13,960.19
Mt Pleasant St	1443	Heriot Street - King Street to Rutledge Ave	Separated Bike Lanes	Medium	Safety Need	2	19	\$337.50	\$6,468.04
Mt Pleasant St	1444	Heriot Street - King Street to Rutledge Ave	Separated Bike Lanes	Medium	Safety Need	2	60	\$337.50	\$20,304.34
Mt Pleasant St	1445	Heriot Street - King Street to Rutledge Ave	Separated Bike Lanes	Medium	Safety Need	2	889	\$337.50	\$300,147.35
Mt Pleasant St	1446	Heriot Street at King Street to I-26 near Sans Souci St (off-street connection)	Shared Use Path	Medium	Redundant Connection	1	2153	\$250.00	\$538,352.74
Mt Pleasant St	1463	Huguenin Ave - Brigade St to Romney St	Bike Lanes	Medium	Redundant Connection	2	1105	\$85.00	\$93,934.44
Mt Pleasant St	1465	Huguenin Ave - Romney St to Morrison Dr	Bike Lanes	Medium	Redundant Connection	2	366	\$85.00	\$31,084.75
Mt Pleasant St	1503	N Hanover St - Conroy St to Cool Blow St	Separated Bike Lanes	Medium	Redundant Connection	2	349	\$337.50	\$117,925.83
Mt Pleasant St	1504	N Hanover St - Isabella St to Romney St	Separated Bike Lanes	Medium	Redundant Connection	2	344	\$337.50	\$116,058.72
Mt Pleasant St	1505	N Hanover St - Morrison Dr/Williman St to Isabella St	Separated Bike Lanes	Medium	Redundant Connection	2	344	\$337.50	\$116,082.13
Mt Pleasant St	1506	N Hanover St - Romney St to Conroy St	Separated Bike Lanes	Medium	Redundant Connection	2	355	\$337.50	\$119,853.21
Mt Pleasant St	1517	Perry St - Mechanic St to Heriot St	Shared Lane Markings	Medium	Safety Need	2	359	\$10.00	\$3,590.64
Mt Pleasant St	1518	Poplar St to Riker St - off-street connection under I-26 overpass	Shared Use Path	Medium	Key Connection	1	247	\$250.00	\$61,806.08
Mt Pleasant St	1557	Us Hwy 78 - Cypress St to Maple St	Bike Lanes	Medium	Local Plan/Direction	2	298	\$85.00	\$25,324.82
Mt Pleasant St	1558	Us Hwy 78 - Francis St to Starnes Ct	Bike Lanes	Medium	Local Plan/Direction	2	202	\$85.00	\$17,211.19
Mt Pleasant St	1559	Us Hwy 78 - Grove St to Francis St	Bike Lanes	Medium	Local Plan/Direction	2	301	\$85.00	\$25,578.45

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Mt Pleasant St	1560	Us Hwy 78 - I 26 to San Souci St	Bike Lanes	Medium	Local Plan/Direction	2	339	\$85.00	\$28,813.50
Mt Pleasant St	1561	Us Hwy 78 - Lenox St/Peachtree St to Cypress St	Bike Lanes	Medium	Local Plan/Direction	2	273	\$85.00	\$23,166.01
Mt Pleasant St	1562	Us Hwy 78 - Maple St to Poplar St	Bike Lanes	Medium	Local Plan/Direction	2	283	\$85.00	\$24,081.16
Mt Pleasant St	1563	Us Hwy 78 - Maverick St to Moultrie St	Bike Lanes	Medium	Local Plan/Direction	2	364	\$85.00	\$30,971.22
Mt Pleasant St	1564	Us Hwy 78 - Moultrie St to Huger St	Bike Lanes	Medium	Local Plan/Direction	2	483	\$85.00	\$41,038.29
Mt Pleasant St	1565	Us Hwy 78 - Mount Pleasant St to I 26	Bike Lanes	Medium	Local Plan/Direction	2	283	\$85.00	\$24,033.08
Mt Pleasant St	1566	Us Hwy 78 - Poinsett St to Grove St	Bike Lanes	Medium	Local Plan/Direction	2	290	\$85.00	\$24,661.59
Mt Pleasant St	1567	Us Hwy 78 - Poplar St to Simons St	Bike Lanes	Medium	Local Plan/Direction	2	221	\$85.00	\$18,766.77
Mt Pleasant St	1568	Us Hwy 78 - Poplar St to Simons St	Bike Lanes	Medium	Local Plan/Direction	2	76	\$85.00	\$6,497.16
Mt Pleasant St	1569	Us Hwy 78 - Poplar St to Simons St	Bike Lanes	Medium	Local Plan/Direction	2	99	\$85.00	\$8,384.98
Mt Pleasant St	1570	Us Hwy 78 - Romney St to Poinsett St	Bike Lanes	Medium	Local Plan/Direction	2	559	\$85.00	\$47,536.67
Mt Pleasant St	1571	Us Hwy 78 - San Souci St to Lenox St/Peachtree St	Bike Lanes	Medium	Local Plan/Direction	2	255	\$85.00	\$21,671.09
Mt Pleasant St	1572	Us Hwy 78 - Simons St to Romney St	Bike Lanes	Medium	Local Plan/Direction	2	175	\$85.00	\$14,850.22
Mt Pleasant St	1573	Us Hwy 78 - Starnes Ct to Maverick St	Bike Lanes	Medium	Local Plan/Direction	2	116	\$85.00	\$9,844.11
Mt Pleasant St	1574	Us Hwy 78 - Starnes Ct to Maverick St	Bike Lanes	Medium	Local Plan/Direction	2	90	\$85.00	\$7,633.00
Mt Pleasant St	1421	Algonquin Road - Meeting Street to Huguenin Avenue	Shared Lane Markings	Low	Redundant Connection	2	1049	\$10.00	\$10,491.74

AREA	GIS PROJECT ID	SEGMENT NAME AND LIMITS	PROPOSED FACILITY TYPE	PRIORITY	RATIONALE	DIRECTION	TOTAL LENGTH (feet)	UNIT COST	AREA
Mt Pleasant St	1426	Cleveland St - Mary Murray Dr to Rutledge Ave	Traffic Calming	Low	Redundant Connection	2	435	\$50.00	\$21,735.47
Mt Pleasant St	1988	Cunnington St - Meeting St to Huguenin Ave	Shared Lane Markings	Low	Local Plan/Direction	2	1251	\$10.00	\$12,508.48
Mt Pleasant St	1464	Huguenin Ave - Cunnington Ave to N Romney St	Shared Use Path	Low	Redundant Connection	2	503	\$250.00	\$125,692.55
Mt Pleasant St	1466	Huguenin St - Cunnington Ave to Pershing St	Shared Use Path	Low	Redundant Connection	2	365	\$250.00	\$91,339.11
Mt Pleasant St	1467	Huguenin St - Lemon St to Prosper St	Shared Use Path	Low	Redundant Connection	2	218	\$250.00	\$54,562.60
Mt Pleasant St	1468	Huguenin St - N Romney St to Brigade St	Shared Use Path	Low	Redundant Connection	2	1139	\$250.00	\$284,858.77
Mt Pleasant St	1469	Huguenin St - Pershing St to Lemon St	Shared Use Path	Low	Redundant Connection	2	306	\$250.00	\$76,384.30
Mt Pleasant St	1470	Huguenin St - Prosper St to Algonquin Rd	Shared Use Path	Low	Redundant Connection	2	372	\$250.00	\$93,011.24
Mt Pleasant St	1473	Lenox St - off-street connection under I-26 overpass	Shared Use Path	Low	Redundant Connection	1	210	\$250.00	\$52,532.42
Mt Pleasant St	1474	Mary Murray Dr - Ashley Ave to Cleveland St	Bike Lanes	Low	Redundant Connection	1	690	\$85.00	\$58,670.34
Mt Pleasant St	1475	Mary Murray Dr - Cleveland St to 10th Ave	Bike Lanes	Low	Redundant Connection	1	1742	\$85.00	\$148,072.22
Mt Pleasant St	1509	N Romney St - Romney St to apartment complex entrance	Shared Lane Markings	Low	Redundant Connection	2	301	\$10.00	\$3,007.86
Mt Pleasant St	1510	N Romney St - Romney St to apartment complex entrance	Shared Lane Markings	Low	Redundant Connection	2	1062	\$10.00	\$10,622.34

STATION AREA MAPS

SEE ATTACHMENT 2A



BEST PRACTICES FOR PEDESTRIAN AND BICYCLE ACCESS



Best Practices for Pedestrian and Bicycle Access

Design Principles

This section summarizes principles that agencies should consider in the design and construction of pedestrian and bicyclist infrastructure. These best practice principles are primarily based on information from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). See the *References and Additional Resources* section for a full list of resources.

General Considerations

- Consider an access shed that includes a 1/2-mile walk and three-mile bicycle ride.ⁱ
- Ensure routes to stations are as direct as possible and consider wayfinding signs and other markings that are clearly and logically marked with conspicuous branding.

Pedestrian Considerations

- Close any gaps in the sidewalk network and ensure sidewalks are provided on both sides of the street to the extent possible.
- Design sidewalks at a minimum of five feet wide to accommodate a wheelchair. In urban areas, a sidewalk width of six feet or more is desired.ⁱⁱ
- Provide sidewalk buffer - space between the walkway and vehicle travel lanes that can be landscaped - to further improve the comfort for people on the sidewalk by providing additional separation and potentially encouraging slower motorist speeds.
- Provide safe crossings with lighting and signals or stop control for people crossing vehicular travel lanes and railroad crossings. Pedestrians should not have to walk more than 100 feet out of the way to access a crossing.
- Consider designs such as raised crosswalks, or curb extensions to encourage safer motorist speeds near crossings.ⁱⁱⁱ Other considerations include automatic pedestrian recalls that provide a pedestrian interval during each signal cycle, audible pedestrian signals, exclusive pedestrian signal phases, leading pedestrian intervals (LPIs), high-visibility pavement markings such as ladder stripping, and parking restrictions at crossings (i.e., daylighting) to increase the visibility of crossing pedestrians.
- Use designs such as pedestrian hybrid beacons and raised refuge islands to separate people walking from motorists both in time and space at mid-block crossings.^{iv}

Bicyclists Considerations

- Consider the intended bicyclist level in station areas as “interested but concerned” bicyclists to help ensure the facilities and the transit service are attractive to many potential riders.^v Facilities such as separated bicycle lanes and shared-use paths should be prioritized.
- Provide a mix of bicycling parking types, such as very secure bicycle cage rooms to less secure standard bicycle racks.^{vi} Locate parking within or as close to the transit station as much as possible in visible areas for passive security.
- Seek opportunities to partner with micromobility providers and ensure there are well-marked dedicated spaces at stations where users can park micromobility devices.

Policy Guidelines

This section summarizes guidelines that agencies should consider to support the implementation of improved pedestrian and bicyclist infrastructure.

- FHWA prepares a resource that lists potential pedestrian and bicycle funding opportunities across several programs.^{vii} FTA programs can fund pedestrian and bicycle projects that demonstrate a benefit to transit - i.e., within 1/2-mile for pedestrian projects and three miles for bicycle projects.^{vi}
- Private development presents an opportunity for additional support to implement pedestrian and bicycle connections in station areas. Local jurisdictions can leverage mechanisms such as transit-oriented development incentives, impact fees, and public-private partnerships.
- Jurisdictions can ensure that private developments contribute to creating a safer and more accessible urban environment in station areas by integrating requirements for bicycle lanes, pedestrian-friendly infrastructure, and sidewalk connectivity into zoning regulations and development agreements.ⁱⁱⁱ
- Pilot and demonstration projects are an opportunity for agency to test out different configurations and give the community an opportunity to experience the change before deciding to make it permanent.^{vi}
- Regional cooperation is crucial and potential funding opportunities can be provided or supported by the transit agency and MPO.^{viii} Agreements can be made to streamline the facilitation of joint projects and establish roles for the continued maintenance of pedestrian and bicycle facilities.

Funding

Dedicated local funding is the most consistent and reliable funding source to implement pedestrian and bicycle projects. It is an indication of a community's commitment to growing its active transportation infrastructure and strengthens potential for the application of federal and state funding. Local funds are often used to leverage (or "match") additional state and federal funds. In addition to the application for state and federal funds, they are typically more competitive and require a lot of oversight and documentation. The following funding sources are known programs at the state and federal levels that may be a source of funding for the pedestrian and bicycle projects identified in this CIP. Each has different requirements and may not be applicable to all projects.

Funding	Level	Description	Notes
Transportation Alternatives Program and Rec Trails Program	Federal	The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities	Projects may also include recreational trails; safe routes to school projects; and vulnerable road user safety assessments.
Strengthening Mobility and Revolutionizing Transportation (SMART)	Federal	Demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.	Connected vehicles, systemic counts and data collection, traffic signals, etc.
Fiscal Year (FY) 2023 through FY 2026 Bridge Investment Program, Planning and Bridge Project Grants	Federal	Road and standalone bike/ped bridge projects (\$2.5M min)	Planning grants (\$50K min)

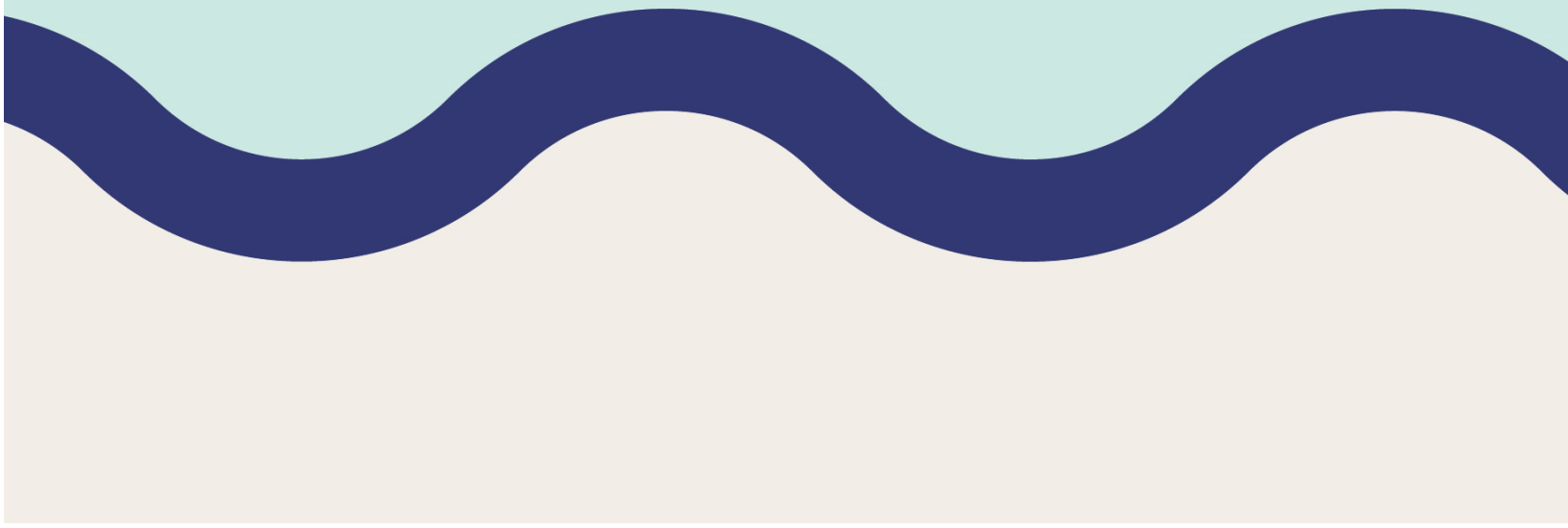
Funding	Level	Description	Notes
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Program	Federal	Eligible projects for RAISE grants are: Capital projects including but not limited to highway, bridge, or other road projects eligible under title 23, United States Code; public transportation projects eligible under chapter 53 of title 49, United States Code.	Planning grants (no \$ min). RAISE can provide funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).
Safe Streets and Roads for All	Federal	Safety implementation	Planning grants can include demonstration projects - quick build, semi-permanent, or temporary. Programmatic activities eligible Requires adopted Safety Action Plan
Highway Safety Improvement Program (ALDOT HSIP and Local Road Safety Initiative (LRSI))	Federal	Intersection improvements - on State Hwy System and meet MUTCD warrants	Project range \$10,000 to \$150,000; project effectiveness reporting required
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Program	Federal	Climate-related resilience of surface transportation system	Minimum application amount \$100,000
Active Transportation Infrastructure	Federal	Construction (\$15M min)	Planning and design (\$100K min)

Funding	Level	Description	Notes
Investment Program (ATIIP)			
Carbon Reduction Program	Federal	To construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.	Min: \$125,000; 80/20 federal/local match
Recreational Trails Program	Federal	Trail planning - motorized and non-motorized trails	80/20 federal/local match
Infrastructure for Rebuilding America	Federal	Corridor improvement projects - adding lanes, improving turn lanes, and adding connections to local transit, bike, and pedestrian networks or multimodal pathway for pedestrians and bicyclists	Grant program funding will be made available under the MPDG combined Notice of Funding Opportunity
The Transportation Infrastructure Finance and Innovation Act (TIFIA-credit assistance)	Federal	Projects should be a pool of projects related to transit and access improvement, it can add signal improvements, bike and ped access improvements, transit station improvement etc (TOD projects)	Plan needs to be added to the State DOT Plan. - Projects must have eligible costs reasonably anticipated to total at least \$50 million (\$10 million for rural infrastructure projects) to be considered for TIFIA credit instruments,
Railway Highway Crossing Program	Federal	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings.	Funds apportioned to state by formula. State is required to conduct a railroad crossings study and implementation schedule

Funding	Level	Description	Notes
The Rural Surface Transportation Grant Program	Federal	Projects can be multimodal improvement projects -The improvements include surface replacement, curb and gutter replacement, sidewalk and ADA improvements, bicycle facilities including bike lanes and shared bike/pedestrian paths, traffic signal upgrades, and drainage improvements.	Grant program funding will be made available under the Multimodal Project Discretionary Grant (MPDG) combined Notice of Funding Opportunity
SC State Budget Earmarks	State	House Ways and Means Committee annual allocation of surplus for non-reoccurring appropriations	To be determined annually at the beginning of each fiscal year
PeopleForBikes	Private	Provides funding for important projects that build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.	NA
National Endowment for the Arts Our Town Grant Program (Creative Placemaking)	Private	Planning and design that incorporates arts and culture - E.g., Fayetteville, AK received \$25k in 2018 for artist facilitated neighborhood planning	Requires partnership with nonprofit or higher ed organization
Parks and Recreation Trust Fund (PARTF)	State	Provides dollar-for-dollar matching grants to local governments for the	Mostly for Parks but does mention greenways, trails, and access to parks.

Funding	Level	Description	Notes
		acquisition and/or development of park and recreational projects to serve the general public.	
Planning Grant Initiative	State	Bicycle and Pedestrian Planning Grant Initiative - to encourage municipalities to develop comprehensive bicycle plans and pedestrian plans	NA

CONCLUSION AND NEXT STEPS



Applicability

As the cities of Charleston and North Charleston continue to evolve and develop, so do their planning priorities and transportation needs. The dynamic nature of urban development necessitates continuous reassessment and adaptation of plans to align with new information and emerging trends. Examples of these instances include:

- Ongoing planning initiatives such as the Charleston Peninsula Plan are likely to introduce new active transportation priorities and requirements.
- Change in road ownership may require proposed projects to be removed from the CIP. For example, BUC Club Drive and Alumni Drive in the Medical Plaza Ln station area.
- Deterioration in sidewalks may necessitate a re-assessment of sidewalk gaps, such as sections of the Mall Dr, Helm Ave, St, Dorchester Rd station areas.

Consequently, the information and recommendations in this CIP should be regularly reviewed and reconsidered in light of new data and community needs.

The priorities and strategies outlined in this CIP serve as a critical guide for cities to establish transportation goals and identify opportunities to fund projects that meet those goals. By leveraging this document, municipalities can ensure that their planning efforts are responsive to the latest insights. Cities need to take full advantage of available funding opportunities to implement these priorities effectively. This includes both securing new funding sources and strategically leveraging existing financial resources.

Cities should prioritize the implementation of projects in the highest-priority station areas as identified in this CIP. However, it is also crucial for municipalities to remain flexible and opportunistic. Funding opportunities may arise unexpectedly, and cities should be prepared to utilize such funds even for lower-priority projects identified in this CIP, since it means advancing the overall transportation network's connectivity and accessibility.

By adopting a proactive and adaptive approach to planning, cities can ensure that their transportation infrastructure meets the evolving needs of their communities. The guidelines and projects detailed in this CIP provide a robust foundation for enhancing pedestrian and bicycle access, ultimately contributing to more sustainable and livable urban environments.

References and Additional Resources

- ⁱ Improving Safety for Pedestrians and Bicyclists Accessing Transit, 2022, FHWA. https://safety.fhwa.dot.gov/ped_bike/ped_transit/fhwas21130_PedBike_Access_to_transit.pdf
- ⁱⁱ Transit Street Design Guide, 2015, NACTO. <https://nacto.org/publication/transit-street-design-guide/transit-system-strategies/network-strategies/pedestrian-access-networks/>
- ⁱⁱⁱ Pedestrian Safety Guide for Transit Agencies, 2008, FHWA. https://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/transit_guide.pdf
- ^{iv} Proven Safety Countermeasures, FHWA, 2024. <https://highways.dot.gov/safety/proven-safety-countermeasures>
- ^v Improving Safety for Pedestrians and Bicyclists Accessing Transit, 2022, FHWA. https://safety.fhwa.dot.gov/ped_bike/ped_transit/fhwas21130_PedBike_Access_to_transit.pdf
- ^{vi} Manual on Pedestrian and Bicycle Connections to Transit, 2011, FTA. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/64496/ftareportno0111.pdf>
- ^{vii} Pedestrian and Bicycle Funding Opportunities, 2023, USDOT. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- ^{viii} Manual on Pedestrian and Bicycle Connections to Transit, 2011, FTA. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/64496/ftareportno0111.pdf>