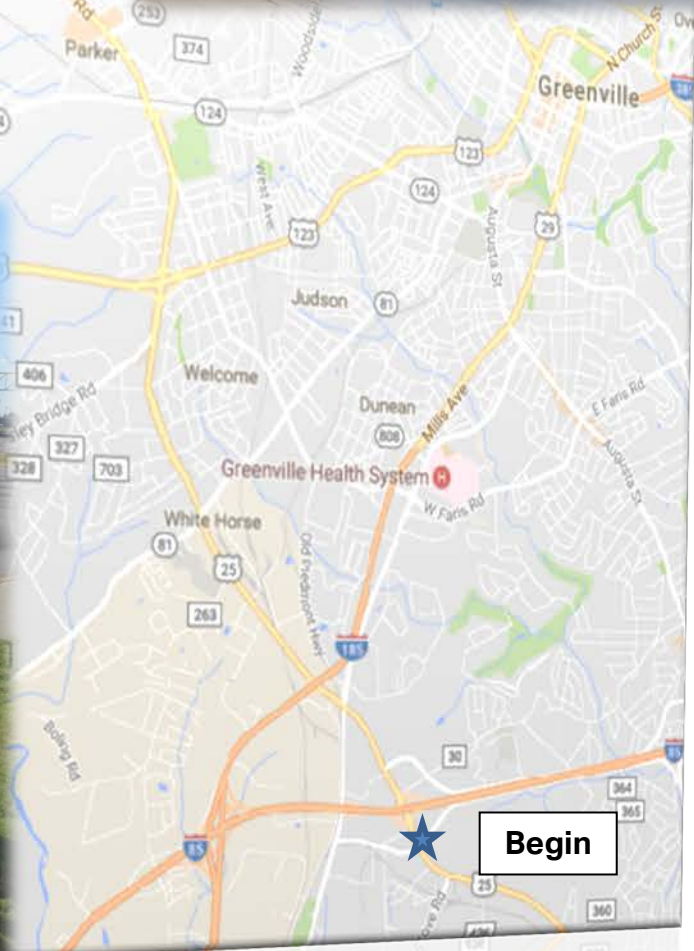


# Road Safety Assessment Greenville County, South Carolina US 25 (White Horse Rd) from MP 23.5 to 30.0



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## 1.0 INTRODUCTION

### 1.1 BACKGROUND

US 25 (White Horse Rd) is found in Greenville County, South Carolina. It is a 7-lane principal arterial that provides access to many commercial sites and residential developments. In addition, it serves as a major truck corridor that connects I-26 from the Asheville Area to I-85. Significant highway intersections along this section of US 25 are grade separated and include Interstate 85, Interstate 185, US 123 (New Easley Hwy), and SC 124 (Old Easley Hwy). The corridor also provides bus service via Greenlink Transit, Route 6, with multiple stops along the study area. The portion of US 25 that is being assessed runs from mile post (MP) 23.5 - 30.0 or just south of I-85 to S-782 (Lily St). According to data provided by SCDOT, there have been 1,971 reported crashes within this section of US 25 from January 2010 to December 2014.



Figure 1 – Typical Section of US 25 (White Horse Rd)

## 1.2 OBJECTIVE

The purpose of a road safety assessment is to examine the safety of a roadway by an independent, multi-disciplinary team. The team identifies areas of concern based on crash data analysis and observations in the field. After the field visit, the team categorizes potential areas of improvement along the study corridor.

## 1.3 ROAD SAFETY ASSESSMENT TEAM SUMMARY

The multidisciplinary team for the US 25 (White Horse Rd) Road Safety Assessment consisted of engineers from SCDOT, FHWA, and AECOM. Law enforcement representation consisted of SC Highway Patrol. The team and stakeholders met on Wednesday, October 19, 2016 and Thursday, October 20, 2016.

### RSA Team

1. **Joey Riddle** – SCDOT HQ Traffic
2. **Jana Potvin** – SCDOT HQ Traffic
3. **Eric Dillon** – SCDOT District 3 Traffic
4. **Ryan Elrod** – SC Highway Patrol
5. **Dan Hinton** – FHWA - SC
6. **Ryan Eckenrode** – AECOM
7. **Emily Swearingen** – AECOM
8. **Jacob Nelson** – AECOM

The stakeholders consisted of additional representation from the Metropolitan Planning Organization (MPO), Greenville-Pickens Area Transportation Study (GPATS), the County, and SCDOT.

### Stakeholders

9. **Tommy Elrod** - SCDOT
10. **Carol Jones** – SCDOT HQ Operations
11. **Emily Toler** – SCDOT HQ Traffic
12. **Brandon Wilson** – SCDOT District 3 Maintenance
13. **Kurt Walters** – Greenville County
14. **Keith Brockington** – GPATS
15. **Asangwua Ikein** – GPATS



## 2.0 RELEVANT DATA REVIEW

### 2.1 SITE CHARACTERISTICS

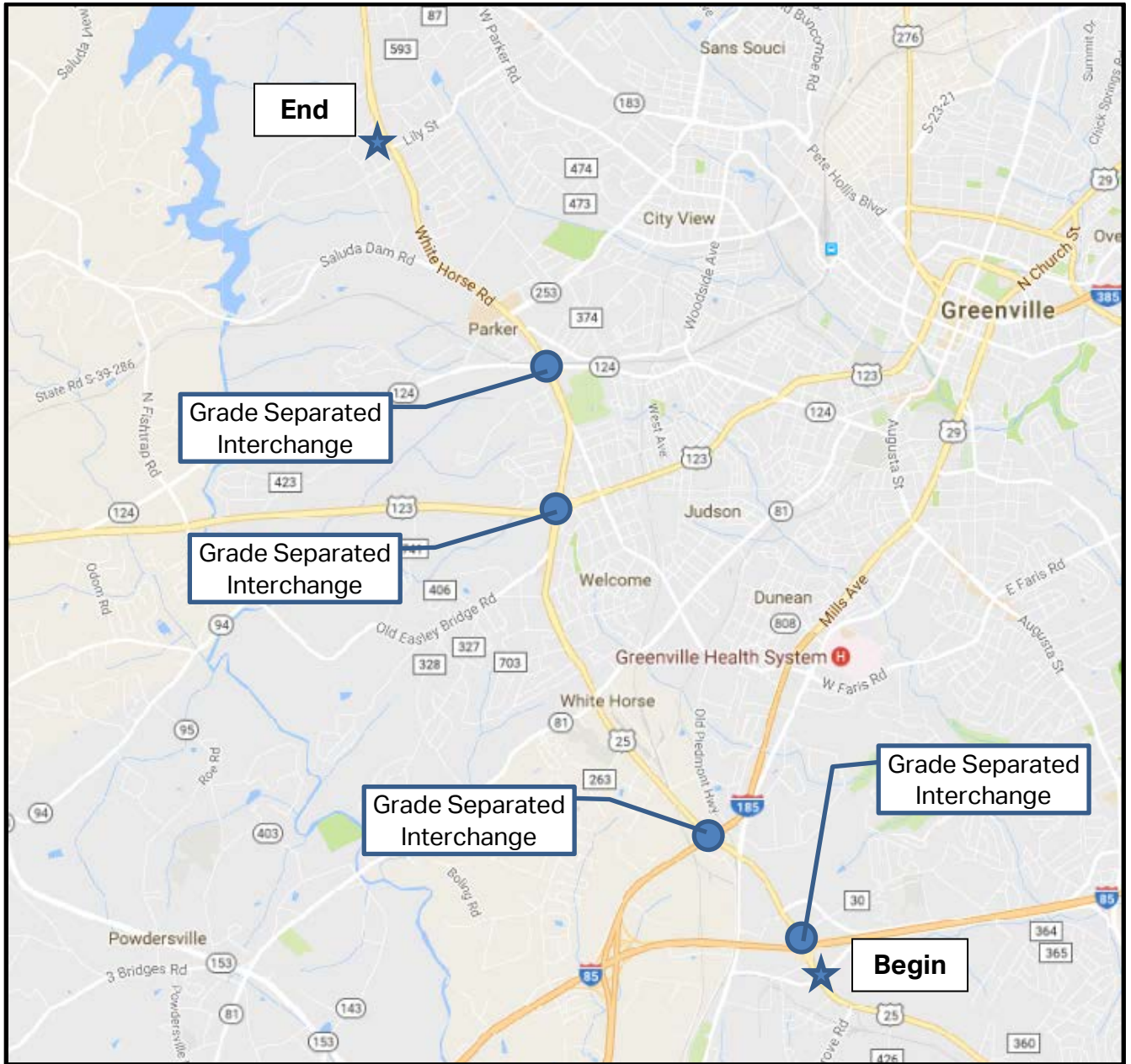
US 25 (White Horse Road) is a north/south principal arterial roadway that is used by different types of traffic such as commuter, commercial, residential, and school traffic. This roadway also has a significant volume of truck traffic. The roadway consists of seven (7) lanes, three (3) in each direction of travel and a center two-way left-turn lane. There are many businesses and commercial areas located on US 25 (White Horse Rd). There are 19 traffic signals located within the study area. These locations are listed below from south to north:

1. US 25 (White Horse Rd) & I-85 NB Ramps
2. US 25 (White Horse Rd) & I-85 SB Ramps
3. US 25 (White Horse Rd) & S-807 (Frontage Rd)
4. US 25 (White Horse Rd) & SC 20 (Grove Rd / Piedmont Hwy)
5. US 25 (White Horse Rd) & I-185 NB Off Ramp
6. US 25 (White Horse Rd) & S-649 (Two Notch Rd)
7. US 25 (White Horse Rd) & S-263 (Staunton Bridge Rd)
8. US 25 (White Horse Rd) & SC 81 (Anderson Rd)
9. US 25 (White Horse Rd) & S-703 (Welcome Rd)
10. US 25 (White Horse Rd) & S-85 (Old Easley Bridge Rd)
11. US 25 (White Horse Rd) & US 123 (New Easley Hwy) NB Ramps
12. US 25 (White Horse Rd) & US 123 (New Easley Hwy) SB Ramps
13. US 25 (White Horse Rd) & SC 253 (W Blue Ridge Dr)
14. US 25 (White Horse Rd) & Wal-Mart Entrance
15. US 25 (White Horse Rd) & S-474 (W Marion Rd)
16. US 25 (White Horse Rd) & S-63 (Saluda Dam Rd) / Ashe Dr
17. US 25 (White Horse Rd) & S-306 (Rangeview Cir)
18. US 25 (White Horse Rd) & S-914 (Eastbourne Rd) / Cherrylane Dr (Local)
19. US 25 (White Horse Rd) & S-782 (Lily St) / Ingles Supermarket

The US 25 study area has grade separated interchanges with I-85, I-185, US 123 (New Easley Hwy), and SC 124 (Old Easley Hwy). There are railroad crossings at multiple locations along US 25. Tracks cross US 25 just west of the intersection with Piedmont Hwy/Grove Rd. Additionally there are more tracks that cross US 25 at a skewed angle south of the intersection of US 25 and Two Notch Rd. Tracks run under US 25 at the grade separated

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interchange with SC 124 (Old Easley Hwy). There is sidewalk on both sides of US 25 throughout most of the corridor. There is no sidewalk on the northern side of US 25 near the railroad tracks crossing US 25 at Two Notch Rd. Figure 2 shows a map of the study area.



**Figure 2 – Study Area – US 25 (White Horse Rd)**

**2.2 CRASH DATA**

Crash data for this section of roadway was obtained by SCDOT over a five-year period from January 1, 2010 to December 31, 2014. There were 1,971 crashes along this corridor during this time period. Based on this data, the predominant type of crash was a rear end collision accounting for 803 crashes or 40.7% of all crashes. This was followed by angle crashes (668

crashes, 33.9%) and sideswipe crashes (316 crashes, 16%). Of the 1,971 crashes, 25.7% of them involved some type of injury. There were thirteen (13) collisions resulting in a fatality.

Crashes during the late night and early morning hours from 12 AM to 6 AM were low, although two of the 13 fatalities were during this time. A rise in the crash number is seen from 7 AM to 9 AM likely due to increased volume on the corridor caused by school and commuter traffic. The majority of crashes occur in the afternoon with the highest number between 4 PM and 5 PM. As discussed, this is most likely due to increased volume caused by commuter traffic. The number of collisions decline throughout the evening. Data indicates 75% of the crashes happen during the daylight hours.

The most prevalent crash type is non-injury or property damage only at 74% of crashes. This is followed by a possible injury at 18% of crashes. The remaining crashes fall into the injury categories of non-incapacitating injury at 6%, incapacitating injury at 1%, and fatality at 0.1%.

The weekdays (Monday – Friday) show a higher amount of crashes than the weekend with the highest day for crashes being Friday with 364 crashes. This road safety assessment was conducted in the month of November, which is the fifth highest month in regard to total crashes. The RSA field review was conducted on Wednesday, October 19, 2016 and Thursday, October 20, 2016.

**2.3 SPEED DATA**

Speeding can be one of the most prevalent factors contributing to crashes. As part of this road safety assessment a speed study was conducted to evaluate average speeds compared to posted speed limits. A total of nine (9) studies were conducted and 100 samples per study were obtained. Speeds were collected using the Bushnell Speedster III radar gun. Figure 3 shows the location and direction of travel for each of the nine (9) studies, speed limit, average speed, and 85<sup>th</sup> percentile speed.

The posted speed in the study area was 40 mph starting at the I-85 NB Ramps and increased to 45 mph near the intersection of US 25 and N Washington St. The data shows that the average speed of passing vehicles met or exceeded the posted speed limit at seven (7) out of nine (9) locations. Six (6) of the nine (9) study locations had average speeds in excess of the posted speed limit. The 85<sup>th</sup> percentile speed at eight (8) of the nine (9) locations exceeded the posted speed limit by as much as 11 mph. The remaining location had an 85<sup>th</sup> percentile speed equal to the posted speed limit.

Table 1 below shows the summarized results from the speed study.

<i>Location</i>	<i>Description</i>	<i>Speed Limit (mph)</i>	<i>Average Speed (mph)</i>	<i>85<sup>th</sup> Percentile Speed (mph)</i>
<b>1</b>	NB – South of S-807 (Frontage Rd)	40	42	46
<b>2</b>	NB – South of S-782 (Lily St)	45	46	50
<b>3</b>	NB – Near Stanford Rd	45	41	45
<b>4</b>	NB – Near S-1026 (Black Hawk Rd)	40	46	51
<b>5</b>	SB – Near S-807 (Frontage Rd)	40	46	50
<b>6</b>	SB – Near S-1026 (Black Hawk Rd)	40	46	50
<b>7</b>	SB – Near S-703 (Welcome Rd)	40	43	47
<b>8</b>	SB – Near S-914 (Eastbourne Rd)	45	45	49
<b>9</b>	SB – Near SC 253 (W Blue Ridge Rd)	45	43	47

**Table 1 – Summary of Speed Study Data on US 25 (White Horse Rd)**

**Data was collected on multiple dates in April and July 2016.**

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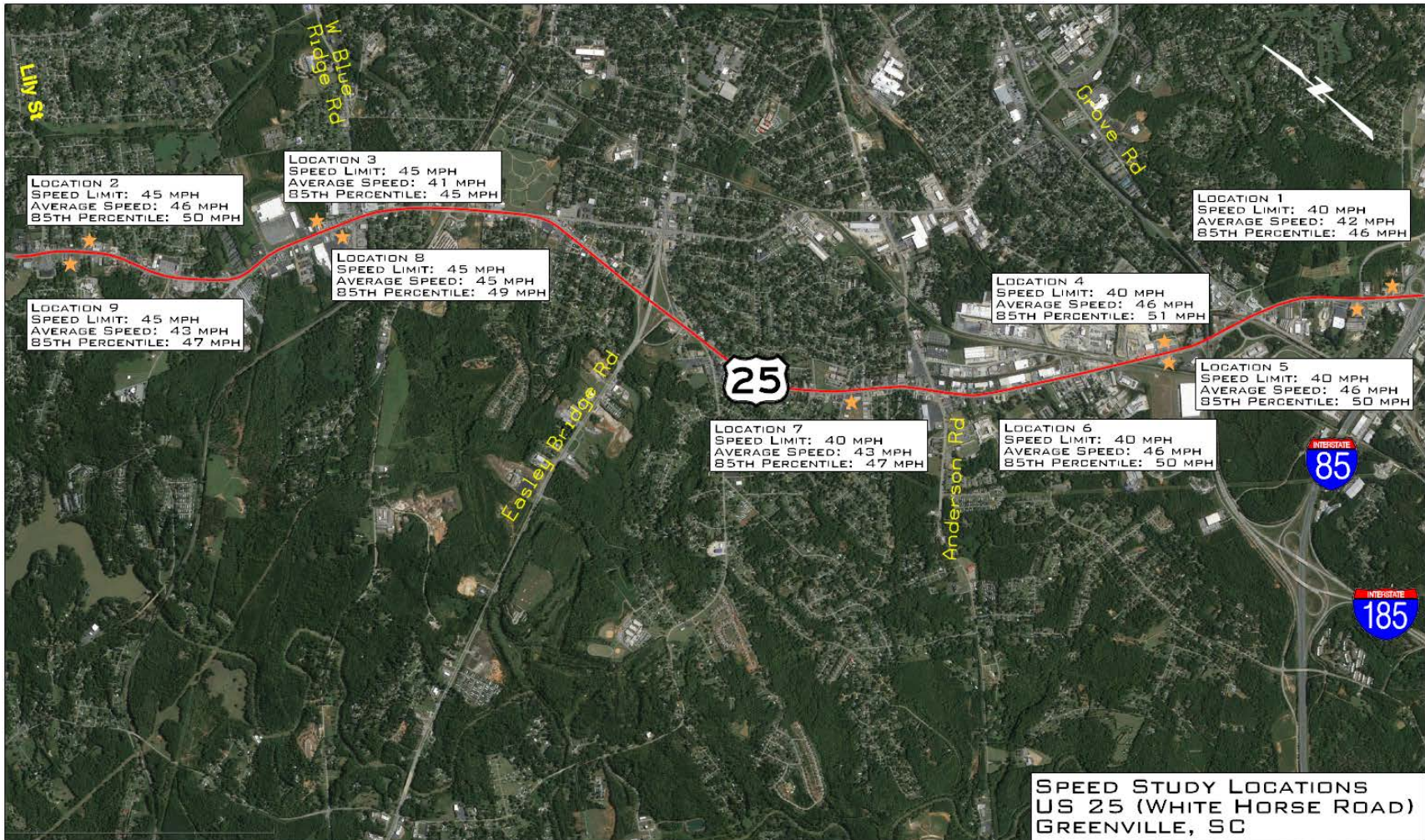
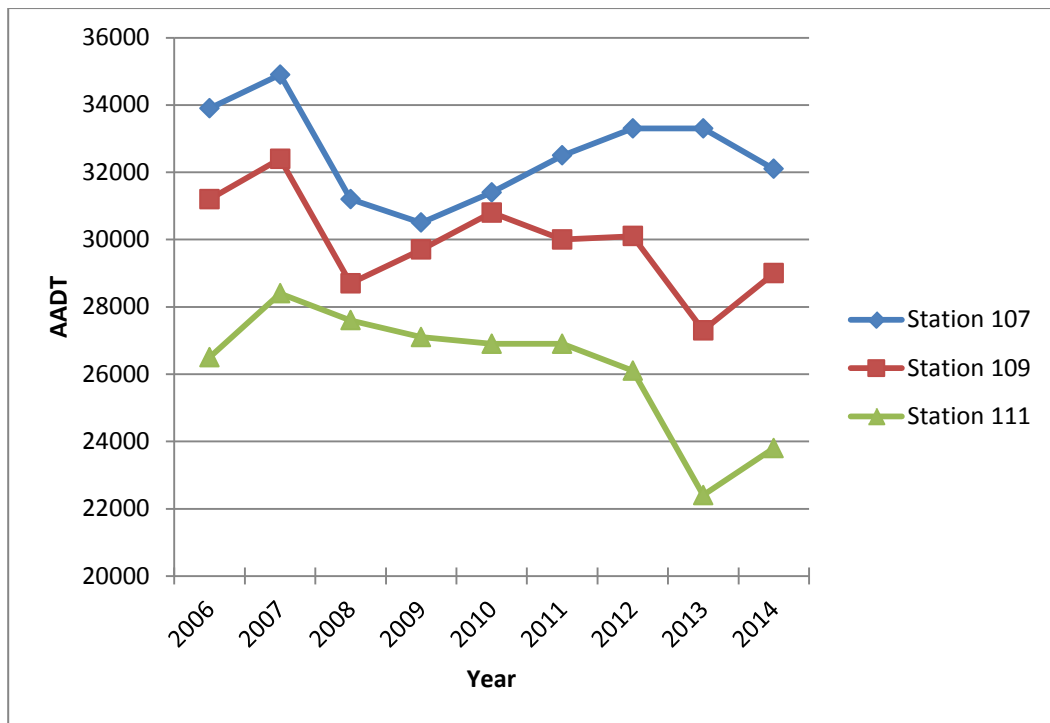


Figure 3 – Speed Study Locations and Data

**2.4 VOLUME DATA**

Average annual daily traffic (AADT) data was collected over ten years from 2006 to 2015 using SCDOT count stations located within the limits of the study corridor. There were three SCDOT count stations along the corridor. Station 107 is located just south of S-1026 (Black Hawk Rd). Station 109 is located approximately halfway between SC 81 (Anderson Rd) and the US 123 (Easley Bridge Rd) interchange. Station 111 is located approximately halfway between S-474 (W Marion Rd) and S-782 (Lily St). Figure 4 shows the historical AADT data based on information obtained from SCDOT.



**Figure 4 – US 1 (Two Notch Rd) AADT Data (Source: SCDOT)**

Figure 5 shows the locations at which counts were recorded, along with average AADT and growth rate.

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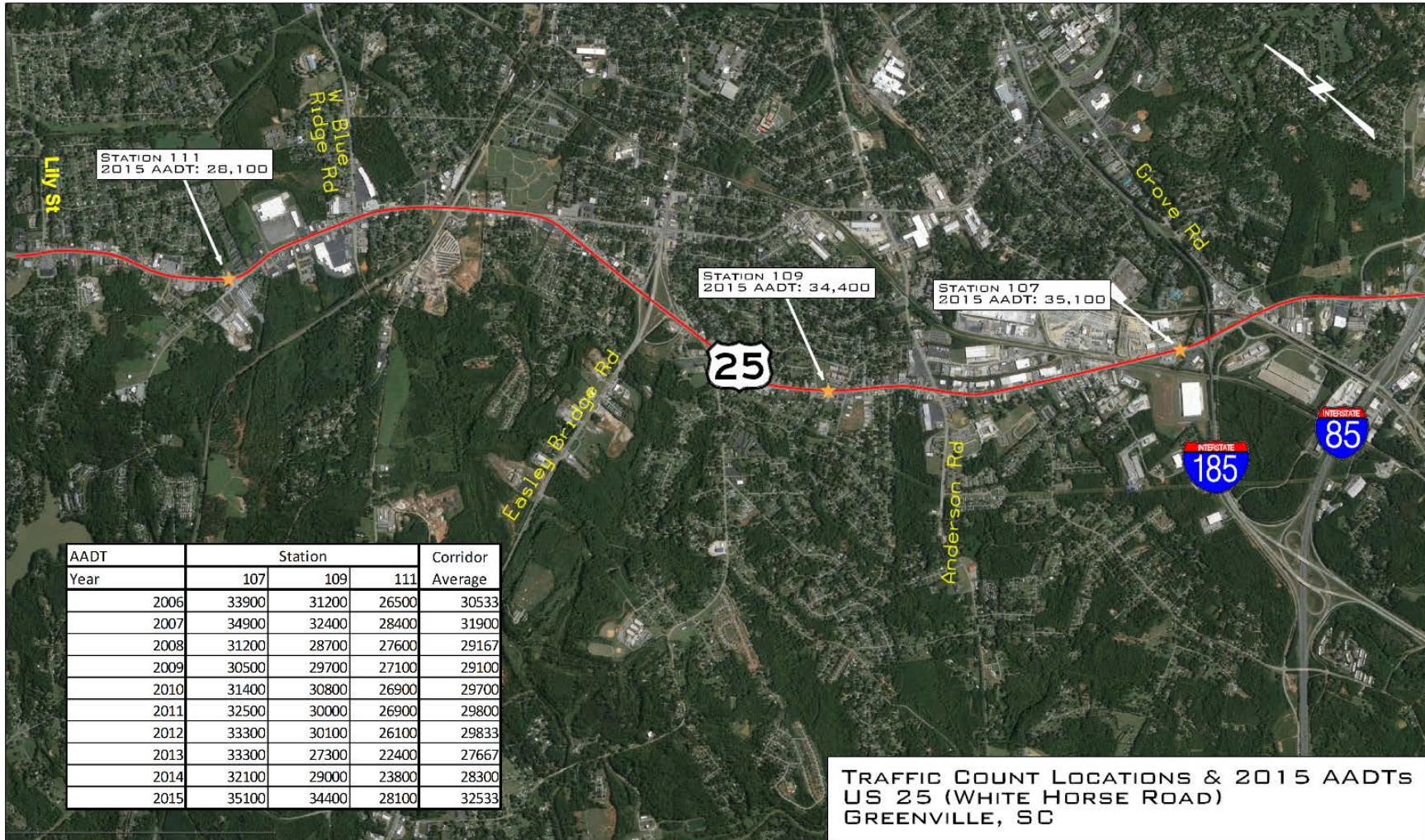


Figure 5 – SCDOT Traffic Count Locations

## 2.5 PLANNED IMPROVEMENTS

Additional planned projects along the US 25 corridor include the following:

- Installation of a signal at the intersection of Page Dr (Local) and US 25 (White Horse Rd) by Greenville County
- I-85 widening from White Horse Rd (Exit 44) to Woodruff Rd (Exit 50) / I-85 (US 29 to SC 129) by SCDOT

## 2.6 RECENT STUDIES

As part of the SCDOT High Crash Intersection Study submitted in March 2013, AECOM reviewed in detailed two of the intersections along the US 25 corridor. Each recommended consideration had a benefit / cost ratio greater than 1.0. These considerations have not officially been approved by SCDOT but were reviewed by the RSA team. This study is attached in Appendix E.

### US 25 (White Horse Rd) at SC 81 (Anderson Rd)

#### *Near term Action Items*

- Increase the red clearance interval on US 25 approaches
- Install advance warning sign EB approach SC 81 "Signal Ahead"
- Increase the red clearance interval on SC 81 approaches
- Provide a protected-only SB (US 25) left-turn phase
- Install 'No left-turn' sign and right-in / right-out at northern Shopping Center Driveway (NW Corner) onto US 25
- Increase the yellow change interval on US 25 approaches
- Install Library guide sign prior to driveway on SC 81
- Install 'No left-turn' sign and right-in / right-out at southern Shopping Center Driveway (NW Corner) onto US 25
- Install 'No left-turn' sign and right-in / right-out north of Wendys Driveway onto US 25
- Increase the yellow change interval on SC 81 approaches
- Repaint EB approach on SC 81
- Repaint NB approach on US 25
- Install overhead lane designation signs on NB US 25 approach
- Install northbound nearside signal head on US 25

#### *Long term Action Items*

- Improve street lighting on all approaches
- Provide a protected only NB (US 25) left-turn phase

- Provide a protected only WB (SC 81) left-turn phase
- Install a 100 foot NB right-turn lane in Big Lots Shopping Center
- Install a 100 foot SB right-turn lane in K&S Diner/Shopping Center
- Install a raised median on US 25 southbound approach
- Install flashing yellow arrows on each approach
- Install a raised median on SC 81 eastbound approach
- Install a raised median on SC 81 westbound approach
- Provide a protected only EB (SC 81) left-turn phase
- Offset left-turn on US 25

#### US 25 (White Horse Rd) at SC 253 (Blue Ridge Dr)

##### *Near term Action Items*

- Increase the yellow change interval on US 25 approaches
- Increase the red change interval on SC 253 approaches
- Increase the red change interval on US 25 approaches
- Install Stanford Rd intersection warning signs prior to road on US 25
- Install nearside signal heads on US 25 northbound
- Increase the yellow change interval on SC 253 approaches
- Install 'No left-turn' sign and right-in / right-out from White Horse Plaza onto US 25
- Install 'No left-turn' sign and right-in / right-out from KFC onto US 25
- Coordinate signal on US 25
- Install near side signal heads on WB SC 253 approach

##### *Long term Action Items*

- Improve street lighting on all approaches
- Extend raised medians on SC 253 WB approach
- Install raised median on US 25 SB approach

### 3.0 FINDINGS AND CONSIDERATIONS

#### 3.1 POSITIVE MEASURES

- Most of the corridor has sidewalk present and some intersections are ADA compliant.
- Signal Ahead / Intersection Ahead signs have been installed.
- Signal spacing is good.
- Lane widths appeared to be a minimum of 12 feet wide.
- Crosswalks and pedestrian signals were present at some signalized intersections.
- Backplates were present on signals at some intersections.
- No major drainage issues on the corridor but cleaning of existing structures (sidewalks) is recommended.
- Raised pavement markings were utilized at some locations.
- Corridor does not appear to be at capacity and vehicles do not appear to experience significant delays during peak hours
- The corridor has multiple grade separated interchanges.
- Some community outreach along the corridor has been performed by Target Zero to educate drivers and pedestrians on safety precautions in recent years.

Below is a breakdown of locations, by intersection, with the potential for improvements. Improvements strategies were categorized into time frame and costs. Time frame is divided into Short-term (<1 year), Mid-term (1-3 years), and Long-term (>3 years). Costs are separated into three orders of magnitude. The cost categories include Low (maintenance staff assignments or low-cost improvements), Medium (Minor to moderate new construction), and High (significant new construction). The segments are shown on the map displayed in Figure 6.

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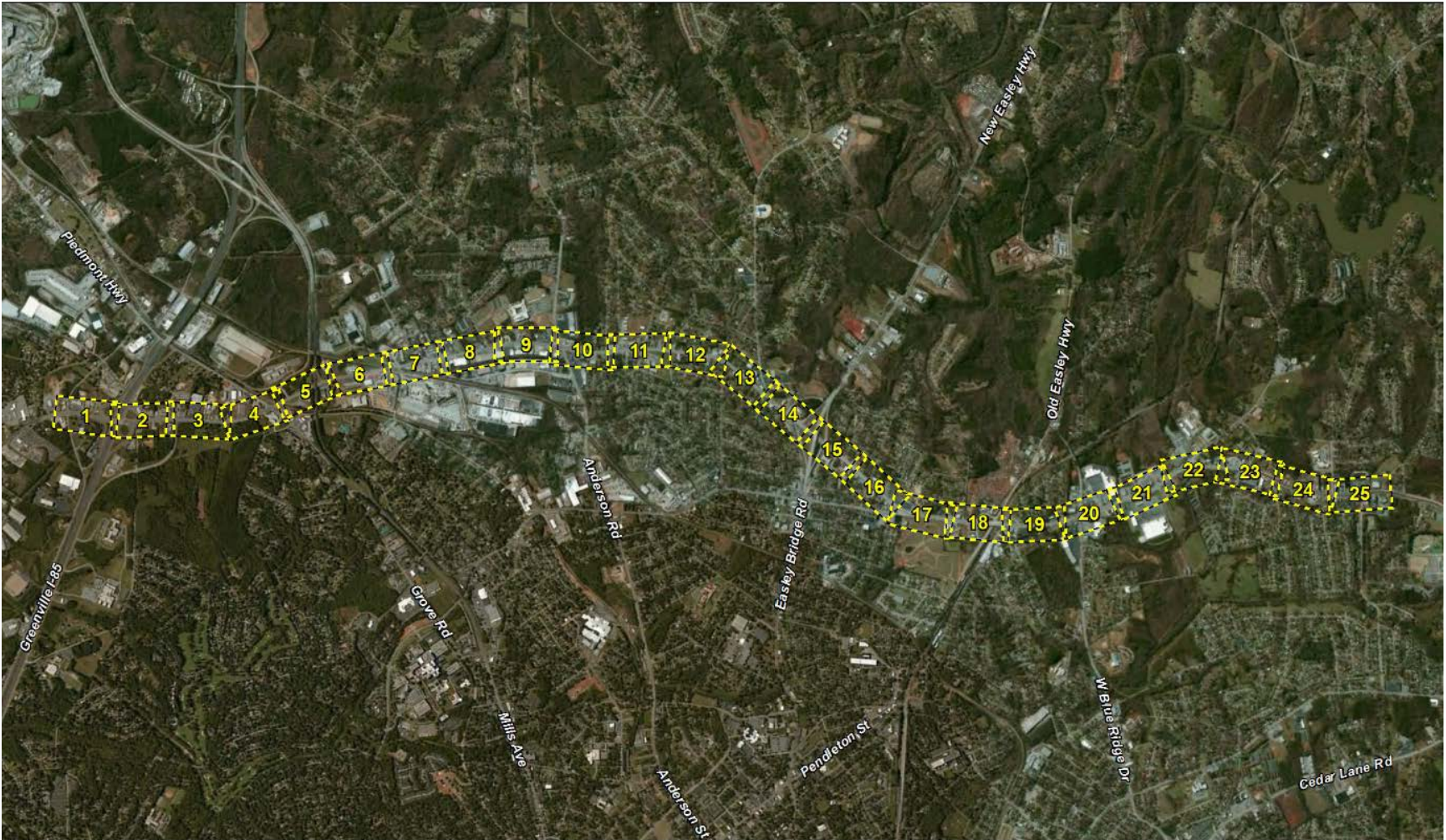






Figure 6 – Overview Map of US 25 Segments

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<i>Findings</i>	<i>Examples</i>	<i>Improvements and Considerations</i>
<p><b><u>Traffic Signals</u></b></p> <p>Not all intersections are fully equipped with backplates on each signal head. These include (# of backplates needed):</p> <ul style="list-style-type: none"> <li>• US 25 @ I-85 SB Ramps (9)</li> <li>• US 25 @ Frontage Rd (11)</li> <li>• US 25 @ Two Notch Rd (12)</li> <li>• US 25 @ Old Easley Bridge Rd (12)</li> <li>• US 25 @ Wal-Mart Entrance (10)</li> <li>• US 25 @ Lily St (11)</li> </ul> <p>Some locations would benefit from the installation of a nearside signal head that is more visible to drivers:</p> <ul style="list-style-type: none"> <li>• US 25 @ Anderson Rd</li> <li>• US 25 @ Blue Ridge Dr</li> <li>• US 25 @ Grove Rd</li> </ul> <p>Install flashing yellow arrow signal heads :</p> <ul style="list-style-type: none"> <li>• US 25 @ Anderson Rd</li> <li>• Consider at all intersections as it has been proven to improve safety.</li> </ul>	 <p style="text-align: center;"><i>Some signals are not equipped with backplates.</i></p>  <p style="text-align: center;"><i>Install flashing yellow arrow signals where necessary.</i></p>	<p>Install backplates on signal heads. <b>Anticipated cost: \$20,550</b></p> <p>Install nearside signal heads. <b>Anticipated Cost: \$3,000</b></p> <p>Make use of flashing yellow arrow signals. <b>Anticipated Cost: \$4,000</b></p> <p><b>Cost would be \$15,000 if FYAs implemented at all intersections along corridor.</b></p>


**Table 2 – Traffic Signal Findings and Considerations**

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Findings	Examples	Improvements and Considerations
<p><b><u>Access Management, Driveway Geometry, &amp; Sight Distance</u></b></p> <p>Some locations have multiple full access driveways along US 25 (White Horse Rd).</p> <p>Medians would prevent left turns from some unsignalized side streets and driveways, thus minimizing conflicts and lessen the severity of crashes.</p> <p>Existing structures impede sight distance at some locations.</p>	 <p style="text-align: center;"><i>Install right-in / right-out turns at driveways near some intersections along US 25 (White Horse Road)</i></p>  <p style="text-align: center;"><i>The existing brick wall and fence on Staunton Bridge Rd does not allow drivers to adequately see north to make a safe right turn on red.</i></p>	<p>Construct new or extend existing concrete medians to restrict access to driveways especially near signals. (3,850 feet total) <b>Anticipated Cost: \$225,650</b></p> <p>There would be approximately 50 total driveways affected by the addition of the proposed concrete medians along US 25 (White Horse Rd).</p> <p>Convert 3 driveways to right-in/right-out access only. <b>Anticipated Cost: \$7,900</b></p>



**Table 3 – Access Management Findings and Considerations**

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<i>Findings</i>	<i>Examples</i>	<i>Improvements and Considerations</i>
<p><b><u>Signs &amp; Pavement Markings</u></b></p> <p>Lanes and pavement markings are not clearly defined at all intersections. Install skip lines to guide cars making left turns at signalized intersections where necessary.</p> <p>Install overhead street name signs at all intersections.</p> <p>Ensure visibility of all signs along the corridor by clearing vegetation where necessary,</p>	 <p><i>Stop bars and lane designations are faded as shown in this image of the westbound approach at US 25 and Two Notch Rd.</i></p>	<p>Install overhead street signs at all signalized intersections along US 25 (White Horse Rd) <b>Anticipated Cost: \$15,960*</b></p> <p>Restripe stop bars, skip lines, and approaches to intersections where necessary. <b>Anticipated Cost: \$100,700*</b></p> <p>Restripe solid yellow lines and white dashed lines throughout corridor. <b>Anticipated Cost: \$300,000*</b></p> <p>Replace all raised pavement markers along corridor. <b>Anticipated Cost: \$50,000*</b></p> <p>Ensure sign visibility. <b>Anticipated Cost: \$5,000*</b></p> <p>(*) – These costs were incorporated in the Long Term improvements table located on Page 60. The total is reflected in the row called "Corridor Wide Improvements."</p>

**Table 4 – Signs & Pavements Markings Findings and Considerations**

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<i>Findings</i>	<i>Examples</i>	<i>Improvements and Considerations</i>
<p><b><u>Pedestrian Accommodation</u></b>  Countdown pedestrian signals are not present at all signalized intersections with crosswalks.</p> <ul style="list-style-type: none"> <li>• US 25 at Grove Rd</li> <li>• US 25 at Two Notch Rd</li> <li>• US 25 at Page Dr (Future Signal)</li> <li>• US 25 at Saluda Dam Rd</li> </ul> <p>Crosswalks are not present in all locations where pedestrian signals are installed:</p> <ul style="list-style-type: none"> <li>• US 25 at Rangeview Cir</li> </ul> <p>Not ADA compliant:</p> <ul style="list-style-type: none"> <li>• US 25 at I-85 SB Ramps</li> <li>• US 25 at Frontage Rd</li> <li>• US 25 at Grove Rd</li> <li>• US 25 at Two Notch Rd</li> <li>• US 25 at Staunton Bridge</li> <li>• US 25 at Anderson Rd</li> <li>• US 25 at Page Dr</li> <li>• US 25 at US 123 Ramps</li> <li>• US 25 at Walmart Entrance</li> <li>• US 25 at W Marion Rd</li> <li>• US 25 at Saluda Dam Rd</li> <li>• US 25 at Rangeview Cir</li> </ul> <p>Lighting would be beneficial in certain locations to alleviate pedestrian related crashes. Segments that would benefit from lighting are: 6, 7, 10, 11, 12, 20, 21</p>	 <p style="text-align: center;"><i>Some intersections need upgrades to ramps, crosswalks, and pedestrian signals to be ADA compliant. Shown here is a crosswalk that leads to a sidewalk with no ramp access.</i></p>  <p style="text-align: center;"><i>This median has a walkway through it that would be challenging for a wheelchair to navigate.</i></p>	<p>Install / Upgrade existing pedestrian signal heads to countdown pedestrian signals at the following intersections:</p> <ul style="list-style-type: none"> <li>• US 25 at Grove Rd (8)</li> <li>• US 25 at Two Notch Rd (8)</li> <li>• US 25 at Page Dr (8)</li> <li>• US 25 at Saluda Dam Rd (6)</li> </ul> <p><b>Anticipated Cost: \$30,000</b></p> <p>Install new and restripe existing crosswalks with <b>12" lines</b>.</p> <p>Upgrade all ramps and pedestrian accommodations to be ADA compliant. (71 ramps proposed in total) <b>Anticipated Cost: \$219,625</b></p> <p>Clear sediment from gutters and remove trip hazards from the sidewalk. <b>Anticipated Cost: \$5,000*</b></p> <p>Provide lighting in select segments on US 25. <b>Anticipated Cost: \$505,000*</b></p> <p>(* ) - See note on Page 16 under "Improvements and Considerations" for cost information.</p>

**Table 5 – Pedestrian Findings and Considerations**

### 3.2 CONSIDERATIONS

#### 3.2.1 Segment 1 – North of Bruce Rd (S-1107) to the I-85 NB Ramps

##### Concerns

- Between the signalized intersections of Bruce Rd (S-1107) and I-85 NB off ramp along US 25 there are multiple full access driveways on the west side of the roadway.

##### Considerations

- **Short Term** – Convert W Lenhardt Rd (S-1190) beside Spinx to a right- in / right-out by installing a raised concrete island at the intersection.
  - *Anticipated Cost to Implement: \$2,700*



### 3.2.2 Segment 2 – I-85 SB Ramps to Frontage Road (S-807)

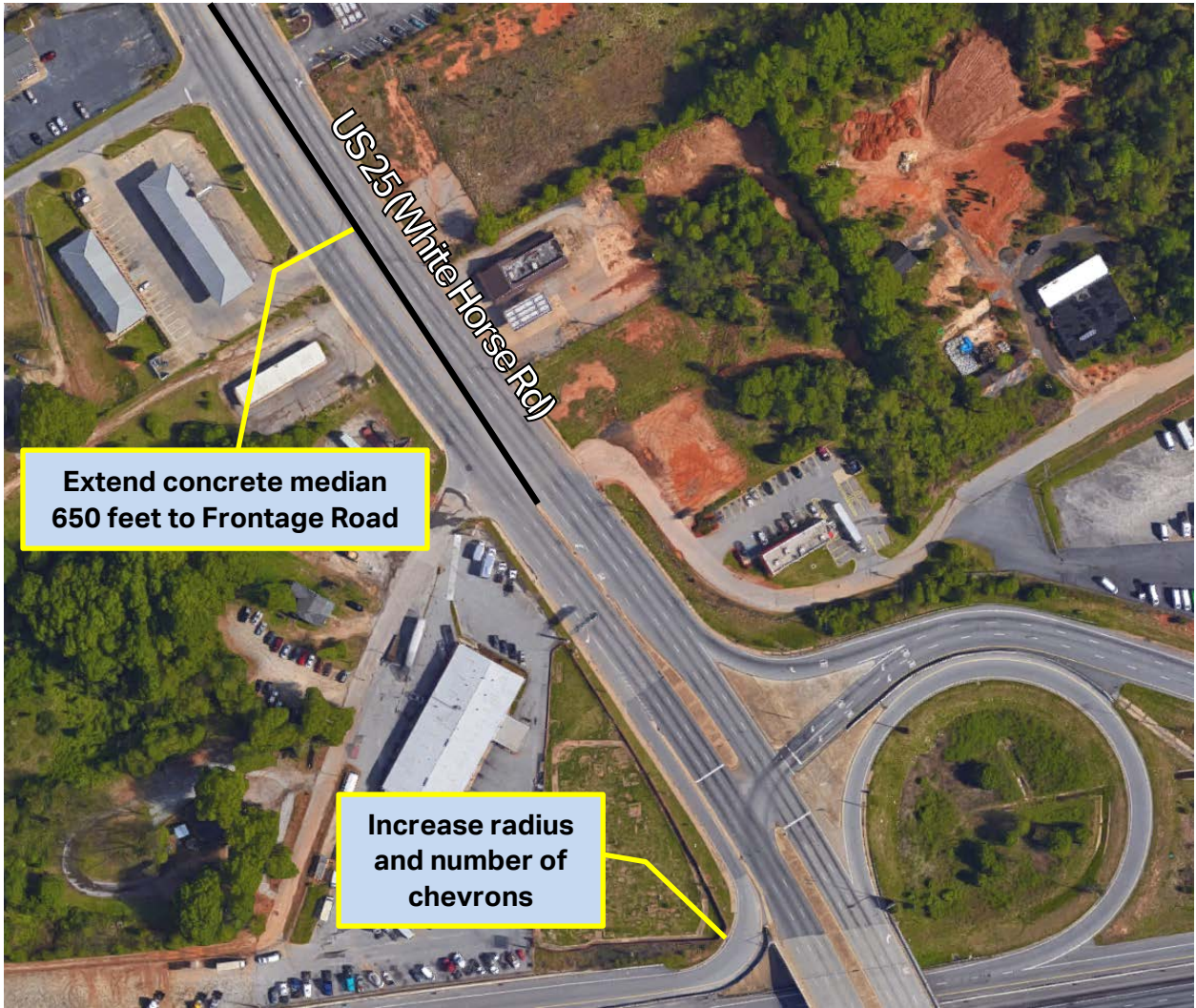
#### Concerns

- Signal heads at the I-85 SB Ramps do not have backplates.
- ADA accommodations are not present at ramps and crosswalks.
- Curve radius from US 25 SB onto I-85 SB on-ramp does not meet design standards.
- The I-85 SB off-ramp to US 25 NB is not free flowing and switching lanes too early.
- Access management for the left turns to / from Burty Road (S-709) and Waffle House from US 25 should be limited.

#### Considerations

- **Short Term** – Install backplates on signals at the intersection of I-85 SB and US 25.
  - *Anticipated Cost to Implement: \$2,800*
- **Short Term** – Install object markers on raised median from SB US 25 to I-85 SB on-ramp.
  - *Anticipated Cost to Implement: \$5,000*
- **Short Term** – Install more chevron signs on I-85 SB on-ramp.
  - *Anticipated Cost to Implement: \$1,300*
- **Short Term** – Paint base of medians.
  - *Anticipated Cost to Implement: \$1,800*
- **Mid Term** – Upgrade (6) ramps and sidewalks to be ADA compliant.
  - *Anticipated Cost to Implement: \$14,000*
- **Mid Term** – Extend concrete median 650 feet to restrict left-in and left-out access for Burty Rd (S-709) and Waffle House. Consider extending median to Cartee Ave (Local) / Frontage Rd (S-807) intersection.
  - *Anticipated Cost to Implement: \$52,650*
- **Long Term** – Increase radius of I-85 SB on-ramp from SB US 25.
  - *Anticipated Cost to Implement: \$500,000*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0



### 3.2.3 Segment 3 – Near Frontage Rd (S-807) / Cartee Ave (Local)

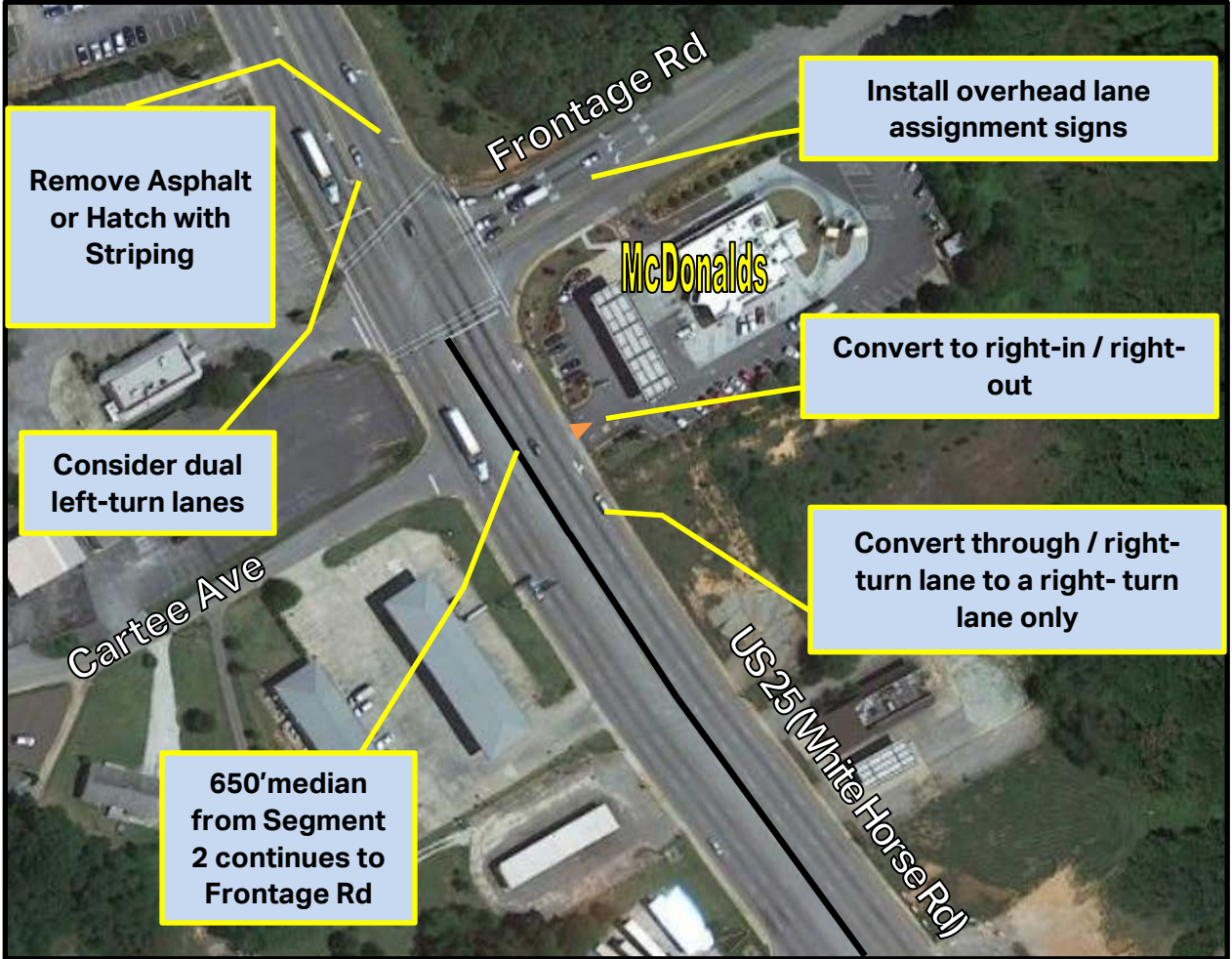
#### Concerns

- No backplates are present on signal heads at Frontage Rd intersection.
- Westbound Frontage Rd approach confusion over laneage.
- ADA requirements for ramps and crosswalks are not up to standards.
- SB left turns from US 25 to Frontage Road have moderate queuing.
- Vehicles in the through/right lane on the northbound US 25 approach must merge immediately after the intersection at Frontage Road.
- The driveway into the Gas Station/McDonald's is very close to the intersection and would be exiting into the right turn lane or crossing five (5) lanes to make a left turn.

#### Considerations

- **Short Term** – Through/Right lane northbound should be converted to a right only and the acceleration area north of the intersection removed by hatching out the area with painted striping.
  - *Anticipated Cost to Implement: \$4,000*
- **Short Term** – Consider restricting access for the Gas Station/McDonald's in southeast quadrant to a right-in right-out or extend a concrete median to prevent left turns.
  - *Anticipated Cost to Implement: \$2,700*
- **Short Term** – Install backplates on signal heads at the intersection of Frontage Rd and US 25.
  - *Anticipated Cost to Implement: \$3,500*
- **Short Term** – Install overhead lane assignment signs on Frontage Rd
  - *Anticipated Cost to Implement: \$7,500*
- **Mid Term** – Upgrade (4) ramps and sidewalks to be ADA compliant.
  - *Anticipated Cost to Implement: \$12,500*
- **Mid Term** – Consider dual left turns on SB US 25.
  - *Anticipated Cost to Implement: \$5,000*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0



3.2.4 Segment 4 –Grove Rd (SC 20) / Piedmont Hwy (SC 20) at US 25

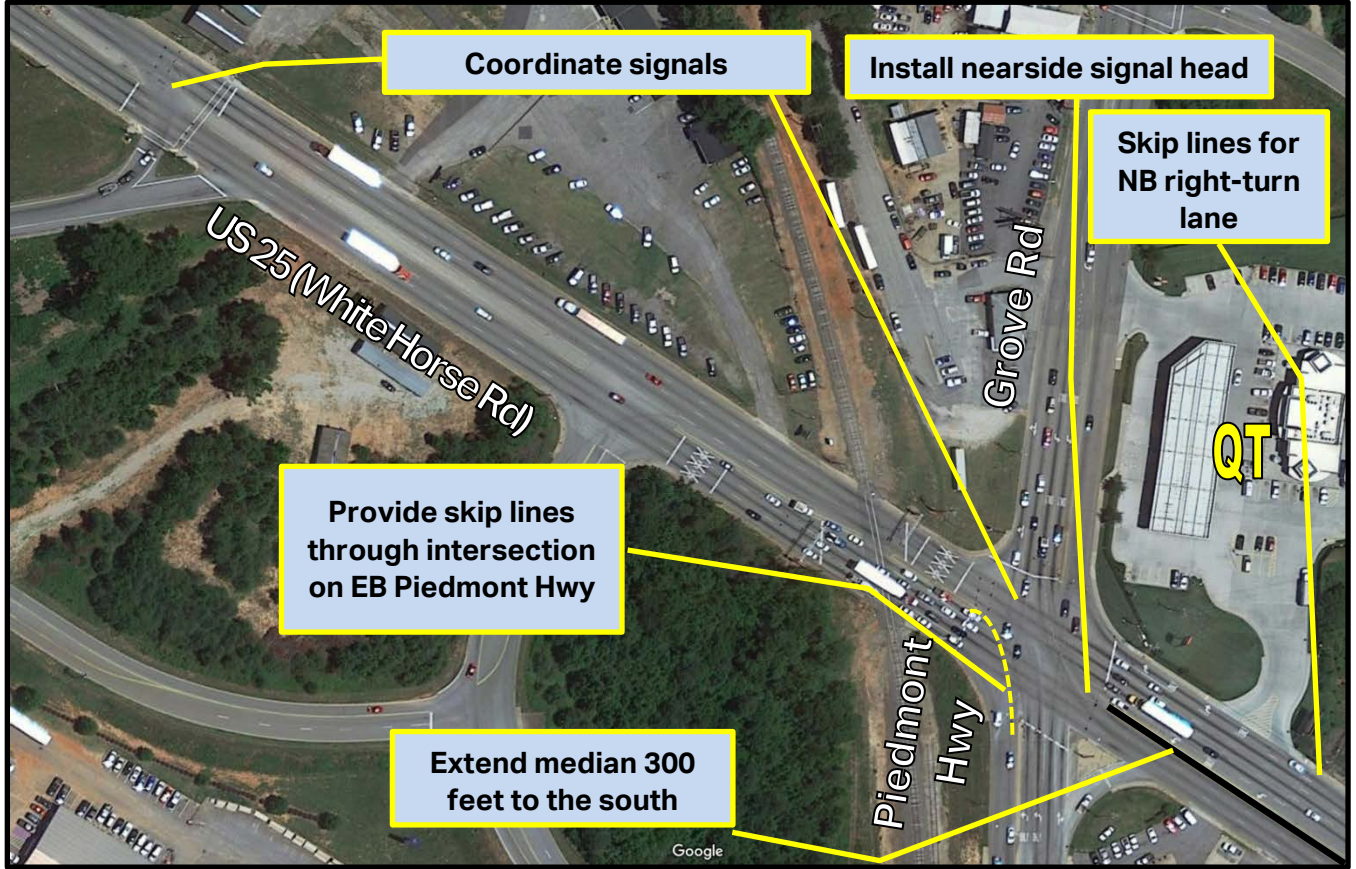
Concerns

- Crosswalks and pedestrian signal upgrades are needed.
- ADA compliant ramps are needed at intersection of US 25 at Grove Rd / Piedmont Hwy.
- Coordination with the recently installed signal at ramp on US 25
- Signal head visibility on US 25 NB could be improved.
- No separation or guidance for EB to NB dual lefts through the intersection.
- Right-turn lane on US 25 NB that begins before the QuikTrip driveway not well defined.
- Access management on US 25 NB to south of the intersection.

Considerations

- **Short Term** – Install nearside heads for NB on US 25.
  - *Anticipated Cost to Implement: \$1,000*
- **Short Term** – Implement crosswalks and pedestrian signals (8) at the intersection of US 25 and Grove Road.
  - *Anticipated Cost to Implement: \$9,000*
- **Short Term** – Provide skip lines for EB Piedmont Hwy for cars making a turn in the dual left lanes at the intersection of Grove Road and US 25.
  - *Anticipated Cost to Implement: \$500*
- **Short Term** – Provide skip lines showing the development of the right turn lane approaching the intersection of Grove Road from US 25 NB.
  - *Anticipated Cost to Implement: \$500*
- **Mid Term** – Upgrade (6) ramps and sidewalks to be ADA compliant.
  - *Anticipated Cost to Implement: \$15,625*
- **Mid Term** – Investigate potential coordination with the new signal at US 25 and the new signal for I-185 NB off ramp intersection to the north.
  - *Anticipated Cost to Implement: N/A*
- **Mid Term** – Extend the 4 foot raised median on US 25 NB approximately 300 feet to prevent left turns from the multiple driveways close to the intersection.
  - *Anticipated Cost to Implement: \$10,000*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
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Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
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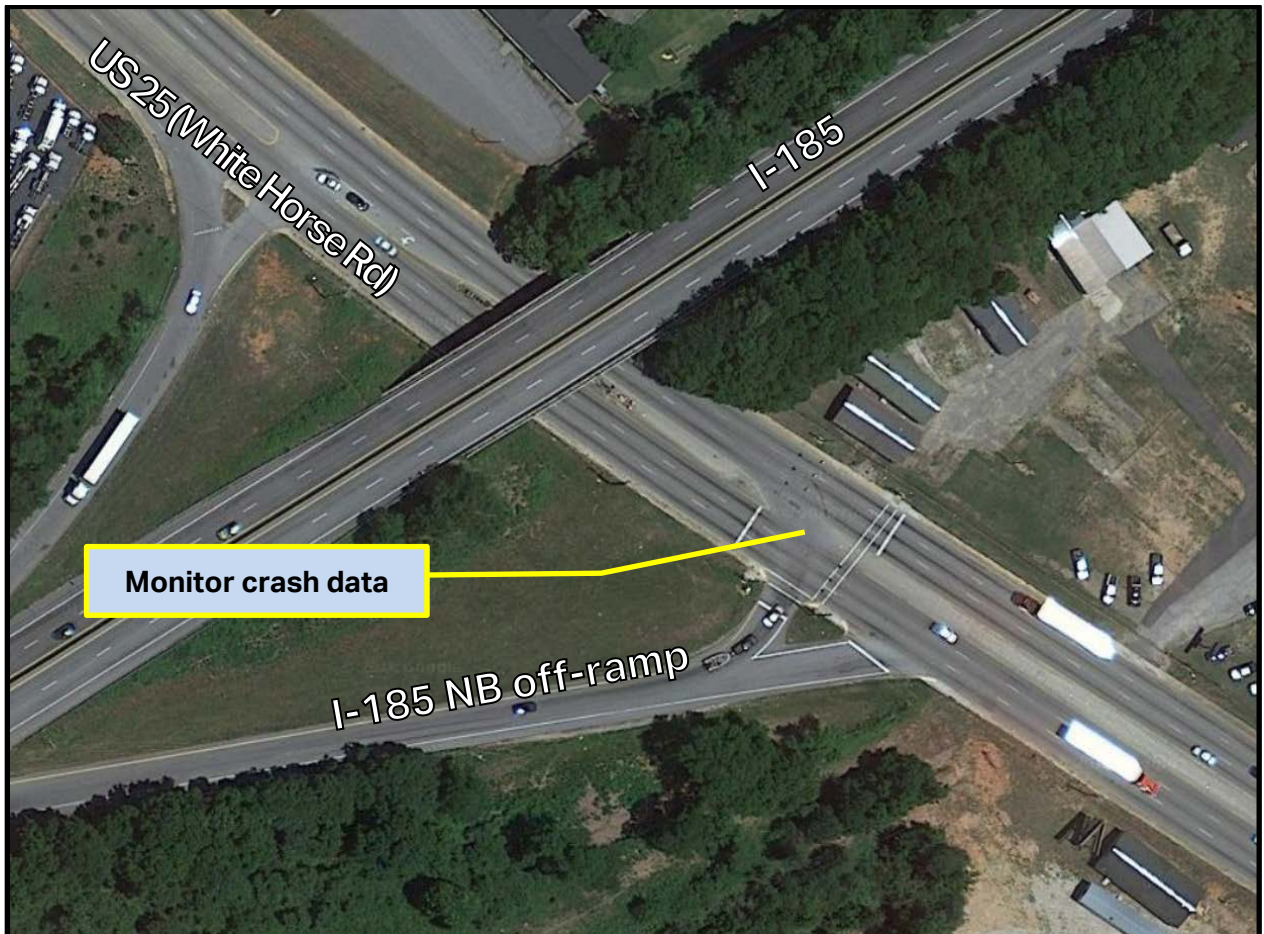
3.2.5 Segment 5 – S Old Piedmont Hwy (S-245) to North of I-185 SB On-Ramp

Concerns

- A signal was installed at the intersection of US 25 at I-185 NB off-ramp to mitigate angle crashes within the last few years.

Considerations

- **Short Term** – Monitor crash history for the new signal installation.
  - Anticipated Cost to Implement: **N/A**



3.2.6 Segment 7 – Two Notch Rd (S-649) to North of Sandra Ave (Local)

Concerns

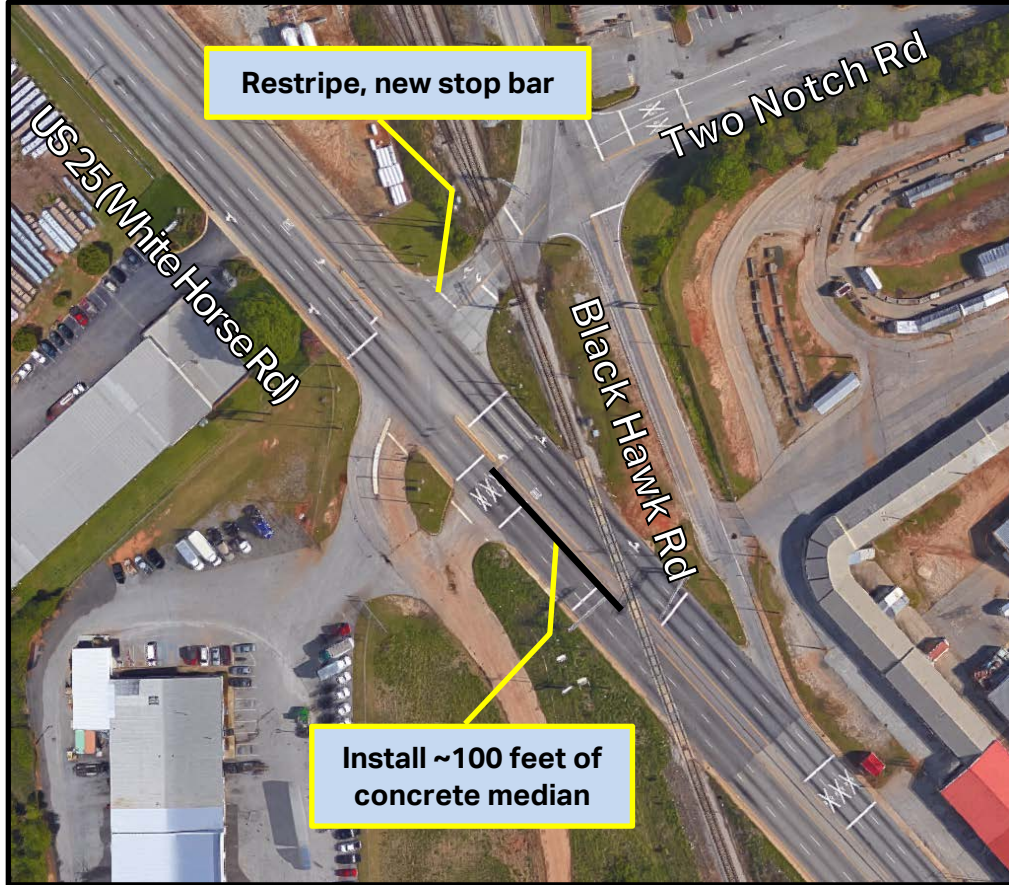
- ADA accommodations are not present at the intersection of US 25 at Two Notch Rd. No sidewalk is present on the east side of the road across railroad, which could make pedestrians have to cross US 25. Review pedestrian routes / access.
- Backplates are not present on signal heads at intersection of US 25 at Two Notch Rd.
- Delineating lane assignments on the WB approach of Two Notch Road are faded.
- The stop bar on the WB approach of Two Notch Road is worn.
- NB vehicles on US 25 turning left into exit only driveway prior to Two Notch Rd signal



Considerations

- **Short Term** – Install backplates on signal heads at US 25 at Two Notch Road intersection.
  - *Anticipated Cost to Implement: \$3,800*
- **Short Term** – Restripe the WB approach of Two Notch Rd and indicate lane assignments with pavement markings along with a new stop bar.
  - *Anticipated Cost to Implement: \$2,560*
- **Short Term** – Install crosswalks and pedestrian signals (8) at US 25 at Two Notch Rd.
  - *Anticipated Cost to Implement: \$9,000*
- **Mid Term** – Upgrade (8) ramps and add 300 feet of sidewalks to be ADA compliant at the US 25 at Two Notch Rd intersection.
  - *Anticipated Cost to Implement: \$100,000*
- **Mid Term** – Extend the concrete median on the US 25 NB approach to Two Notch Rd intersection approximately 100 feet (4 foot wide) to the limits of the railroad right of way.
  - *Anticipated Cost to Implement: \$4,050*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0



3.2.7 Segment 8 – Michael Dr (Local) to Staunton Bridge Rd (S-263)

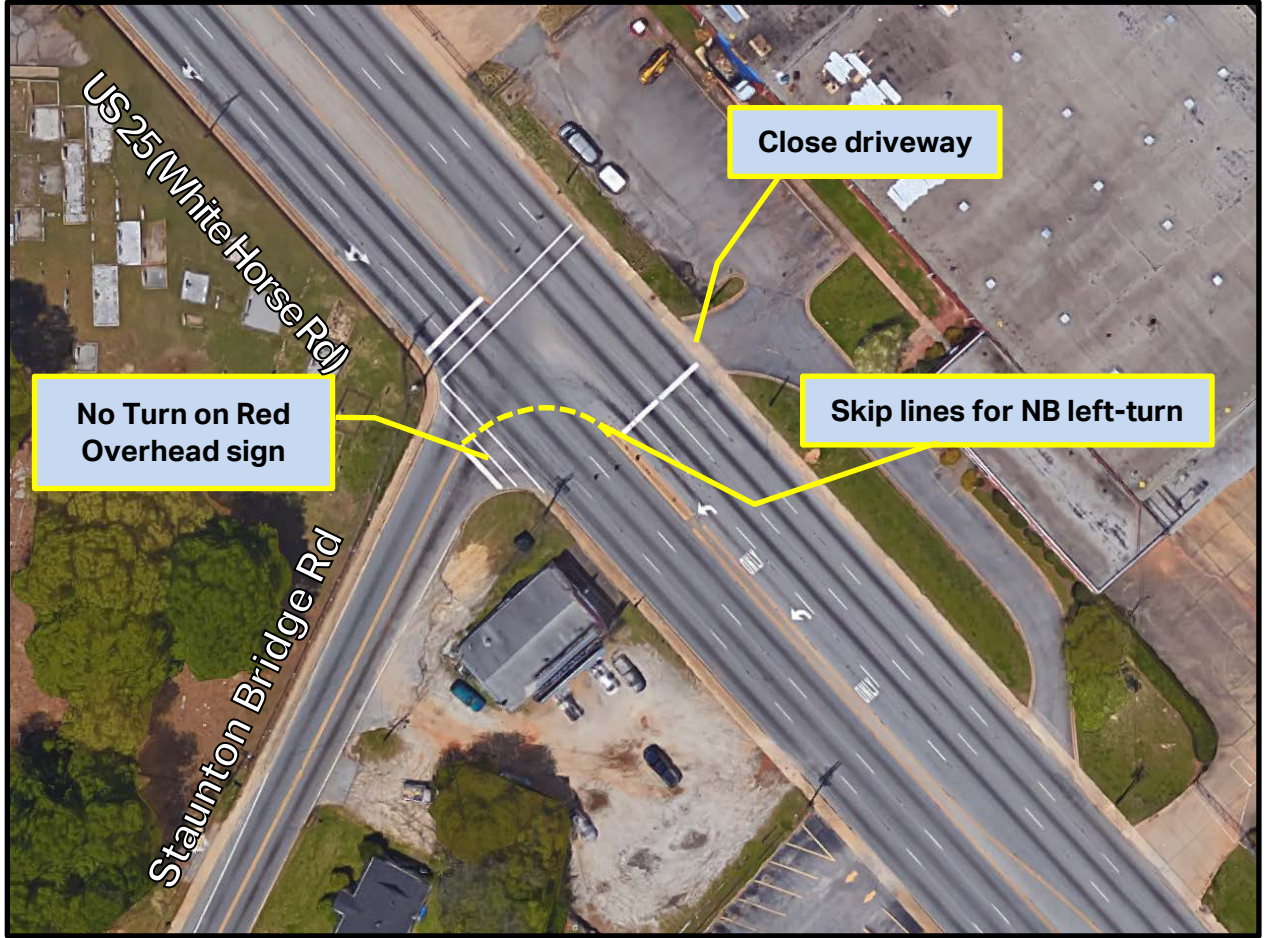
Concerns

- WB approach across from Staunton Bridge Rd has limited sight distance in both directions around the existing structures.
- Pedestrian ramps have been partially upgraded but not all are ADA compliant at the intersection of US 25 at Staunton Bridge Rd.
- It is difficult to see the receiving lane from the US 25 NB left turn lane onto Staunton Bridge Rd.
- The driveway across from Staunton Bridge Rd is included as part of the signalized intersection but does not have signal heads.

Considerations

- **Short Term** – Install No Right-turn on Red overhead sign on Staunton Bridge Rd.
  - *Anticipated Cost to Implement: \$250*
- **Short Term** – Provide skip lines for NB left turn from US 25 onto Staunton Bridge Rd due to skew of intersection.
  - *Anticipated Cost to Implement: \$500*
- **Short Term** – Close driveway across from Staunton Bridge Rd.
  - *Anticipated Cost to Implement: \$10,000*
- **Mid Term** – Upgrade (2) Ramps at the intersection of US 25 at Staunton Bridge Rd to be ADA compliant.
  - *Anticipated Cost to Implement: \$6,250*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0



### 3.2.8 Segment 10 – Anderson Rd (SC 81) to North of Maxie Ave (Local)

#### Concerns

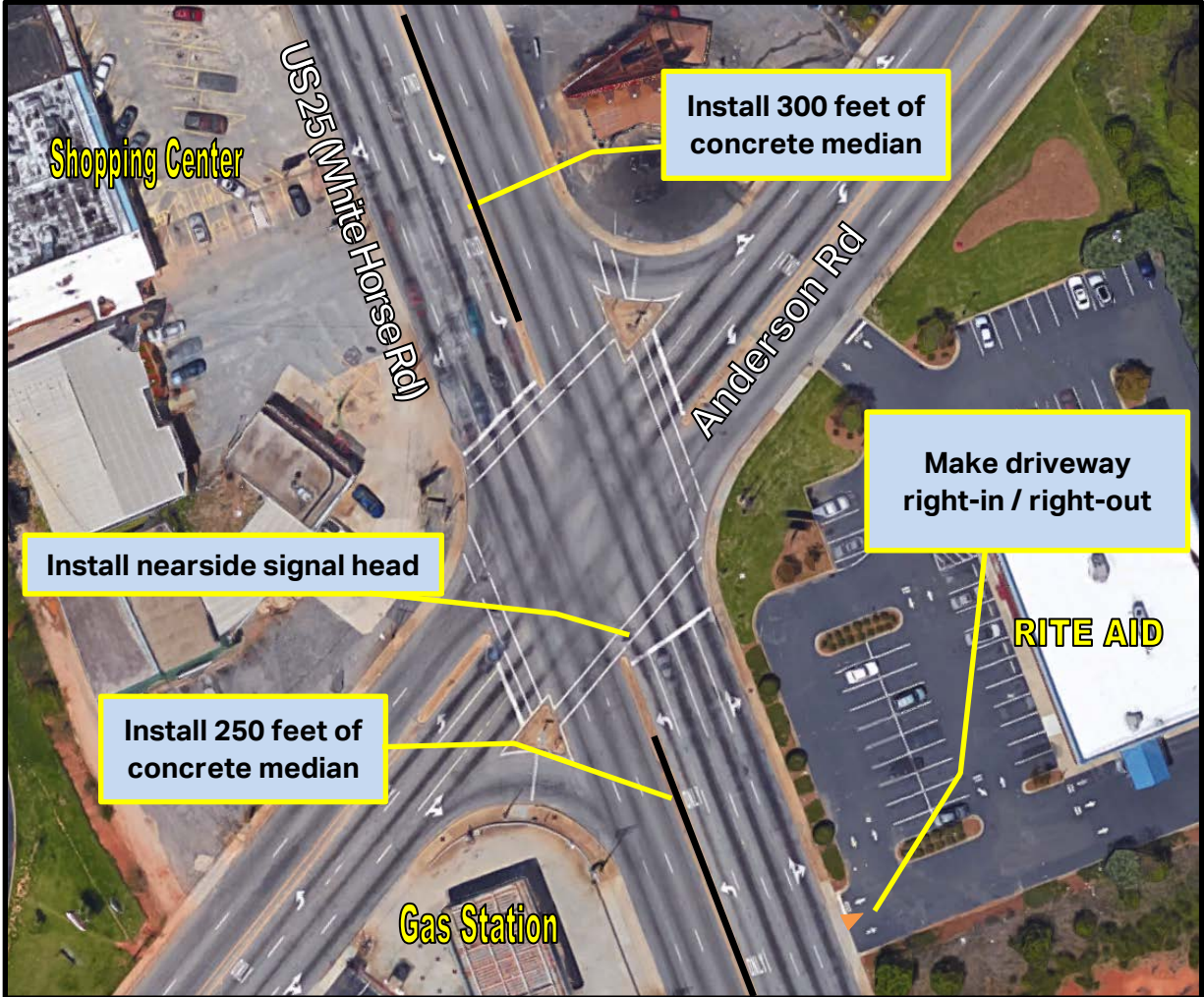
- Driver compliance for the existing 5-section protected-permissive signals heads on all four approaches of US 25 at Anderson Rd.
- No ADA accommodations at the intersection of US 25 at Anderson Rd.
- Sight distance of signal heads on the NB approach of US 25 at Anderson Rd.
- Full access driveways along US 25.

*A detailed report containing many additional considerations at this intersection was performed by AECOM and submitted to SCDOT in March 2013. Recommendations from this report can be found on p. 10.*

#### Considerations

- **Short Term** – Install Flashing Yellow Arrow signals on all 4 approaches at the intersection of US 25 at Anderson Rd.
  - *Anticipated Cost to Implement: \$4,000*
- **Short Term** – Install a nearside signal head for NB approach on US 25 at Anderson Rd.
  - *Anticipated Cost to Implement: \$1,000*
- **Short Term** – Convert existing full access on US 25 serving the Rite Aid to a right-in right-out with the installation of a concrete island
  - *Anticipated Cost to Implement: \$2,500*
- **Mid Term** – Upgrade (11) ramps and sidewalks to be ADA compliant at the intersection of US 25 at Anderson Rd.
  - *Anticipated Cost to Implement: \$25,600*
- **Mid Term** – Install concrete medians along US 25, approximately 250 feet on US 25 NB approach, approximately 300 feet on US 25 SB approach Anderson Rd.
  - *Anticipated Cost to Implement: \$20,250*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0



3.2.9 Segment 11 – South of Cochran Dr (Local) to S Florida Ave (Local)

Concerns

- Access management between Cochran Dr to Bainbridge Dr

Considerations

- **Mid Term** – Extend concrete median 510 feet on US 25 from Welcome Rd to Cochran Dr.
  - *Anticipated Cost to Implement: \$16,200*
- **Mid Term** – Install a 375 foot concrete median on US 25 from Welcome Rd to Bainbridge Dr.
  - *Anticipated Cost to Implement: \$12,500*



3.2.10 Segment 12 – S Florida Ave (Local) to Welcome Ave Ext (Local)

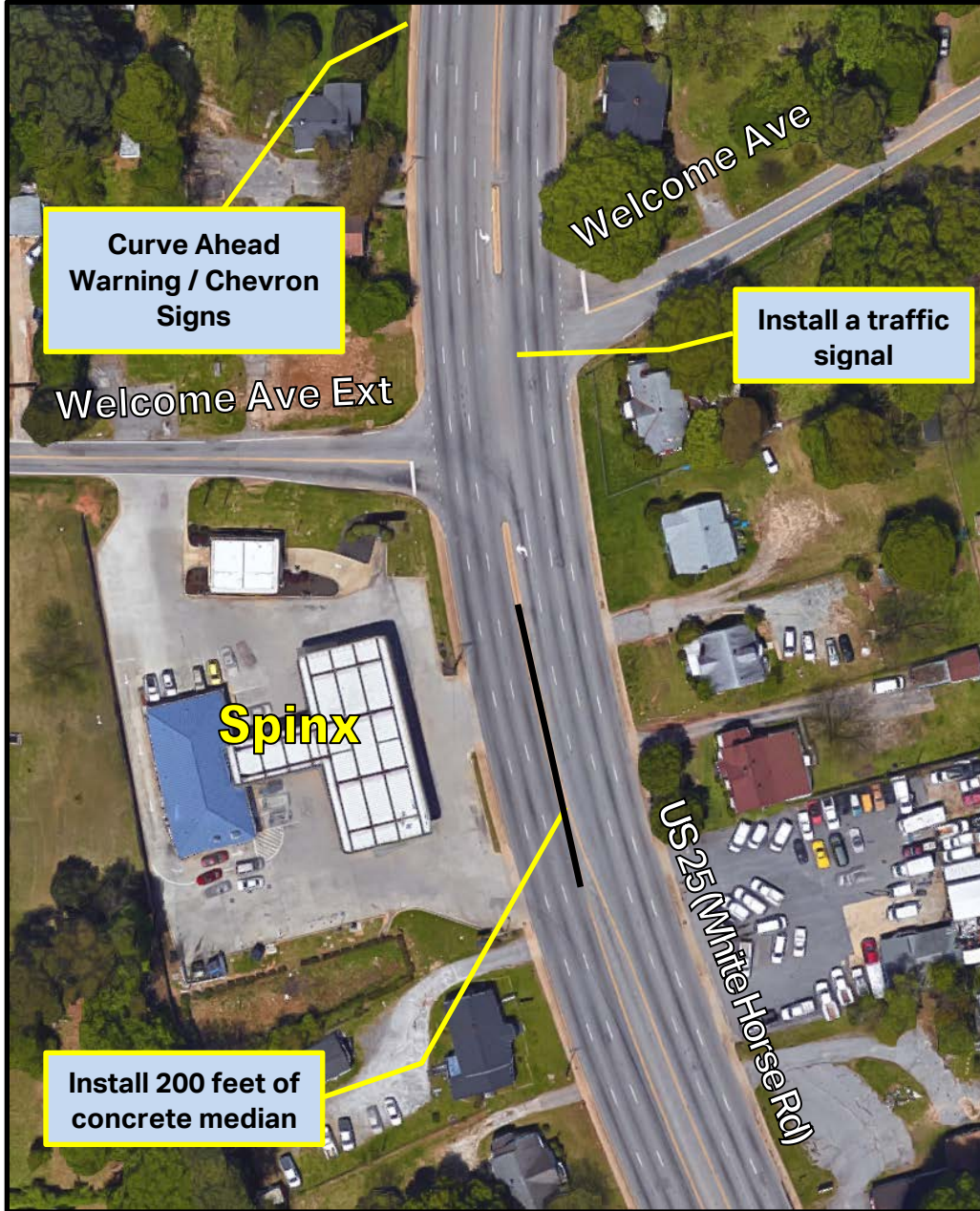
Concerns

- The crashes in this segment appear to be due to speeding.
- Access management along US 25 south of Welcome Ave Ext.
- US 25 at Welcome Ave Ext intersection is on a horizontal curve.
- There were many crashes at the intersection of US 25 at Welcome Ave Ext that involved running off the road.
- The approaches of Welcome Ave and Welcome Avenue Extension are not aligned.

Considerations

- **Short Term** – Consider additional curve ahead sign/chevrons at the intersection of US 25 at Welcome Rd.
  - *Anticipated Cost to Implement: \$1,350*
- **Short Term** – Consider a larger speed limit sign (30" x 36") to replace the existing one near the intersection of US 25 at Welcome Rd. Replace existing curve ahead sign in this segment with a larger sign (36"x36").
  - *Anticipated Cost to Implement: \$500*
- **Mid Term** – Install raised median along US 25 in front of gas station approximately 200 feet south from the intersection of Welcome Ave Ext.
  - *Anticipated Cost to Implement: \$7,250*
- **Mid Term** - Traffic study to investigate the benefits of a new signal.
  - *Anticipated Cost to Implement: \$5,000*
- **Long Term** – New signal installation.
  - *Anticipated Cost to Implement: \$160,000*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
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3.2.11 Segment 13 – North of Welcome Ave Ext (Local) to Old Easley Bridge Rd (S-85)

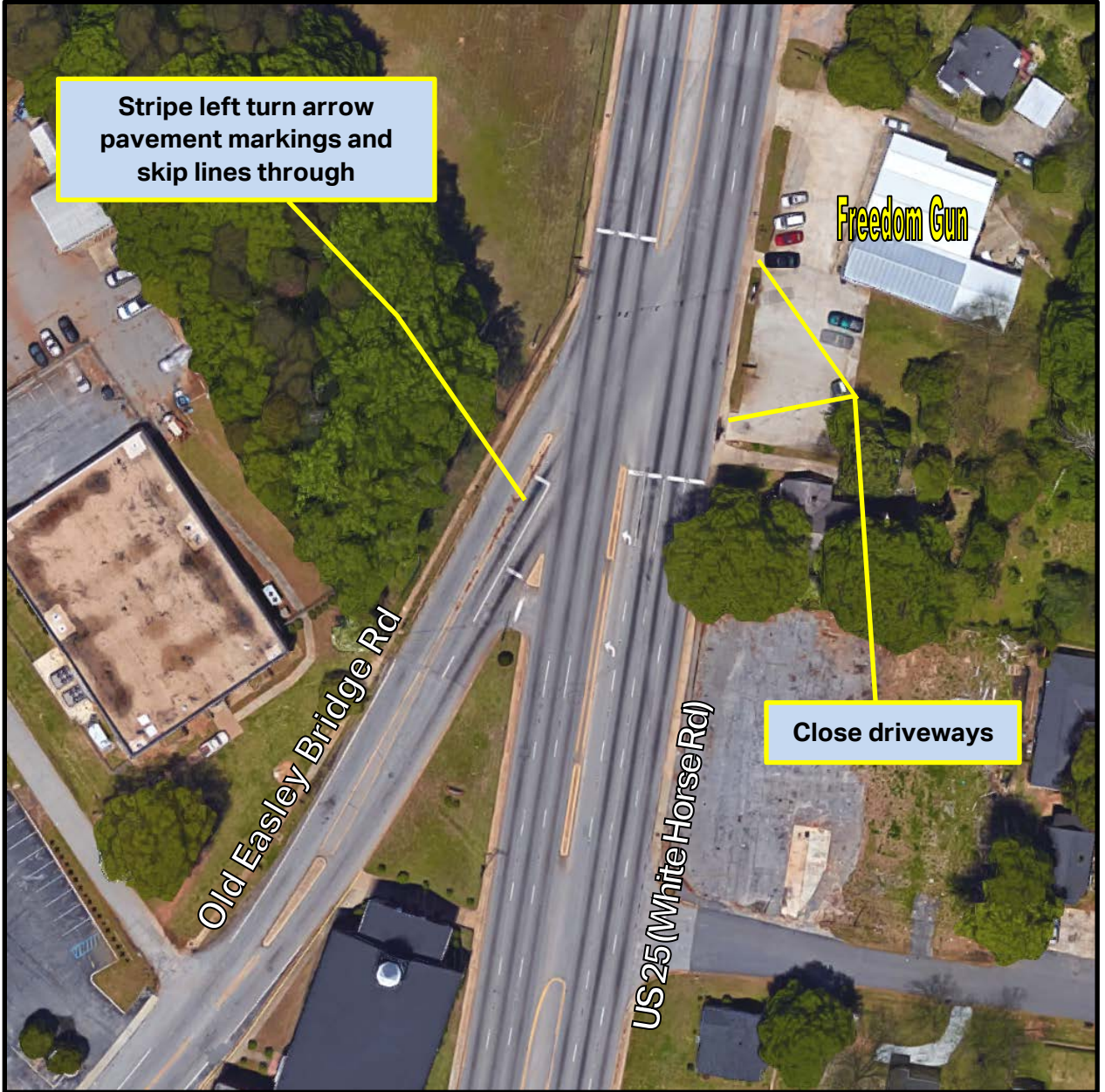
Concerns

- Pavement markings on the eastbound approach of Old Easley Bridge Rd are not present.
- Backplates are not present at US 25 and Old Easley Bridge Rd signal.
- The skewed approach of Old Easley Bridge Road.
- Pavement markings for dual left turns.

Considerations

- **Short Term** – Install pavement markings on Old Easley Bridge Rd approaching the intersection with US 25 to indicate the dual left turning movements. Consider skip lines to guide vehicles through the intersection as well.
  - *Anticipated Cost to Implement: \$300*
- **Short Term** – Install backplates on all signal heads at US 25 and Old Easley Bridge Rd.
  - *Anticipated Cost to Implement: \$3,800*
- **Short Term** – Remove unused driveway aprons in intersection (two driveways entering into Freedom Gun store).
  - *Anticipated Cost to Implement: \$1,620*
- **Short Term** – Review clearance timings to make sure there is enough time for traffic to clear the intersection due to the skew angle alignment at the signalized intersection of US 25 at Old Easley Bridge Rd.
  - *Anticipated Cost to Implement: N/A*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
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3.2.12 Segment 14 – North of Old Easley Bridge Rd (S-85) to US 123 NB On-Ramp

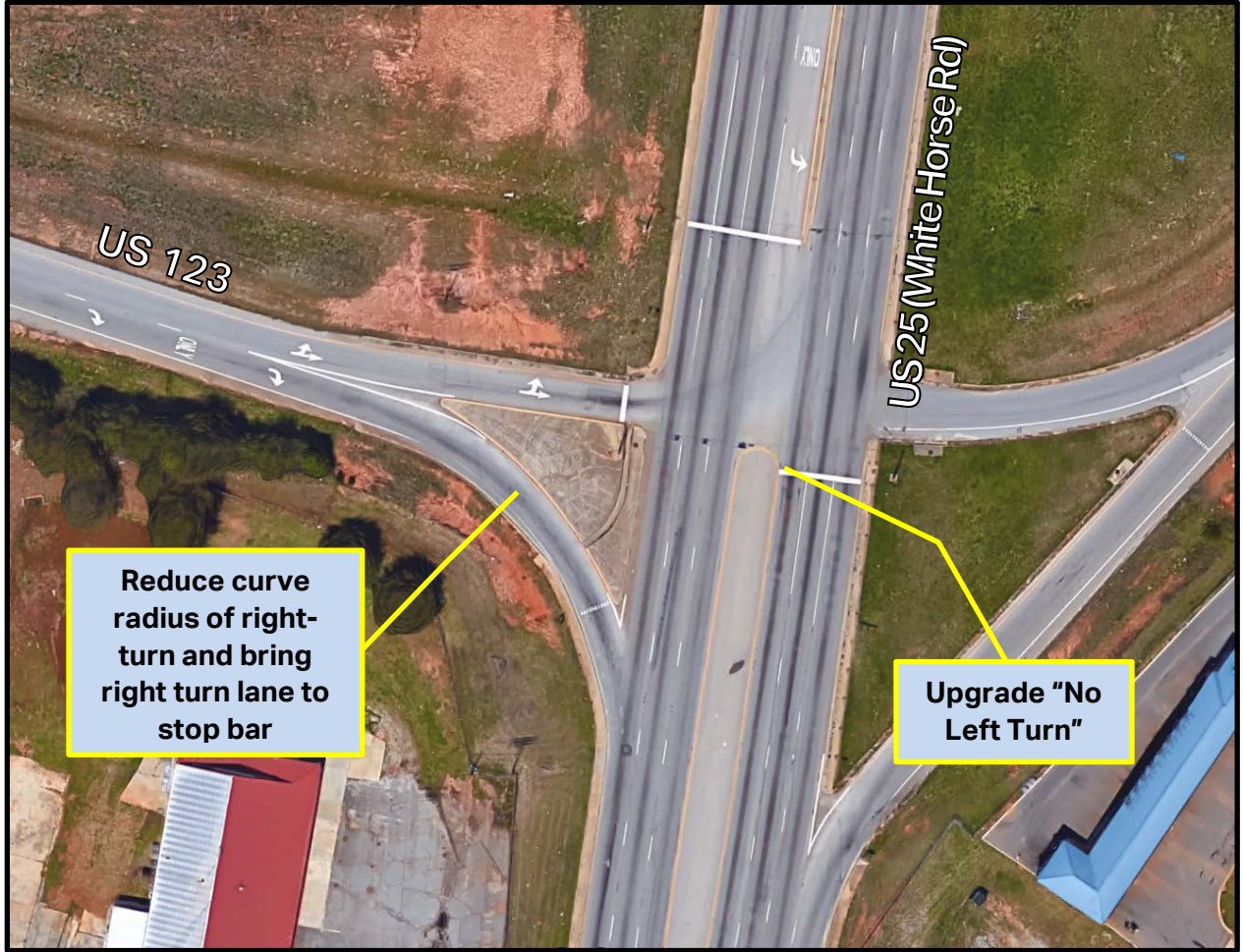
Concerns

- The right-turn lane onto US 25 from the US 123 NB off-ramp intersects at an acute angle restricting sight distance of the oncoming traffic from US 25 SB.
- The pedestrian accommodations are not ADA compliant. There is a path in the concrete median on the US 123 NB Off-Ramp that would be difficult to navigate with a wheelchair.

Considerations

- **Short Term** – Upgrade the overhead No Left Turn Sign on US 25 NB approaching the intersection with US 123 SB ramps.
  - *Anticipated Cost to Implement: \$300*
- **Mid Term** – Reduce right-turn lane curve angle from US 123 NB off-ramp by bringing the turn to the stop bar.
  - *Anticipated Cost to Implement: \$46,000*
- **Mid Term** – ADA upgrades to (8) pedestrian ramps need to be made at the intersection of US 25 and the US 123 NB ramps. Also, pour concrete to fill narrow area of median.
  - *Anticipated Cost to Implement: \$21,450*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
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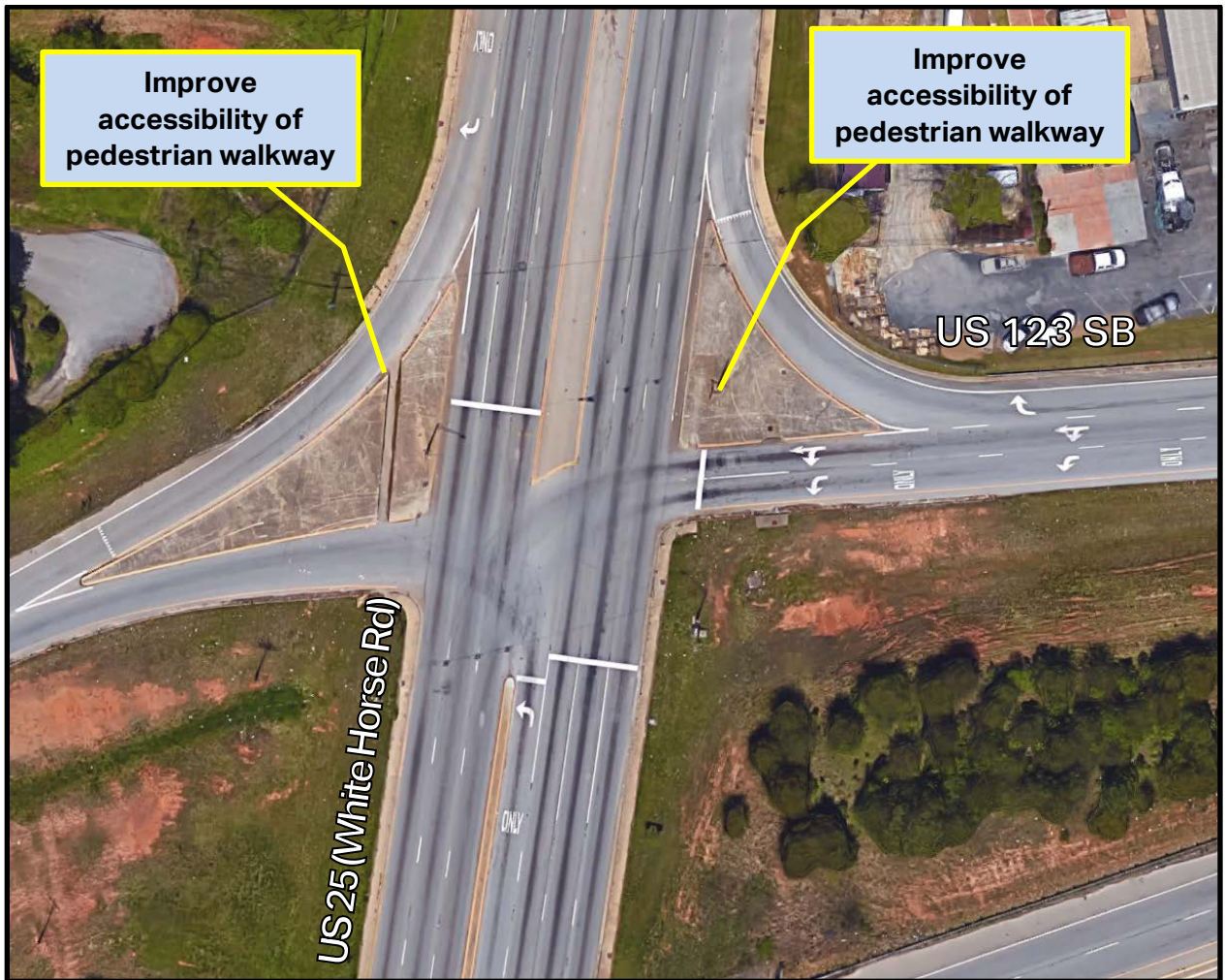
3.2.13 Segment 15 – US 123 SB Ramps to Wilbanks St (Local)

Concerns

- The pedestrian accommodations are not ADA compliant. There is a path in the concrete median on the US 123 SB Off-Ramp that would be difficult to navigate with a wheelchair.

Considerations

- **Mid Term** – ADA upgrades to (8) pedestrian ramps need to be made at the intersection of US 25 and the US 123 SB ramps. Also, pour concrete to fill narrow area of median.
  - *Anticipated Cost to Implement: \$21,450*



3.2.14 Segment 16 – Ottaray St (Local) to South of N. Washington Ave (S-149)

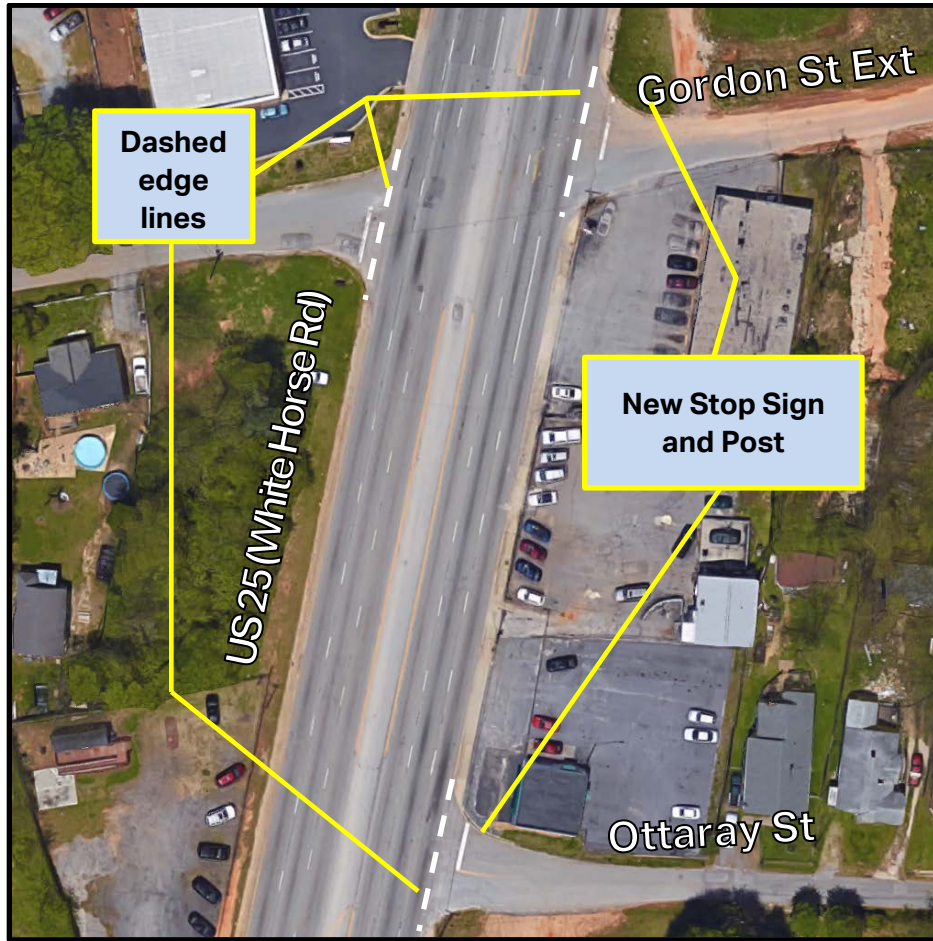
Concerns

- There is no striping to delineate lanes on side road approaches of Gordon St and Ottaray St.
- There is a sight distance issue with poles/fences/grade turning right to go Northbound from side road (Gordon Street Ext).
- Stop sign is in poor condition on WB Gordon St Ext.

Considerations

- **Short Term** – Add striping and remark stop bar markings to side road approaches toward US 25 on Ottaray St and Gordon St Ext.
  - *Anticipated Cost to Implement: \$400*
- **Short Term** – Upgrade stop signs to post mounted Fluorescent 11 signs on Ottaray St and Gordon St Ext approaches.
  - *Anticipated Cost to Implement: \$1,000*
- **Short Term** – Add a dashed edge line along US 25 at the intersections of Ottaray St and Gordon St Ext.
  - *Anticipated Cost to Implement: \$200*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0



3.2.15 Segment 17 – N Washington Ave (S-149) to just North of Graceland Cemetery

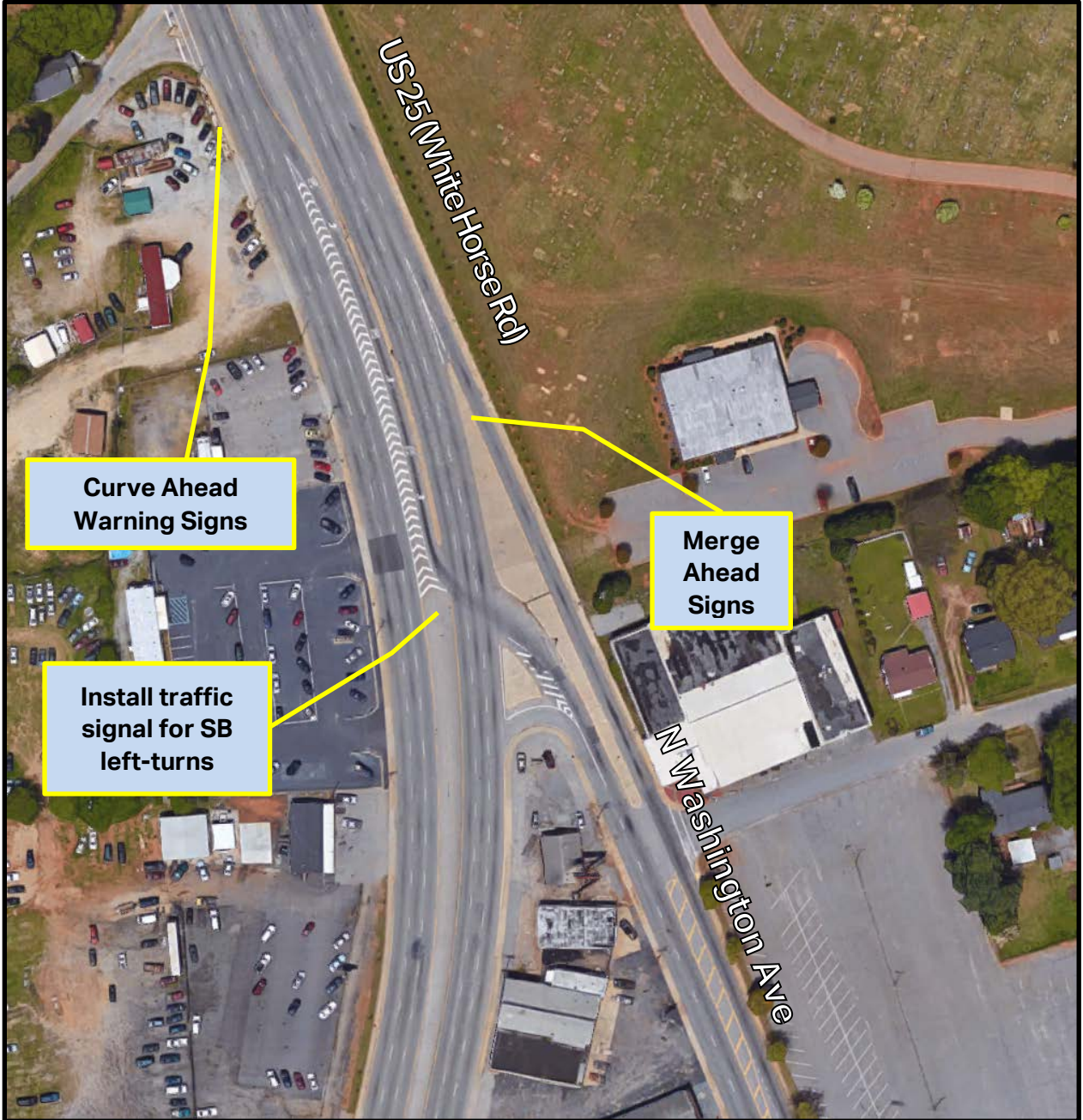
Concerns

- Superelevation issue on US 25 NB before intersection with N Washington Ave.
- There are speeding issues along this section of the corridor.
- Merge from N Washington Ave to US 25 NB

Considerations

- **Short Term** – Utilize dynamic speed detection signs to encourage drivers to decrease speed at the intersection of US 25 at N Washington Ave.
  - *Anticipated Cost to Implement: \$4,000*
- **Short Term** – Install a warning sign for curve ahead on US 25 prior to N Washington Ave intersection.
  - *Anticipated Cost to Implement: \$250*
- **Short Term** – Install Merge Ahead signs on US 25 NB to indicate the merging traffic from N Washington Ave.
  - *Anticipated Cost to Implement: \$550*
- **Long Term** – Consider maintaining a continuous flow of southbound traffic but installing a signal for southbound left turns onto N Washington Ave.
  - *Anticipated Cost to Implement: \$100,000*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0



3.2.16 Segment 18 – Earle Dr (Local) to Old Easley Hwy (SC 124) Interchange

Concerns

- Pavement marking on bridge over Old Easley Highway needs to be more noticeable.

Considerations

- **Short Term** – Install contrast striping on bridge over Old Easley Highway.
  - *Anticipated Cost to Implement: \$5,000*



3.2.17 Segment 19 – South of Page Dr (Local) to Banner Dr (Local)

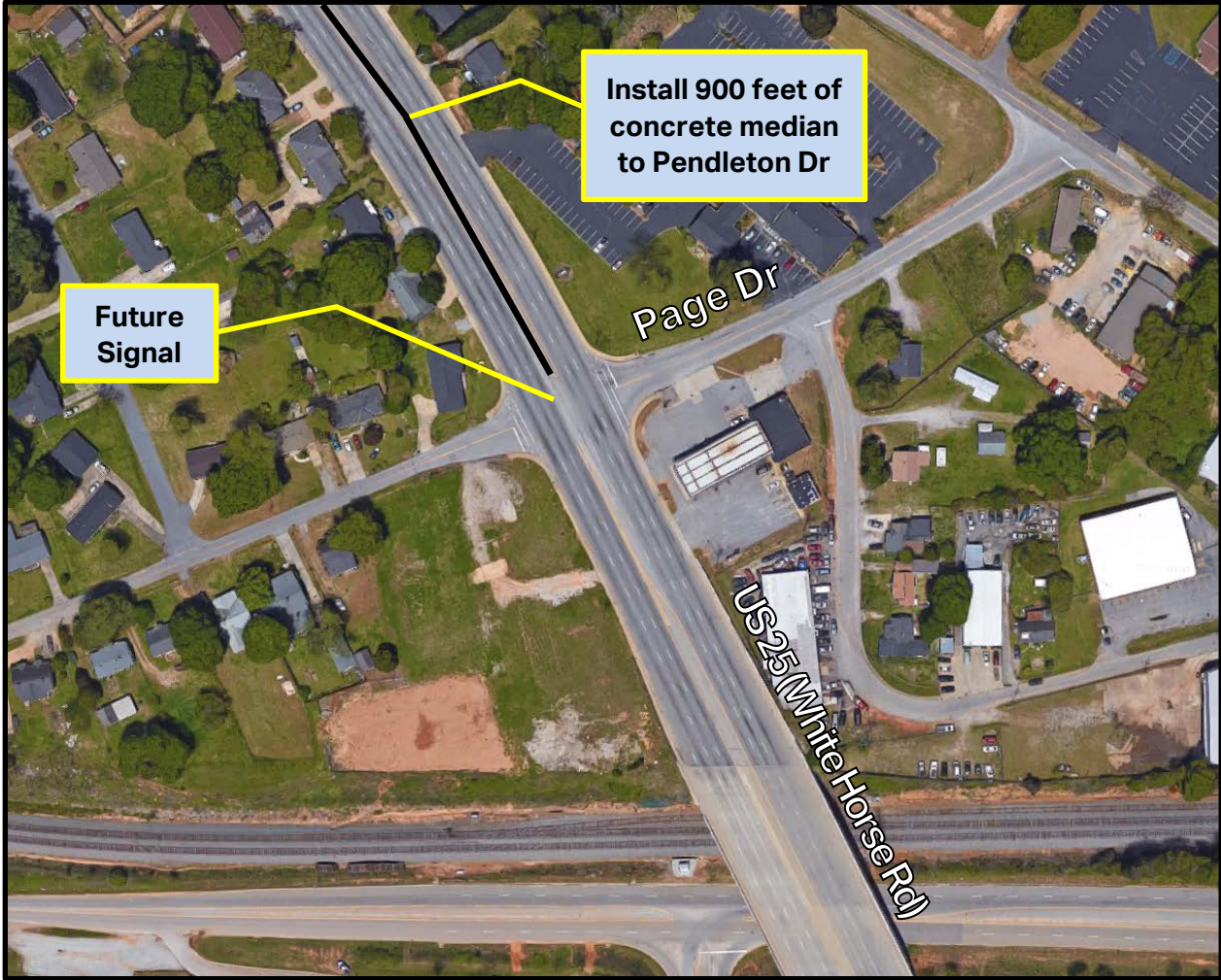
Concerns

- Full ADA pedestrian improvements needed at Page Dr at US 25.
- Left turning vehicles from Page Dr onto US 25 have a sight distance issue seeing over the bridge.
- There is no lighting along corridor from Page Dr to Blue Ridge Dr and there were four (4) fatalities on this segment, some involving pedestrians.

Considerations

- **Mid Term** – ADA compliant pedestrian accommodations are needed on this segment of roadway. Including (4) ramps, crosswalks, (4) pedestrian poles and (8) pedestrian signals.
  - *Anticipated Cost to Implement: \$21,500*
- **Mid Term** – Install a traffic signal at US 25 at Page Dr.
  - *Anticipated Cost to Implement: **To be implemented by Greenville County***
- **Mid Term** –Extend median approximately 900 feet (200 feet of 4 ft median and 700 feet of 14 ft median) from Pendleton Rd to Page Dr. Install metal fence on median.
  - *Anticipated Cost to Implement: \$125,000*
- **Mid Term** – Due to multiple pedestrian fatalities at this intersection, lighting should be considered for installation along this segment of US 25 from Page Dr to Banner Dr.
  - *Anticipated Cost to Implement: \$48,000*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0



3.2.18 Segment 20 – W Blue Ridge Dr (SC 253) at US 25 Intersection

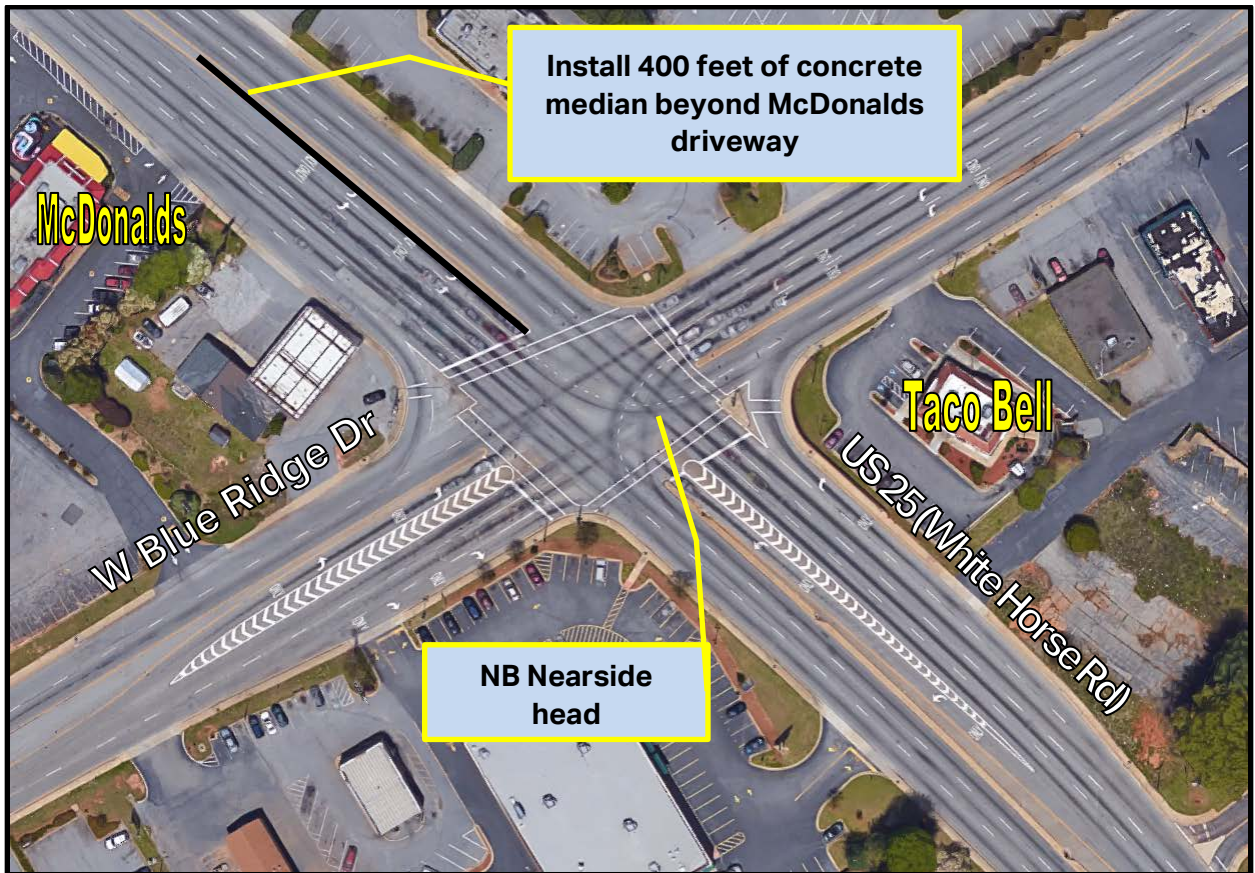
Concerns

- Northbound US 25 sight distance of signal heads.
- Access management on US 25 north of the intersection.

A detailed report containing many additional considerations at this intersection was performed by AECOM and submitted to SCDOT in March 2013. Recommendations from this report can be found on p. 11.

Considerations

- **Short Term** – Install a nearside signal head for NB approach on US 25 at Blue Ridge Dr.
  - Anticipated Cost to Implement: **\$1,000**
- **Mid Term** – Install a raised median (4' wide) along US 25 approximately 400 feet north from the intersection of Blue Ridge Dr.
  - Anticipated Cost to Implement: **\$13,500**



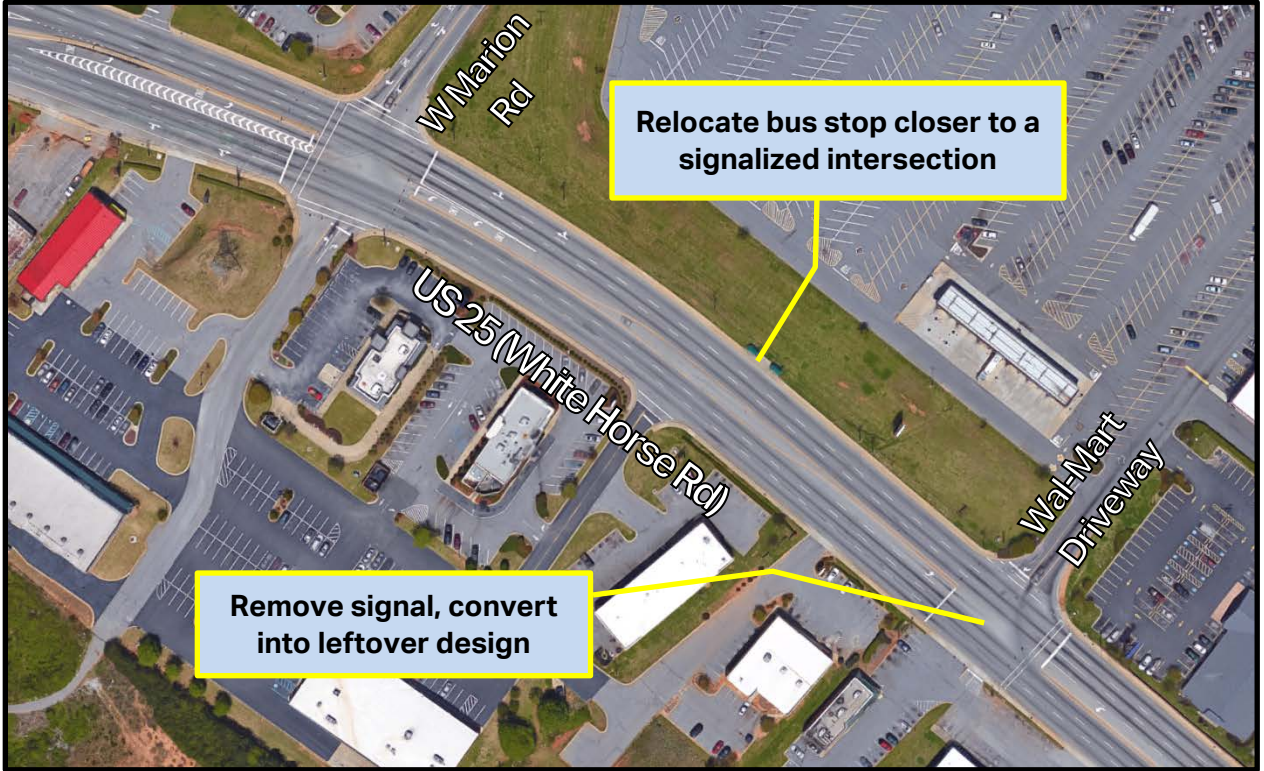
3.2.19 Segment 21 – Walmart Entrance to W. Marion Rd (S-474)

- ADA accommodations are not present at either the Wal-Mart entrance or W Marion Rd intersections.
- No backplates on traffic signals at the Wal-Mart Entrance intersection with US 25.
- Bus stop is midblock between Wal-Mart Entrance and W Marion Rd signalized intersections.
- Sun glare is an issue southbound direction along US 25 in AM peak.
- There is an unused paved area on right side of southbound approach to Marion St along US 25.
- Consider implementing protected only southbound left turn.

Considerations

- **Short Term** – Consider relocation of the bus stop closer to a signalized intersection for convenient access to pedestrian crosswalks.
  - *Anticipated Cost to Implement: \$2,500*
- **Short Term** – Install backplates on the signals at the Wal-Mart entrance signal.
  - *Anticipated Cost to Implement: \$3,150*
- **Mid Term** – Traffic study to investigate the implementation of a protected left turn signal on to W. Marion Rd from SB US 25.
  - *Anticipated Cost to Implement: \$5,000*
- **Mid Term** – Make intersections and corridor ADA compliant. Upgrade (8) pedestrian ramps to current standards.
  - *Anticipated Cost to Implement: \$25,000*
- **Long Term** – Consider removing the signalization at the entrance to the Wal-Mart and converting it to a leftover shifting left-turns exiting to W Marion Rd.
  - *Anticipated Cost to Implement: \$50,000*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
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3.2.20 Segment 22 – North of W Marion Rd (S-474) to North of Saluda Dam Rd (S-63)

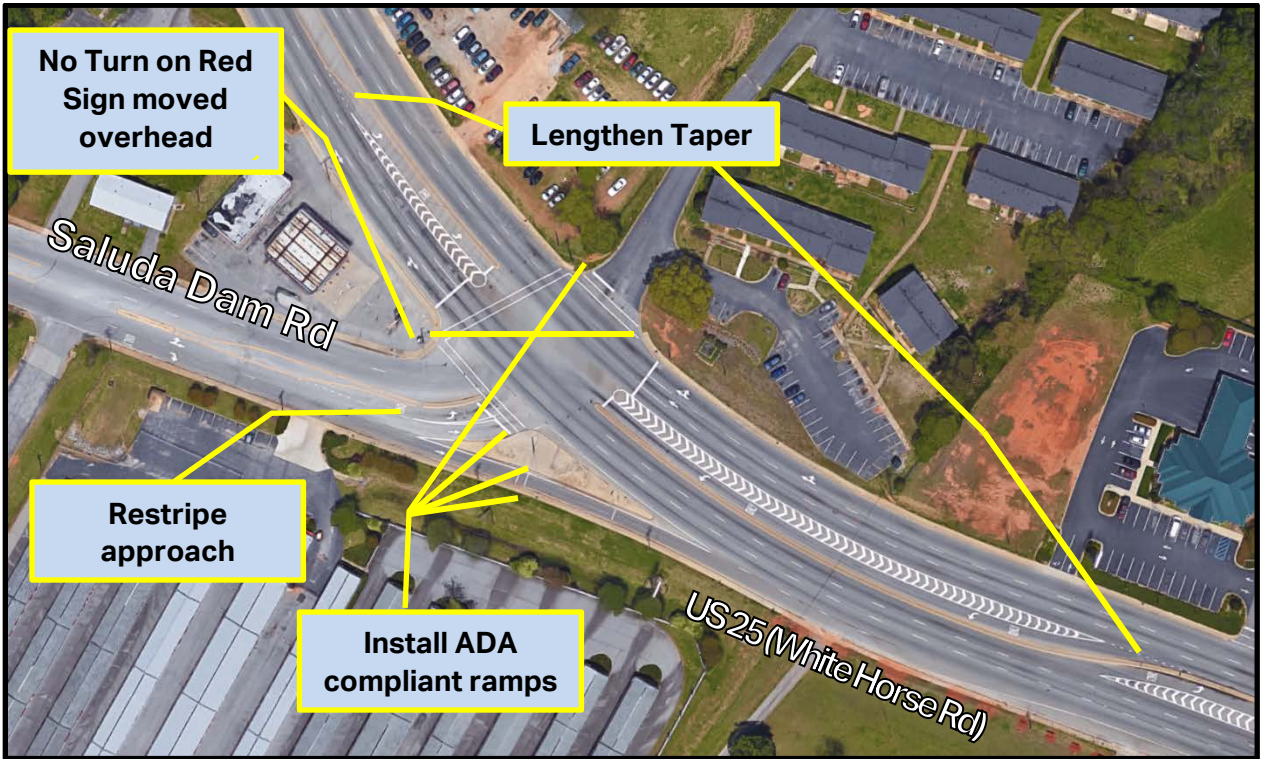
Concerns

- Tapers for the left-turn lanes at the intersection of US 25 at Saluda Dam Rd are very short with no skip lines at entry point.
- ADA ramps are not present at the intersection of US 25 and Saluda Dam Rd.
- In the right turn lane from Saluda Dam Rd to US 25 SB the signs indicate that the lane ends and to merge are not visible in the AM hours due to sun glare.
- Sign placement for right-turn from Saluda Dam Rd is an issue because signs are blocking each other.
- No Right turn on red sign for US 25 SB vehicles is posted on the traffic signal pole.
- Striping issues for turn lanes at US 25 and Saluda Dam Rd.
- Saluda Dam Rd approach striping in poor condition.

Considerations

- **Short Term** – Tapers for turn lanes along US 25 at Saluda Dam Rd should be brought to standard, skips should be added.
  - *Anticipated Cost to Implement: \$5,000*
- **Short Term** – Right-turning vehicles from Saluda Dam Road should be provided additional signage to merge.
  - *Anticipated Cost to Implement: \$550*
- **Short Term** – No Right turn on red sign for southbound right turns on US 25 needs to be moved to before the intersection or overhead.
  - *Anticipated Cost to Implement Sign: \$300*
  - *Anticipated Cost to Implement Overhead: \$7,500*
- **Short Term** – Striping on the Saluda Dam Rd approach needs to be repainted.
  - *Anticipated Cost to Implement: \$2,000*
- **Short Term** – Install countdown pedestrian signals (6) where crosswalks are present at the intersection of US 25 at Saluda Dam Rd.
  - *Anticipated Cost to Implement: \$6,000*
- **Mid Term** – Make intersection of US 25 at Saluda Dam Rd ADA compliant. Upgrade (6) pedestrian ramps to current standards.
  - *Anticipated Cost to Implement: \$18,750*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
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### 3.2.21 Segment 23 – Near Rangeview Cir (S-306)

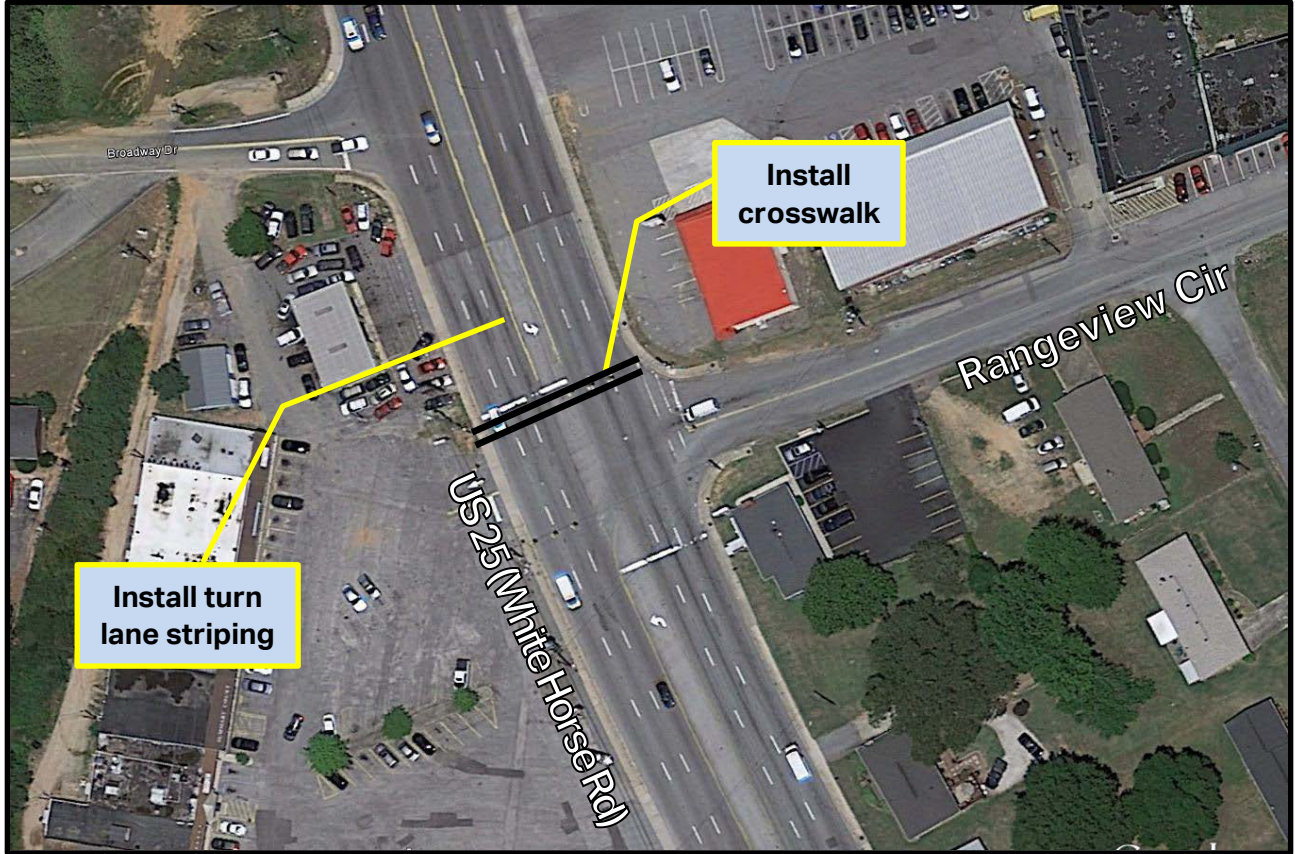
#### Concerns

- Striping for turn lanes are not provided at the newly signalized intersection of US 25 at Rangeview Cir.
- ADA accommodations are not present at the US 25 and Rangeview Cir intersection.
- There is no crosswalk crossing US 25 at the new Rangeview Circle signal but there are pedestrian signals present.

#### Considerations

- **Short Term** – Install revised striping pattern for the left turn lanes on US 25 at Rangeview Cir. Note: when the signal was installed the double yellow lanes were not removed and replaced with adequate striping for a left turn lane.
  - *Anticipated Cost to Implement: \$1,500*
- **Short Term** – Install crosswalk on the northern side of the intersection of US 25 at Rangeview Cir. There are existing pedestrian signals at this location.
  - *Anticipated Cost to Implement: \$550*
- **Mid Term** – Provide ADA compliant (4) ramps and sidewalks at the intersection of US 25 at Rangeview Cir.
  - *Anticipated Cost to Implement: \$12,500*

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0



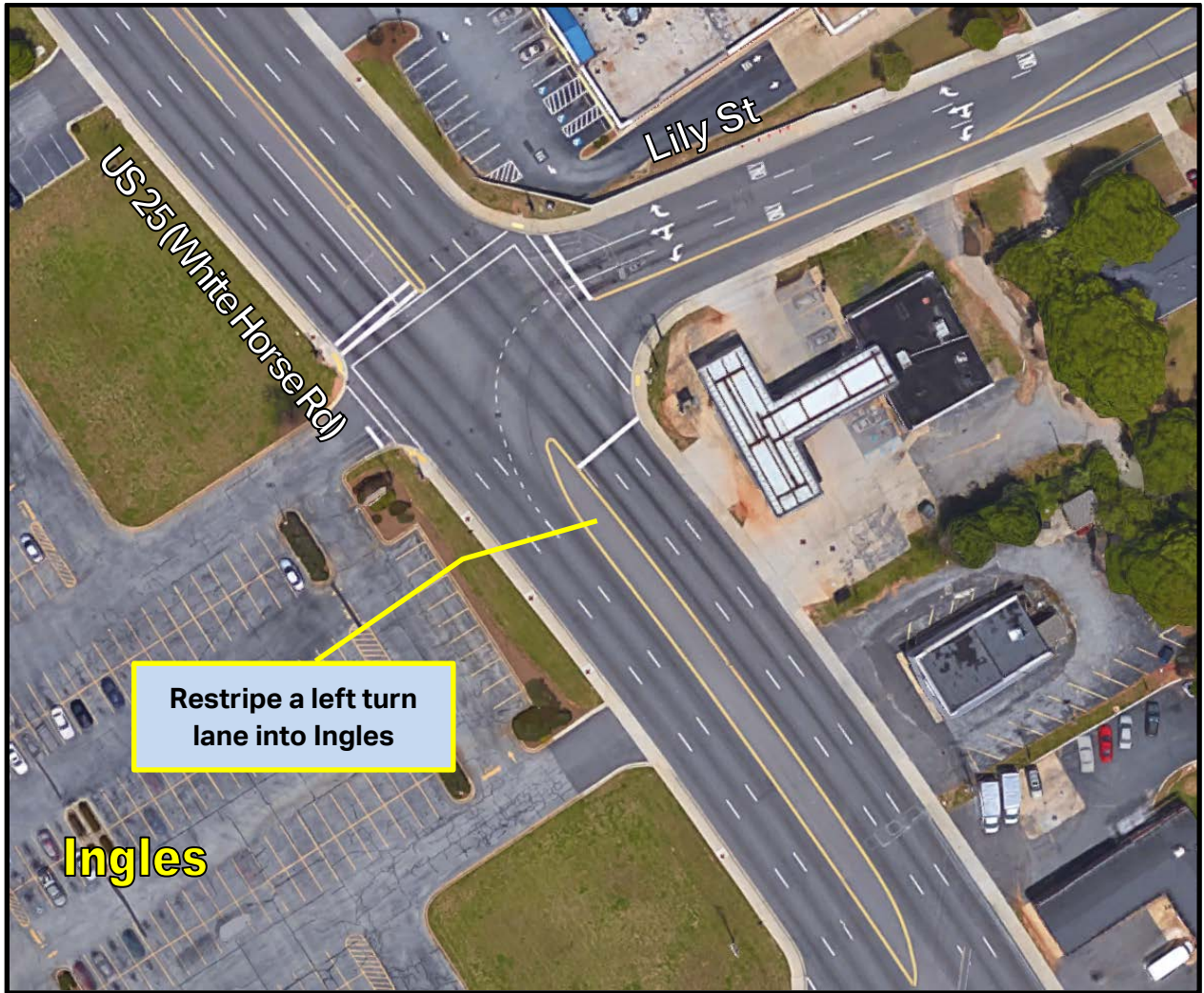
3.2.22 Segment 25 – Eastbourne Rd (S-914) to Lily St (S-782)

Concerns

- There is no left turn lane on the US 25 NB approach to the intersection with Lily St so vehicles sit in the median to make a left-turn.
- No backplates are present on signal heads.

Considerations

- **Short Term** – Restripe to provide a left-turn lane into Ingles from US 25 NB.
  - *Anticipated Cost to Implement: \$1,500*
- **Short Term** – Install backplates on all signal heads.
  - *Anticipated Cost to Implement: \$3,500*



## **4.0 SUMMARY OF COSTS**

To help prioritize the improvements, cost summaries are provided at each intersection categorized into low, medium, and high. Low magnitude improvements are expected to be performed by maintenance staff or be of low cost. Medium improvements may include minor to moderate new construction and High improvements are those that would require significant new construction.

**Segment 1 - US 25 (White Horse Rd) & Spinx Driveway near W Lenhardt Rd**

- **Low – \$2,700**
- Total: \$2,700**

**Segment 2 - US 25 (White Horse Rd) & I-85 SB Ramps**

- **Low – \$10,900**
  - **Medium – \$66,650**
  - **High – \$500,000**
- Total: \$577,550**

**Segment 3 - US 25 (White Horse Rd) & Frontage Rd**

- **Low – \$17,700**
  - **Medium – \$17,500**
- Total: \$35,200**

**Segment 4 - US 25 (White Horse Rd) & Grove Rd / Piedmont Hwy**

- **Low – \$11,000**
  - **Medium – \$25,625**
- Total: \$36,625**

**Segment 5 - US 25 (White Horse Rd) & I-185 SB Off-Ramp**

**Total: \$0**

**Segment 6 - US 25 (White Horse Rd) & White Horse Flea Market Area**

**Total: \$0**

**Segment 7 - US 25 (White Horse Rd) & Two Notch Rd**

- **Low – \$15,360**
  - **Medium – \$104,050**
- Total: \$119,410**

**Segment 8 - US 25 (White Horse Rd) & Staunton Bridge Rd**

- **Low – \$10,750**
  - **Medium – \$6,250**
- Total: \$17,000**

**Segment 9 - \$0**

**Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0**

**Segment 10** - US 25 (White Horse Rd) & Anderson Rd

- **Low – \$7,500**
- **Medium – \$45,850**
- Total: \$53,350**

**Segment 11** - US 25 (White Horse Rd) & Welcome Rd

- **Medium – \$28,700**
- Total: \$28,700**

**Segment 12** - US 25 (White Horse Rd) & Welcome Avenue Ext

- **Low – \$1,850**
- **Medium - \$12,250**
- **High - \$160,000**
- Total: \$174,100**

**Segment 13** - US 25 (White Horse Rd) & Old Easley Bridge Rd

- **Low – \$5,720**
- Total: \$5,720**

**Segment 14** - US 25 (White Horse Rd) & US 123 NB Ramps

- **Low - \$300**
- **Medium – \$67,450**
- Total: \$67,750**

**Segment 15** - US 25 (White Horse Rd) & US 123 SB Ramps

- **Medium – \$21,450**
- Total: \$21,450**

**Segment 16** - US 25 (White Horse Rd) near Ottaray St

- **Low – \$1,600**
- Total: \$1,600**

**Segment 17** - US 25 (White Horse Rd) & N Washington St

- **Low – \$4,800**
- **High– \$100,000**
- Total: \$104,800**

**Segment 18** - US 25 (White Horse Rd) & Old Easley Highway Interchange

- **Low – \$5,000**
- Total: \$5,000**

**Segment 19** - US 25 (White Horse Rd) & Page Drive

- **Medium – \$184,500**
- Total: \$184,500**

**Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0**

**Segment 20** - US 25 (White Horse Rd) & W Blue Ridge Road

- **Low – \$1,000**
  - **Medium – \$13,500**
- Total: \$14,500**

**Segment 21** - US 25 (White Horse Rd) & Wal-Mart Driveway & W Marion Rd

- **Low – \$5,650**
  - **Medium – \$30,000**
  - **High – \$50,000**
- Total: \$85,650**

**Segment 22** - US 25 (White Horse Rd) & Saluda Dam Rd

- **Low – \$21,050**
  - **Medium – \$18,750**
- Total: \$39,800**

**Segment 23** - US 25 (White Horse Rd) & Rangeview Cir

- **Low – \$2,050**
  - **Medium – \$12,500**
- Total: \$14,550**

**Segment 24** - \$0

**Segment 25** - US 25 (White Horse Rd) & Lily St

- **Low – \$5,000**
- Total: \$5,000**

**Corridor Wide Improvements**

**Total: \$966,660**

**Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0**

<b>Segment#: Primary Intersection</b>	<b>Costs</b>
Segment 1: US 25 (White Horse Rd) & Spinx Driveway near W Lenhardt Rd	\$2,700
Segment 2: US 25 (White Horse Rd) & I-85 SB Ramps	\$10,900
Segment 3: US 25 (White Horse Rd) & Frontage Rd	\$17,700
Segment 4: US 25 (White Horse Rd) & Grove Rd / Piedmont Hwy	\$11,000
Segment 5: US 25 (White Horse Rd) & I-185 SB Off-Ramp	\$0
Segment 6: US 25 (White Horse Rd) & White Horse Flea Market Area	\$0
Segment 7: US 25 (White Horse Rd) & Two Notch Rd	\$15,360
Segment 8: US 25 (White Horse Rd) & Staunton Bridge Rd	\$10,750
Segment 9: No Improvement Recommended	\$0
Segment 10: US 25 (White Horse Rd) & Anderson Rd	\$7,500
Segment 11: US 25 (White Horse Rd) & Welcome Rd	\$0
Segment 12: US 25 (White Horse Rd) & Welcome Avenue Ext	\$1,850
Segment 13: US 25 (White Horse Rd) & Old Easley Bridge Rd	\$5,720
Segment 14: US 25 (White Horse Rd) & US 123 NB Ramps	\$300
Segment 15: US 25 (White Horse Rd) & US 123 SB Ramps	\$0
Segment 16: US 25 (White Horse Rd) near Ottaray St	\$1,600
Segment 17: US 25 (White Horse Rd) & N Washington St	\$4,800
Segment 18: US 25 (White Horse Rd) & Old Easley Highway Interchange	\$5,000
Segment 19: US 25 (White Horse Rd) & Page Dr	\$0
Segment 20: US 25 (White Horse Rd) & W Blue Ridge Rd	\$1,000
Segment 21: US 25 (White Horse Rd) & Wal-Mart Driveway & W Marion Rd	\$5,650
Segment 22: US 25 (White Horse Rd) & Saluda Dam Rd	\$21,050
Segment 23: US 25 (White Horse Rd) & Rangeview Cir	\$2,050
Segment 24: No Improvement Recommended	\$0
Segment 25: US 25 (White Horse Rd) & Lily St	\$5,000
<b>Subtotal</b>	<b>\$129,930</b>
<b>Mobilization, Bonds, Insurance, Traffic Control , etc. at 30%</b>	<b>\$38,979</b>
<b>Subtotal</b>	<b>\$168,909</b>
<b>Contingencies at 20%</b>	<b>\$33,782</b>
<b>Total</b>	<b>\$202,691</b>

**Table 6 – Short Term Improvement Costs**

**Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0**

<b>Segment#: Primary Intersection</b>	<b>Costs</b>
Segment 1: US 25 (White Horse Rd) & Spinx Driveway near W Lenhardt Rd	\$0
Segment 2: US 25 (White Horse Rd) & I-85 SB Ramps	\$66,650
Segment 3: US 25 (White Horse Rd) & Frontage Rd	\$17,500
Segment 4: US 25 (White Horse Rd) & Grove Rd / Piedmont Hwy	\$25,625
Segment 5: US 25 (White Horse Rd) & I-185 SB Off-Ramp	\$0
Segment 6: US 25 (White Horse Rd) & White Horse Flea Market Area	\$0
Segment 7: US 25 (White Horse Rd) & Two Notch Rd	\$104,050
Segment 8: US 25 (White Horse Rd) & Staunton Bridge Rd	\$6,250
Segment 9: No Improvement Recommended	\$0
Segment 10: US 25 (White Horse Rd) & Anderson Rd	\$45,850
Segment 11: US 25 (White Horse Rd) & Welcome Rd	\$28,700
Segment 12: US 25 (White Horse Rd) & Welcome Avenue Ext	\$12,250
Segment 13: US 25 (White Horse Rd) & Old Easley Bridge Rd	\$0
Segment 14: US 25 (White Horse Rd) & US 123 NB Ramps	\$67,450
Segment 15: US 25 (White Horse Rd) & US 123 SB Ramps	\$21,450
Segment 16: US 25 (White Horse Rd) near Ottaray St	\$0
Segment 17: US 25 (White Horse Rd) & N Washington St	\$0
Segment 18: US 25 (White Horse Rd) & Old Easley Highway Interchange	\$0
Segment 19: US 25 (White Horse Rd) & Page Dr	\$184,500
Segment 20: US 25 (White Horse Rd) & W Blue Ridge Rd	\$13,500
Segment 21: US 25 (White Horse Rd) & Wal-Mart Driveway & W Marion Rd	\$30,000
Segment 22: US 25 (White Horse Rd) & Saluda Dam Rd	\$18,750
Segment 23: US 25 (White Horse Rd) & Rangeview Cir	\$12,500
Segment 24: No Improvement Recommended	\$0
Segment 25: US 25 (White Horse Rd) & Lily St	\$0
<b>Subtotal</b>	<b>\$655,025</b>
<b>Mobilization, Bonds, Insurance, Traffic Control , etc. at 30%</b>	<b>\$196,508</b>
<b>Subtotal</b>	<b>\$851,533</b>
<b>Contingencies at 20%</b>	<b>\$170,307</b>
<b>Total</b>	<b>\$1,021,839</b>

**Table 7 – Mid Term Improvement Costs**

**Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0**

<b>Segment#: Primary Intersection</b>	<b>Costs</b>
Segment 1: US 25 (White Horse Rd) & Spinx Driveway near W Lenhardt Rd	\$0
Segment 2: US 25 (White Horse Rd) & I-85 SB Ramps	\$500,000
Segment 3: US 25 (White Horse Rd) & Frontage Rd	\$0
Segment 4: US 25 (White Horse Rd) & Grove Rd / Piedmont Hwy	\$0
Segment 5: US 25 (White Horse Rd) & I-185 SB Off-Ramp	\$0
Segment 6: US 25 (White Horse Rd) & White Horse Flea Market Area	\$0
Segment 7: US 25 (White Horse Rd) & Two Notch Rd	\$0
Segment 8: US 25 (White Horse Rd) & Staunton Bridge Rd	\$0
Segment 9: No Improvement Recommended	\$0
Segment 10: US 25 (White Horse Rd) & Anderson Rd	\$0
Segment 11: US 25 (White Horse Rd) & Welcome Rd	\$0
Segment 12: US 25 (White Horse Rd) & Welcome Avenue Ext	\$160,000
Segment 13: US 25 (White Horse Rd) & Old Easley Bridge Rd	\$0
Segment 14: US 25 (White Horse Rd) & US 123 NB Ramps	\$0
Segment 15: US 25 (White Horse Rd) & US 123 SB Ramps	\$0
Segment 16: US 25 (White Horse Rd) near Ottaray St	\$0
Segment 17: US 25 (White Horse Rd) & N Washington St	\$100,000
Segment 18: US 25 (White Horse Rd) & Old Easley Highway Interchange	\$0
Segment 19: US 25 (White Horse Rd) & Page Dr	\$0
Segment 20: US 25 (White Horse Rd) & W Blue Ridge Rd	\$0
Segment 21: US 25 (White Horse Rd) & Wal-Mart Driveway & W Marion Rd	\$50,000
Segment 22: US 25 (White Horse Rd) & Saluda Dam Rd	\$0
Segment 23: US 25 (White Horse Rd) & Rangeview Cir	\$0
Segment 24: No Improvement Recommended	\$0
Segment 25: US 25 (White Horse Rd) & Lily St	\$0
Corridor Wide Improvements	\$966,660
<b>Subtotal</b>	<b>\$1,776,660</b>
<b>Mobilization, Bonds, Insurance, Traffic Control , etc. at 30%</b>	<b>\$532,998</b>
<b>Subtotal</b>	<b>\$2,309,658</b>
<b>Contingencies at 20%</b>	<b>\$461,932</b>
<b>Total</b>	<b>\$2,771,590</b>

**Table 8 – Long Term Improvement Costs**

Greenville County Road Safety Assessment: US 25 (White Horse Rd)  
From MP 23.5 to 30.0

Category	Cost
Short Term	\$202,691
Mid Term	\$1,021,839
Long Term	\$2,771,590
<b>Total</b>	<b>\$3,996,120</b>

**Table 9 – Improvement Costs Summary Table**