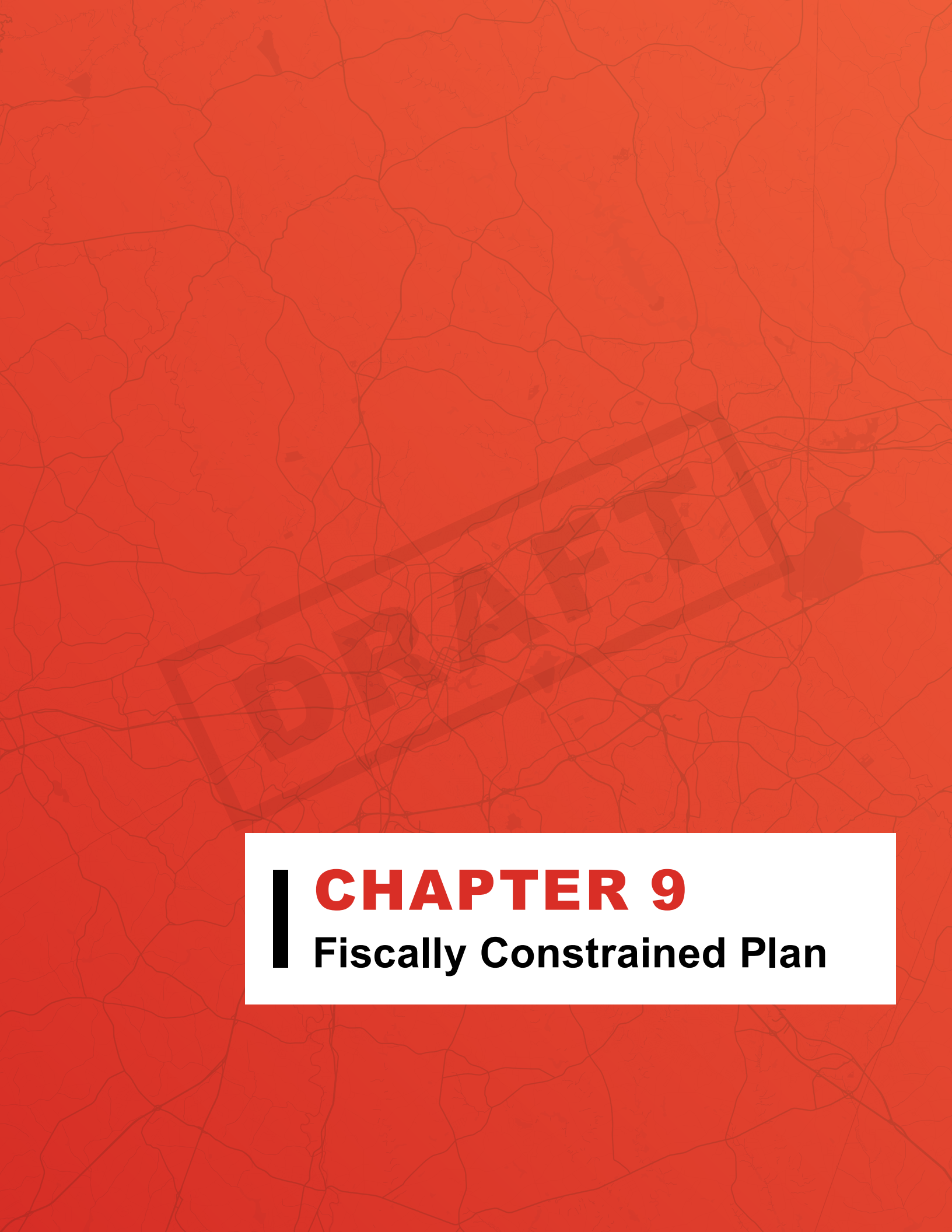


Greenville-Pickens Area
Transportation Study

HORIZON 2050 LONG RANGE TRANSPORTATION PLAN

OCTOBER 2026





CHAPTER 9

Fiscally Constrained Plan

CHAPTER 9: FISCALLY CONSTRAINED PLAN

The fiscally constrained plan is the cornerstone of Horizon 2050 and provides the roadmap for the GPATS and its member jurisdictions to navigate future multimodal investments. This plan identifies a range of projects anticipated to use federal funds for implementation through 2050, including a general timeframe for their implementation. Fiscal constraint is a core requirement of the federal LRTP process and aims to verify that future investments that leverage federal funds are within reasonably expected future revenue levels.

Selecting Fiscally Constrained Projects

The selection of fiscally constrained projects was driven by the results of the prioritization evaluation detailed in [Chapter 7: Project Alternatives & Strategies Development](#). Alternatives determined to be a high or medium priority were first considered for inclusion in the fiscally constrained plan. Projects were then matched with anticipated timing of the need, each project's estimated YOE cost, and available funding by source.

Fiscally Constrained Plan

The summary of Horizon 2050's fiscally constrained plan organizes projects by their anticipated LRTP time band used to identify their implementation timing. **These time bands are:**

- Short-term: 2033–2036
- Mid-term: 2037–2043
- Long-term: 2044–2050

The summary also includes each project's current (2025) estimated project cost, estimated YOE project cost, and anticipated federal and non-federal cost share amounts. Project costs are projected to increase by 4% per year for YOE cost estimation.

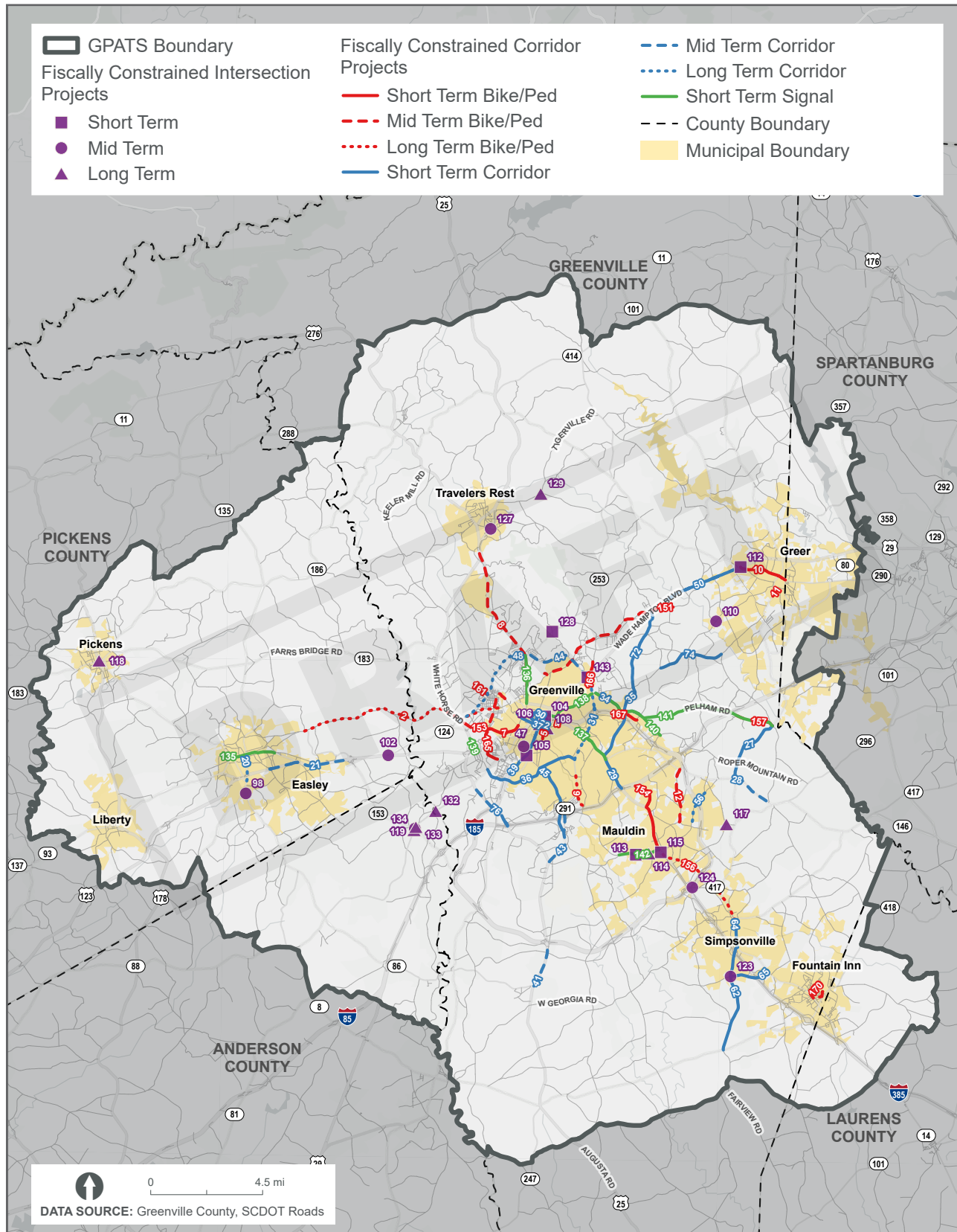


Figure 42 | Fiscally Constrained Projects

Roadway Project Fiscal Constraint

PERIOD	UNIQUE ID	NAME	PROJECT EXTENTS	2026 COST	YOE COST	Short-term Budget	\$59,280,746
Short-term (2033–2036)	27	Hwy 14	Woodruff Rd to Batesville Rd	\$4,100,000	\$5,720,000	Short-term Spent	\$58,510,000
Short-term (2033–2036)	39	Mills Ave/Church St	Henrydale Ave to Academy St	\$500,000	\$700,000	Balance	\$770,746
Short-term (2033–2036)	32	Buncombe/North St and College St/Beattie	Butler Ave to Church St	\$652,500	\$910,000		
Short-term (2033–2036)	35	Haywood Rd	Laurens Rd to North St	\$2,095,000	\$2,920,000		
Short-term (2033–2036)	21	Calhoun Memorial Hwy	Brushy Creek Rd to Hwy 153	\$500,000	\$700,000		
Short-term (2033–2036)	40	Stone Ave	Rutherford St to North St/I-385	\$14,465,000	\$20,190,000		
Short-term (2033–2036)	29	Laurens Rd/Main St	Woodruff Rd to Main St	\$2,162,500	\$3,020,000		
Short-term (2033–2036)	64	Main St	Curtis St to Fairview Rd	\$500,000	\$700,000		
Short-term (2033–2036)	62	Fairview Rd	Main St to Hwy 418	\$3,777,500	\$5,270,000		
Short-term (2033–2036)	37	S-1077 Washington St	Trescott St to Pettigru St	\$1,085,000	\$1,510,000		
Short-term (2033–2036)	36	Faris Rd/S. Washington Ave	Anderson Rd to Pleasantburg Dr	\$4,160,000	\$5,810,000		
Short-term (2033–2036)	65	Harrison Bridge Rd	Fairview Rd to Main St	\$3,000,000	\$4,190,000		
Short-term (2033–2036)	34	Pelham Rd	North St to Hudson Rd	\$1,560,000	\$2,180,000		
Short-term (2033–2036)	72	Howell/Edwards Rd	E North St to Wade Hampton Blvd	\$500,000	\$700,000		
Short-term (2033–2036)	45	Augusta St/Rd	Faris Rd to Pleasantburg Dr	\$1,500,000	\$2,090,000		
Short-term (2033–2036)	74	Brushy Creek Rd/Old Spartanburg	Cunningham Rd to Batesville Rd	\$1,360,000	\$1,900,000		

Table 16 | Roadway Project Fiscal Constraint List

Short-term (2033–2036)
 Mid-term (2037–2043)
 Long-term (2044–2050)

PERIOD	UNIQUE ID	NAME	PROJECT EXTENTS	2026 COST	YOY COST
Mid-term (2037–2043)	50	Wade Hampton Blvd	Ried School Road to Buncombe Rd	\$3,102,500	\$5,370,000
Mid-term (2037–2043)	30	Academy St	College St to North St	\$1,600,000	\$2,770,000
Mid-term (2037–2043)	41	Augusta Rd	Sandy Springs Rd to I-185	\$1,372,500	\$2,380,000
Mid-term (2037–2043)	43	Augusta Rd/ Pleasantburg Dr	White Horse Rd to Mauldin Rd	\$500,000	\$870,000
Mid-term (2037–2043)	44	Pleasantburg Dr/ State Park Rd	Poinsett Hwy to Wade Hampton Blvd	\$500,000	\$870,000
Mid-term (2037–2043)	76	White Horse Rd	Anderson Rd to I-85	\$31,200,000	\$54,030,000
Mid-term (2037–2043)	28	Woodruff Rd	Hwy 14 to Batesville Rd	\$840,000	\$1,450,000
Mid-term (2037–2043)	71	Main St	Wade Hampton Blvd to Taylors Rd	\$500,000	\$870,000
Mid-term (2037–2043)	56	East Butler Road	Bridges Rd to Woodruff Rd	\$1,255,000	\$2,170,000
Mid-term (2037–2043)	20	Pendleton St	Main St to 5th St/ Walker Ellison Rd	\$795,000	\$1,380,000
Mid-term (2037–2043)	48	W. Blue Ridge Dr	White Horse Rd to Poinsett Hwy	\$8,550,000	\$14,810,000
Mid-term (2037–2043)	73	North St/Old Spartanburg Rd/ Brushy Creek Rd	Howell Rd to Taylors Rd	\$3,750,000	\$6,490,000
Mid-term (2037–2043)	54	Bridges Road	E Butler Road to Holland Rd	\$7,455,000	\$12,910,000
Mid-term (2037–2043)	46	Pete Hollis Blvd/ Buncombe St	Briggs Avenue to College St	\$740,000	\$1,280,000
Long-term (2044–2050)	31	Pleasantburg Dr	Faris Rd to Wade Hampton Blvd	\$44,105,000	\$100,510,000
Long-term (2044–2050)	78	Fork Shoals Rd	Conestee Rd to W. Georgia Rd	\$10,400,000	\$23,700,000
Long-term (2044–2050)	93	US 123 (Academy Street)	Pendleton Street & Washington Ave	\$5,037,500	\$11,480,000

Carryover from Short-term \$770,746

Mid-term Budget \$115,181,960

Total Mid-term \$115,952,706

Mid-term Spent \$107,650,000

Balance \$8,302,706

Carryover from Mid-term \$8,302,706

Long-term Budget \$132,307,867

Total Long-term \$140,610,573

Long-term Spent \$135,690,000

Balance \$4,920,573

Short-term (2033–2036) Mid-term (2037–2043) Long-term (2044–2050)

Intersection Project Fiscal Constraint

PERIOD	UNIQUE ID	NAME	PROJECT EXTENTS	2026 COST	YOE COST	Short-term Budget	\$29,640,373
Short-term (2033–2036)	143	Pleasantburg/WHB	Pleasantburg Rd at Wade Hampton Blvd	\$3,000,000	\$4,190,000	Short-term Spent	\$29,330,000
Short-term (2033–2036)	105	Augusta St/ Mills Ave	Church St	\$3,000,000	\$4,190,000	Balance	\$310,373
Short-term (2033–2036)	104	Academy St	Church St	\$3,000,000	\$4,190,000		
Short-term (2033–2036)	115	US 276 (N Main St)	Owens Ln	\$3,000,000	\$4,190,000		
Short-term (2033–2036)	112	Wade Hampton Blvd	W. Pointsett St	\$3,000,000	\$4,190,000		
Short-term (2033–2036)	128	SC 253 (State Park Rd)	Altamont Rd	\$3,000,000	\$4,190,000		
Short-term (2033–2036)	113	W Butler Rd	Fowler Circle at Laurel Meadows Pwy	\$3,000,000	\$4,190,000		
Mid-term (2037–2043)	47	Dunbar	At Augusta St	\$6,000,000	\$10,390,000		
Mid-term (2037–2043)	119	SC 81 (Anderson Rd)	SC 153	\$3,000,000	\$5,200,000		
Mid-term (2037–2043)	102	US 123 at Hwy 124	US 123 at Hwy 124	\$6,000,000	\$10,390,000		
Mid-term (2037–2043)	127	US 25	State Park Rd	\$3,000,000	\$5,200,000		
Mid-term (2037–2043)	110	Brushy Creek Rd	Alexander Rd	\$3,000,000	\$5,200,000	Carryover from Short-term	\$310,373
Mid-term (2037–2043)	98	SC Hwy 8	West End School	\$3,000,000	\$5,200,000	Mid-term Budget	\$57,590,980
Mid-term (2037–2043)	124	I-385	Old Stage Rd	\$3,000,000	\$5,200,000	Total Mid-term	\$57,901,353
Mid-term (2037–2043)	123	Harrison Bridge Rd	Fairview Rd	\$3,000,000	\$5,200,000	Mid-term Spent	\$51,980,000
						Balance	\$5,921,353

Table 17 | Intersection Project Fiscal Constraint List

Short-term (2033–2036)
 Mid-term (2037–2043)
 Long-term (2044–2050)

PERIOD	UNIQUE ID	NAME	PROJECT EXTENTS	2026 COST	YOE COST
Long-term (2044–2050)	118	SC 178	SC 183	\$6,000,000	\$13,670,000
Long-term (2044–2050)	108	Washington St	McBee Ave	\$3,000,000	\$6,840,000
Long-term (2044–2050)	132	SC 81 at Dunham Bridge Rd	Dunham Bridge Rd	\$3,000,000	\$6,840,000
Long-term (2044–2050)	114	Butler Rd	Ashmore Bridge Rd	\$3,000,000	\$6,840,000
Long-term (2044–2050)	106	Church St	E Coffee	\$3,000,000	\$6,840,000
Long-term (2044–2050)	117	Bethel Rd	Tanner Rd	\$3,000,000	\$6,840,000
Long-term (2044–2050)	129	Tigerville Rd	Jackson Grove Rd	\$3,000,000	\$6,840,000
Long-term (2044–2050)	133	SC 81 at McNeely Rd	McNeely Rd	\$3,000,000	\$6,840,000
Long-term (2044–2050)	134	SC 81 at Cely Ln	Cely Ln	\$3,000,000	\$6,840,000

Carryover from Mid-term	\$5,921,353
Long-term Budget	\$66,153,934
Total Long-term	\$72,075,287
Long-term Spent	\$68,390,000
Balance	\$3,685,287

■ Short-term (2033–2036)
 ■ Mid-term (2037–2043)
 ■ Long-term (2044–2050)

Bike & Pedestrian Project Fiscal Constraint

PERIOD	UNIQUE ID	NAME	PROJECT EXTENTS	2026 COST	YOE COST	Short-term Budget	\$11,856,149
Short-term (2033–2036)	166	Pine Knoll Rd	Wade Hampton & Waddel Rd	\$250,000	\$350,000	Short-term Spent	\$9,770,000
Short-term (2033–2036)	10	Poinsett St	US 29 to N Line St	\$970,000	\$1,350,000	Balance	\$2,086,149
Short-term (2033–2036)	167	Orchard Park	Haywood to Patewood	\$280,000	\$390,000		
Short-term (2033–2036)	4	Greenline Connection off South Side of Laurens Rd	At Swamp Rabbit Trail	\$52,500	\$70,000		
Short-term (2033–2036)	154	Greenline SUP	CU-ICAR Downtown Mauldin	\$2,340,000	\$3,270,000		
Short-term (2033–2036)	5	McDaniel Ave Trail	McBee Av to Ridgeland Dr	\$517,500	\$720,000		
Short-term (2033–2036)	165	Textile Crescent	Extend Current TAP Project from Easley Bridge Rd to Anderson Rd	\$1,260,000	\$1,760,000		
Short-term (2033–2036)	7	Unity Park Connector	Unity Park to Village of West Greenville	\$1,080,000	\$1,510,000		
Short-term (2033–2036)	161	Moreview Greenway	Connect Blue Ridge Dr to East Marion with Path Along Moreview St	\$247,500	\$350,000		

Table 18 | Bike & Pedestrian Project Fiscal Constraint List

■ Short-term (2033–2036)
 ■ Mid-term (2037–2043)
 ■ Long-term (2044–2050)

PERIOD	UNIQUE ID	NAME	PROJECT EXTENTS	2026 COST	YOY COST	
Mid-term (2037–2043)	8	US 276 (Poinsett Hwy)	Rutherford Rd & US 25	\$ 3,130,000	\$ 5,420,000	
Mid-term (2037–2043)	157	Rocky Creek SUP	Pelham Rd at Beacon to Hwy 14	\$ 1,822,500	\$ 3,160,000	
Mid-term (2037–2043)	153	Orange Line SUP	Greenline to Whitehorse Rd Corridor	\$ 2,152,500	\$ 3,730,000	Carryover from Short-term \$2,086,149
Mid-term (2037–2043)	12	Miller Rd	Bridges Rd to Woodruff Rd	\$ 1,085,000	\$ 1,880,000	Mid-term Budget \$23,036,392
Mid-term (2037–2043)	151	Orange Line SUP	Greenlink to Taylors	\$ 4,755,000	\$ 8,230,000	Total Mid-term \$25,122,541
Mid-term (2037–2043)	170	Hellams or Duckett to Downtown	SRT Extension	\$ 907,500	\$ 1,570,000	Mid-term Spent \$24,860,000
Mid-term (2037–2043)	11	Pelham St	Mayfield St to S Main St	\$ 500,000	\$ 870,000	Balance \$262,541
Long-term (2044–2050)	156	Mauldin to Simpsonville Swamp Rabbit Trail Ext	Downtown Mauldin to Simpsonville	\$ 3,285,000	\$ 7,490,000	Carryover from Mid-term \$262,541
Long-term (2044–2050)	6	SRT Blue Line Gap	Cleveland St to Parkins Mill	\$ 1,080,000	\$ 2,460,000	Long-term Budget \$26,461,573
Long-term (2044–2050)	2	Doodle Trail Ext	Easley to Greenville	\$ 6,547,500	\$ 14,920,000	Total Long-term \$26,724,115
						Long-term Spent \$24,870,000
						Balance \$1,854,115

■ Short-term (2033–2036)
 ■ Mid-term (2037–2043)
 ■ Long-term (2044–2050)

Signal Project Fiscal Constraint

PERIOD	UNIQUE ID	NAME	PROJECT EXTENTS	2026 COST	YOE COST		
Short-term (2033–2036)	137	Laurens Rd/Main St	Pleasantburg Dr to Woodruff Rd	\$500,000	\$700,000	Short-term Budget	\$5,928,075
Short-term (2033–2036)	136	Poinsett Hwy	Stone Ave to Pleasantburg Dr	\$500,000	\$700,000	Short-term Spent	\$5,600,000
Short-term (2033–2036)	139	Washington Ave	White Horse Rd to Easley Bridge Rd	\$500,000	\$700,000	Balance	\$328,075
Short-term (2033–2036)	138	Park Ave/North St	Church St to Pleasantburg Dr	\$500,000	\$700,000		
Short-term (2033–2036)	141	Pelham Rd	E North St to Batesville Rd	\$500,000	\$700,000		
Short-term (2033–2036)	142	W Butler Rd	Main St to Conestee Rd	\$500,000	\$700,000		
Short-term (2033–2036)	135	Main St	Liberty Dr to Dennis Dr	\$500,000	\$700,000	Carryover from Short-term	\$328,075
Short-term (2033–2036)	140	Roper Mountain Rd Ext	Pelham Rd to Roper Mountain Rd	\$500,000	\$700,000	Mid-term Budget	\$11,518,196
Mid-term (2037–2043)	-	-	-	-	-	Total Mid-term	\$11,846,271
Mid-term (2037–2043)	-	-	-	-	-	Mid-term Spent	-
Mid-term (2037–2043)	-	-	-	-	-	Balance	-
Long-term (2044–2050)	-	-	-	-	-	Carryover from Mid-term	-
Long-term (2044–2050)	-	-	-	-	-	Long-term Budget	\$13,230,787
Long-term (2044–2050)	-	-	-	-	-	Total Long-term	-
Long-term (2044–2050)	-	-	-	-	-	Long-term Spent	-
						Balance	-

Table 19 | Signal Project Fiscal Constraint List

Short-term (2033–2036)
 Mid-term (2037–2043)
 Long-term (2044–2050)



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