

ORDINANCE NO.: 2005-002

*Granting encroachment to Central Midlands Regional Transit Authority
for installation and maintenance of bus stop signs, concrete slabs, benches and shelters*

WHEREAS, the Central Midlands Regional Transit Authority (hereinafter "Grantee") desires to utilize a portion of the right of way areas for installation and maintenance of bus stop signs, concrete slabs, benches and shelters in order to meet the Bus Stop Guidelines and Standards and Americans with Disabilities Act for bus stop locations within the corporate limits of the City of Columbia as are depicted in "Exhibit A, Current Bus Stops By Route in the CMRTA System". The Central Midlands Regional Transit Authority map, proposed sign and Exhibit "A", are incorporated herein by reference and are on file with the City Clerk's Office; and,

WHEREAS, it appears that the encroachment will not interfere with the use of the sidewalk or street for traffic, utility locations or other uses within the foreseeable future; NOW, HEREOF, HEREFORE,

BE IT ORDAINED by the Mayor and City Council of the City of Columbia, South Carolina, this 26th day of January, 2005, that Grantee, its successors and assigns, is hereby granted the right to use a portion of the right of way areas within the corporate limits of the City for installation and maintenance of bus stop signs, concrete slabs, benches and shelters in order to meet the Bus Stop Guidelines and Standards and American with Disabilities Act as depicted in "Exhibit A, Current Bus Stops By Route in the CMRTA System". The Central Midlands Regional Transit Authority map, proposed sign and Exhibit "A" are incorporated herein by reference and are on file with the City Clerk's Office.

ALL WORK SHALL COMPLY with the requirements of The City of Columbia and South Carolina Department of Transportation now in existence or hereafter enacted. The materials and type of finish to be used are to be approved by the City Engineer prior to installation. Any damage to the street or sidewalk caused by construction shall be repaired to the satisfaction of the City Manager. Improvements within the encroachment shall be maintained by the grantee at no cost to the City in a manner approved by the City Manager.

PROVIDED, HOWEVER, that in exercising the privileges granted under this ordinance, Grantee, its successors and assigns, will indemnify and save harmless the City from any and all claims or causes of action which may arise by reason of the construction or maintenance of the aforesaid encroachment.

PROVIDED FURTHER that the privilege granted hereby may be modified or terminated by Columbia City Council at any time without notice to the Grantee, its successors and assigns.

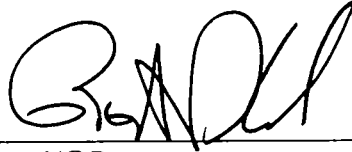
PROVIDED FURTHER that a certificate of insurance be issued as evidence of general liability insurance with at least the minimum amount of \$600,000.00 for personal injury and

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STAMPED IN REBEL

property damage and naming the City as an insured, be provided to and filed annually with the City Clerk by Grantee, its successors and assigns.

BE IT FURTHER ORDAINED that Grantee, in consideration of the above privilege, shall at its expense provide for protection and relocation of all utilities that might be within this area to the satisfaction of the City Manager.

Requested by:



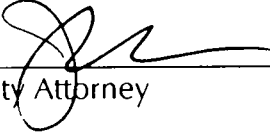
MAYOR

Approved by:



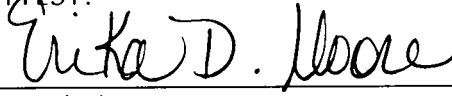
City Manager

Approved as to form:



City Attorney

ATTEST:



City Clerk

Introduced: 1/19/2005

Final Reading: 1/26/2005

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(803) 255-7100

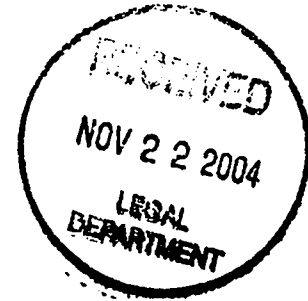


Shari Ardis

05-002

November 22, 2004

Mr. Charles P. Austin, Sr.
Columbia City Manager
P.O. Box 147
Columbia, South Carolina 29202



Dear Chief Austin:

This letter is intended to serve as the Central Midlands Regional Transit Authority's (CMRTA) formal request for a Blanket Encroachment for replacement and on-going maintenance of a uniform bus stop signage system. The uniform signage system will be located within the incorporated areas of the City of Columbia and throughout the entire public transit service area. As you know, public transit stops are currently poorly and inconsistently marked throughout the City. The CMRTA proposes to install uniform signs, and sign posts in the public right-of-way along each of the transit system's current and future routes.

The CMRTA Board of Directors has adopted a set of comprehensive Bus Stop Guidelines and Standards that meet the requirements of the Americans with Disabilities Act (ADA) and that are programmed for implementation in five (5) phases. By applying for the Blanket Encroachment, CMRTA is requesting authorization to proceed with the first phase of the program which calls for the acquisition and installation of uniform bus stop identification signs. The CMRTA desires to implement Phase 1 as soon as possible with a projected completion date of May 1, 2005.

The Phase 1 work includes the removal and/or eradication of existing bus stop signage throughout the system and replacement with the CMRTA's standard, uniform bus stop signs and sign posts. Those activities will include the painting over of the yellow stenciled signage on SCE&G utility poles; the removal and disposal of the yellow and black painted concrete and wooden, 4" X 4" posts; and removal and disposal of the white-on-blue and red-on-white aluminum signs currently affixed to stand-alone poles, shelters and benches.

The CMRTA has provided copies of the Bus Stop Guidelines and Standards document, route by route listings of the locations proposed for new signage, and full size mock-ups of the actual bus stop sign for review by the City's Planning and Zoning staffs. In addition, CMRTA staff have met with the City's Planning Director and Zoning Administrator to review the proposed signage program and discuss the process required to move forward with implementation.

Charles P. Austin, Sr.
November 22, 2004

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Enclosed you will find a copy of the CMRTA's Bus Stop Guidelines and standards, a mock-up illustration of the uniform sign design in actual size; a listing of the locations for installation of the new signs; a copy of the sign and signpost specifications; and a map depicting the locations of existing stops within the transit service area.

The CMRTA is committed to the provision of accessible, reliable, safe and convenient public transit services to the citizens of the Midlands. Implementation of the uniform public transit stop signage program will provide existing and future transit service users with readily accessible and easily recognizable information on how to access the system.

It is our understanding that the blanket encroachment permit process requires action of City Council and we stand ready to brief the Council on the program at their earliest convenience.

Please note that the CMRTA has initiated the encroachment permit process with the SC Department of Transportation (SCDOT) and a meeting has been held with the District Engineer regarding our proposed bus stop sign program. The SCDOT staff has indicated that the CMRTA program is consistent with their guidelines.

If you have any questions or need any additional information at this time, please don't hesitate to contact me. I can be reached by telephone at (803) 255-7133 or by email at mitzij@goCMRTA.com.

Sincerely,

Mitzi Javers
Mitzi Javers
Executive Director

cc: Shari Ardis, Legal Department, City of Columbia ✓
CMRTA Chairman, Butch Spires
Dana Turner, Assistant City Manager
Marc Mylott, Zoning Administrator
Chip Land, Planning Director
Frannie Heizer, CMRTA Legal Counsel

Chief:

Please note that the materials and documents listed above have been provided directly to Chip Land, Shari Ardis and Mark Mylott.
Mitzi



Central
Midlands **RTA**
regional transit authority

 connex

BUS STOP Guidelines & Standards



**BUS STOP GUIDELINES FOR
CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY**

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I. INTRODUCTION

This Bus Stop Guideline establishes the parameters for a practical, working solution to a much needed and improved bus stop program for the Central Midlands Regional Transit Authority (CMRTA). It has been developed with the assistance of the local CMRTA staff, the local Connex management staff, and Gaelle Jardine, Connex North America consultant. The CMRTA Bus Stop Guideline is another phase of the overall plan to improve and expand the services of the CMRTA, and to develop a bus system that is responsive to the needs of its customers.

The existing CMRTA bus system has undergone several major changes since October 16, 2002 when the Authority became owners of the Columbia Bus System. Since that time, new routes have been added, other routes have been expanded and enhanced, and new buses have been placed into service, thus increasing the overall reliability of the system. The CMRTA bus system now has Customer Representatives that interact with our customers each day, informing them of the bus services available and assisting them in using and navigating the bus system. Additionally, new route maps and time schedules of the system will be available to customers.

These Guidelines will formally establish the standard to assist customers in the accessibility of the system and to assist in the future growth of the CMRTA bus system. The intent of this document is to establish guidelines and standards for the CMRTA in the development and implementation of bus stop signage and locations that will meet the needs of its customers. Through the application of this Bus Stop Guideline, CMRTA will further its goal of providing affordable, courteous and efficient service to its customers.

II. SAFETY, CONVENIENCE & EFFICIENCY: CHOOSING THE RIGHT LOCATION

The basic function of the bus stop is to provide a known, identified location where the bus stops, picks up and lets off patrons. The words "Bus Stop" painted on a wooden pole fulfill this function up to a point.

An adequate bus stop system - adequate in terms of safety; convenience and comfort; efficiency; visibility and information - can provide functions other than the basic functions stated above.

A. Locating Bus Stops Safely

There are no federal requirements that stipulate where a stop should be located in terms of safety. However, there are many rules of common sense that should be observed. It is recommended that all bus stop locations be reviewed with the traffic engineering department of the County or City that maintains the road where the bus stop is located. Listed below are some guidelines in locating bus stops safely.

- a) Bus stops must be located in safe areas for the customer to access. Avoid locations that must be reached by crossing a busy road. Also, avoid locations that would induce a customer to cross a busy road to save additional walking to and from a traffic light or pedestrian crosswalk. Avoid bus stop locations that can only be reached by walking along the road, e.g. where the sidewalk is separated from the road by a wall or bushes, or where there is no sidewalk. Do not locate the bus stop on the soft shoulder of a busy road, in dark unlit areas, or in the middle of a driveway.
- b) Minimize the effect on motorists. For example, a bus stop sign that will require the bus to stop in a right-turn-only lane at an intersection where the bus will continue straight ahead is generally a bad idea. Having a bus stop in this lane could, however, be a good idea if the lane has effectively turned into a "dead" lane because the flow of traffic turning right is close to zero. Check with the City or County traffic engineering department.
- c) Minimize the effect on the bus operator. If possible, avoid any stop that will require the operator to weave his way back into the flow of traffic. This can be unsafe and time-consuming. For example, a bus turning left at the next intersection may have trouble crossing several lanes of traffic to prepare for the upcoming left turn after leaving the stop.
- d) Do not block a driveway.
- e) Keep a minimum clearance of five (5) feet between a pedestrian crosswalk and the front or rear end of the bus.

A question commonly asked is whether to locate a bus stop at the far side of an intersection (after the intersection), at the near side (before the intersection) or mid-block. There are advantages and disadvantages to all three locations. The Transit Cooperative Research Program (TCRP) Report 19, *Guidelines for the Location and Design of Bus Stops*, page 21, contains a detailed comparison of the advantages and disadvantages of far-side, near-side and mid-block bus stop locations. In addition, page 52f of the Report summarizes awareness factors for designing and locating a bus stop on a roadway. Page 85 of the Report contains a checklist with respect to passenger security.

B. Locating Bus Stops Conveniently

The bus stop must be within easy walking distance of trip generators. "Easy walking distance" is generally viewed as a walk of three (3) minutes or less. Beyond that, the number of people willing to take the bus diminishes rapidly. In calculating the walking distance, consider where people enter and exit the trip generators. For instance, locating a bus stop close to the back entrance (employee entrance) of a building might make more sense than the front of the building (main entrance). Locating a bus stop at an intersection generally brings the stop closer to more people than having it halfway down a block. However, if the entrance to an important traffic generator is mid-block, then the stop should be located at that point.

If possible, stops should be located across the street from one another. The person who gets off the bus in the morning will probably need to catch a bus at the same location, but heading in the opposite direction in the afternoon for their return trip. However, our customers should not have to cross a busy road where there is no pedestrian crosswalk. In this situation, it is preferable to locate the bus stop close to a crossing, even if this prolongs the customer's walking distance from the trip generator.

C. Locating Bus Stops Efficiently

Every bus stop costs time. Up to a point, this is true whether any passenger ever uses the stop. The driver will slow down to scan the area for potential customers, and to be ready to stop in case a customer rings the stop bell. The fewer stops, the faster the trip. A customer is just as likely to take the bus if they have access to two or three bus stops within easy walking distance rather than just one stop. They will, however, enjoy the ride a lot more if the bus does not stop at every bus stop and intersection. The diagram below shows how the numbers of passengers reached will be marginally affected by a significant reduction in stops if the stops are spaced too closely. The diagram does not show the increase in customer satisfaction as a result of a faster journey.

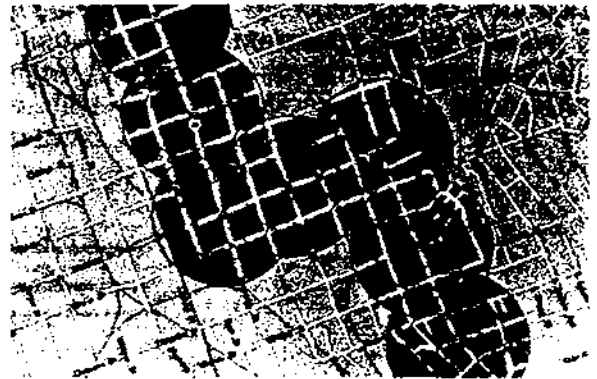
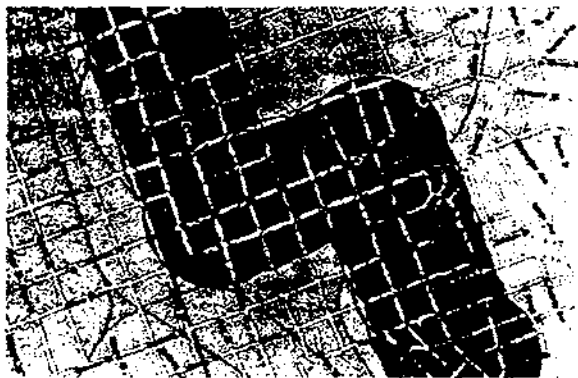


Figure 1: Bus stop catchment areas in terms of easy walking distance. The left image shows a typical situation in Columbia, the right image is entirely hypothetical and based only on the criteria of efficiency. Two types of circles are used to visualize the walking distance. The red one is an approx. 2-3 minute walk, the pink one an approx. 3-4 minute walk.

Stops should be consolidated and serve as many routes as possible. This might seem like an obvious consideration, but it is not so obvious if several bus companies are involved and each entity prefers to establish their own stop. Pooling stops makes it easier for customers to transfer, and easier for them to know where their bus stops. It increases the subjective feeling of security (due to an overall greater number of passengers) and makes the most efficient use of amenities such as shelters. Generally, it is a good idea to locate a bus stop wherever the bus needs to slow down or stop anyway (e.g., speed bump, stop sign, etc.), as long as the location does not hide other traffic signs or signals from motorists.

III. SAFETY, CONVENIENCE, & EFFICIENCY: IMPROVING BUS STOP DESIGN AND AMENITIES

As previously stated, an important aspect of providing safe, convenient, and efficient bus stops is to locate them properly. Two different issues should be considered: (1) how to design a bus stop to make bus operations more fluent and efficient, and (2) how to design the waiting area so the wait will be more comfortable, and hence, more convenient. In a separate section, the question of accessibility to customers with disabilities will be discussed.

A. Designing Bus Stops for Improved Operations

TCRP Report 19, *Guidelines for the Location and Design of Bus Stops*, compares the different designs of bus stops, their advantages and disadvantages. It also provides detailed technical requirements and dimensions for each type of stop, and suggests which kind of stop would be adequate in specific environments, traffic and transit patterns. Most of the bus stops in Columbia are curbside stops. Changing the curbside stops to bays or curb extensions would involve a considerable amount of work and funds, and would require cooperation with other agencies (e.g., the engineering and transportation departments of the different jurisdictions). This alternative probably is economically feasible at only a few selected stops.

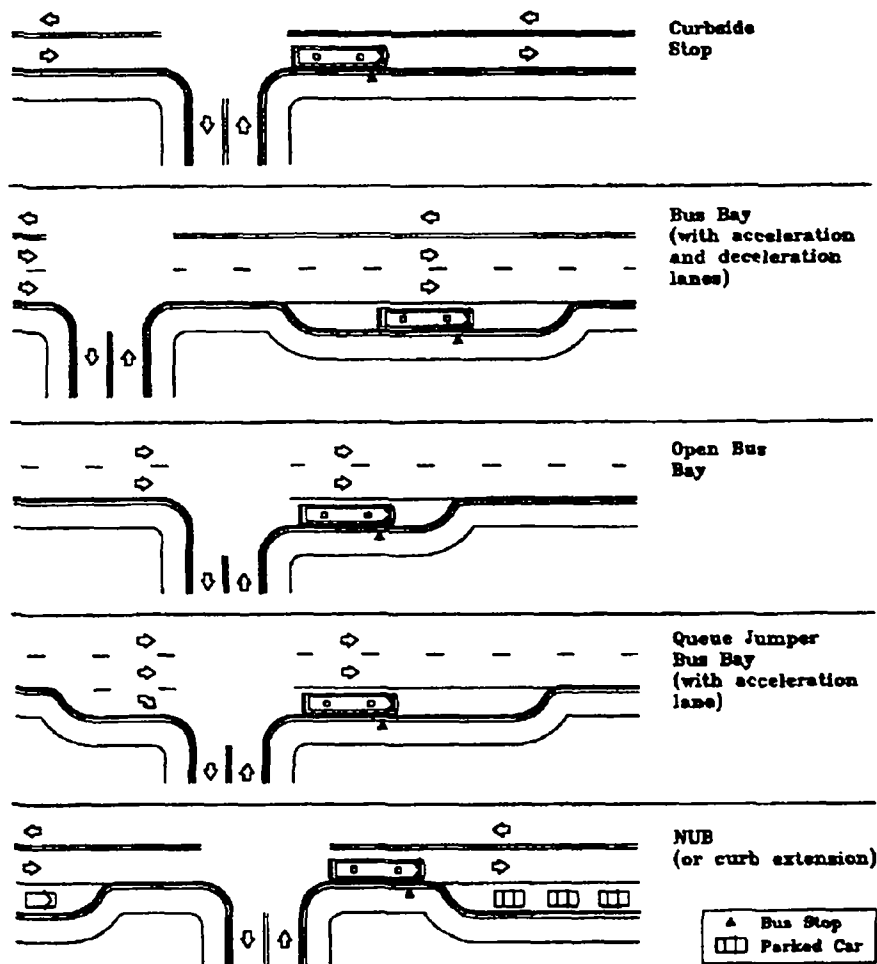


Figure 2: Bus stop designs. Source: TCRP Report 19, page 22.

In addition to specific bus stop designs, TCRP Report 19 suggests the use of concrete pads for roadway pavements or shoulders where buses stop. The concrete pads would accommodate the repetitive bus axle loads of up to 25,000 pounds that occur in these locations.

B. Making Bus Stops Accessible

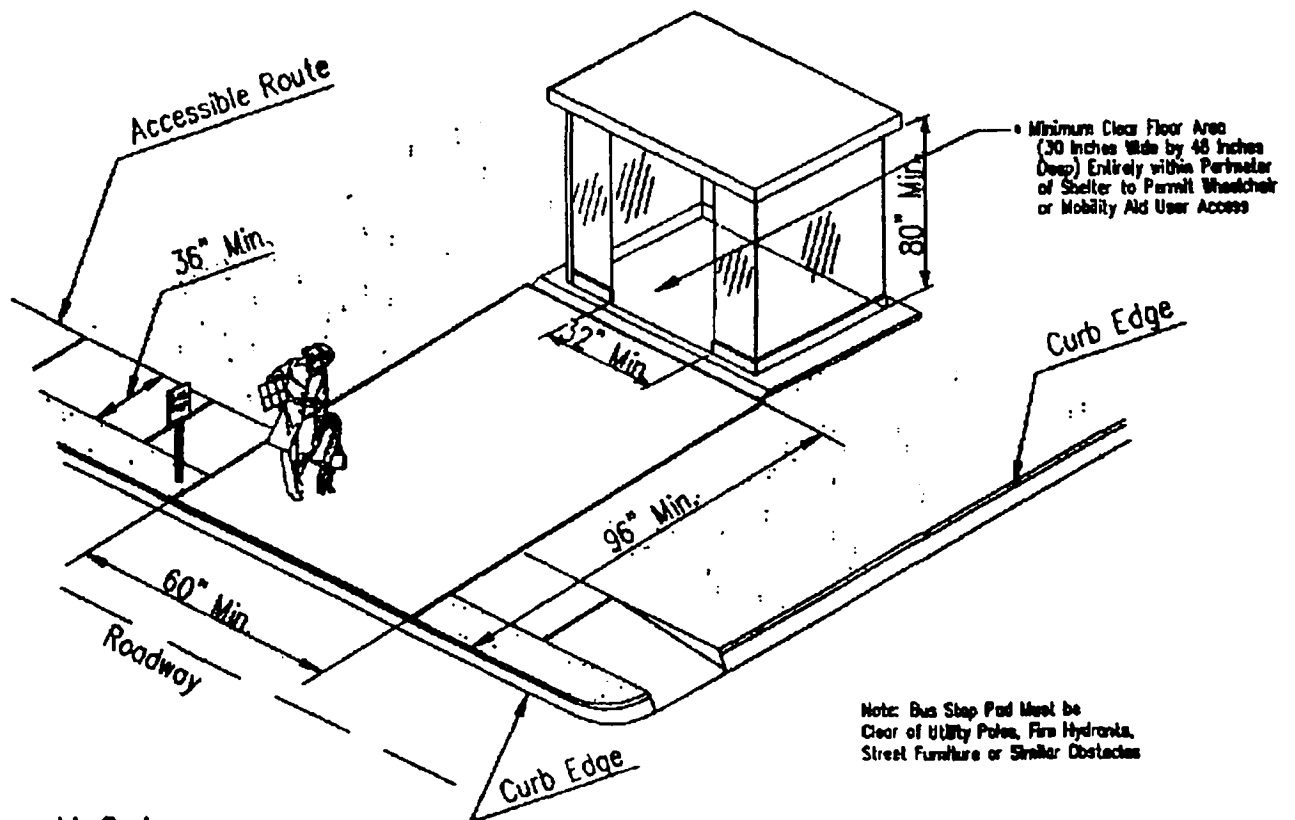
The Americans with Disabilities Act of 1990 (ADA) is broad legislation intended to make American society more accessible to people with disabilities. Public transportation is one of many aspects of life that are covered by the Act.

Paratransit service is no longer considered a substitute for accessible fixed-route service – both are required. The “equal access” provisions of the ADA require routes for persons with limited mobility or vision to be as accessible as the route used by persons without disabilities. A person with disabilities should not have to travel further or use a round-about route to get to a designated area. ADA requires accessibility from the point of origin to the final destination. Columbia’s new ADA-compliant vehicles with wheelchair lifts are of little use if the bus stops are not accessible to people in wheelchairs, or if the wheelchair lifts cannot be safely deployed at the bus stops.

Modifying and retrofitting existing stops to comply with ADA standards is **not** required under ADA. However, **relocating or improving existing bus stops must result in full accessibility to disabled passengers.**

The need to provide full accessibility refers to the accessibility of the bus stop waiting area and the vehicle. These are only two elements within a chain of accessibility requirements. For example, to get to the bus stop, individuals with limited mobility or vision need a path that is free of obstacles and made of a stable, firm and slip-resistant surface. Beyond the bus stop, disabled passengers also need their final destination to be accessible. This requires considerable cooperation with the right-of-way holders to make the appropriate street and sidewalk improvements. In Columbia and the surrounding municipalities, many streets do not have a distinct sidewalk and existing sidewalks are rarely ADA-compliant.

As defined by the ADA, an accessible bus stop consists of a level boarding area or pad measuring at least eight feet (perpendicular to the street) by five feet (parallel to the street), with an accessible path that allows riders to get to and from the stop. If a shelter is provided (it is not required), it must have an opening at least 32 inches wide, be at least 80 inches tall, and include a minimum clear floor area of 30 by 48 inches.



Note: Drawing not to Scale

Figure 3: ADA-compliant bus stop. Source: CGA Consulting Services et. al., "Bus Stop Accessibility: A Guide for Virginia Transit Systems for Complying with the Americans with Disabilities Act of 1990," Virginia Department of Rail and Public Transit (Jul. 1, 1992). Reproduced in TCRP Report 9, *Transit Operation for Individuals with Disabilities*, p. 56.

In addition, the bus stop must be "information/communication accessible" for those persons with hearing or vision impairments. This accessibility to information may be as straightforward as, (1) clear signage as discussed in the next section, and (2) having operators call out their route when arriving at multiple route stops.

A very helpful discussion of ADA guidelines can be found in TCRP Report 45, *Passenger Information Services: A Guidebook for Transit Systems*, pp. 39 ff.

C. Increasing the Level of Passenger Comfort at Bus Stops

Typically, there are three levels of comfort that can be provided to customers through physical enhancements of the bus stop site.

- a) Customers should be able to wait in a paved area and not get their feet wet or muddy. If there is no sidewalk at the bus stop, a waiting or accessory pad is required. This is also an ADA standard.
- b) The second level of comfort is a bench (already in place at many bus stops in Columbia).
- c) The third level of comfort is a bus shelter that provides protection from inclement weather and space for passenger information. Bus shelters can be either, (1) federally funded, then maintained by the transit authority, the contract operator, or the municipality (this is the case for many bus stops within the city limit of Columbia), or (2) installed and maintained by an advertising company, which provides additional income for the transit authority.

In addition, amenities such as lighting or trash receptacles can be considered. Detailed information on these and other amenities can be found in TCRP Guide 19, page 78ff.

D. Suggested Categories of Bus Stops for Columbia

Generally speaking, the level of comfort provided at each bus stop is a decision based primarily on the number of boardings at each stop. On the basis of generally accepted criteria, the following guidelines are recommended for Columbia:

Daily Number of Boardings	Level of Comfort Downtown Columbia	Level of Comfort Outside of Downtown Columbia
Less than 10	at least a paved area	at least a paved area
Between 10 and 25	at least a bench on a paved area	at least a bench on a paved area
Between 25 and 50	at least a bench on a paved area	a shelter with a bench on a paved area
More than 50	a shelter with a bench on a paved area	a shelter with a bench on a paved area

To determine appropriate levels of comfort for Columbia's bus stops, data was analyzed from (1) the boarding data survey conducted by RLS in March 2002, and (2) Section 15 boarding data from January to October 2002 that included several randomly selected bus runs each day. The suggested locations for **benches** were bus stops that had an average of at least 10 boardings per day according to the RLS data, and an average of at least 0.5 boardings on any of the routes that went past the stop according to the Section 15 data.

Additionally, according to the RLS data, the suggested bus stop locations for **shelters** were those with more than 25 boardings per day (more than 50 in downtown Columbia), and according to the Section 15 data, at least 0.5 boardings on any route going past the stop.

E. Bus Stop Recommendations – Phase I, II, and Phase III

After careful analysis of the bus stop locations in the CMRTA Bus System, the following approach will be implemented to complete the Bus Stop Program. The task will be divided into three (3) phases. Phase I involves the identification of all bus stop locations in the CMRTA service area. (See Exhibit A). This phase of the project has been completed. Phase II involves standardization of the bus stop signage in the CMRTA area. Presently, this task is underway with assistance from the CMRTA staff. Finally, Phase III will consist of the installation of these signs beginning with the most heavily used routes in the system.

Since this is a long range project and will require a tremendous amount of time and money, CMRTA and Connex will continue to work together to ensure the completion of this project. Additionally, this Bus Stop Guideline, coupled with an effective marketing plan, is another strategy to ensure that the system is customer-focused, efficient, and productive.

IV. Visibility and Information

Signage at bus stops fulfills three functions:

- (1) a signal
- (2) information
- (3) an advertisement

A. The Status Quo

The existing bus stop signage in Columbia is deficient with regard to the three functions listed above. The signs are generally hard to see and their placement is inconsistent. No information is provided beyond the words "bus stop," and there is no advertisement value. Five types of signage currently exist in the Columbia system:

1. The letters "BUS STOP" spray-painted in black letters within a yellow circle on a wooden or metal utility pole.



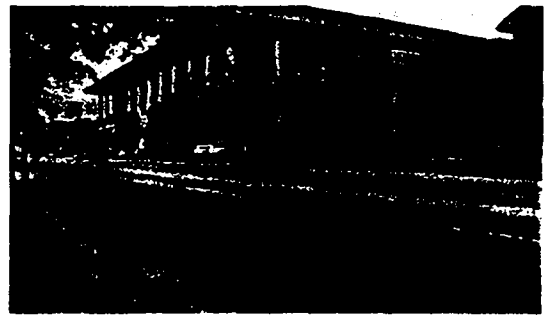
2. A four-sided yellow wooden pole with the letters "BUS STOP" spray-painted in black letters and placed in the ground between the street and the sidewalk.



3. A white-on-blue aluminum sign with the letters "BUS STOP" affixed on a stand-alone metal pole, a shelter, or an existing trolley bus pole. (Only in Downtown Columbia).



4. A red-on-white aluminum sign with the letters "No Parking" and "BUS STOP" on a stand-alone metal pole (only one such example found in the whole system).



5. No signage whatsoever (especially after a utility pole has been exchanged or removed, or after a wooden pole has been pulled out of the ground by nearby land users).

B. The Signal Function of the Bus Stop

The signal function of the bus stop is served by a clearly visible and clearly understandable bus stop sign or logo, generally at an appropriate height on a pole or a shelter. The information function is served by additional information on the sign and information in a schedule holder on the pole or in a frame in the shelter.

The bus stop sign serves the purpose of a signal ("This is where the bus stops!") and of information ("What bus? Going where? Is this the stop where I need to get off?"). The following rules should be observed:

1. The sign to be used must be universally understandable. We suggest the sign shown below which is common in many U.S. bus operations.



The proposed sign has the advantage of good color contrast which results in good visibility. We suggest the use of Pantone Dark Blue 2935C. This color is available in inks and sheeting, allowing portions of the sign to be covered with colored strips should the need arise. In addition, the sign should be visible in darkness (important for early morning and late evening operations in winter). We suggest using special 3M ink, screen printed on 3M-retroreflective sheeting on an aluminum sign.

2. The sign has to be posted high enough to be seen from a distance, but visible such that passengers will not have to raise their heads more than 10 degrees. How high a person has to lift their head is determined by the distance to the sign - the closer the sign, the higher the person will have to look up. This is not an issue with respect to the sign's function as a signal since the sign is intended to be seen from a distance. However, this is an issue with respect to the sign as a source of information, especially for wheelchair users.

3. The sign should be posted clear of obstructions. We recommend that the traffic engineering department of the City or County be involved to ensure the bus stop sign does not obstruct any other sign or signal.

A handwritten signature or mark, possibly a stylized 'A' or a similar character, located at the end of the third list item.

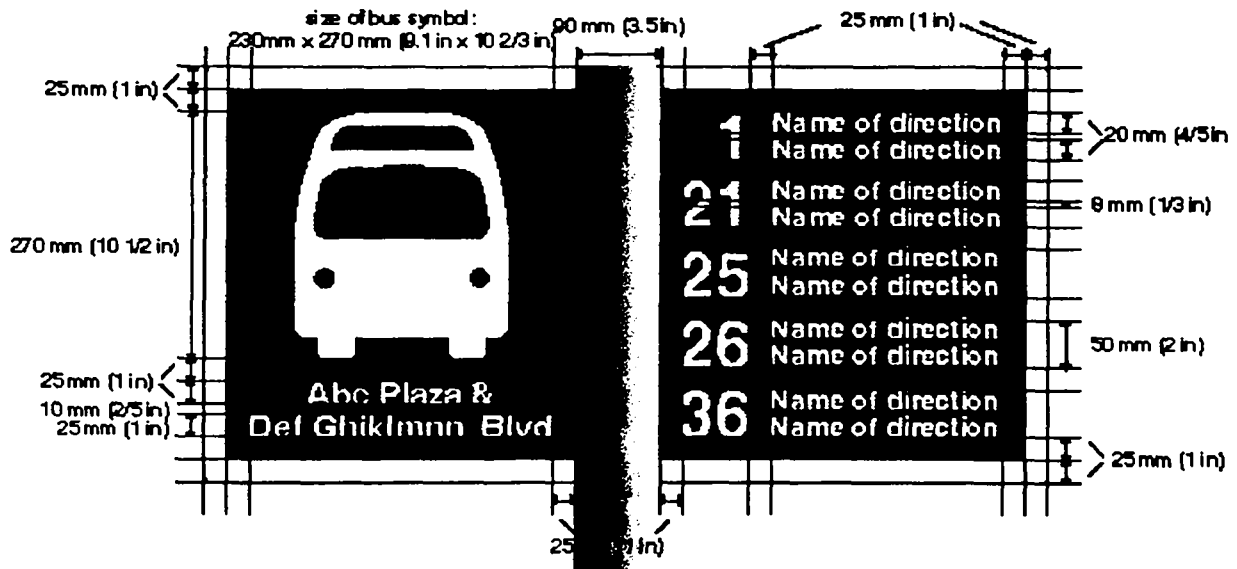
C. The Information Function of the Bus Stop

The amount of space at a bus stop is restricted; therefore, the information should be set in hierarchy. Some information is crucial, while other pieces of information are necessary "extras." Some pieces of information need to be visible from far away because they are a signal as much as a piece of information. Other pieces of information should be structured so they can be studied at leisure. The importance of the information determines where it is located on the sign and the size of characters used. There is an established hierarchy that is generally used in most well-developed transit operations around the world. Listed below are some guidelines regarding what information should be placed on bus stop signs and the hierarchy or order in which it should be placed:

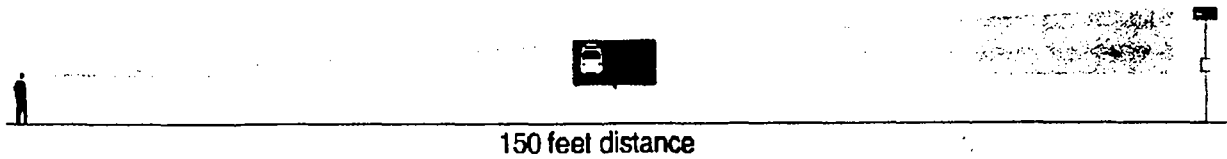
1. Information to be read from afar on the bus stop sign.
 - bus stop signal (white on blue bus graphic)
 - route number(s)
 - name of bus stop
 - route destination(s)

2. Information to be read from up close and at leisure. This information needs to be in the schedule holder on the pole or in a frame in the shelter:
 - (repetition of the four items above)
 - times of departure at the present bus stop
 - list or map of stops served by each route
 - name and phone number of transit agency's customer service contact
 - fare information
 - any additional information

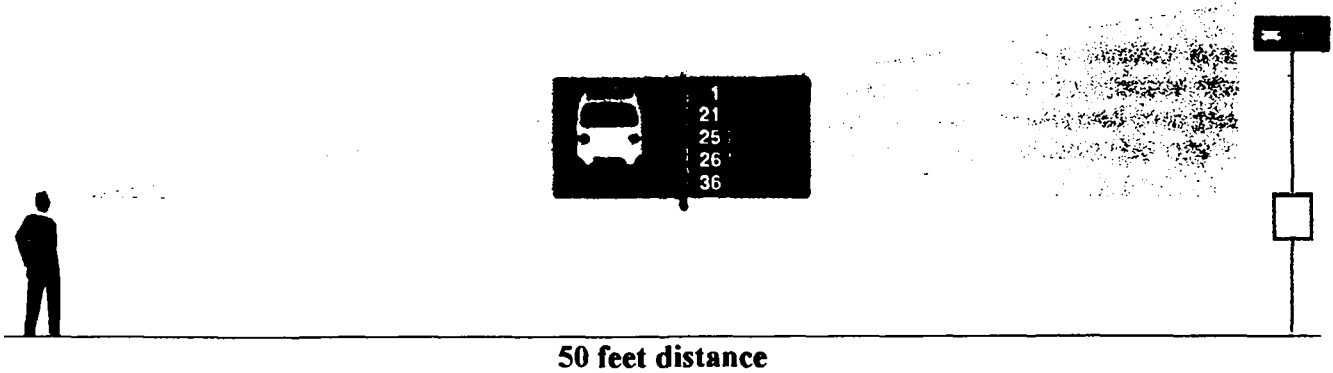
In compliance with the principles stated above, Connex has developed the following ADA-compliant bus stop sign.



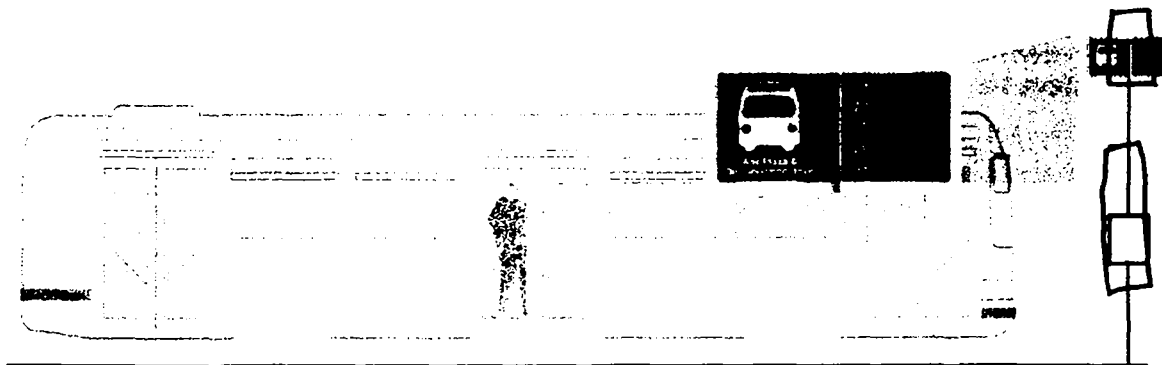
As stated previously, the sizes of the characters reflect the importance of the information.



3. From far away, a person scanning the sidewalk for a bus stop sign needs to know whether this is a bus stop. The goal should be visibility from as far away as 150 feet.



4. From shorter distances of no more than 50 feet, the customer should know whether this is where the bus stops and the route number.



5. A customer sitting in a bus and scanning the sidewalk for their stop should be able to read the name of the bus stop while looking out of the bus window. The name of the bus stop should be legible at a minimum distance of 25 feet. This distance may be too late for the customer to ring the stop bell, but at least they should be in a position to decide whether or not to get off the bus if it is already stopping for another customer.

6. The customer walking towards the bus stop where they have seen the desired route number will have to know if the bus goes in the right direction. This should happen no later than 20 feet away from the stop. If the bus stop serves the bus going in the wrong direction, the stop for the corresponding bus going in the other direction would ideally be located across the street. As noted above, the ADA requires the principal information on the sign to be visible to people with visual impairments. ~~Therefore, customers must be able to approach to within three inches of the sign.~~ This is not possible if the sign is raised to a sufficient height to provide maximum visibility for the general public. For this reason, the information on the sign will have to be duplicated to meet ADA guidelines. ~~_____~~

In addition to the minimum items of information previously stated, and if a shelter is present, a local area map should be included to help passengers getting off the bus locate their final destination. In some European cities, these bus shelter maps have developed into the major source of information for *everyone* (a person trying to find their way around the city may try to locate a bus shelter).

7. All information should be designed consistently and in compliance with the CMRTA's overall color scheme and general appearance requirements. For detailed guidelines and suggestions on passenger information, please refer to the TCRP Report 45, *Passenger Information Services: A Guidebook for Transit Systems*. Additional information regarding the special needs of disabled customers can be found in TCRP Report 12, *Guidelines for Transit Facility: Signing and Graphics*.

V. Conclusion

Imagine driving in a new city. You do not have a map and there are no street signs. You know where you want to go, but you do not know how to get there. This is the same challenge that many people face with respect to public transportation. Safe, accessible, informative, customer-friendly bus stops provide the foundation for a successful and progressive transit system.

The Phases

- Phase 1-Pole with universal bus sign, RTA's information phone number, stop number identification (locating inbound and outbound), and special needs identification
- Phase 2- Information blade or case with route map and route number
- Phase 3-Concrete Slabs (see book for regulations)
- Phase 4-Benches
- Phase 5-Shelters providing protection from the elements with all information and accommodations for possible

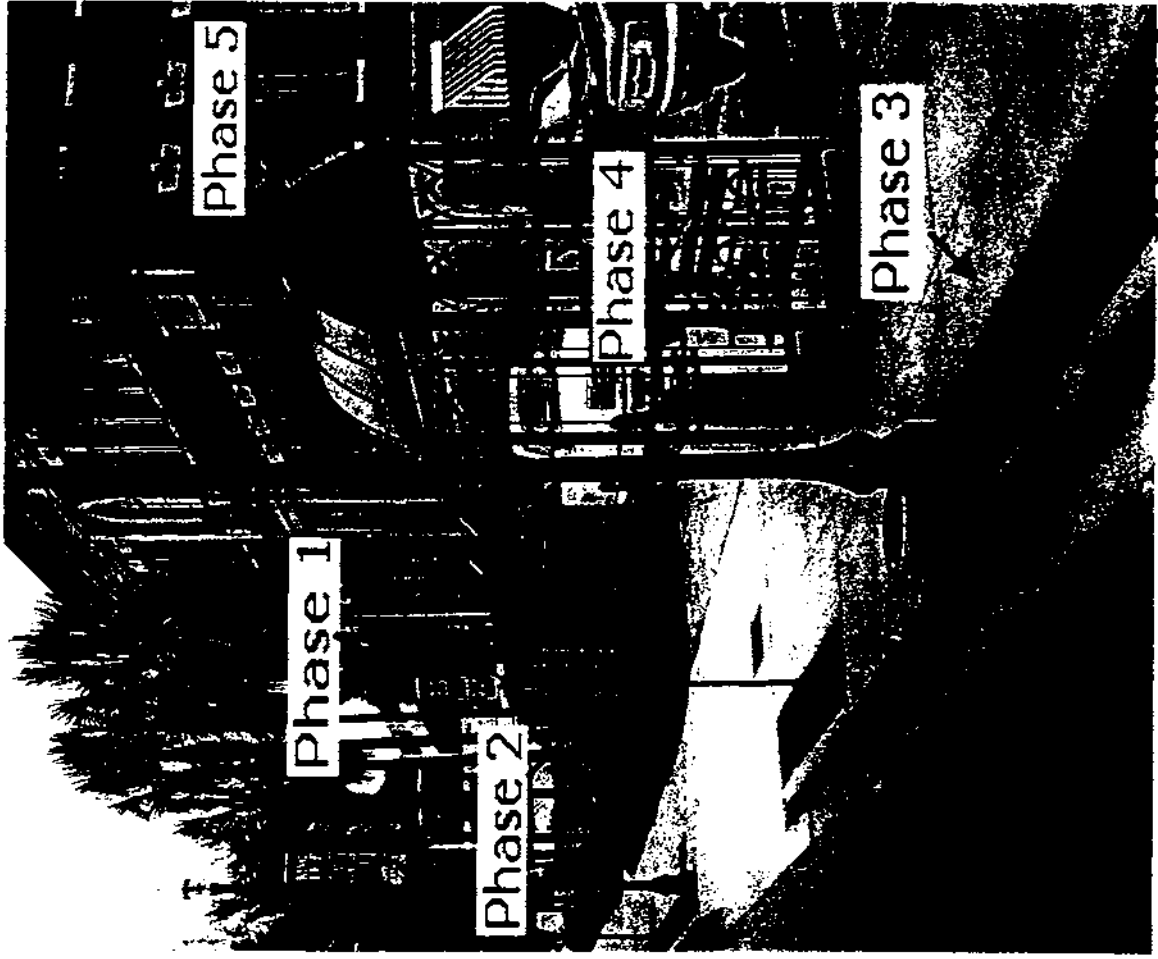


EXHIBIT A

**Current Bus Stops By Route
in the CMRTA System**

Route 1 College Place IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign	Pole
1	KOON AND CODY	0	Cola	X	X
2	KOON AND PRESCOTT	0.1	Cola	X	X
3	PRESCOTT AND COLONIAL	0.2	Cola	X	X
4	N. MAIN AND FISKE	0.4	SC	X	X
5	MAIN AND OAKLAND	0.5	Cola	X	X
6	MAIN AND COLLETON	0.8	Cola	X	X
7	MAIN AND ROSEDALE	0.9	Cola	X	X
8	MAIN AND ASHLEY	1	Cola	X	X
9	MAIN AND STANDISH	1.1	Cola	X	X
10	MAIN AND CRAVE	1.2	Cola	X	X
11	MAIN AND ABERMALE	1.3	Cola	X	X
12	MAIN AND FAIRFIELD RD	1.5	Cola	X	X
13	MAIN AND CC DR	1.7	Cola	X	X
14	MAIN AND HYATT	1.9	Cola	X	X
15	MAIN AND KINDEWAY	2	Cola	X	X
16	MAIN AND LORICK	2.1	Cola	X	X
17	MAIN AND MONTICELLO	2.3	Cola	X	X
18	MAIN AND KORTRIGHT	2.4	Cola	X	X
19	MAIN AND MILLER	2.5	Cola	X	X
20	MAIN AND AVONDALE	2.7	Cola	X	X
21	MAIN AND SUNSET	2.8	Cola	X	X
22	MAIN AND PARKSIDE	3	Cola	X	X
23	MAIN AND NEWMAN	3.2	Cola	X	X
24	MAIN AND RIVER DR	3.4	Cola	X	X
25	MAIN AND CONFEDERATE	3.5	Cola	X	X
26	MAIN AND BELLVIEW	3.7	Cola	X	X
27	MAIN AND SCOTT	3.8	Cola	X	X
28	MAIN AND ELMWOOD	3.9	Cola	X	X
29	MAIN AND RICHLAND	4.1	Cola	X	X
30	LAUREL & SUMTER	4.3	Cola	X	X

Rt 3 Owens Field IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	Airport and S. Holly	0	Private-Cola	X
3	S. HOLLY AND SUPERIOR	0.2	Private- Private	X
4	S. HOLLY AND PRENTICE	0.3	Cola-Private	X
5	S. HOLLY AND ROSEWOOD	0.5	Cola-Private	X
6	ROSEWOOD AND SLOAN	0.6	Cola-Private	X
7	ROSEWOOD AND S. MAPLE	0.7	Cola	X
8	ROSEWOOD AND HARDEN	0.9	Cola	X
9	ROSEWOOD AND WACCAMAW	1.1	Cola	X
10	ROSEWOOD AND FULTON	1.3	Cola	X
	PICKENS AND HOLLYWOOD	1.7		
11	PICKENS AND HEYWARD	1.8	Cola	X
12	PICKENS AND WHALEY	1.9	Cola	X
13	PICKENS AND CATAWBA	2	Cola	X
14	PICKENS AND RICE	2.1	Cola	X
15	PICKENS AND WHEAT	2.2	Cola	X
16	BLOSSOM AND PICKENS	2.3	Cola	X
17	BLOSSOM AND BARNWELL	2.4	Cola	X
18	BLOSSOM AND SALUDA	2.6	Cola	X
19	HARDEN AND DEVINE	2.8	Cola	X
20	HARDEN AND GREENE	3	Cola	X
21	LAURENS AND COLLEGE	3.2	Cola	X
22	LAURENS AND PENDELTON	3.3	Cola	X
23	GREENE AND PENDELTON	3.4	Cola	X
24	BARNWELL AND PENDELTON	3.5	Cola	X
25	PICKENS AND PENDELTON	3.6	Cola	X
26	BULL AND PENDELTON	3.8	Cola	X
27	SUMTER AND PENDELTON	4	Cola	X
28	ASSEMBLY AND PENDELTON	4.1	Cola	X
29	ASSEMBLY AND SENATE	4.3	Cola	X
30	ASSEMBLY AND GERVAIS	4.4	Cola	X
31	ASSEMBLY AND WASHINGTON	4.5	Cola	X
32	ASSEMBLY AND TAYLOR	4.7	Cola	X
33	LAUREL AND SUMTER	5.1	Cola	X

Rt 4 Olympia IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign	Pole
1	BLAIR AND BLUFF	0	SC	X	X
2	BATES AND BLUFF	0.1	Rich-SC	X	X
3	SIMMONS AND BLUFF	0.3	SC	X	X
4	IDLEWILD AND BLUFF	0.5	SC	X	X
5	EDEN AND BLUFF	0.8	SC	X	X
6	NAT. GUARD ARM. AND BLUFF	1.1	SC	X	X
7	STADIUM AND BLUFF	1.3	SC	X	X
8	ROSEWOOD AND BLUFF	1.6	SC	X	X
9	GRANBY AND BLUFF	1.8	SC	X	X
10	OLYMPIA AND BLUFF	1.9	SC	X	X
11	OHIO AND OLYMPIA	2	SC	X	X
12	FLORIDA AND OLYMPIA	2.2	SC	X	X
13	OLYMPIA AND HEYWARD	2.4	Cola	X	X
14	WHALEY AND WHALEY	2.5	Cola	X	X
15	WHALEY AND GADSEN	2.6	Cola	X	X
16	WHALEY AND PARK	2.8	Cola	X	X
17	ASSEMBLY AND CATAWBA	3	Cola	X	X
18	ASSEMBLY AND WHEAT	3.1	Cola	X	X
19	ASSEMBLY AND HOLIDAY INN	3.4	Cola	X	X
20	ASSEMBLY AND GREENE	3.5	Cola	X	X
21	ASSEMBLY AND COLLEGE	3.6	Cola	X	X
22	ASSEMBLY AND PENDELTON	3.7	Cola	X	X
23	ASSEMBLY AND SENATE	3.8	Cola	X	X
24	ASSEMBLY AND GERVAIS	3.9	Cola	X	X
25	ASSEMBLY AND LADY	4	Cola	X	X
26	ASSEMBLY AND HAMPTON	4.2	Cola	X	X
27	ASSEMBLY AND BLANDING	4.3	Cola	X	X
28	ASSEMBLY & LAUREL	4.4	Cola	X	X
29	LAUREL & SUMTER	4.6	Cola	X	X

Rt 8 Rose Hill IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	PLOWDEN & S.BELTLINE			X
2	S.BELTLINE & LANTANA	0.1	SC-Cola	X
3	S.BELTLINE & EDMONDS	0.3	SC-Cola	X
4	S.BELTLINE & PERSIMMION	0.4	Cola	X
5	S.BELTLINE & TIMBERLANE	0.5	Cola	X
6	S.BELTLINE & HICKORY	0.6	Cola	X
7	S.BELTLINE & LIVE OAK	0.7	Cola	X
8	S.BELTLINE & BRIGHT	0.8	Cola	X
9	S.BELTLINE & MIKER	1	SC	X
10	S.BELTLINE & VFW	1.1	Cola	X
11	S.BELTLINE & WOODLANDS APT.	1.2	Cola	X
12	ROSEWOOD & S.BELTLINE	1.4	Cola	X
13	ROSEWOOD & KILAMA	1.5	Cola	X
14	ROSEWOOD & KILBOURN	1.7	Cola	X
15	ROSEWOOD & BONHAM	1.8	Cola	X
16	ROSEWOOD & OTT	2	Cola	X
17	ROSEWOOD & RAVANEL		Cola	X
18	ROSEWOOD & WALKER	2.2	Cola	X
19	ROSEWOOD & SIMS	2.3	Cola	X
20	ROSEWOOD & HOLLY	2.4	Cola	X
21	ROSEWOOD & MAPLE	2.5	Cola	X
22	ROSEWOOD & HARDEN	2.8	Cola	X
23	HARDEN & KIAWA	2.9	Cola	X
24	HARDEN & TUGALOO	3	Cola	X
25	HARDEN & HEYWARD	3.1	Cola	X
26	HARDEN & MONROE	3.2	Cola	X
27	HARDEN & WILMONT	3.4	Cola	X
28	HARDEN & WHEAT	3.5	Cola	X
29	HARDEN & DEVINE	3.7	Cola	X
30	GREENE & LAURENS	3.8	Cola	X
31	LAURENS & COLLEGE	4	Cola	X
32	LAURENS & PENDLETON	4.1	Cola	X
33	PENDLETON & GREGG	4.2	Cola	X
34	PENDLETON & BARNWELL	4.3	Cola	X
35	PENDLETON & HENDERSON	4.3	Cola	X
36	PENDLETON & PICKENS	4.4	Cola	X
37	PENDLETON & BULL	4.5	Cola	X
38	PENDLETON & SUMTER	4.7	Cola	X
39	PENDLETON & ASSEMBLY	4.9	Cola	X
40	ASSEMBLY & GERVAIS	5.1	Cola	X
41	ASSEMBLY & WASHINGTON	5.3	Cola	X
42	ASSEMBLY & BLANDING	5.5	Cola	X
43	ASSEMBLY & LAUREL	5.6	Cola	X
44	LAUREL & SUMTER	5.8	Cola	X

Rt 12 Edgewood IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	BAILEY & COLONY FOREST		Cola	X
2	BAILEY & 2 ND STOP	0.1	Cola	X
3	BAILEY & BELTLINE	0.2	Cola	X
4	BELTLINE & RR#	0.4	Cola	X
5	BELTLINE & ENGLISH	0.5	Cola	X
6	BELTLINE & TRUMAN	0.7	Cola	X
7	BELTLINE & ENGLISH	0.8	Cola	X
8	BELTLINE & BOONE	0.9	SC	X
9	TWO NOTCH & PULLIAM FORD	1.3	Cola	X
10	TWO NOTCH & CARNAGIE	1.4	Cola	X
11	TWO NOTCH & CRESENT HILL	1.6	Cola	X
12	CHURCH & GERMANY	1.7	Cola	X
13	GERMANY & WAITS	1.8	Cola	X
14	BARAHAMVILLE RD. & GERMANY	2	Cola	X
15	BARAHAMVILLE RD. & ST. LOUIS	2.2	Cola	X
16	BARAHAMVILLE RD. & LOUISA	2.3	Cola	X
17	BARAHAMVILLE RD. & CHESTNUT	2.6	Cola	X
18	BARAHMVILLE RD. & THICA	2.7	Cola	X
19	BARAHMVILLE RD. & ELMWOOD	2.9	Cola	X
20	OAK & READ ST.	3	Cola	X
21	HARDEN & LAUREL	3.3	Cola	X
22	HARDEN & BLANDING	3.4	Cola	X
23	TAYLOR & HARDEN	3.5	Cola	X
24	TAYLOR & BARNWELL	3.8	Cola	X
25	TAYLOR & HENDERSON	3.9	Cola	X
26	TAYLOR & PICKENS	4	Cola	X
27	LAUREL & MARION	4.3	Cola	X
28	SUMTER & BLANDING	4.5	Cola	X

Rt 15 Fort Jackson IB

Stop No.	Stop Description	Odometer Reading	Passengers Boarded	Responsibility
1	COLUMBIA MALL	0	NEW STOPS	SC
2	TWO NOTCH @ CHURCH'S	0.5	NEW STOPS	SC
3	DECKER AND DENT MIDDLE SCHOOL	0.9	NEW STOPS	Forest Acres
4	DECKER AND RED LOBSTER	1.2	NEW STOPS	SC
5	DECKER AND WEDGEFIELD	1.5	NEW STOPS	Forest Acres
6	DECKER AND BROOKFIELD	1.7	NEW STOPS	Forest Acres
7	DECKER AND CROSSFIELD	1.9	NEW STOPS	SC
8	DECKER AND QUIET	2.1	NEW STOPS	SC-Rich
9	DECKER AND CORAL VINE	2.3	NEW STOPS	SC-Rich
10	DECKER AND SPINX?	2.5	NEW STOPS	SC
11	PERCIVAL AND POWELL TRAILOR PARK	2.8	NEW STOPS	SC
12	PERCIVAL AND LAKE	3.5	NEW STOPS	SC
13	PERCIVAL AND PINES APT	3.7	NEW STOPS	SC
14	PERCIVAL AND PARTRIDGE	4	NEW STOPS	Forest Acres
15	FOREST DR AND SHELL STATION	4.1		Cola
16	FOREST DR AND SHANDON BAPTIST	4.4		Cola
17	FOREST DR AND LAKESHORE	4.8		Forest Acres
18	FOREST DR AND TRENHOLM RD	5		Forest Acres
19	FOREST DR AND HEILIG MYER	5.3		Forest Acres
20	FOREST DR AND GAMESWELL	5.4		Forest Acres
21	FOREST DR AND WILLINGHAM	5.6		Forest Acres
22	FOREST DR AND RUTLAND	5.7		Forest Acres
23	FOREST DR AND CHERRY LANE	5.9		Forest Acres
24	FOREST DR AND BELTLINE	6		Forest Acres
25	FOREST DR AND KROGER	6.5		Forest Acres
26	FOREST DR AND HARRISON RD	6.7		Forest Acres
27	FOREST DR AND BRISTOL	6.8		Cola
28	FOREST DR AND GLENWOOD	7		Cola
29	FOREST DR AND WELLINGTON	7.1		Cola
30	FOREST DR AND DEVONSHIRE	7.4		Cola
31	FOREST DR AND PINEHURST	7.5		Cola
32	FOREST DR AND MANNING	7.7		Cola
33	FOREST DR AND GARDEN PLAZA	7.8		Cola
34	FOREST DR AND TWO NOTCH	7.9		Cola
35	TAYLOR AND OAK	8.1		Cola
36	TAYLOR AND HARDEN	8.2		Cola
37	TAYLOR AND BARNWELL	8.5		Cola
38	TAYLOR AND HENDERSON	8.7		Cola
39	TAYLOR AND PICKENS	8.8		Cola
40	TAYLOR AND MARION	8.9		Cola
41	TAYLOR AND SUMTER	9.1		Cola
42	ASSEMBLY & BLANDING	9.3		Cola
43	ASSEMBLY & LAUREL	9.4		Cola
44	LAUREL & SUMTER	9.6		Cola

Rt 16 Dentsville IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	COLUMBIA MALL	0	SC	X
2	TWO NOTCH AND ROOF	0.5	SC	X
3	TWO NOTCH AND RAYMOND	0.7	SC	X
4	TWO NOTCH AND RISLEY	0.9	SC	X
5	TWO NOTCH AND CRYSTAL POOL	1	Forest Acres	X
6	TWO NOTCH AND SHERIFFS DEPT	1.4	SC	X
7	TWO NOTCH AND ALBITRON	1.7	Forest Acres	X
8	TWO NOTCH AND FERRELL	1.9	Forest Acres	X
9	TWO NOTCH AND FERRELL DR	2.1	Forest Acres	X
10	TWO NOTCH AND POND	2.3	Forest Acres	X
11	TWO NOTCH AND CUSHMAN	2.5	SC	X
12	TWO NOTCH AND ELLERBEE	2.7	SC	X
13	TWO NOTCH AND WINDOVER	2.9	Cola	X
14	TWO NOTCH AND BELTLINE	3.2	Cola	X
15	TWO NOTCH AND AUBURN	3.3	Cola	X
16	TWO NOTCH AND VICTORY	3.4	Cola	X
17	TWO NOTCH AND CRESENT HILL	3.6	Cola	X
18	TWO NOTCH AND COVENANT	3.8	Cola	X
19	TWO NOTCH AND HARRISON ROAD	4.9	Cola	X
20	TWO NOTCH AND SCHOOL HOUSE RD	5.2	Cola	X
21	TWO NOTCH AND CHESTNUT	5.3	Cola	X
22	TWO NOTCH AND ELMWOOD	5.4	Cola	X
23	TWO NOTCH AND RICHLAND	5.6	Cola	X
24	TWO NOTCH AND LAUREL	5.7	Cola	X
25	TWO NOTCH AND TAYLOR	5.8	Cola	X
26	TAYLOR AND OAK	6	Cola	X
27	TAYLOR AND HARDEN	6.2	Cola	X
28	TAYLOR AND BARNWELL	6.5	Cola	X
29	TAYLOR AND HENDERSON	6.6	Cola	X
30	TAYLOR AND PICKENS	6.7	Cola	X
31	TAYLOR AND MARION	6.9	Cola	X
32	TAYLOR AND SUMTER	7.2	Cola	X
33	ASSEMBLY AND BLANDING	7.2	Cola	X
34	ASSEMBLY & LAUREL	7.3	Cola	X
35	LAUREL & SUMTER	7.5	Cola	X

Rt16 Dentsville OB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	LAUREL AND SUMTER	0	Cola	X
2	LAUREL AND MARION	0	Cola	X
3	BULL AND LAUREL	0.1	Cola	X
4	TAYLOR AND PICKENS	0.4	Cola	X
5	TAYLOR AND HENDERSON	0.5	Cola	X
6	TAYLOR AND BARNWELL	0.6	Cola	X
7	TAYLOR AND CHEROKEE	0.8	Cola	X
8	TAYLOR AND HARDEN	0.9	Cola	X
9	TAYLOR AND OAK	1.1	Cola	X
10	TAYLOR AND TWO NOTCH	1.3	Cola	X
11	TWO NOTCH AND LAUREL	1.4	Cola	X
12	TWO NOTCH AND ELMWOOD	1.7	Cola	X
13	TWO NOTCH AND CHESTNUT	1.8	Cola	X
14	TWO NOTCH AND SCHOOL HSE. RD	2	Cola	X
15	TWO NOTCH AND HARRISON RD	2.2	Cola	X
16	TWO NOTCH AND COVENANT	2.4	Cola	X
17	TWO NOTCH AND CRESENT HILL	2.5	Cola	X
18	TWO NOTCH AND VICTORY	2.7	Cola	X
19	TWO NOTCH AND BELTLINE	3	Cola	X
20	TWO NOTCH AND DSS	3.2	Cola	X
21	TWO NOTCH AND CARTER	3.3	Cola	X
22	TWO NOTCH AND EKKEBRE	3.4	Cola	X
23	TWO NOTCH AND PINE BELT	3.6	SC	X
24	TWO NOTCH AND HUTTO	4	SC	X
25	TWO NOTCH AND BAYVIEW CT	4.2	SC	X
26	TWO NOTCH AND PINEVIEW	4.3	Forest Acres	X
27	TWO NOTCH AND SHAKESPEAR	4.6	Forest Acres	X
28	SHAKESPEAR AND WOLO	4.8	SC	X
29	SHAKESPEAR AND CARLTON	4.9	SC	X
30	SHAKESPEAR AND SCE&G	5.1	SC	X
31	SHAKESPEAR AND RICLEY	5.3	SC	X
32	SHAKESPEAR AND JUDY	5.4	SC	X
33	SHAKESPEAR AND 6624 SHAKESPEAR	5.6	SC	X
34	SHAKESPEAR AND ROOF	5.7	SC	X
35	FAUST AND COLA MALL BLVD	6	SC	X

Rt17 Harrison Rd. IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	COVENANT AND PIGGLY WIGGLY	0	Forest Acres	X
2	COVENANT AND APTS	0.4	Forest Acres	X
3	COVENANT AND DENNIS	0.7	Cola	X
4	COVENANT AND QUITMAN	0.9	Cola	X
5	COVENANT AND CRAIG	1	Cola	X
6	COVENANT AND BELTLINE	1.3	Cola	X
7	COVENANT AND GLENWOOD	1.5	Cola	X
8	BAGNAL AND GLENWOOD	1.6	Cola	X
9	STANTON AND GLENWOOD	1.7	Cola	X
10	HARRISON AND GLENWOOD	1.9	Cola	X
11	HARRISON AND PUTMAN	2	Cola	X
12	HARRISON AND WESLEY	2.1	Cola	X
13	HARRISON AND BURNS	2.2	Cola	X
14	HARRISON AND PINEHURST	2.4	Cola	X
15	PINEHURST AND SCHOOL HOUSE	2.6	Cola	X
16	PINEHURST AND MAGNOLIA	2.7	Cola	X
17	PINEHURST AND CHESTNUT	2.8	Cola	X
18	CHESTNUT AND MEISNER	2.9	Cola	X
19	CHESTNUT AND LITTLE	3	Cola	X
20	CHESTNUT AND CENTER	3.1	Cola	X
21	CHESTNUT AND BRAHAM	3.4	Cola	X
22	CHESTNUT AND TWO NOTCH	3.5	Cola	X
23	TWO NOTCH AND ELMWOOD	3.6	Cola	X
24	TWO NOTCH AND READ	3.7	Cola	X
25	READ AND WAVERLY	3.8	Cola	X
26	READ AND HEIDT	3.9	Cola	X
27	READ AND OAK	4	Cola	X
28	HARDEN AND LAUREL	4.3	Cola	X
29	LAUREL AND RR TRACK	4.4	Cola	X
30	LAUREL AND GREGG	4.5	Cola	X
31	LAUREL AND BARNWELL	4.6	Cola	X
32	LAUREL AND HENDERSON	4.7	Cola	X
33	LAUREL AND PICKENS	4.8	Cola	X
34	LAUREL AND BULL	4.9	Cola	X
35	LAUREL AND MARION	5	Cola	X
36	SUMTER AND LAUREL	5.1	Cola	X

Rt 17 Harrison Rd. OB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	LAUREL AND SUMTER	0	Cola	X
2	LAUREL AND MARION	0.1	Cola	X
3	LAUREL AND BULL	0.2	Cola	X
4	LAUREL AND PICKENS	0.3	Cola	X
5	LAUREL AND HENDERSON	0.4	Cola	X
6	LAUREL AND BARNWELL	0.5	Cola	X
7	LAUREL AND GREGG	0.6	Cola	X
8	HARDEN AND LAUREL	0.8	Cola	X
9	HARDEN AND READ	1	Cola	X
10	READ AND OAK	1.1	Cola	X
11	READ AND HEIDT	1.2	Cola	X
12	READ AND WAVERLY	1.3	Cola	X
13	READ AND TWO NOTCH	1.4	Cola	X
14	TWO NOTCH AND ELMWOOD	1.5	Cola	X
15	CHESTNUT AND TWO NOTCH	1.6	Cola	X
16	CHESTNUT AND BRAHAM	1.7	Cola	X
17	CHESTNUT AND CENTER	1.8	Cola	X
18	CHESTNUT AND ERVIN	1.9	Cola	X
19	CHESTNUT AND LITTLE	2	Cola	X
20	CHESTNUT AND MERCER	2.1	Cola	X
21	CHESTNUT AND PINEHURST	2.2	Cola	X
22	PINEHURST AND MAGNOLIA	2.3	Cola	X
23	PINEHURST AND SCHOOL HOUSE ROAD	2.4	Cola	X
24	PINEHURST AND HARRISON RD	2.5	Cola	X
25	HARRISON RD AND BYRNES	2.6	Cola	X
26	HARRISON RD AND WESLEY	2.7	Cola	X
27	HARRISON RD AND PUTNAM	2.8	Cola	X
28	HARRISON RD AND GLENWOOD	2.9	Cola	X
29	GLENWOOD AND STANTON	3	Cola	X
30	GLENWOOD AND RAGNAL	3.1	Cola	X
31	GLENWOOD AND OAKVIEW	3.2	Cola	X
32	GLENWOOD AND COVENANT	3.3	Cola	X
33	COVENANT AND BELTLINE	3.4	Cola	X
34	COVENANT AND STEPP	3.5	Cola	X
35	COVENANT AND CRAIG	3.6	Cola	X
36	COVENANT AND QUITMAN	3.7	Cola	X
37	COVENANT AND DENNIS	3.9	Cola	X
38	COVENANT AND DALLOZ	4.1	Cola	X
39	COVENANT AND FANNING	4.2	Forest Acres	X
40	COVENANT AND PIGGLY WIGGLY	4.4	Forest Acres	X

Rt18 Trenholm Rd. IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	OXFORD AND JACKSON BLVD	0	Cola	X
2	JACKSON BLVD AND WILDCAT	0.1	Cola	X
3	JACKSON BLVD AND CROWSON	0.3	Cola	X
4	BELTLINE AND DEVEREAUX	1.2	Cola	X
5	BELTLINE AND RABON	1.4	Cola	X
6	TRENHOLM AND DEARS LANE	1.8	Cola	X
7	TRENHOLM AND BELMONT	1.9	Cola	X
8	TRENHOLM AND HAYNSWORTH	2	Cola	X
9	TRENHOLM AND HEATHERWOOD	2.1	Cola	X
10	TRENHOLM AND ADGER	2.2	Cola	X
11	TRENHOLM AND TANGLEWOOD	2.3	Cola	X
12	TRENHOLM AND MAIDEN	2.4	Cola	X
13	TRENHOLM AND SUNNYSIDE	2.5	Cola	X
14	TRENHOLM AND EASTMINISTER	2.6	Cola	X
15	TRENHOLM AND BUTLER	2.7	Cola	X
16	TRENHOLM AND GLENWOOD	2.8	Cola	X
17	TRENHOLM AND HAYGOOD	2.9	Cola	X
18	GERVAIS AND WELLINGTON	3	Cola	X
19	GERVAIS AND DEVONSHIRE	3.2	Cola	X
20	GERVAIS AND MANNING	3.4	Cola	X
21	GERVAIS AND HOUSE	3.5	Cola	X
22	GERVAIS AND PAGE	3.6	Cola	X
23	GERVAIS AND MILLWOOD	3.8	Cola	X
24	GERVAIS AND OAK	3.9	Cola	X
25	GERVAIS AND HARDEN	4.1	Cola	X
26	GERVAIS AND BARNWELL	4.4	Cola	X
27	GERVAIS AND HENDERSON	4.5	Cola	X
28	GERVAIS AND PICKENS	4.6	Cola	X
29	GERVAIS AND BULL	4.7	Cola	X
30	SUMTER AND GERVAIS	4.8	Cola	X
31	SUMTER AND LADY	5	Cola	X
32	TAYLOR AND SUMTER	5.3	Cola	X
33	ASSEMBLY AND BLANDING	5.5	Cola	X
34	ASSEMBLY & LAUREL	5.6	Cola	X
35	LAUREL & SUMTER	5.8	Cola	X

Rt 18 Trenholm Rd. OB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	LAUREL AND SUMTER	0	Cola	X
2	SUMTER AND BLANDING	0.1	Cola	X
3	SUMTER AND HAMPTON	0.2	Cola	X
4	SUMTER AND TAYLOR	0.3	Cola	X
5	SUMTER AND LADY	0.5	Cola	X
6	GERVAIS AND SUMTER	0.7	Cola	X
7	GERVAIS AND BULL	0.8	Cola	X
8	GERVAIS AND HENDERSON	0.9	Cola	X
9	GERVAIS AND PICKENS	1	Cola	X
10	GERVAIS AND BARNWELL	1.1	Cola	X
11	GERVAIS AND HARDEN	1.5	Cola	X
12	GERVAIS AND OAK	1.6	Cola	X
13	GERVAIS AND PAGE	1.9	Cola	X
14	GERVAIS AND HOUSE	2	Cola	X
15	GERVAIS AND TREE	2.1	Cola	X
16	GERVAIS AND KING	2.2	Cola	X
17	GERVAIS AND WOODROW	2.3	Cola	X
18	GERVAIS AND MAPLE	2.5	Cola	X
19	TRENHOLM RD AND HAYGOOD	2.6	Cola	X
20	TRENHOLM AND SHIRLEY	2.7	Cola	X
21	TRENHOLM AND BUTLER	2.8	Cola	X
22	TRENHOLM AND EASTMINISTER	2.9	Cola	X
23	TRENHOLM AND MIDWAY	3	Cola	X
24	TRENHOLM AND BERKLEY	3.1	Cola	X
25	TRENHOLM AND WYDHAM	3.2	Cola	X
26	TRENHOLM AND TANGLEWOOD	3.3	Cola	X
27	TRENHOLM AND ADGER	3.3	Cola	X
28	TRENHOLM AND HEATHERWOOD	3.4	Cola	X
29	TRENHOLM AND HAYNSWORTH	3.5	Cola	X
30	TRENHOLM AND BALMONT	3.6	Cola	X
31	TRENHOLM AND SARAMONT	3.7	Cola	X
32	TRENHOLM AND DEANS LN	3.7	Cola	X
33	TRENHOLM AND CLAREMONT	3.9	Cola	X
34	TRENHOLM AND WHITAKER	4	Cola	X
35	TRENHOLM AND CHURCHHILL	4.1	Cola	X
36	BRENNAN AND LUNSFORD	4.5	Cola	X
37	BRENNAN AND JONWALL	4.6	Cola-Private	X
38	BRENNAN AND WEDGEWOOD	4.7	Cola	X
39	BRENNAN AND ELLISON	4.8	Cola	X
40	BRENNAN AND PINERIDGE	4.9	Cola	X
41	BRENNAN AND KILBOURN	5	Cola	X
42	KILBOURN AND SANFORD	5.1	Cola	X
43	KILBOURN AND CAMELIA	5.2	Cola	X
44	KILBOURN AND RICKENBACKER	5.3	Cola	X
45	KILBOURN AND SHADY LN	5.6	Cola	X
46	KILBOURN AND OXFORD	5.8	Cola	X

Rt 20 Greenlawn IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	GARNERS FERRY AND PATTERSON	0	Cola	X
2	GARNERS FERRY AND ATLAS RD	0.1	Cola	X
3	GARNERS FERRY AND GREENLAWN	0.4	Cola	X
4	GARNERS FERRY AND AIA INSURANCE	0.6	Cola	X
5	GARNERS FERRY AND GREENLAWN CEM	0.8	Cola	X
6	GARNERS FERRY AND LEESBURG RD	1.1	Cola	X
7	GARNERS FERRY RD AND CHURCH	1.4	Cola	X
8	GARNERS FERRY AND CEDAR TERRACE	1.6	Cola	X
9	GARNERS FERRY AND OLD WOODLANDS	1.7	Cola	X
10	GARNERS FERRY AND WOODHILL CIR	2	Cola	X
11	GARNERS FERRY AND HAMPTON HILL	2.2	Cola	X
12	GARNERS FERRY AND ROSEWOOD	2.5	Cola	X
13	DEVINE AND BELTLINE	2.9	Cola	X
14	DEVINE AND KALMINA	3	Cola	X
15	DEVINE AND POINSETTA	3.1	Cola	X
16	DEVINE AND KAMINA	3.2	Cola	X
17	DEVINE AND ABELIA	3.3	Cola	X
18	DEVINE AND KILBOURN	3.4	Cola	X
19	DEVINE AND SWEETBRIAR	3.5	Cola	X
20	DEVINE AND OTT	3.7	Cola	X
21	DEVINE AND AMHERST	3.8	Cola	X
22	DEVINE AND SIMS	4	Cola	X
23	DEVINE AND HOLLY	4.1	Cola	X
24	DEVINE AND MAPLE	4.3	Cola	X
25	DEVINE AND WOODROW	4.4	Cola	X
26	DEVINE AND KING	4.5	Cola	X
27	DEVINE AND QUEEN	4.6	Cola	X
28	DEVINE AND MEADOWS	4.7	Cola	X
29	DEVINE AND MEADOWS	4.7	Cola	X
30	DEVINE AND HEIDT	4.8	Cola	X
31	DEVINE AND HARDEN	4.9	Cola	X
32	DEVINE AND GREENE	5	Cola	X
33	HARDEN AND SENATE	5.3	Cola	X
34	GERVAIS AND HARDEN	5.5	Cola	X
35	GERVAIS AND BARNWELL	5.7	Cola	X
36	GERVAIS AND HENDERSON	5.8	Cola	X
37	GERVAIS AND PICKENS	5.9	Cola	X
38	GERVAIS AND BULL	6	Cola	X
39	GERVAIS AND SUMTER	6.2	Cola	X
40	ASSEMBLY AND GERVAIS	6.4	Cola	X
41	ASSEMBLY AND WASHINGTON	6.5	Cola	X
42	ASSEMBLY AND BLANDING	6.8	Cola	X
43	ASSEMBLY AND LAUREL	6.9	Cola	X
44	LAUREL AND SUMTER	7	Cola	X

Rt 20 Greenlawn OB

Stop No.	Stop Description	Odometer Reading	Passengers Boarded
1	LAUREL AND SUMTER	0	
2	LAUREL AND MARION	0	
3	LAUREL AND BULL	0.1	
4	TAYLOR AND PICKENS	0.4	
5	TAYLOR AND HENDERSON	0.5	
6	TAYLOR AND BARNWELL	0.6	
7	TAYLOR AND RR TRACKS	0.8	
8	HARDEN AND HAMPTON	1	
9	HARDEN AND WASHINGTON	1.1	DELETE STOP
10	HARDEN AND LADY	1.2	
11	HARDEN AND GERVAIS	1.3	
12	HARDEN AND SENATE	1.4	
13	HARDEN AND GREENE	1.6	
14	DEVINE AND HARDEN	1.8	
15	DEVINE AND HEIDT	1.9	
16	DEVINE AND MEADOWS	2	
17	DEVINE AND QUEEN	2.1	
18	DEVINE AND KING	2.2	
19	DEVINE AND WOODROW	2.3	
20	DEVINE AND MAPLE	2.4	
21	DEVINE AND HOLLY	2.6	
22	DEVINE AND SIMS	2.7	
23	DEVINE AND AMHERST	2.8	
24	DEVINE AND OTT	3	
25	DEVINE AND BONHAM	3.2	
26	DEVINE AND KILBOURN	3.3	
27	DEVINE AND ABELIA	3.4	
28	DEVINE AND KAMINA	3.5	
29	DEVINE AND POINSETTA	3.6	
30	DEVINE AND KALMENIA	3.7	
31	DEVINE AND BELTLINE	3.8	
32	DEVINE AND JACKSON BLVD	4	
33	GARNERS FERRY RD AND ROSEWOOD	4.2	
34	GARNERS FERRY RD AND WOODHILL	4.4	
35	GARNERS FERRY RD AND WOODHILL CIR	4.6	
36	GARNERS FERRY AND OLD WOODLANDS	4.9	
37	GARNERS FERRY AND CEDAR TERRACE	5.2	
38	GARNERS FERRY AND VA	5.3	
39	GARNERS FERRY @ JIM HUDSON	5.9	
40	GARNERS FERRY @ KFC	6.1	
41	GREENLAWN @ SHOPPING CENTER	6.4	
42	GREENLAWN @ TRINITY	6.7	NEED STOP ADDED
43	GREENLAWN @ APARTMENTS	6.8	
44	TRINITY AND PATTERSON	7	
45	PATTERSON AND GARNERS FERRY	7.4	

Rt21 VA Hospital IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign	Pole
1	VA HOSPITAL	0	Cola	X	X
2	GARNERS FERRY AND CHURCH	0.4	Cola	X	X
3	GF AND CEDAR TERRACE	0.6	Cola	X	X
4	GF AND OLD WOODLANDS	0.8	Cola	X	X
5	GF AND WOODHILL CIRCLE	1	Cola	X	X
6	GF AND HAMPTON HILL	1.2	Cola	X	X
7	GF AND ROSEWOOD	1.5	Cola	X	X
8	DEVINE AND BELTLINE	2	Cola	X	X
9	DEVINE AND KALMINA	2.1	Cola	X	X
10	DEVINE AND POINSETTA	2.2	Cola	X	X
11	DEVINE AND KAMINA	2.3	Cola	X	X
12	DEVINE AND ABELIA	2.3	Cola	X	X
13	DEVINE AND KILBOURN	2.4	Cola	X	X
14	DEVINE AND BONHAM	2.5	Cola	X	X
15	DEVINE AND OTT	2.8	Cola	X	X
16	DEVINE AND AMHERST	2.9	Cola	X	X
17	DEVINE AND SIMS	3.1	Cola	X	X
18	DEVINE AND HOLLY	3.2	Cola	X	X
19	DEVINE AND MAPLE	3.3	Cola	X	X
20	DEVINE AND WOODROW	3.4	Cola	X	X
21	DEVINE AND KING	3.5	Cola	X	X
22	DEVINE AND QUEEN	3.6	Cola	X	X
23	DEVINE AND MEADOWS	3.7	Cola	X	X
24	DEVINE AND HEIDT	3.8	Cola	X	X
25	DEVINE AND HARDEN	4	Cola	X	X
26	DEVINE AND GREENE	4.1	Cola	X	X
27	HARDEN AND SENATE	4.3	Cola	X	X
28	GERVAIS AND HARDEN	4.6	Cola	X	X
29	GERVAIS AND BARNWELL	4.7	Cola	X	X
30	GERVAIS AND HENDERSON	4.9	Cola	X	X
31	GERVAIS AND PICKENS	5	Cola	X	X
32	GERVAIS AND BULL	5.1	Cola	X	X
33	GERVAIS AND SUMTER	5.2	Cola	X	X
34	ASSEMBLY AND GERVAIS	5.5	Cola	X	X
35	ASSEMBLY AND WASHINGTON	5.6	Cola	X	X
36	ASSEMBLY AND BLANDING	5.9	Cola	X	X
37	ASSEMBLY & LAUREL	6	Cola	X	X
38	LAUREL & SUMTER	6.2	Cola	X	X

Rt 23 State Park IB

Stop No.	Stop Description	Odometer Reading	Passengers Boarded	Responsibility	Sign	Pole	Slab	Bench	Shelter
1	PROVIDENCE HOSP & GATEWAY	0.0		*	X	X			
2	FARROW & PARKLANE	0.7		SC	X	X			
3	FARROW & STATE PARK	1		SC	X	X			
4	FARROW & PAISGA CHURCH RD	1.2	* NEEDS TO BE MARKED ABOVE STOP LIGHT NO POLE	SC	X	X			
5	FARROW & MINLAND CTR	1.8	* NEEDS TO BE MARKED NO POLE	SC	X	X			
6	FARROW & HINTON	1.7		SC	X	X			
7	FARROW & WEBBER	2		SC	X	X			
8	FARROW & CRAFTS FARROW	2.3		SC	X	X			
9	FARROW & ESTELL BELLE	3		SC-Private	X	X			
10	FARROW & CINY	3.1		SC	X	X			
11	FARROW & OLIVE	3.2	* REMOVE TO CLOSE	SC	X	X			
12	FARROW & CAMPENELLA	3.4		SC	X	X			
13	FARROW & BROOMFIELD	3.7		SC	X	X			
14	FARROW & ISAAC	3.8		SC	X	X			
15	FARROW & GABRIEL	3.9		SC	X	X			
16	FARROW & WINTER	4		SC	X	X			
17	FARROW & STEPHENS	4.2		SC	X	X			
18	FARROW & FRYE	4.3		SC	X	X			
19	FARROW & CUSHMAN	4.8	* NEEDS TO BE MARKED NO POLE	SC	X	X			
20	FARROW & KOON	5		SC	X	X			
21	FARROW & GARY	5.2	* NOT ON LIST BUT IS A MARKED STOP ADD TO LIST	SC	X	X			
22	FARROW & VERA	5.3		SC	X	X			
23	FARROW & LUKE CHURCH	5.5		SC	X	X			
24	FARROW & STANDISH	5.6		SC	X	X			
25	FARROW & CRAVEN	5.8		Cole	X	X			
26	FARROW & ISABELL	5.9		SC	X	X			
27	FARROW & CC DRIVE	6		SC	X	X			
28	FARROW & 277	6.4		Cole	X	X			
29	FARROW & BELTLINE	6.5		Cole	X	X			
30	FARROW & BOONE	6.6		Cole	X	X			
31	FARROW & KENT	6.7	ADD TO STOP LIST ALL READY MARKED STOP	Cole	X	X			
32	FARROW & COLONAL DR	6.8		Cole	X	X			
33	COLONAL DR. & HARDEN	7		Cole	X	X			
34	HARDEN & RMH EMERGENCY	7.1		Cole	X	X			
35	HARDEN & RMH	7.3		Cole	X	X			
36	HARDEN & BULL	7.5		Cole	X	X			
37	BULL & DEHEC	7.8		Cole	X	X			
38	BULL & CONFEDERATE	7.9		Cole	X	X			
39	BULL & FRANKLIN	8		Cole	X	X			
40	BULL & JEFFERSON	8.1		Cole	X	X			
41	BULL & ELMWOOD	8.3		Cole	X	X			
42	BULL & CALHOUN	8.4	* NEEDS TO BE MARKED NO POLE	Cole	X	X			
43	BULL & LAUREL	8.5		Cole	X	X			
44	LAUREL & MARION	8.6		Cole	X	X			
45	SUMTER & LAUREL	8.8		Cole	X	X			

RI22 Leesburg Rd IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign	Pole	Slab	Bench	Shelter
1	FAIRMONT AND HAZELWOOD	0	SC	X	X			
2	HAZELWOOD AND TYSON	0	SC	X	X			
3	HAZELWOOD AND SUNVIEW	0.2	SC	X	X			
4	HAZELWOOD AND GWINN	0.3	SC	X	X			
5	HAZELWOOD AND TERRY	0.4	SC	X	X			
6	HAZELWOOD AND STONE	0.6	SC	X	X			
7	HAZELWOOD AND SHIRIAN	0.7	SC	X	X			
8	GARNERS FERRY AND HAZELWOOD	0.9	SC	X	X			
9	GARNERS FERRY AND BOCTON	1.1	SC	X	X			
10	GARNERS FERRY AND ABERNATHY	1.2	SC	X	X			
11	GARNERS FERRY AND AUSTIN LAKE	1.4	SC	X	X			
12	GARNERS FERRY AND FLINT LAKE	1.6	SC	X	X			
13	PATTERSON	1.7	Cola	X	X			
14	ATLAS RD	1.9	Cola	X	X			
15	GREENLAWN	2.2	Cola	X	X			
16	AIA INSURANCE	2.4	Cola	X	X			
17	GREENLAWN CEMENTARY	2.6	Cola	X	X			
18	MICHAEL CLEANERS	2.8	Cola	X	X			
19	GARNERS FERRY AND VA	3.1	Cola	X	X			
20	GARNERS FERRY AND CEDAR TERRACE	3.3	Cola	X	X			
21	GF AND OLD WOODLANDS	3.5	Cola	X	X			
22	GF AND WOOD HILL CIRCLE	3.8	Cola	X	X			
23	GF AND HAMPTON HILL	4	Cola	X	X			
24	GF AND ROSEWOOD	4.2	Cola	X	X			
25	DEVINE AND BELTLINE	4.7	Cola	X	X			
26	DEVINE AND KALMINA	4.8	Cola	X	X			
27	DEVINE AND POINSETTA	4.9	Cola	X	X			
28	DEVINE AND KAMINA	5	Cola	X	X			
29	DEVINE AND ABELIA	5.1	Cola	X	X			
30	DEVINE AND KILBOURN	5.2	Cola	X	X			
31	DEVINE AND BONHAM	5.3	Cola	X	X			
32	DEVINE AND OTT	5.5	Cola	X	X			
33	DEVINE AND AMHERST	5.6	Cola	X	X			
34	DEVINE AND SIMS	5.8	Cola	X	X			
35	DEVINE AND HOLLY	5.9	Cola	X	X			
36	DEVINE AND MAPLE	6	Cola	X	X			
37	DEVINE AND WOODROW	6.1	Cola	X	X			
38	DEVINE AND KING	6.2	Cola	X	X			
39	DEVINE AND QUEEN	6.3	Cola	X	X			
40	DEVINE AND MEADOWS	6.4	Cola	X	X			
41	DEVINE AND HEIDT	6.5	Cola	X	X			
42	DEVINE AND HARDEN	6.7	Cola	X	X			
43	DEVINE AND GREENE	6.8	Cola	X	X			
44	HARDEN AND SENATE	7	Cola	X	X			
45	GERVAIS AND HARDEN	7.3	Cola	X	X			
46	GERVAIS AND BARNWELL	7.5	Cola	X	X			
47	GERVAIS AND HENDERSON	7.6	Cola	X	X			
48	GERVAIS AND PICKENS	7.7	Cola	X	X			
49	GERVAIS AND BULL	7.8	Cola	X	X			
50	GERVAIS AND SUMTER	8	Cola	X	X			
51	ASSEMBLY AND GERVAIS	8.2	Cola	X	X			
52	ASSEMBLY AND WASHINGTON	8.3	Cola	X	X			
53	ASSEMBLY AND BLANDING	8.6	Cola	X	X			
54	ASSEMBLY AND LAUREL	8.7	Cola	X	X			
55	LAUREL AND SUMTER	8.8	Cola	X	X			

Stop No.	Stop Description	Odometer Reading	Passengers Boarded	Responsibility	Sign	Pole	Stub	Bench	Shelter
1	LAUREL & SUMTER	0.0		Cola	X	X			
2	LAUREL & MARION	0.1		Cola	X	X			
3	BULL & MARION	0.2		Cola	X	X			
4	BULL & CALHOUN	0.4		Cola	X	X			
5	BULL & ELMWOOD	0.5		Cola	X	X			
6	BULL 1ST STOP PST ELMWOOD	0.6	* REMOVE TO CLOSE	Cola	X	X			
7	BULL & FREED	0.7	* CHANGE NAME FORM FRANKLIN	Cola	X	X			
8	BULL & CONFEDERATE	0.9		Cola	X	X			
9	BULL & DSS	1		Cola	X	X			
10	HARDEN & DSS	1.2		Cola	X	X			
11	HARDEN & RMH	1.4		Cola	X	X			
12	COLONIAL DR & HARDEN	1.8		Cola	X	X			
13	FARROW & COLONIAL DR.	1.9		Cola	X	X			
14	FARROW & KENT	2		Cola	X	X			
15	FARROW & BOOKER	2.1		Cola	X	X			
16	FARROW & 277	2.4		Cola	X	X			
17	FARROW & CC DRIVE	2.6		Cola	X	X			
18	FARROW & FARRELL	2.8		SC	X	X			
19	FARROW & BURTON SCHOOL	3		Cola	X	X			
20	FARROW & BUSBY	3.2		Cola	X	X			
21	FARROW & VARN	3.3		SC	X	X			
22	FARROW & TARRAGON	3.5	* ADD NOT LISTED BUT IS A STOP	SC	X	X			
23	FARROW & GRAY	3.6		SC	X	X			
24	FARROW & KOON	3.7		SC	X	X			
25	FARROW & CUSHMAN	3.9		SC	X	X			
26	FARROW & RR TRACK		* CANT FIND REMOVE FORM LIST	Cola	X	X			
27	FARROW & FRYE	4.4		SC	X	X			
28	FARROW & STEVENSON	4.5		SC	X	X			
29	FARROW & FONTAIN	4.7	* NEEDS TO BE MARKED	SC	X	X			
30	FARROW & GABRIEL	4.8	* REMOVE TO CLOSE	SC	X	X			
31	FARROW & ISAAC	4.9		SC	X	X			
32	FARROW & BROOMFIELD	5.2		SC-Private	X	X			
33	FARROW & CAMPENELLA	5.4		SC	X	X			
34	FARROW & WESTMORE DR	5.6		SC					
35	SCDVR - CORP. BLVD.	6		SC					
36	FARROW & ESTEEL	6.5		SC-Private	X	X			
37	FARROW & CRAFTS FARROW	6.4	* NEEDS TO BE MARKED NO POLE	SC	X	X			
38	FARROW & ANDERS	7	* STOP LEFT OFF LIST ADD	SC	X	X			
39	FARROW & HINTON	7.6		SC	X	X			
40	FARROW & MIDLANDS CENTER	8.2	* ADD STOP AND MARK NO POLE	SC	X	X			
41	FARROW & PISGAH CHURCH ROAD	8.8		SC	X	X			
42	FARROW & STATE PARK	9.4		SC	X	X			
43	FARROW & PARKLANE	9	* NEW STOP NEEDS TO BE MARKED	SC	X	X			
44	FARROW & PROVIDENCE HOSP	9.5	* NEW STOP NEEDS TO BE MARKED AT STOP SIGN ON RIGHT	*	X	X			

R124 Eastway Park OB

Stop No.	Stop Description	Odometer Reading	Passengers Boarded	Responsibility	Sign	Pole	Slab	Bench	Shelter
1	SUMTER & LAUREL	0.0		Cola	X	X			
2	SUMTER & TAYLOR	0.1		Cola	X	X			
3	SUMTER & HAMPTON	0.2		Cola	X	X			
4	SUMTER & LADY	0.3		Cola	X	X			
5	ASSEMBLY & GERVAIS	0.6		Cola	X	X			
6	ASSEMBLY & SENATE	0.7		Cola	X	X			
7	ASSEMBLY & PENDLETON	0.8		Cola	X	X			
8	ASSEMBLY & COLLEGE	1		Cola	X	X			
9	ASSEMBLY & GREEN	1.1		Cola	X	X			
10	ASSEMBLY & CREENS LIQUOR ST.	1.5		Cola	X	X			
11	ASSEMBLY & WHALEY	1.7		Cola	X	X			
12	ASSEMBLY & HEYWARD	1.8		Cola	X	X			
13	ASSEMBLY & RR#	1.9		SC	X	X			
14	ASSEMBLY & VIRGINIA	2.1		SC	X	X			
15	ASSEMBLY & GATE #5	2.4	* NEEDS TO BE REMARKED HARD TO SEE	Cola	X	X			
16	SHOP RD & GEORGE RODGERS	2.7		SC	X	X			
17	SHOP RD & McWATERS	2.9		SC	X	X			
18	SHOP RD & MORRIS FUNITURE	3.1		SC	X	X			
19	SHOP RD & STATE PAPER	3.2		SC	X	X			
20	SHOP RD & IDLEWILD	3.3		SC	X	X			
21	SHOP RD & BARLOW	3.4		SC	X	X			
22	SHOP RD & ABBOT	3.6		SC	X	X			
23	SHOP RD & WALCOTT	3.7		SC	X	X			
24	SHOP RD & SANDS	3.8		SC	X	X			
25	SHOP RD & BLAIR	4		SC	X	X			
26	SHOP RD & HARVEST HOPE	4.3		SC	X	X			
27	SHOP RD & CHATHAM STEEL	4.6		SC	X	X			
28	SHOP RD & BELTLINE	4.8	* NEEDS TO BE MARKED NO POLE	SC	X	X			
29	BELTLINE & OWENS STEEL	5.1	* NEEDS TO BE MARKED AT GATE	SC	X	X			
30	BLUFF RD & BELTLINE	5.4	* REMOVE IN RAMP TO GO TO I77	SC	X	X			
31	BLUFF RD & COBURG	6.8	* REMOVE TO CLOSE AND NOT USED	SC	X	X			
32	BLUFF RD & U S TEXTILES	6.9		SC	X	X			
33	BLUFF RD & WHITE HOUSE RD.	6.1		SC	X	X			
34	BLUFF RD & #3445	6.4	* REMOVE AND MARK OUT DONT USE	SC	X	X			
35	BLUFF RD & ATLAS RD.	6.6		SC	X	X			
36	BLUFF RD & PALMLAND	6.9	* NEEDS TO BE MARKED	SC	X	X			
37	BLUFF RD & FALMINGO	7		SC	X	X			
38	EASTWAY PARK & SHERATON	7.1		SC	X	X			
39	CORBETT & EASTWAY	7.3	* NEEDS TO BE MARKED NO POLE	SC	X	X			
40	CORBETT & HALD DOWN ST.	7.4		SC	X	X			
41	CORBETT & DELL	7.4	* NEEDS TO BE MARKED	SC	X	X			
42	DELL & BLUFF RD.	7.5		SC	X	X			
43	WINDY & BLUFF RD	7.6		SC	X	X			
44	WINDY & CANDLAITE	7.7	* NEEDS TO BE ADDED TO LIST STOP MARKED	SC	X	X			
45	MELLOWOOD & WINDY	7.8	* NEEDS TO BE MARKED NO POLE	SC	X	X			

Stop No.	Stop Description	Odometer Reading	Passengers Boarded	Responsibility	Sign	Pole	Stop	Busstop	Shelter
1	SUMTER & LAUREL	0.0		Cole	X	X			
2	SUMTER & TAYLOR	0.2		Cole	X	X			
3	SUMTER & HAMPTON	0.3		Cole	X	X			
4	SUMTER & LADY	0.4		Cole	X	X			
5	ASSEMBLY & GENIVARS	0.7		Cole	X	X			
6	PARK & SENATE	0.8		Cole	X	X			
7	PARK & PENDLETON	1		Cole	X	X			
8	PARK & COLLEGE	1.1		Cole	X	X			
9	PARK & GREEN	1.2		Cole	X	X			
10	PARK & BLOSSOM	1.4		Cole	X	X			
11	PARK & GADSDEN	1.8	*NEEDS TO BE MARKED NO POLE	Cole	X	X			
12	BLOSSOM & HUGER	1.9	*NEEDS TO BE MARKED NO POLE	Cole	X	X			
13	KNOX ABBOTT & AXTEL	2.5	*NEEDS TO BE MARKED NO POLE	Lex Co	X	X			
14	KNOX ABBOTT & STATE	2.7	*NEEDS TO BE MARKED	Lex Co	X	X			
15	KNOX ABBOTT & STEEL HOPE	3	*NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
16	KNOX ABBOTT & 9TH ST	3.2	*NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
17	KNOX ABBOTT & GARDEN	3.4	*NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
18	12TH & KNOTT ABBOTT	3.8	* ACROSS FORM BANK NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
19	12TH & M AVE	3.8	* NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
20	12TH & WILSON	4.1	* NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
21	12TH WALTER PRICE	4.3	* ACROSS INTERSECTION MIDDLE OF BLOCK NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
22	12TH & JULIUS FELDER	4.6	* NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
23	JULIUS FELDER & LUCAS	4.8	* NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
24	JULIUS FELDER & HEMLOCK	4.8		Lex Co	X	X			
25	JULIUS FELDER & PINE	4.8	NEEDS TO BE REMOVED TO CLOSE	Lex Co	X	X			
26	JULIUS FELDER & WORTHLAND	4.9		Lex Co	X	X			
27	JULIUS FELDER & SUNNYSIDE	5	* NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
28	JULIUS FELDER & MAPLE	5.2	* NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
29	TAYLOR AT SCHOOL	5.3	*NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
30	TAYLOR & COMMERCE	5.6	*NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
31	TAYLOR & ACROSS FORM CHURCH	5.8	*NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
32	TAYLOR & FRANK	6	*NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			
33	FRANK & DUNBAR	6.1	*NEW STOP NEEDS TO BE MARKED	Lex Co	X	X			

Stop No.	Stop Description	Odometer Reading	Passengers Boarded	Responsibility	Sign	Pole	Slab	Bench	Shelter
1	LAUREL & SUMTER	0.0		Cole	X	X			
2	SUMTER & TAYLOR	0.2		Cole	X	X			
3	SUMTER & HAMPTON	0.3		Cole	X	X			
4	SUMTER & LADY	0.4		Cole	X	X			
5	ASSEMBLY & GERVAIS	0.7		Cole	X	X			
6	GERVAIS & LINCOLN	0.9		Cole	X	X			
7	GERVAIS & GADSEN	1	* NEEDS BE MARKED AT BENCH	Cole	X	X			
8	GERVAIS & PULASKI	1.2		Cole	X	X			
9	GERVAIS & HUGER	1.3		Cole	X	X			
10	GERVAIS & MUSEUM	1.6		Cole	X	X			
11	MEETING & STATE	1.9		Lex Co	X	X			
12	MEETING & LEAPHART	2		Lex Co	X	X			
13	MEETING & WITT	2.2		Lex Co	X	X			
14	MEETING & LUCAS	2.3		Lex Co	X	X			
15	MEETING & CROMWELL	2.4		Lex Co	X	X			
16	MEETING & MARBLE	2.6		Lex Co	X	X			
17	MEETING & 9TH	2.6		Lex Co	X	X			
18	MEETING & LINE	2.7		Lex Co	X	X			
19	MEETING & 12TH	2.9		Lex Co	X	X			
20	AUGUSTA & BROWN	3.3	* NEW STOP MARK REMOVE STOP ACROSS ST	Lex Co	X	X			
21	AUGUSTA & SENN	3.4	* NEW STOP MARK REMOVE STOP ACROSS ST	Lex Co	X	X			
22	AUGUSTA & 16TH	3.6	* NEW STOP MARK REMOVE STOP ACROSS ST	Lex Co	X	X			
23	AUGUSTA & CHANGHAM	3.6	* NEW STOP MARK REMOVE STOP ACROSS ST	Lex Co	X	X			
24	AUGUSTA & PINEVIEW	3.8	* NEW STOP MARK REMOVE STOP ACROSS ST	Lex Co	X	X			
25	AUGUSTA & INVIED	3.9	* NEW STOP MARK REMOVE STOP ACROSS ST	Lex Co	X	X			
26	AUGUSTA & HOOK	4.1	* NEW STOP MARK REMOVE STOP ACROSS ST	Lex Co	X	X			
27	AUGUSTA & LIGHT BILO	4.4	* NEW STOP MARK	Lex Co	X	X			
28	AUGUSTA & LIGHT WALMART	4.6	* NEW STOP MARK	Lex Co	X	X			
29	AUGUSTA & 126	4.8	* NEW STOP MARK	Lex Co	X	X			
30	LEXINGTON HOSP EMERGENCY	7.1	* NEW STOP MARK	Lex Co	X	X			

Rt28 Airport IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign	Pole	Slab	Bench	Shelter
1	AIRPORT TERMINAL LOWER	0	Lex Co	X	X			
2	PLATT SPRINGS AND SUMMERLAKE	0.6	Lex Co	X	X			
3	PLATT SPRINGS AND NCR	0.9	Lex Co	X	X			
4	PLATT SPRINGS AND SILSTAR	1.2	Lex Co	X	X			
5	PLATT SPRINGS AND LEX DR	1.4	Lex Co	X	X			
6	PLATT SPRINGS AND DISC. TIRE	1.5	Lex Co	X	X			
7	PLATT SPRINGS AND POND DR	1.6	Lex Co	X	X			
8	PLATT SPRINGS AND SIGHTLER DR	1.8	Lex Co	X	X			
9	PLATT SPRNGS AND SPRINGDALE RD	1.9	Lex Co	X	X			
10	PLATT SPRINGS AND STUBBS TRAIL	2	Lex Co	X	X			
11	PLATT SPRINGS AND LONELY RD	2.2	Lex Co	X	X			
12	PLATT SPRINGS AND TARRYTOWN	2.6	Lex Co	X	X			
13	PLATT SPRINGS AND JUPITER	2.8	Lex Co	X	X			
14	PLATT SPRINGS AND DECATUR	3	Lex Co	X	X			
15	PLATT SPRINGS AND OPEN AIR MARKET	3.3	Lex Co	X	X			
16	PLATT SPRINGS AND DREHER RD	3.4	Lex Co	X	X			
17	PLATT SPRINGS AND SOX	3.6	Lex Co	X	X			
18	PLATT SPRINGS AND RRW	3.7	Lex Co	X	X			
19	PLATT SPRINGS AND DENHIM	3.8	Lex Co	X	X			
20	PLATT SPRINGS AND REC. STUDIO	4	Lex Co	X	X			
21	PLATT SPRINGS AND POST OFFICE	4.2	Lex Co	X	X			
22	PLATT SPRINGS AND CRAPPS	4.3	Lex Co	X	X			
23	PLATT SPRINGS AND E. STREET	4.4	Lex Co	X	X			
24	PLATT SPRINGS AND CHURCH OF GOD	4.5	Lex Co	X	X			
25	DAVE AND CHARLESTON HWY	4.6	Lex Co	X	X			
26	DAVE AND 12TH	4.7	Lex Co	X	X			
27	DAVE AND 11TH	4.9	Lex Co	X	X			
28	DAVE AND 10TH	5	Lex Co	X	X			
29	DAVE AND 9TH	5.1	Lex Co	X	X			
30	9TH ST AND C AVE	5.2	Lex Co	X	X			
31	9TH ST AND B AVE	5.2	Lex Co	X	X			
32	B AVE AND MAPLE	5.4	Lex Co	X	X			
33	B AVE AND 7TH ST	5.5	Lex Co	X	X			
34	B AVE AND 6TH ST	5.7	Lex Co	X	X			
35	B AVE AND STATE ST	5.9	Lex Co	X	X			
36	STATE ST AND AUGUSTA ST	6	Lex Co	X	X			
37	STATE AND CENTER ST	6.1	Lex Co	X	X			
38	MEETING AND BRIDGE	6.3	Lex Co	X	X			
39	GERVAIS AND MUSEUM	6.6	Cola	X	X			
40	GERVAIS AND PULASKI	6.9	Cola	X	X			
41	GERVAIS AND GADSEN	7	Cola	X	X			
42	GERVAIS AND LINCOLN	7.2	Cola	X	X			
43	GERVAIS AND PARK	7.3	Cola	X	X			
44	GERVAIS AND ASSEMBLY	7.4	Cola	X	X			
45	ASSEMBLY AND WASHINGTON	7.5	Cola	X	X			
46	ASSEMBLY AND BLANDING	7.9	Cola	X	X			
47	ASSEMBLY & LAUREL	8	Cola	X	X			
48	LAUREL & SUMTER	8.2	Cola	X	X			

Stop No.	Stop Description	Odometer Reading	Passengers Boarded	Responsibility	Sign	Pole	Slab	Bench	Shelter
1	W. LAKESIDE AND HANOVER	0		Rich-SC	X	X			
2	W. HANOVER AND RYAN	0.1		SC	X	X			
3	HANOVER AND CATHERINE	0.2		Cola	X	X			
4	CATHERINE AND MIRAM	0.2		Cola	X	X			
5	WILDMERE AND HAWTHORNE	0.3		Cola	X	X			
6	WILDMERE AND EUCLIDE	0.4		Cola	X	X			
7	WILDMERE AND HULDA	0.5		Cola	X	X			
8	WILDMERE AND PALMETTO	0.6		Cola	X	X			
9	PALMETTO AND WILDWOOD	0.7		Cola	X	X			
10	WILDWOOD AND ABINGTON	0.8		Cola	X	X			
11	WILDWOOD AND MILDRED	0.9		Cola	X	X			
12	PINENEEDLE AND #423	1		Cola	X	X			
13	PINENEEDLE AND #328	1.2	NEED TO BE DELETED	Cola	X	X			
14	PINENEEDLE AND WOODRIDGE	1.2		Cola	X	X			
15	PINENEEDLE AND CLAIRTON	1.4		Cola	X	X			
16	PINENEEDLE AND MOUNTAIN DR	1.5		Cola	X	X			
17	MOUNTAIN DR AND #4221	1.6		Cola	X	X			
18	MOUNTAIN DR AND #4205	1.7		Cola	X	X			
19	MOUNTAIN DR AND CLEMENT	1.8		Rich	X	X			
20	DUKE AND DUNDEE	2		Cola	X	X			
21	DUKE AND WOODRIDGE	2.1		Cola	X	X			
22	DUKE AND 124-C	2.2		Cola	X	X			
23	DUKE AND RONNIE	2.2		Cola	X	X			
24	DUKE AND MILDRED	2.4		Cola	X	X			
25	DUKE AND ABINGTON	2.5		Cola	X	X			
26	ABINGTON AND JOHNSON	2.7		Cola	X	X			
27	ABINGTON AND BELL CLAIRE	2.9		Cola	X	X			
28	ABINGTON AND AVONDALE	3		Cola	X	X			
29	ABINGTON AND SUNSET	3.1		Cola	X	X			
30	RIVER DR AND MARLBORO	3.5		Cola	X	X			
31	RIVER DR AND EDGEFIELD	3.6	NEEDS TO BE DELETED	Cola	X	X			
32	RIVER DR AND LANCASTER	3.7		Cola	X	X			
33	RIVER DR AND DARLINGTON	3.8		Cola	X	X			
34	RIVER DR AND OCONEE	3.9		Cola	X	X			
35	RIVER DR AND NORTHWOOD	3.9		Cola	X	X			
36	RIVER DR AND FLORENCE	4		Cola	X	X			
37	RIVER DR AND UNION	4.1		Cola	X	X			
38	RIVER DR AND BEAUFORT	4.2		Cola	X	X			
39	RIVER DR AND ANTHONY	4.3		Cola	X	X			
40	RIVER DR AND BENTON	4.4		Cola	X	X			
41	MAIN AND SUMMERVILLE		NEEDS TO BE DELETED	Cola	X	X			
42	MAIN AND CONFEDERATE	4.5		Cola	X	X			
43	MAIN AND BELLVIEW	4.6		Cola	X	X			
44	MAIN AND BRYAN	4.8		Cola	X	X			
45	MAIN AND KINARD	4.9		Cola	X	X			
46	MAIN AND ELMWOOD	5		Cola	X	X			
47	MAIN AND CALHOUN	5.1		Cola	X	X			
48	SUMTER AND RICHLAND	5.2		Cola	X	X			
49	SUMTER AND BLANDING	5.4		Cola	X	X			

Rt30 Fairfield Rd. OB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign	Pole	Slab	Bench	Shelter
1	LAUREL AND SUMTER	0	Cola	X	X			
2	MAIN AND CALHOUN	0.3	Cola	X	X			
3	MAIN AND ELMWOOD	0.4	Cola	X	X			
4	MAIN AND FRANKLIN	0.6	Cola	X	X			
5	MAIN AND CONFEDERATE	0.7	Cola	X	X			
6	MAIN AND SUMMERVILLE	0.8	Cola	X	X			
7	MAIN AND ANTHONY	0.9	Cola	X	X			
8	MAIN AND NEWMAN	1	Cola	X	X			
9	MAIN AND GRACE	1.1	Cola	X	X			
10	MAIN AND PARKSIDE	1.4	Cola	X	X			
11	MAIN AND SUNSET	1.5	Cola	X	X			
12	MAIN AND AVONDALE	1.6	Cola	X	X			
13	MAIN AND MILLER	1.8	Cola	X	X			
14	MAIN AND KORTRIGHT	1.9	Cola	X	X			
15	MAIN AND MONTICELLO	2	Cola	X	X			
16	MAIN AND JACKSON	2.2	Cola	X	X			
17	MAIN AND LORICK	2.3	Cola	X	X			
18	MAIN AND KIMBERWAY	2.4	Cola	X	X			
19	MAIN AND HYATT	2.5	Cola	X	X			
20	MAIN AND COLA. COLLEGE	2.7	Cola	X	X			
21	FAIRFIELD RD AND EAU CLAIRE TV	3	Cola	X	X			
22	FAIRFIELD AND STEBONDALE	3.1	Cola	X	X			
23	FAIRFIELD AND ASHLEY	3.3	Cola	X	X			
24	FAIRFIELD AND WINMET	3.5	Cola	X	X			
25	FAIRFIELD AND ROSEDALE	3.6	Cola	X	X			
26	FAIRFIELD AND COLLECTON	3.7	Cola	X	X			
27	FAIRFIELD AND VERNON	3.8	Cola	X	X			
28	FAIRFIELD AND OAKLAND	3.9	Cola	X	X			
29	FAIRFIELD AND BUCKNER	4	SC	X	X			
30	FAIRFIELD AND BOWLING	4.3	SC	X	X			
31	FAIRFIELD AND HAVERTY'S	4.7	SC	X	X			
32	STANFORD AND #120	4.9	SC	X	X			
33	STANFORD AND DAYTON	5	SC	X	X			
34	STANFORD AND HILLVALE	5.1	SC	NEED DELETED	X			
35	STANFORD AND WOODVALE	5.2	SC	X	X			
36	WOODVALE AND BEAVER BROOK	5.3	SC	X	X			
37	WOODCREST AND BEAVER BROOK	5.4	SC	X	X			
38	WOOD CREST AND OLD OAK	5.6	SC	X	X			
39	OLD OAK AND GREEN TREE	5.7	SC	X	X			
40	GREEN TREE AND GREEN TREE CIR	5.8	SC	X	X			
41	GREEN TREE AND SHARPE	5.9	SC	NEED DELETED	X			
42	SHARPE AND RED HILL	6	SC-Rich	X	X			
43	SHARPE AND WAKE FIELD	6.2	SC	X	X			
44	SHARPE AND FAIRFIELD	6.2	SC	X	X			
45	CRANE CHURCH AND FAIRFIELD	6.7	SC	X	X			
46	CRANE CHURCH AND LINCOLIN PKWY	6.8	SC	X	X			
47	CRANE CHURCH AND WALTER HILLS	6.9	SC	X	X			
48	CRANE CHURCH AND #715	7.2	SC	X	X			
49	SADDLE FIELD AND BRIDLE	7.4	Rich	X	X			

RI31 Denny Hts OB

Stop No.	Stop Description	Odometer Reading	Passengers Boarded	Responsibility	Sign	Pole	Slab	Bench	Shelter
1	LAUREL AND SUMTER	0		Cola	X	X			
2	MAIN AND CALHOUN	0.3		Cola	X	X			
3	MAIN AND ELMWOOD	0.4		Cola	X	X			
4	MAIN AND FRANKLIN	0.6		Cola	X	X			
5	MAIN AND CONFEDERATE	0.7		Cola	X	X			
6	MAIN AND SUMMERVILLE	0.8		Cola	X	X			
7	MAIN AND ANTHONY	0.9		Cola	X	X			
8	MAIN AND NEWMAN	1		Cola	X	X			
9	MAIN AND GRACE	1.1		Cola	X	X			
10	MAIN AND PARKSIDE	1.4		Cola	X	X			
11	MAIN AND SUNSET	1.6		Cola	X	X			
12	MAIN AN STONE MFCR	1.6		Cola	X	X			
13	MAIN AND AVONDALE	1.7		Cola	X	X			
14	MAIN AND MILLER	1.8		Cola	X	X			
15	MAIN AND KORTRIGHT	1.9		Cola	X	X			
16	MONTICELLO AND DUKE	2.2		Cola	X	X			
17	MONTICELLO AND WILDWOOD	2.4		Cola	X	X			
18	MONTICELLO AND MUELLER	2.4	NEEDS TO BE DELETED	Cola	X	X			
19	MONTICELLO AND JOAN	2.5		Cola	X	X			
20	MONTICELLO AND CC DRIVE	2.6		Cola	X	X			
21	MONTICELLO AND EAU CLAIRE HS	2.7		Cola	X	X			
22	MONTICELLO AND SUMMIT	2.8		Cola	X	X			
23	MONTICELLO AND CLUB RD	2.9		Cola	X	X			
24	MONTICELLO AND RIDGEWAY	3		SC	X	X			
25	MONTICELLO AND KNIGHTER	3.2		SC	X	X			
26	MONTICELLO AND RIDGEDALE	3.4		SC	X	X			
27	MONTICELLO AND KNIGHTER	3.5		SC	X	X			
28	MONTICELLO AND I-20	3.6		SC	X	X			
29	BLUE RIDGE AND MONTICELLO	4.1		SC	X	X			
30	BLUE RIDGE AND LOBLOLLY	4.8		SC-Rich	X	X			
31	BLUE RIDGE AND BOSTON	5		SC	X	X			
32	BLUE RIDGE AND BON AIR	5.1		SC	X	X			
33	BLUE RIDGE AND CHURCH	5.2		SC	X	X			
34	BLUE RIDGE AND PINSON	5.3		SC	X	X			
35	BLUE RIDGE AND RHEA	5.4		SC	X	X			
36	BLUE RIDGE AND TOWNSEND	5.6		SC	X	X			
37	BLUE RIDGE AND HUTCHINSON	5.6	NEED TO DELETE	SC	X	X			
38	BLUE RIDGE AND JETER	5.7		SC	X	X			
39	BLUE RIDGE AND ROBERSON	5.8		SC	X	X			
40	BLUE RIDGE AND ROBERSON	5.9		SC	X	X			
41	BLUE RIDGE AND PEACHWOOD	6.2		SC	X	X			
42	BLUE RIDGE AND WIDEGEAN	6.3		SC	X	X			
43	BLUE RIDGE AND H. BROCKINGTON	6.7		SC	X	X			
44	BROCKINGTON AND WELLAND	6.9		SC	X	X			
45	BROCKINGTON AND 1204	7.1		SC	X	X			
46	BROCKINGTON AND CHURCH	7.3		SC	X	X			
47	BROCKINGTON AND MOBILE HOME	7.5		SC	X	X			
48	BROCKINGTON AND CORA	7.7		SC	X	X			
49	BROCKINGTON AND MONTICELLO	8		SC	X	X			

Rt36 Crosstown from Rosewood

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	ROSEWOOD AND BELTLINE	0	Cola	X
2	ROSEWOOD AND KILIMA	0.1	Cola	X
3	ROSEWOOD AND KILBOURN	0.3	Cola	X
4	ROSEWOOD AND BONHAM	0.4	Cola	X
5	ROSEWOOD AND TYLER	0.5	Cola	X
6	ROSEWOOD AND OTT	0.6	Cola	X
7	ROSEWOOD AND SCHOOL	0.7	Cola	X
8	ROSEWOOD AND WALKER	0.8	Cola	X
9	ROSEWOOD AND SIMS	0.9	Cola	X
10	ROSEWOOD AND HOLLY	1	Cola	X
11	ROSEWOOD AND MAPLE	1.1	Cola	X
12	ROSEWOOD AND HOWARD	1.2	Cola	X
13	HARDEN AND ROSEWOOD	1.4	Cola	X
14	HARDEN AND KIAWAH	1.5	Cola	X
15	HARDEN AND TUGALOO	1.6	Cola	X
16	HARDEN AND HEYWARD	1.7	Cola	X
17	HARDEN AND MONROE	1.8	Cola	X
18	HARDEN AND DUCAN	1.9	Cola	X
19	HARDEN AND WILMOT	2	Cola	X
20	HARDEN AND WHEAT	2.1	Cola	X
21	HARDEN AND DEVINE	2.3	Cola	X
22	HARDEN AND GREENE	2.4	Cola	X
23	HARDEN AND PENDELTON	2.7	Cola	X
24	HARDEN AND GERVAIS	2.8	Cola	X
25	HARDEN AND LADY	3	Cola	X
26	HARDEN AND HAMPTON	3	Cola	X
27	HARDEN AND TAYLOR	3.2	Cola	X
28	HARDEN AND BLANDING	3.3	Cola	X
29	HARDEN AND LAUREL	3.4	Cola	X
30	HARDEN AND READ	3.5	Cola	X
31	HARDEN AND ELMWOOD	3.7	Cola	X
32	HARDEN AND HOME FOR THE ELDERLY	4	Cola	X
33	HARDEN AND SLIGH	4.2	Cola	X
34	HARDEN AND COLONIAL DR	4.4	Cola	X
35	HARDEN AND RMH	4.6	Cola	X
36	SUNSET AND DOCTORS CIRCLE	5.1	Cola	X
37	SUNSET @ DRIVING RANGE	5.2	Cola	X
38	SUNSET AND MAIN	5.4	Cola	X
39	SUNSET AND COLES	5.5	Cola	X
40	SUNSET AND ABINGTON	5.8	Cola	X
41	FALLING SPRINGS FIRST STOP	6.2	Cola	X
42	FALLING SPRINGS AND KENSINGTON	6.4	Cola	X
43	CLEMENT AND SUNSET	6.6	SC	X

Rt 34 St. Andrews OB

Stop No.	Stop Description	Odometer Reading	Passengers Boarded
1	LAUREL AND SUMTER	0	
2	RICHLAND AND ASSEMBLY	0.2	
3	ELMWOOD AND PARK	0.6	
4	GREYSTONE AND STONERIDGE	2.5	
5	GREYSTONE @ JIM HUDSON	2.7	
6	GREYSTONE AND LENSFORD	2.9	
7	GREYSTONE AND SASTRO GLASS	3.1	
8	BROADRIVER AND BREVARD	3.4	
9	BROAD RIVER AND MEANS	3.5	
10	BROAD RIVER AND ELM ABODE	3.8	
11	BROAD RIVER AND OMREST	4	
12	BROAD RIVER AND LONG CREEK	4.3	
13	BROAD RIVER AND MARLYN	4.8	
14	BROAD RIVER AND RUSH'S	5	
15	BROAD RIVER AND LIBRARY	5.3	
16	ST ANDREWS RD AND BROAD RIVER	5.6	
17	ST ANDREWS AND LAWRENCE	5.8	
18	ST ANDREWS AND KAY	6.1	
19	ST ANDREWS AND I-26	6.2	
20	ST ANDREWS AND WARD HILLS	6.4	
21	ST ANDREWS AND PIZZA HUT	6.7	
22	ST ANDREWS AND DOMINOS	6.7	NEEDS TO BE DELETED
23	ST ANDREWS AND SIDNEY	7	
24	ST ANDREWS AND ROLLING HILLS	7.4	
25	ST ANDREWS AND POLO RUN	7.6	
26	ST ANDREWS AND CLUSTER	7.7	
27	TRAM AND ST ANDREWS	8	

Rt35 Dentsville Exp IB

Stop No.	Stop Description	Odometer Reading	Responsibility	Sign
1	SERVICE RD. AND RED LOBSTER (back)	0	SC	X
2	SERVICE RD. AND SPARKLEBERRY LA.	0.2	SC	X
3	TWO NOTCH AND BK	0.7	SC	X
4	TWO NOTCH AND AUTOZONE	1.1	SC	X
5	TWO NOTCH AND FIRESTONE	1.4	SC	X
6	TWO NOTCH AND SESQUICENTENNIAL	1.9	SC	X
7	TWO NOTCH AND SPRING VALLEY	2.3	SC	X
8	TWO NOTCH AND RABON RD.	3.1		X
9	TWO NOTCH AND WEIR RD.	3.4		X
10	TWO NOTCH AND AMACO	3.5		X
11	TWO NOTCH AND EXXON	3.8		X
12	TWO NOTCH AND MATTRESS CITY	4.1		X
13	TWO NOTCH AND NATES RD.	4.4		X
14	TWO NOTCH AND PRECISION TUNE	4.8		X
15	TWO NOTCH AND TILMANS PLAZA	5		X
16	TWO NOTCH AND KMART	5.2	SC	X
17	TWO NOTCH AND CHURCH	5.5	SC	X
18	TWO NOTCH AND ROOF	6	SC	X
19	TAYLOR AND HARDEN	10.7	Cola	X
20	TAYLOR AND SUMTER	11.5	Cola	X
21	ASSEMBLY AND BLANDING	11.7	Cola	X
22	ASSEMBLY & LAUREL	11.8	Cola	X
23	LAUREL & SUMTER	12	Cola	X

INVITATION FOR BIDS (IFB)

Bus Stop Signs, Sign Poles and Installation Services

The Central Midlands Regional Transit Authority (CMRTA) is soliciting competitive bids for the procurement of **Bus Stop Signs, Sign Poles, and Installation Services**. CMRTA intends to purchase and have installed, a quantity of Bus Stop Signs and Sign Poles that, based on per unit costs, may range from not less than 1,500 up to 2,500. A quantity of signs and sign posts shall be installed by the successful vendor and a quantity of signs and sign posts shall be delivered to the CMRTA operations facility, located at 1409 Huger Street, Columbia, South Carolina.

Detailed specifications and contract requirements can be accessed by contacting Veronica Stapleton at (803) 255-7133 or by email at veronicas@gocmrta.com.

All inquires regarding clarification of technical specifications should be directed to Mr. Louis Fernandez, Assistant General Manager, CMRTA/Connex TCT. Mr. Fernandez can be reached at (803) 255-7081 or by email at louisfernandez@bellsouth.net

DUE DATE: Bids must be received by CMRTA on or before **12:00 Noon, _____, 2004**. Bids will be opened and read aloud beginning at _____, 2004 in the second floor conference room of the CMRTA facility located at 1409 Huger Street, Columbia, SC 29201.

SUBMISSION REQUIREMENTS: Sealed bids must be clearly marked and addressed and labeled as shown below:

**Bus Stop Signs, Sign Poles, and Installation Services -- Formal Bid Enclosed
Central Midlands Regional Transit Authority
1409 Huger Street
Columbia, South Carolina 29201**

Bidders are required to submit one (1) original signature bid and 4 copies.

Bidders cost proposals shall be provided in the form of a firm PER UNIT PRICE. Bid prices shall remain effective for a minimum of 60 days from the date of bid opening.

Disadvantaged business enterprises are encouraged to submit bids for this procurement and vendors/manufacturers are encouraged to procure goods and services from disadvantaged business enterprises. All participation of DBE's should be described in detail in bidder's proposals. If the prime vendor or any subcontractors are DBE's that are certified by the South Carolina Department of Transportation, documentation of such a certification must be included in the bid at the time of submission.

EVALUATION CRITERIA: Any contract awarded as a result of this solicitation will be awarded to the lowest, most responsive/responsible bidder.

CMRTA reserves the right to reject any and all bids if it is in the best interest of CMRTA to do so.

Any contract resulting from this solicitation is contingent upon the availability of federal and local funds and successful vendors' compliance with all bid and contract requirements.

Bidders are required to meet all technical specifications, schedules, and contract requirements as outlined in this document and any subsequent contract.

TECHNICAL SPECIFICATIONS

1. SIGNS:

Dimensions: Sign blades shall be 12" X 18." The corners of all signs shall be rounded, not square, for safety purposes.

Blade Material: 80 gauge aluminum.

Sheeting Material: Industrial grade, reflective, 3M Scotchcal Film, with an expected life of not less than 5 years, or an approved equal.

Sheeting Base Color: Dark Blue, Pantone Number 2935C.

Text/Graphics Color: Bright White (reflective).

Layout/Graphic Design: The International Symbol indicating "Bus Stop" shall be the primary graphic on each sign and each sign will include a "sign location number" and the CMRTA information line telephone number. A sample of the sign layout/graphic design will be distributed at the Pre-Bid Conference (See Pre-Bid Conference section, below.)

All sign blades to be installed shall be numbered in sequence, for each public transit service route, as specified by CMRTA. CMRTA shall provide the successful vendor with the number sequences upon contract award. The remaining sign blades shall be provided with the area for the "sign location number" left blank.

2. SIGN POSTS (POLES):

The signposts shall be industry standard one-quarter inch (1/4") steel galvanized, channel type with multiple holes drilled the length of each post. Signposts shall be a minimum of ten (10) feet long and shall be designed as a safety breakaway post. All posts shall be cut approximately six (6) inches above ground level and bolted together so as to provide the breakaway safety feature.

3. QUANTITY:

The CMRTA intends to acquire 2,000 sign blades and signposts. The successful vendor shall be required to install not less than _____ signs and signposts. The successful vendor shall also be required to provide the CMRTA with _____

sign blades and _____ sign posts for future installation by the CMRTA.

3. SIGN AND SIGN POST INSTALLATION:

It is the intent of the CMRTA to replace all existing bus stop signage throughout the entire system.

Vendor shall be required to mount sign blades on all signposts, utility poles, and shelters/benches, as directed by CMRTA in the installation portion of the project. Sign blades shall be mounted at a height of seven feet (7 ft.) when measured from the ground to the bottom of each sign blade.

Prior to installation of signs, the CMRTA shall facilitate a meeting of the successful vendor, the City of Columbia traffic engineering staff, the Richland and Lexington County engineering staffs, the SCDOT traffic engineering staff, appropriate local municipality staff, local private utility staff, and representatives of the owners of existing shelters and benches in order to coordinate the sign installation process and ensure compliance with all municipal, county and state requirements associated with the project.

CMRTA shall be responsible for securing all necessary encroachment permits.

Currently, bus stops are marked in a variety of methods, including but not limited to: 1.) Yellow painted/stenciled markings on utility poles; 2.) Yellow painted/stenciled 4" X 4" concrete and wooden posts; 3.) *Non-uniform blue and white metal signs affixed to shelters and/or benches;* and, 4.) Red and white metal signs affixed to posts, shelters and/or benches.

The successful vendor will be required to remove and dispose of all existing signage as a part of this project.

All yellow painted/stenciled signage on utility poles shall be painted over with DARK BROWN paint of sufficient quality to provide complete coverage and with an expected paint coverage-life warranty of not less than five (5) years. In some cases, new signs will be installed on existing utility poles and shall be bolted on at a height of seven (7) feet, measured from the ground to the bottom of the sign.

Existing 4" X 4" painted/stenciled concrete and wooden posts shall be removed and as appropriate, new signs and new posts shall be installed.

Existing signage mounted on shelters and/or benches shall be replaced with new signs.

Vendors shall be required to return to "original state" the conditions at each sign installation site. For example, excess soil removed in order to install sign posts shall be removed from the area as appropriate or in instances where existing concrete may be present, divots, cracks and/or holes caused by installation of the new sign post shall be

repaired by the vendor.

It shall be the responsibility of potential vendors to familiarize themselves with the variety of existing sign applications in order to ensure that the vendor's bid adequately addresses the removal/replacement and installation needs and guidelines.

4. QUANTITY:

The CMRTA intends to acquire and have installed, not less than 2000 signs and signposts.

5. PROJECT SCHEDULE:

All signs and signposts shall be manufactured and installed and/or delivered to the CMRTA, not more than 120 days from the date of project contract execution. Signs and sign posts that are to be delivered to the CMRTA Huger Street facility shall be delivered not more than 14 days following the completion of all removal/installation services.

By submission of bids, prospective vendors shall certify their ability to complete the project within the prescribed schedule. Failure to meet the project installation schedule shall result in a penalty of \$50.00 per day for every day beyond the 120th day of project execution. CMRTA shall deduct the total penalty amount from the final payment to the contractor.

6. PRE-BID CONFERENCE:

Prospective vendors are **encouraged** to attend a Pre-Bid Conference to be held at _____ on _____, _____, 2004. The Pre-Bid Conference shall be held in the 2nd floor conference room of the CMRTA maintenance and operations building located at 1409 Huger Street, Columbia, South Carolina.

All aspects of the project, including the solicitation documents and bid requirements, shall be discussed and addressed during the Pre-Bid Conference. The Pre-Bid Conference is intended to serve as the only opportunity for prospective vendors to ask questions and request clarifications of items and issues outlined in the solicitation documents and technical specifications. No other opportunities for responses/clarifications will be afforded to prospective vendors.

7. CONTRACT REQUIREMENTS:

All prospective vendors are required to comply with each of the items listed below:

- a. Civil Rights: Requires compliance with all applicable civil rights statutes and implementing regulations including but not limited to, the following:

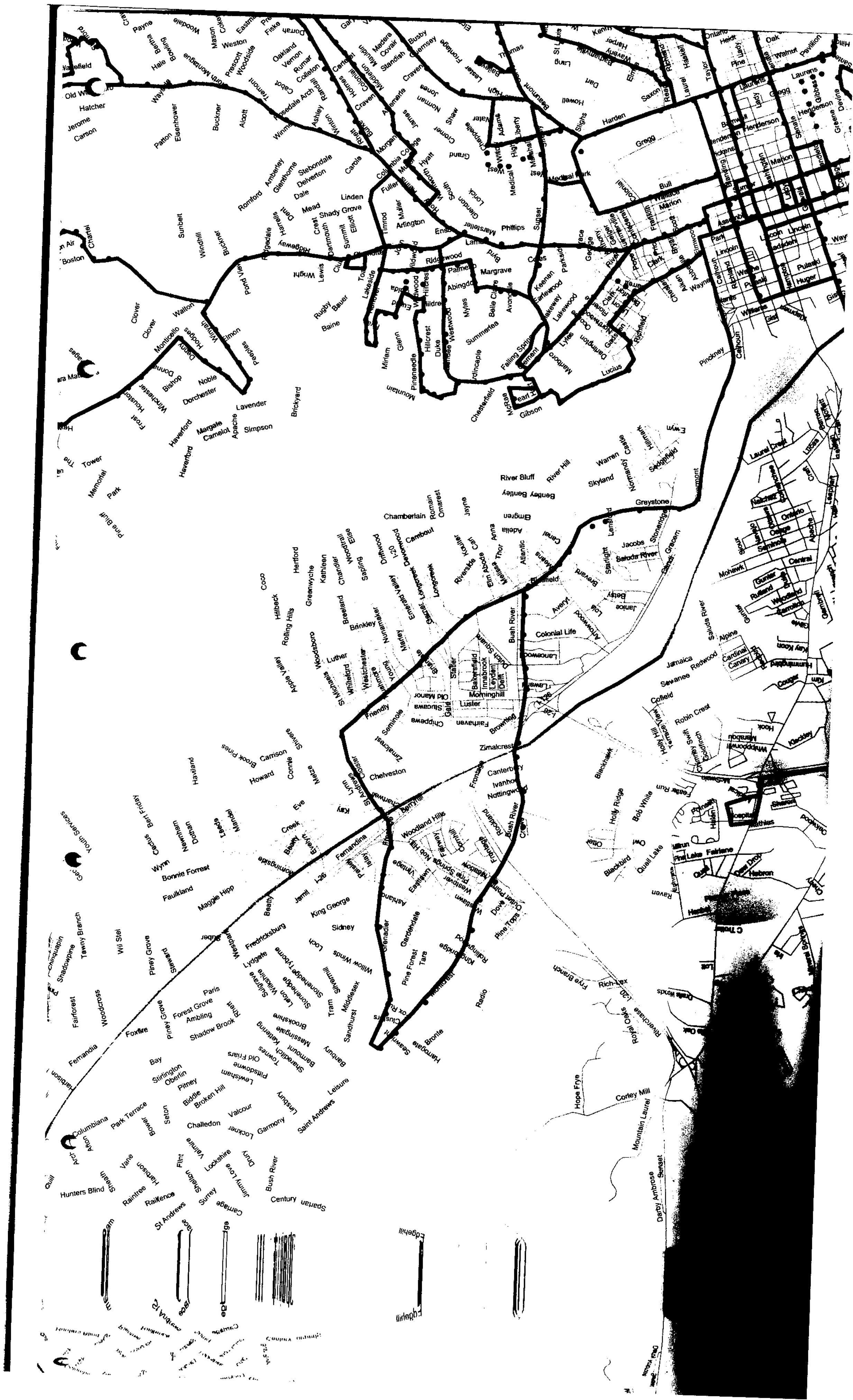
Nondiscrimination in Federal Transit Programs: 49 U.S.C §5332, which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity.

Nondiscrimination – Title VI of the Civil rights Act: 42 U.S.C. §200d and 49

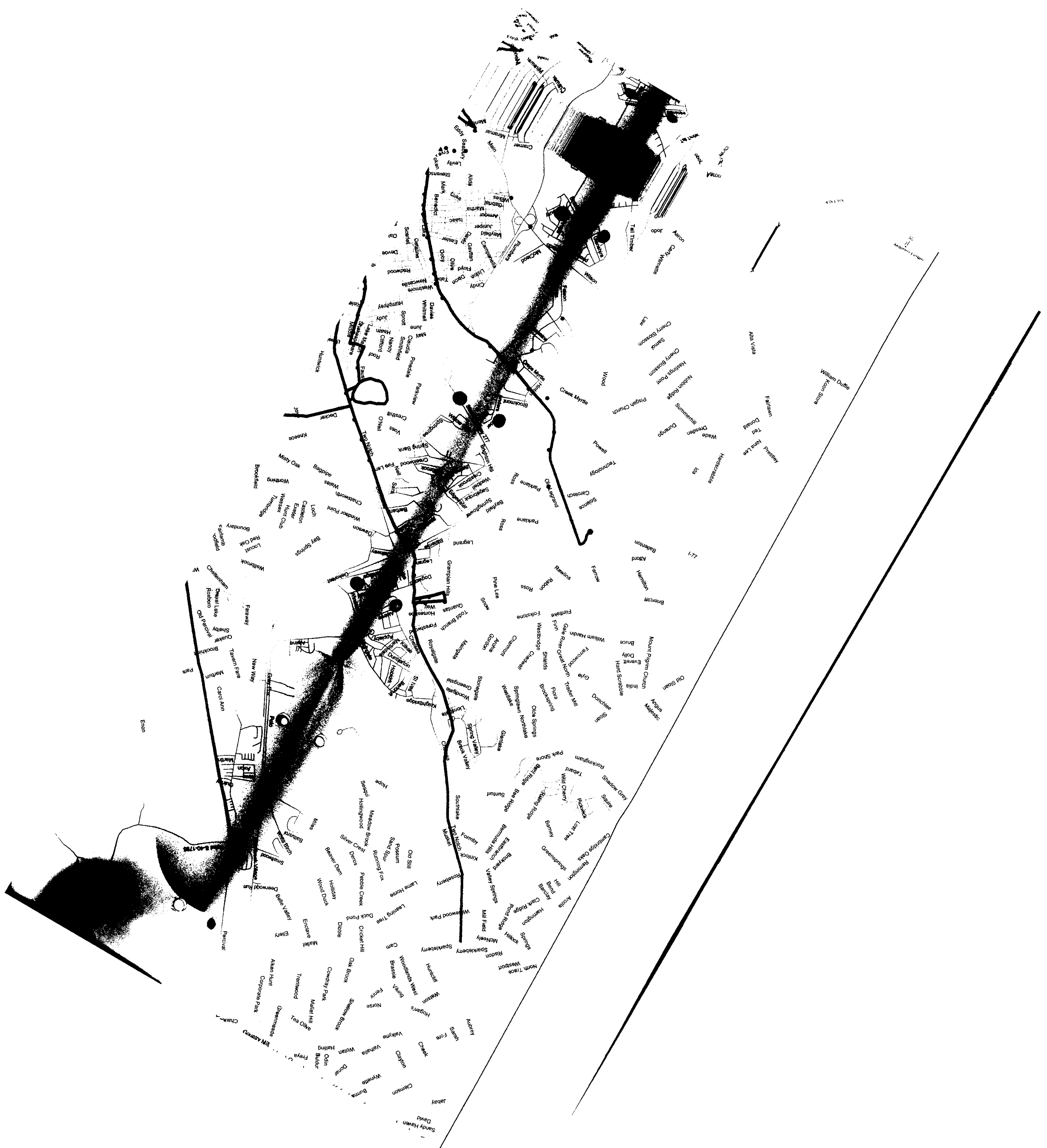
CFR Part 21 and any implementing requirements FTA may issue during the duration of the project, these codes prohibit discrimination on the basis of race, color or national origin of Title VI of the Civil Rights Act of 1964, as amended. Equal Employment Opportunity: 42 U.S.C. §200d and 49 U.S.C. § 5332, these codes require compliance with the equal employment opportunity (EEO) requirements of Title VI of the Civil Rights Act of 1964, as amended.

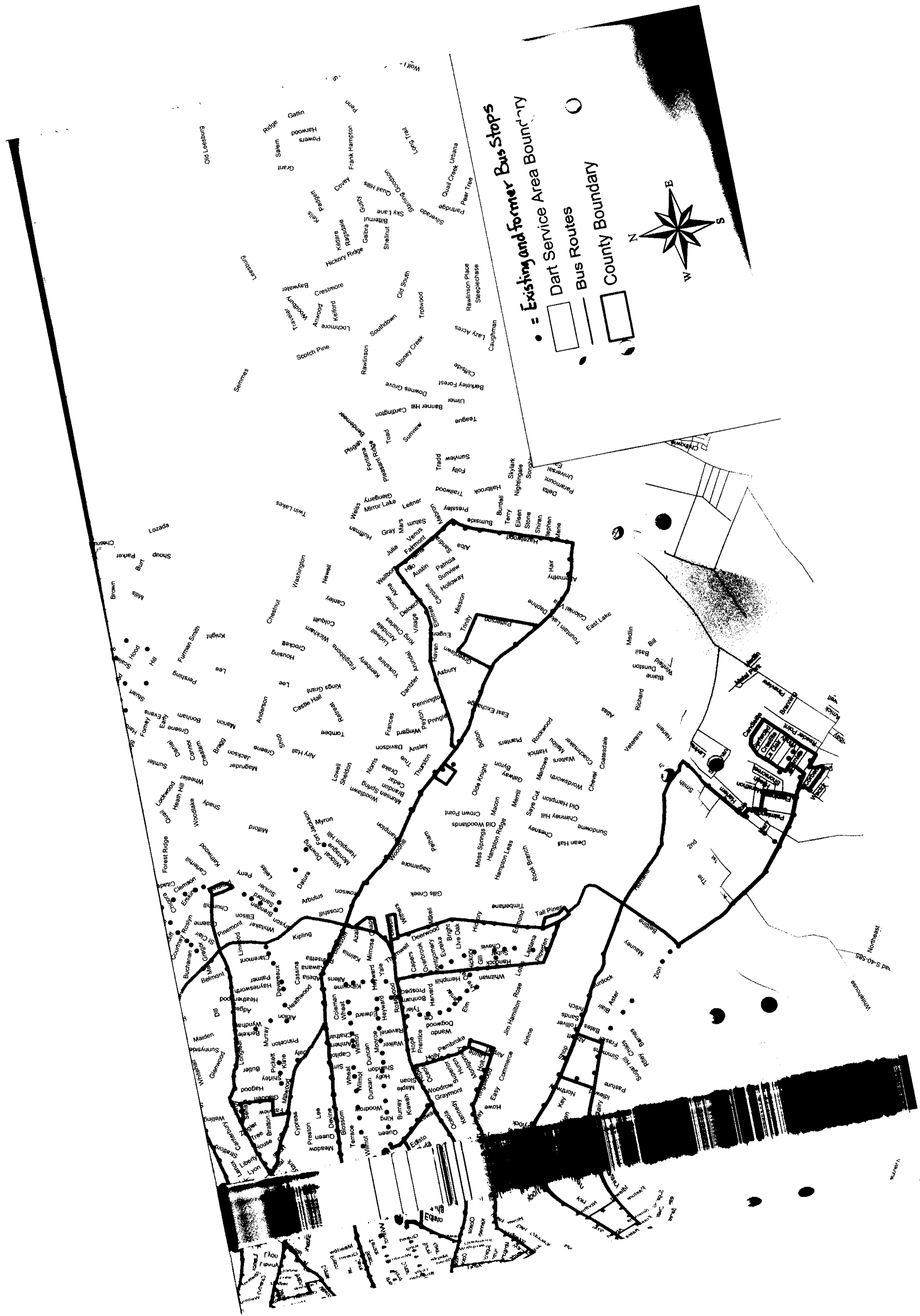
- b. Preference for US Products and Services: 49 U.S.C. § 5323(j) and 49 CFR Part 661, these codes require compliance with the FTA Buy America Requirements and any implementing guidance FTA may issue during the duration of the project. 49 CFR Part 381 of the US Maritime Administration regulation, which require compliance to the extent applicable, with Cargo Preference – Use of US Flag Vessels.
- c. Debarment and Suspension: Executive Orders Nos. 12549 and 12689; 31 U.S.C. § 6101 note; and 49 CFR Part 29 requires compliance with and assurance of compliance regarding a vendors' status in terms of federal "government debarment and suspension/government wide debarment and suspension (nonprocurement)."
- d. Lobbying Restrictions: 49 CFR Part 20, modified as necessary by 31 U.S.C. § 1352 requires compliance with USDOT regulations: "New Restrictions on Lobbying" which prohibit the use of Federal funds for activities designed to influence Congress or a State legislature on legislation or appropriations, except through proper, official channels.
- e. Substance Abuse: 49 CFR Part 29, Subpart F as modified by 41 U.S.C. § 702 and when promulgated. With USDOT regulation, 49CFR Part 32 which requires compliance with all Drug-Free Workplace requirements.

**ALL PROSPECTIVE VENDORS ARE REQUIRED TO COMPLETE AND SUBMIT
ALL APPLICABLE CERTIFICATIONS CONTAINED IN ATTACHMENT A OF THIS
DOCUMENT.**

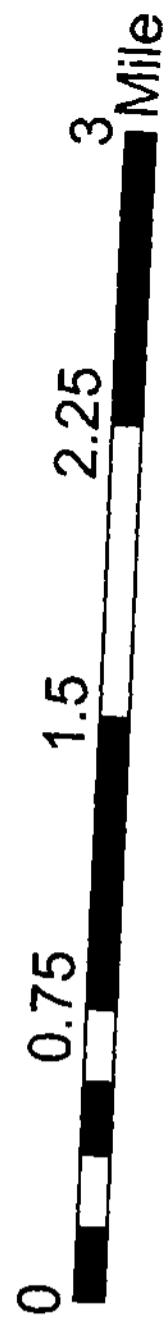
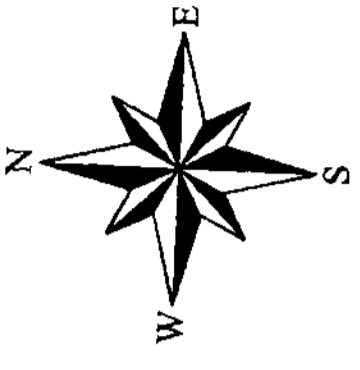








County Boundary



1 inch equals 0.49 miles

