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SUMTER-FLORENCE RAIL TRAIL PRELIMINARY FEASIBILITY REPORT

EXECUTIVE SUMMARY | OCTOBER 1, 2024

Executive Summary of the Sumter-Florence Rail Trail Feasibility Study exploring the preliminary feasibility of a 32.1-mile bicycle and pedestrian greenway trail.



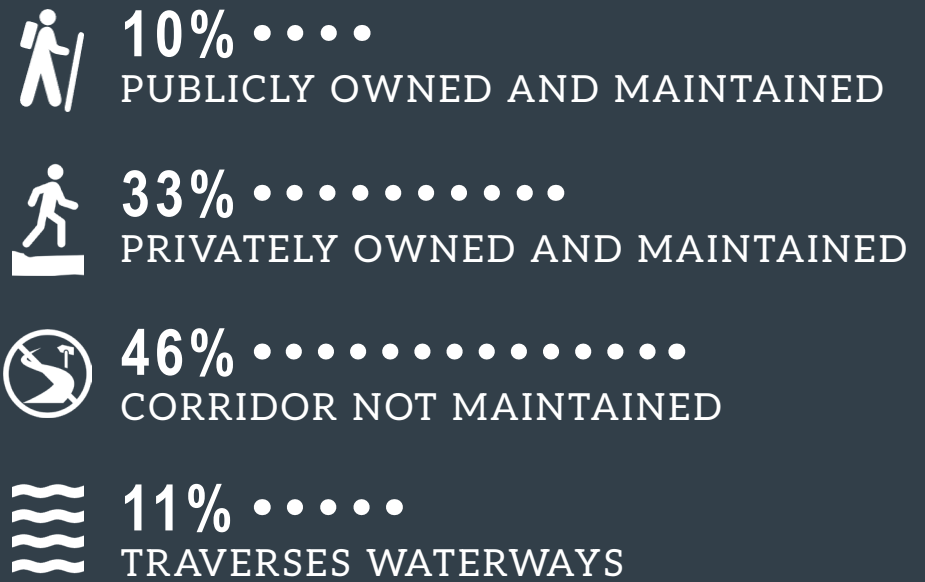
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EXECUTIVE SUMMARY

The Sumter-Florence Rail Trail Preliminary Feasibility Report explores the potential for creating a 32.1-mile greenway trail connecting Sumter and Florence in South Carolina. This preliminary study assesses the feasibility of converting a disused section of the former CSX railroad into a bicycle and pedestrian path, enhancing connectivity, encouraging tourism, and promoting economic growth. The study concludes that the Sumter-Florence Rail Trail can significantly enhance regional connectivity, promote healthy lifestyles, and boost local economies through increased tourism and recreation opportunities.

The current condition of the 32.1 mile corridor has been categorized into one of four classifications, with the proportions for each category as follows:



PROJECT GOALS



INVENTORY & ANALYSIS

Conduct a comprehensive inventory and assessment of the corridor, consulting stakeholders to establish a clear vision and goals for the trail project. This process involves collecting input on various issues, concerns, and opportunities related to the development of the trail.



STAKEHOLDER FEEDBACK

Collaborate with stakeholders in the exploration of trail route options and design alternatives. By soliciting feedback from the relevant parties, it will ensure that the chosen route and design align with the needs and preferences of potential trail users.



FEASIBILITY

Identify the preferred trail route and alternative routes, as well as major opportunities for trail enhancement and constraints to trail implementation along the corridor. Stakeholders will have an understanding of the preliminary feasibility of the trail project.

PLANNING PROCESS



KEY POINTS

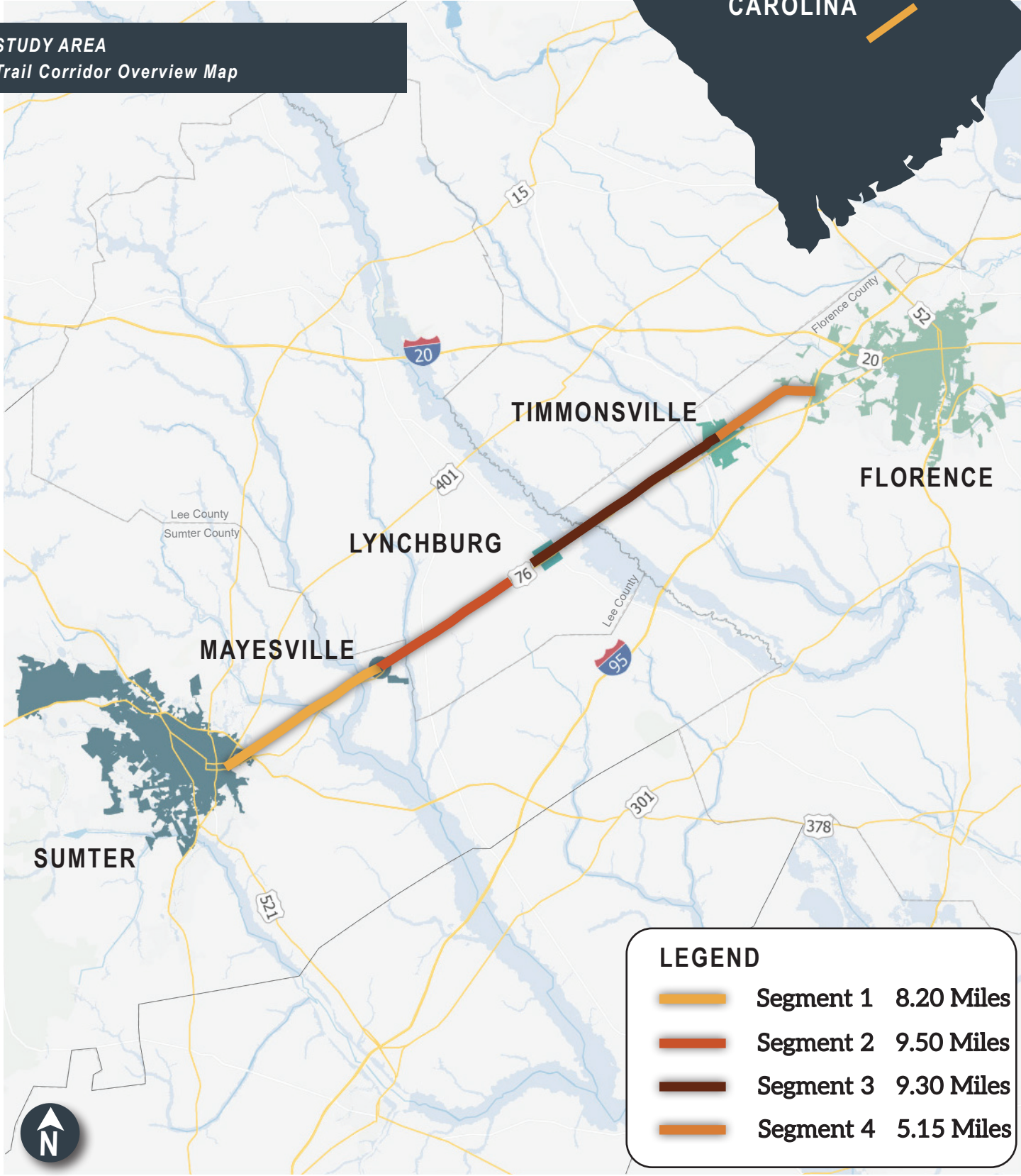
- 1 FEASIBILITY**
The report encourages further in-depth analysis of the feasibility of developing the trail, highlighting opportunities for enhanced infrastructure and addressing potential challenges.
- 2 TRAIL DESIGN**
Four distinct trail segments are identified, each with unique opportunities and constraints. The design considers geographical features, and emphasizes sustainability and economic development.
- 3 ECONOMIC IMPACT**
The trail is expected to boost local economies by attracting tourists and promoting outdoor recreation, which can lead to increased spending in local businesses and potential job creation.
- 4 ENVIRONMENTAL CONSIDERATIONS**
The study evaluates environmental impacts, focusing on preserving natural habitats, ensuring minimal disruption to local ecosystems, and enhancing existing green spaces.
- 5 FUNDING**
Preliminary cost estimates and potential funding sources were identified, with an emphasis on leveraging local, state, and federal resources.

OPINION OF PROBABLE COST





| PHASE | OPINION OF PROBABLE COST | WITH 30% CONTINGENCY |
|---|--------------------------|----------------------|
| PHASE 1 Sumter to Mayesville | \$12,576,300 | \$16,349,190 |
| PHASE 2 Mayesville to Lynchburg | \$13,945,000 | \$18,128,500 |
| PHASE 3 Lynchburg to Timmonsville | \$12,553,900 | \$16,320,070 |
| PHASE 4 Timmonsville to Florence | \$7,880,600 | \$10,244,780 |
| TOTAL | \$46,955,800 | \$61,042,540 |



STUDY AREA
Trail Corridor Overview Map



LEGEND

-  Segment 1 8.20 Miles
-  Segment 2 9.50 Miles
-  Segment 3 9.30 Miles
-  Segment 4 5.15 Miles



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NEXT STEPS

To move forward with this rail-to-trail project, a comprehensive feasibility study and detailed analysis are recommended. This next phase should involve researching property ownership and available right of way, determining if CSX still owns portions of the right of way, and understanding their future intentions for these sections. Additionally, a detailed site visit of the entire corridor should be conducted to assess the current conditions of the former rail bed, wetland crossings, trestle supports, bridge crossings, and abutments to decide if the suggested alternative routing is preferable. Finally, a detailed implementation strategy for developing trail segments should be provided, including identifying potential public-private partnerships and exploring potential funding mechanisms to ensure realistic development phasing and long-term project success.



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