ARTS 2055

Metropolitan Transportation Plan Update

Moving Opportunity Forward

Augusta Regional Transportation Study (ARTS)

2055 Metropolitan Transportation Plan

September 3, 2025

www.arts2055mtp.com

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Resolutions

Resolutions on following pages

AUGUSTA REGIONAL TRANSPORTATION STUDY

535 Telfair Street • Suite 300 Augusta Georgia 30901

AUGUSTA REGIONAL TRANSPORTATION STUDY
RESOLUTION OF THE POLICY COMMITTEE
ADOPTION OF THE 2055 METROPOLITAN TRANSPORTATION PLAN

WHEREAS, federal regulations for urban transportation planning require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update the 2055 Metropolitan Transportation Plan (MTP); and

WHEREAS, the Augusta Planning and Development Department has been designated by the Governor as the Metropolitan Planning Organization for the Augusta urbanized area; and

WHEREAS, the Metropolitan Transportation Plan is consistent with all plans, goals, and objectives of the Augusta Regional Transportation Study, and shall be updated with revision to reflect changes in program emphasis and funding availability; and

WHEREAS, the urban transportation planning regulations require that the MTP be a product of a planning process certified as in conformance with all applicable requirements of law and regulation; and

WHEREAS, the locally developed and adopted processes for private sector participation and public involvement have been followed in the development of the MTP; and

WHEREAS, the Augusta Planning & Development Department, the Georgia Department of Transportation, and the South Carolina Department of Transportation have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of law and regulation; and

NOW, THEREFORE, BE IT RESOLVED, that the Augusta Regional Transportation Study Policy Committee endorses the attached 2055 Metropolitan Transportation Plan in Georgia and in South Carolina; and

BE IT FURTHER RESOLVED, that the Augusta Regional Transportation Study Policy Committee finds that the requirements of applicable law and regulation regarding metropolitan transportation planning have been met and its Chairman is authorized to execute a joint endorsement to this effect with the Georgia Department of Transportation and the South Carolina Department of Transportation.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Augusta Regional Transportation Study (ARTS) Joint Citizens Advisory, Technical Coordinating, and Policy Committee at a meeting held on September 3, 2025.

Sign _____ September 3, 2025
Date

Print Chyvette Vassar
MPO Interim Director

Sign Gary Brunker for William Hobar September 3, 2025
Date

Print Gary Brunker for William Hobar
MPO Chairman

RESOLUTION NO. 2025-07

THE SOUTH CAROLINA SUBCOMMITTEE OF THE AUGUSTA REGIONAL TRANSPORTATION STUDY (ARTS)

Resolution to Adopt the 2055 Metropolitan Transportation Plan (MTP) of the Augusta Regional Transportation Study (ARTS) Metropolitan Planning Organization (MPO)

WHEREAS, the current federal regulations for metropolitan transportation planning require that the Augusta Regional Transportation Study Metropolitan Planning Organization (ARTS MPO), in cooperation with participants in the planning process, develop and update the Metropolitan Transportation Plan (MTP) every five years; and

WHEREAS, the ARTS MPO has been designated by the Governor of Georgia as the Metropolitan Planning Organization (MPO) of the Augusta Regional Urbanized Area; and

WHEREAS, the staff of the Federal Highway Administration, Federal Transit Administration, Georgia Department of Transportation, and the South Carolina Department of Transportation have reviewed the organization and activities of the ARTS MPO planning process and found them to be in conformance with the requirements of law and regulations; and

WHEREAS, the locally developed and adopted process for public participation has been followed in the development of the ARTS MPO 2055 MTP; and

WHEREAS, the ARTS MPO, in accordance with federal requirements for a Metropolitan Transportation Plan, has developed a twenty-plus year plan for federally-funded highway, transit and non-motorized projects for the ARTS MPO planning area; and

WHEREAS, the ARTS MPO 2055 MTP is consistent with all plans, goals and objectives of the ARTS MPO, and shall be updated at least every five years with revisions to reflect changes in program emphasis and anticipated funding availability; and

WHEREAS, the ARTS MPO 2055 MTP has incorporated recommendations from the Congestion Management Process (CMP), Regional Freight Plan, Bicycle and Pedestrian Plan, as well as other regional and sub-area plans and studies; and

WHEREAS, the ARTS MPO 2055 MTP includes the plans for motorized transportation, non-motorized transportation, and transit improvement in the ARTS MPO planning area for the next 30 years.

NOW THEREFORE, BE IT RESOLVED: The South Carolina Subcommittee of the Augusta Regional Transportation Study (ARTS) adopts the ARTS MPO 2055 MTP.

Adopted at the quarterly meeting of the South Carolina Subcommittee of the Augusta Regional Transportation Study (ARTS) on August 7, 2025.

ATTEST:

Joel T. Duke, Secretary

SIGNED:

Kimberly Williams, Chairwoman

Acknowledgements

The ARTS 2055 Metropolitan Transportation Plan Update: *Moving Opportunity Forward* was developed in collaboration with the following Augusta Regional Transportation Study (ARTS) committees, local, state, regional, and federal entities:

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A Note to Readers

This plan represents the official Metropolitan Transportation Plan (MTP) for the Augusta Regional Transportation Study (ARTS). The geographic information system (GIS) maps are created as visual aids to spatially display regional transportation facilities in which we plan to invest and their relationship to the existing and future populations and jobs that the facilities are designed to serve to foster regional economic growth. However, the maps in these documents are for illustrative purposes only and are subject to change and interpretation.

Executive Summary

The Augusta Regional Transportation Study (ARTS) 2055 Metropolitan Transportation Plan (MTP) presents a bold vision for how the region will grow, connect, and thrive over the next three decades. More than just a list of projects, the plan serves as a roadmap for creating a safer, more accessible, and more resilient transportation system that meets the needs of all users. It reflects the region's shared values of mobility, equity, economic vitality, and environmental stewardship while preparing for the opportunities and challenges of the future.

The plan balances the need to maintain and modernize existing infrastructure with the urgency of improving safety and operations of the transportation network while expanding transit, bicycle, pedestrian, and technology-driven improvements.



Goals and Emphasis Areas: 2050 MTP vs. 2055 MTP

The evolution of MTP goals from the 2050 MTP to 2055 MTP demonstrates how the region is sharpening its transportation vision to address both ongoing and emerging needs. While the 2050 MTP goals established a strong framework around congestion relief, safety, connectivity, system preservation, and environmental stewardship, the 2055 MTP goals expand on this foundation by placing greater focus on multimodal accessibility, resilience, and equity.

Project Priorities and Distribution

The 2055 MTP refines how projects are prioritized compared to the 2050 plan, moving from broad categories like roadway widenings and safety improvements toward a more integrated structure that includes project categories and sub-categories. This shift makes it easier to evaluate trade-offs and highlight emerging priorities such as improving operations of the existing transportation system, safety, resiliency, and multimodal transportation.

As a bi-state Metropolitan Planning Organization, ARTS must consider and meet project evaluation and prioritization guidelines from the federal government as well as between Georgia and South Carolina. A Project Prioritization framework developed for the 2055 MTP conforms to recent Federal Planning Factors and complies with the South Carolina Act 114 and Planning Directive-15 (PD-15), while not conflicting with any Georgia Department of Transportation guidance. PD-15, issued in July

2020, provides the most recent guidance for scoring and ranking processes to conduct project prioritization for MPOs and Council of Governments (COG) located in South Carolina for the following project type classifications:

1. Corridor improvement/road widening
2. New-location roadway
3. Functional intersection

The updated framework places greater emphasis on balance and adaptability. By aligning projects with regional goals, performance measures, and federal and state regulations, the 2055 MTP directs resources towards projects that best meet the prioritization framework. This approach positions the ARTS region for sustainable growth and ensures investments respond to both current needs and future opportunities.

Conclusion

The ARTS 2055 MTP represents a clear evolution from the 2050 Plan by placing greater emphasis on multimodal investments, sustainability, system resiliency, and improved operations of the existing transportation system. While roadway projects remain an important part of the program, they are balanced with stronger commitments to public transit, bicycle and pedestrian facilities, and technology-driven solutions. These priorities reflect not only regional growth trends but also the desire to create a safer, more connected, and more efficient transportation network that serves all users. The plan's updated goals, refined investment strategies, and forward-looking approach to funding ensure that ARTS is prepared to address today's challenges while anticipating future needs.

Building on the foundation of the 2050 Plan, the 2055 MTP takes the region further by redefining priorities and introducing strategies that better align with emerging transportation trends and community expectations. It sets the stage for a transportation system that better aligns the region with jobs and economic opportunity, thus the tagine "Moving Opportunity Forward".

The plan was adopted by the ARTS South Carolina Subcommittee on August 7, 2025 and by the ARTS Policy Committee on September 3, 2025.

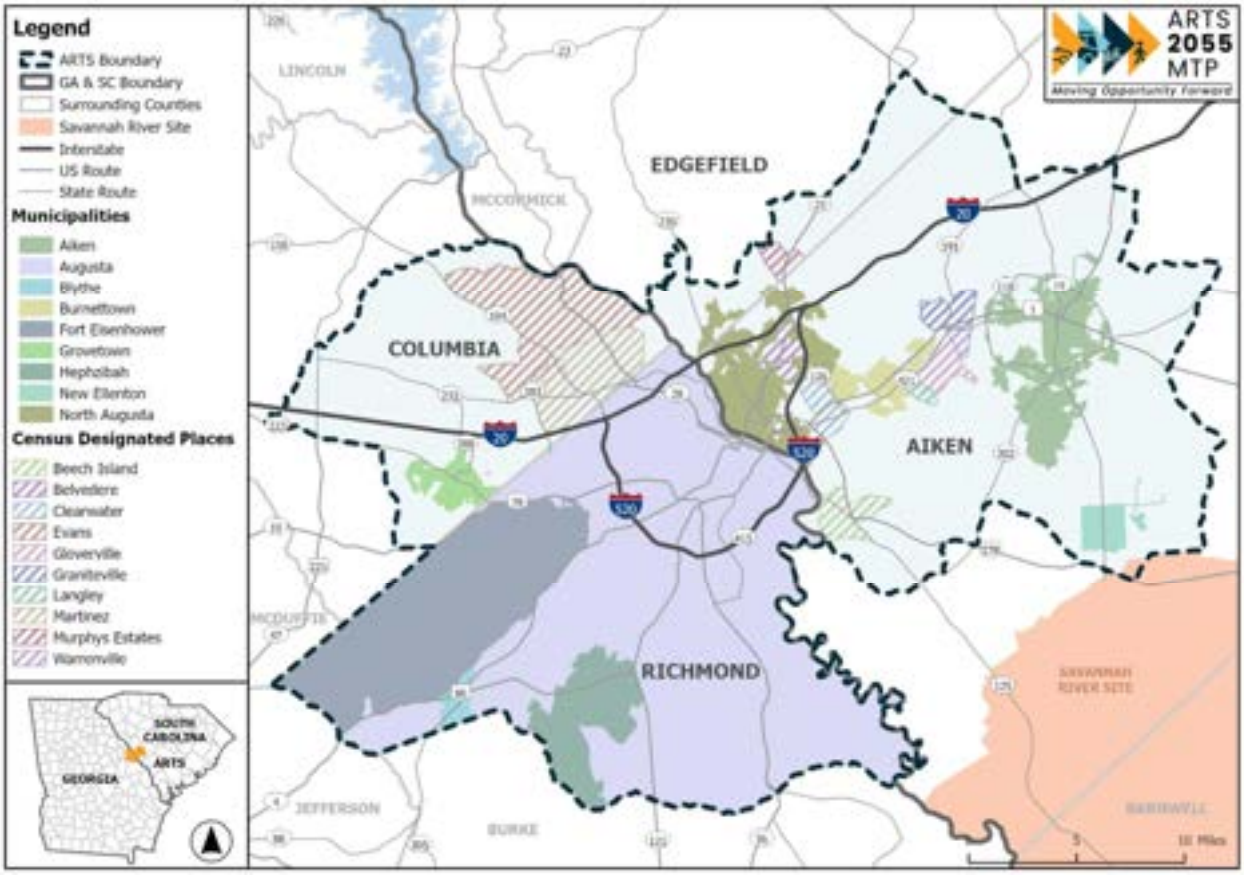
1 Introduction

1.1 ARTS MPO

The Augusta Regional Transportation Study (ARTS) is a bi-state Metropolitan Planning Organization (MPO) covering the Augusta-Richmond County, GA and Aiken County, SC urbanized areas. MPOs are established in urbanized areas of 50,000 population or more to meet federal requirements for obtaining and expending federal transportation funds. The ARTS MPO, as a federally-designated agency, is responsible for making policy about local transportation and deciding how to spend federal funds for carrying out the transportation planning process.

The ARTS planning area covers an approximate land area of 806 square miles with a population of 492,796 (U.S. Census 2020) and includes all of Richmond County and parts of Columbia County in Georgia and portions of Aiken and Edgefield Counties in South Carolina. Figure 1.1-1 shows the ARTS MPO area along with municipalities and Census Designated Places.

Figure 1.1-1: ARTS MPO Area



For purposes of data collection and analysis, the majority of data is only available at the county level, with minimal data available for the ARTS MPO area only. Thus, data analysis for this 2055 MTP Update is conducted for the entirety of the four-county area - Richmond and Columbia Counties in

Georgia, and Edgefield and Aiken Counties in South Carolina, referred to as the ARTS planning area in this plan and for many data analysis purposes conducted as part of the 2055 MTP Update.

The ARTS MPO functions within the City of Augusta Planning & Development Department and works in cooperation with Aiken County in South Carolina, the Georgia Department of Transportation (GDOT), and the South Carolina Department of Transportation (SCDOT). The ARTS MPO functions through a committee structure that includes the Policy Committee (PC), South Carolina Subcommittee of the Policy Committee, Technical Coordinating Committee (TCC), South Carolina Technical Coordinating Committee (SC TCC), and Citizens Advisory Committee (CAC). Each of these committees convenes independently or jointly several times per year.

Figure 1.1-1: ARTS Committee Structure



1.2 MTP 2055 Project Description

The ARTS MPO is responsible for adopting and updating a Metropolitan Transportation Plan (MTP), which must be updated at least every five years. The MTP is the official multimodal transportation plan for the region that recommends transportation projects to improve, maintain, and operate roadways and bridges, public transit, aviation, freight, and bicycle and pedestrian facilities over the next 20+ years. To be eligible for federal funding, projects must be included in the MTP first then in the Transportation Improvement Program (TIP). The ARTS MPO is currently undertaking the update of the MTP, which has been branded "MTP 2055: Moving Opportunity Forward."

The MTP 2055: Moving Opportunity Forward branding and communications guidance, along with opportunities for the public to provide input into the plan are provided in a separate Public Involvement Plan. A project specific website is available at https://arts2055mtp.com.

1.3 Coordination with Agencies

Throughout the course of the MTP 2055 Update, federal and state agencies that are responsible for review, concurrence, approval, and/or implementation of the document were coordinated with. This coordination was done through the Stakeholder Committee, discussions at the various ARTS Committee meetings, through direct outreach, and through the official public and agency comment

period. Comments were received from FHWA, GDOT, and SCDOT, amongst other local stakeholders, with the MTP 2055 Update revised to conform to their comments. An agency comment-response spreadsheet was maintained to capture how agency comments were addressed.

1.4 Previous Plans and Studies

Numerous existing and previous plans and studies were referenced to understand what transportation challenges and needs have been already identified by the community. Below is a collection of key findings and themes that will influence the MTP 2055 Update moving forward.

- Lack of mobility options presents a barrier to affordable living
- Safety and security of the transportation system
- Reduce traffic congestion and delay
- Improve mobility, accessibility, and connectivity of all users
- Focus on public transportation
- Focus on maintenance, system preservation, and operational efficiency of the transportation system
- Encourage transportation resiliency
- Maximize financial resources



2 Public Involvement

This chapter outlines the public involvement activities that were undertaken as part of the 2055 MTP development. Public participation is a critical component of the continuing, cooperative, and comprehensive Metropolitan Transportation Planning process as well as community ownership of the 2055 MTP. This is the public's plan, so outputs of the final 2055 MTP process reflect robust engagement with as many population groups as possible. In particular, public outreach efforts ensure that traditionally under-represented population groups are included in the planning process. While public involvement is a mandatory component of the MTP update process, the ARTS MPO strived to go beyond what is required to seek true engagement with the community about the region's transportation future. Appendix A includes further details and materials from the public involvement activities.

2.1 Public Participation Goals

Public participation goals were established at the onset of the study. In keeping with the ARTS Public Participation Plan (PIP) Update, the engagement goals and the methods for achieving each are listed below in Figure 2.1-1.

Figure 2.1-1: ARTS 2055 MTP Public Participation Goals

Goal	Method of Achievement
Gather meaningful input from stakeholders and the public to gain an understanding of the transportation needs of area residents.	Stakeholder retreat Public survey
Provide opportunities for early and continuing engagement through in-person and virtual platforms.	Monthly engagement via stakeholder outreach/retreat, social media, pop-up events, and transit center tabling
Make engagement accessible, particularly to existing transit users and traditionally underserved communities.	Transit center tabling
Provide complete information that gives the public full access to key decisions.	Website updates

2.2 Phase I Public Engagement – Public Involvement, Education, and Outreach

Phase 1 of public engagement focused on outreach efforts within the ARTS planning area. It consisted of branding, stakeholder engagement, a public survey and promotion, and public outreach.

2.2.1 Branding

Branding is a critical component of any public project, as it establishes the project's identity. A strong brand is consistent and recognizable, fostering public trust. Phase 1 of public engagement involved creating a logo, tagline, and website. Following an interactive branding workshop, the logo and tagline were finalized.



The ARTS 2055 MTP logo features four modes of transportation that are mainstays within the ARTS project area and are key to the MTP: car, transit, bicycle, and walking. The tagline, "Moving Opportunity Forward," was adopted to build on the progress of previous MTPs while identifying new opportunities for workforce and economic development, resiliency, innovation, and equity. The logo and tagline were prominently featured on the website, survey, and promotional materials.

2.2.2 Stakeholder and Key Partner Engagement

Stakeholders and key partners play a vital role in the public involvement process. Stakeholders serve as representatives of the communities and organizations they are part of, offering valuable insights into local priorities and concerns. As active community members, they are well-positioned to share project information — such as public meeting invitations, surveys, and updates — through their networks. Their input helps inform decisions by highlighting community-specific trade-offs, priorities, and needs.

Key partners include representatives from government agencies, organizations, and community boards. Many of these partners were actively engaged through stakeholder and committee meetings. Representation included the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Georgia Department of Transportation (GDOT), South Carolina Department of Transportation (SCDOT), Augusta Transit, and Savannah River Site. The various ARTS committees were also included.

Stakeholders and key partners from across the ARTS MPO area were invited to serve on the stakeholder committee. Participants represented a broad spectrum of federal, state, county, and municipal government agencies.
Intentional efforts were made to ensure inclusive representation by engaging stakeholders from diverse segments of the community. This included advocates and representatives of populations that are often underrepresented or marginalized in public planning processes.

- Minority; Black and Hispanic populations
- Low-income; Public housing residents
- College students, millennials, youth
- Disabled
- Senior citizens
- Chambers of Commerce; Business associations
- Environmental organizations
- Homeless shelters
- Homeowner's associations
- Veterans
- Running Clubs
- Historical societies and museums

The stakeholder recruitment campaign was conducted from January 9 to January 31, 2025. During this period, 62 individuals from across the ARTS MPO planning area committed to serving on the stakeholder committee. Representation was secured from each of the four counties within the MPO planning area, ensuring broad geographic coverage and diverse perspectives. Some participants, like Salvation Army and Mental Health America of Aiken County represented more than one county. Figure 2.2-1 outlines stakeholder participation by county.

Figure 2.2-1: Counties Represented on ARTS Stakeholder Committee

County	# Representatives
Aiken County	28
Columbia County	12
Edgefield County	3
Richmond County	17
Other	8

The stakeholder retreat was held on Thursday, February 20, and Friday, February 21, 2025. To accommodate participants residing and working across both Georgia and South Carolina, two in-person meetings were organized — one in each state. Stakeholders were encouraged to attend the session most convenient for their location. For those unable to participate in person, a virtual option was provided to ensure full accessibility and engagement.

Georgia Meeting
February 20, 2025, 6:00 pm - 7:30 pm
Augusta Municipal Building
535 Telfair St., 1st Floor
Augusta, GA 30901

South Carolina Meeting
February 21, 2025, 9:00 am - 10:30 am
Lower Savannah Council of Governments
2748 Wagener Rd.
Aiken, SC 29801

The Georgia session welcomed 14 in-person attendees and three virtual participants, while the South Carolina session saw 19 stakeholders attend in person, with an additional two joining online. Stakeholders actively contributed valuable insights based on their personal experiences and those of the communities they represent.

During the retreat, the facilitator provided an overview of the study and led a series of interactive activities designed to foster collaboration and idea-sharing. The use of Poll Everywhere allowed for real-time input from participants, including information about their organizational affiliations and modes of travel to the retreat.

Three breakout sessions were conducted, each featuring brainstorming exercises focused on key questions and themes relevant to the study.

Following the conclusion of the stakeholder retreat, participants were encouraged to actively support public engagement efforts by sharing the ARTS 2055 MTP website and survey. They were asked to distribute these resources through their personal and professional networks, including listservs and social media platforms, to help broaden community participation and input.

Georgia Stakeholder Meeting



South Carolina Stakeholder Meeting



2.2.3 Promotion and Public Outreach

Phase 1 of the ARTS 2055 MTP public engagement campaign centered on a public survey to gather input on transportation investment priorities, travel behaviors and preferences, and key

transportation challenges across the region. A comprehensive outreach strategy was implemented to maximize participation and ensure broad community representation.

To promote the survey, a combination of digital and traditional outreach methods was employed. Stakeholders and municipal partners within the ARTS MPO area shared the survey through their official social media channels, significantly increasing visibility and participation. Additionally, printed flyers with a QR code linking to the survey were distributed and posted on public buses and in transit terminals to reach transit-dependent populations.

2.2.4 Website

The ARTS 2055 MTP website, arts2055mtp.com launched on January 9, 2025, as a central hub for project information and public engagement. Designed to address the fundamental questions of Who, What, When, Where, and Why, the site provided comprehensive information about ARTS, the MTP process, and the role of MPOs.

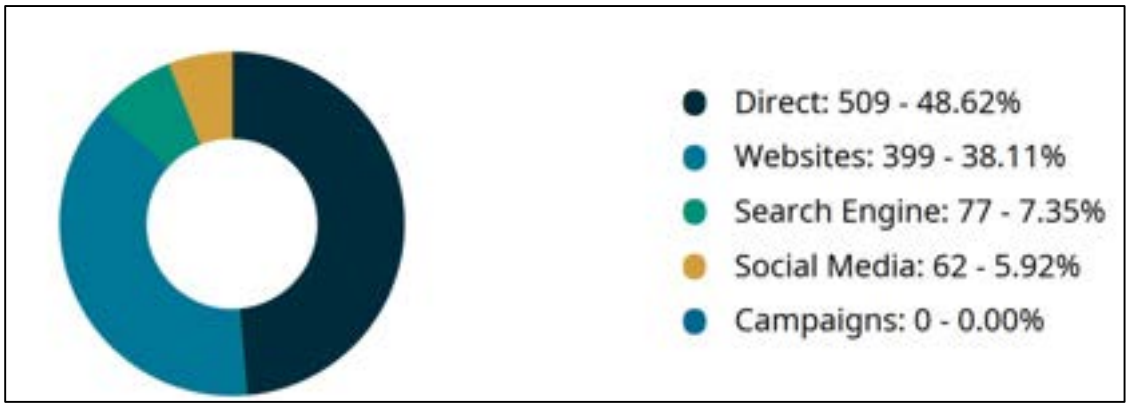
Key features of the website included an "About" page detailing the background of the ARTS 2055 update, a "Documents" page with access to technical memorandums and other publicly available materials, and a public engagement section with event listings, a survey link, and a sign-up form for project updates.

As of August 26, 2025, the website recorded 2,173 page views, 1,526 visits, and 870 unique visitors.



Nearly half of the traffic originated from direct visits or untracked links, such as those shared via email. Referrals from external websites accounted for 38% of traffic, while search engines and social media contributed less than 15%. Technical Memorandum #1, *Review of Data and Existing Conditions* was downloaded 48 times.

Figure 2.2-2: ARTS Website Traffic Analytics



2.2.5 Social Media

To extend the campaign's reach, ARTS MPO coordinated with municipal governments, affiliated offices, and stakeholders to promote the MTP update through social media. Customized content calendars were developed for the MPO, municipalities, and stakeholders to ensure messaging was tailored to each audience.

Nine municipal entities, including the Augusta Regional Transportation Study, City of Aiken, South Carolina Government, City of New Ellenton, and Aiken Transit, were confirmed to have shared the prepared content. These posts were shared 21 times and received 24 likes. While additional shares by stakeholder committee members were likely, they could not be independently verified.



2.2.6 Popup Events

To ensure inclusive participation in the ARTS 2055 MTP, Phase 1 of public engagement included a series of pop-up events strategically held at community festivals and gatherings. These events were designed to reach individuals who may not typically attend formal public meetings, including members of minority groups, senior adults, unhoused individuals, and residents of low-income communities. These voices are often underrepresented in planning processes, yet their perspectives are essential to shaping equitable transportation solutions.

Arts in the Heart of Augusta Festival

At the Arts in the Heart of Augusta Festival, held September 20–22, 2024, ARTS staff engaged with attendees in the family area of the event. The festival's vibrant atmosphere, featuring entertainment stages, international cuisine, and family-friendly activities, provided an ideal setting for outreach.

Surveys were collected using paper forms, tablets, and mobile devices, with a QR code available for self-guided participation. To encourage engagement, participants received promotional items such as electric fans, Bluetooth speakers, bags, and lanyards. A total of 607 surveys were collected during the three-day event.



Jack-O-Lantern Jubilee

The Jack-O-Lantern Jubilee, held October 25–26, 2024, in downtown North Augusta, offered another opportunity to connect with the public. This event, featuring live music, food trucks, and artisan vendors, resulted in the collection of 96 surveys.

District 2 Community Breakfast

On February 15, 2025, ARTS participated in the District 2 Community Breakfast, hosted by Commissioner Stacy Pulliam at the Carrie J. Mays Community Center in Augusta. The event focused on local and state issues, including recovery efforts following Hurricane Helene. ARTS staff collected 25 surveys during the event.

Project Refresh Shower

The Project Refresh Shower @ May Park event, held on March 31, 2025, provided services to the unhoused and low-income residents of Augusta. This event, organized by a nonprofit offering mobile hygiene services, included health screenings, food distribution, personal care items, and grooming services. ARTS staff engaged directly with attendees, collecting 78 surveys from this key target audience.

Homegrown Music Festival

Public outreach was conducted at the Homegrown Music Festival in Columbia County, held on Saturday July 26, 2025. ARTS collected 37 surveys from this event.

2.2.7 Tabling Events

Tabling events were conducted at high-traffic transit hubs to engage riders during their daily routines. These events provided a convenient opportunity for individuals to learn about the MTP and share their input.

Lessie B. Price Aiken Senior & Youth Center Transit Tabling

At the Lessie B. Price Aiken Senior & Youth Center, a key stop for Aiken County's Best Friends Express transit system, ARTS staff hosted a tabling event on April 21, 2025. Although transit rider engagement was limited, a concurrent AARP Driver Safety course provided access to senior adults

and retirees — an important demographic. All 21 course attendees completed the survey, contributing to a total of 53 surveys collected at the event.

Augusta Transit – Broad St. Transfer Facility Transit Tabling

ARTS hosted another tabling event at the Broad Street Transfer Facility in Augusta, a major transit hub serving numerous routes and connected to local colleges and regional transit systems. A total of 94 surveys were collected from transit riders at this location.

2.2.8 Speakers Bureau

The ARTS Speakers Bureau is composed of individuals authorized to represent the MTP update. They seek opportunities to educate the public about the project and respond to requests for project updates.

Aiken Rotary Club

On April 28, 2025, the project was presented at the Aiken Rotary Club meeting at Newberry Hall. Although only three surveys were completed during the event, the presentation helped raise awareness of the MTP. The meeting was covered by the Augusta Business Daily, which published an article featuring a summary of the presentation, a quote from Aiken County Transportation Planner Saralyn Yarborough, and a link to the project website.



2.3 Efforts to Engage Hard-to-Reach Populations

Recognizing the importance of inclusive engagement, ARTS made a concerted effort to reach populations often considered hard-to-reach, including minority groups, unhoused individuals, millennials, senior adults, people with disabilities, and residents of low-income communities. These groups were prioritized in both event planning and stakeholder recruitment.

2.3.1 Engagement via Stakeholder Representation

During the stakeholder engagement process, individuals who represent or advocate for these communities were intentionally recruited to ensure their perspectives were reflected in the planning process.

Figure 2.3-1: Stakeholder Organizations Representing Hard-to-Reach Communities

Organization	Target Audience
100 Black Men of Augusta, Inc.	Black/African American; Youth; Millennials
Aiken County Branch NAACP	Black/African American

Organization	Target Audience
Aiken Housing Authority	Low-income
Aiken Youth Empowerment	Youth
Greater Augusta Black Chamber of Commerce	Black/African American
Hispanic American Cultural Association of the CSRA	Hispanic; Limited English Proficiency
Housing Authority of the City of Augusta, GA	Low-income
Mental Health America of Aiken County	Mental health, Substance abuse advocacy
New Bethlehem Community Center, Inc.	Youth; Senior adults
The Salvation Army of Aiken	Unhoused; Low-income
USC – Aiken	Millennials; Hispanic
Walton Options for Independent Living	Disabled

2.3.2 Engagement via Public Events

Throughout Phase 1, four of the seven engagement events provided direct interaction with traditionally marginalized or underrepresented populations. This intentional outreach strategy contributed to a more representative and inclusive public input process. The chart below outlines the seven events and the target audiences that were reached.

Figure 2.3-2: Public Events by Location and Audience

Event	County	Targeted Audience
Arts in the Heart of Augusta Festival	Richmond	General, Millennials
Jack-O-Lantern Jubilee	Aiken	General
District 2 Community Breakfast	Richmond	General; Minority
Project Refresh Shower @May Park	Richmond	Unhoused; Low Income
Lessie B Price Community Center Transit	Aiken	Senior adults; Retirees
Broad St. Transfer Facility Transit	Richmond	Transit riders; Minority
Aiken Rotary Club	Aiken	General; Senior adults
Homegrown Music Festival	Columbia	General

2.4 Public Survey

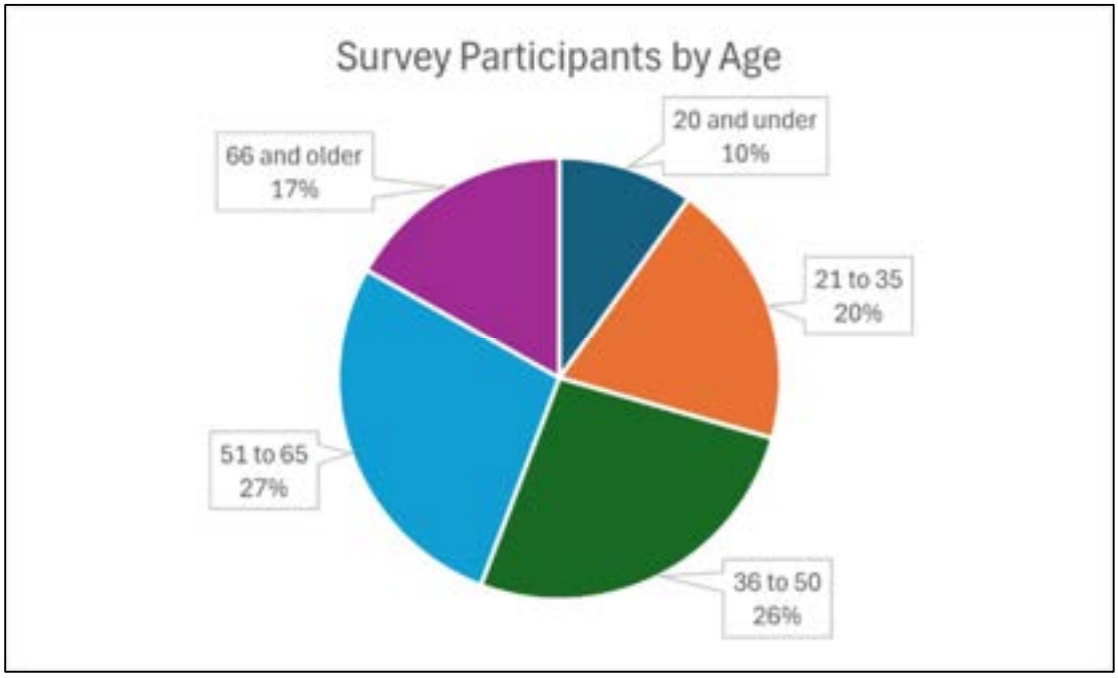
The Phase 1 public survey was conducted from September 20, 2024, through May 31, 2025, and served as a foundational tool for gathering community input on regional transportation priorities, challenges, and preferences. The survey was available in both electronic and paper formats and

offered in English and Spanish to ensure accessibility. Hosted online via SurveyHero, the survey also circulated widely at in-person events, where paper responses accounted for approximately 50% of total submissions.

2.4.1 Survey Demographics

The ARTS 2055 MTP survey received responses from a diverse cross-section of the community. Adults aged 51 to 65 represented the largest share of respondents at 27%. However, younger adults — ages 21 to 35 and 36 to 50 — also participated at notable rates, comprising 20% and 26% of responses, respectively. This level of engagement from millennials, a group often considered difficult to reach, reflects the effectiveness of the outreach strategy.

Figure 2.4-1: Survey Participation by Age



Additionally, survey results indicated that responses from minority groups were generally proportional to their representation in the population, further evidence of the inclusion effort.

It is noted that response from the Hispanic/Latino community was underrepresented, which indicates additional outreach efforts are needed to engage this audience.

Figure 2.4-2: Survey Response Rate by Ethnic Group

Race/Ethnicity	Responses	% Share	Total Population	% Share
White	573	53.5%	295,686	52.9%
Black/African American	386	36.0%	190,245	34.0%
Hispanic/Latino	35	3.3%	34,733	6.2%
Asian	28	2.6%	11,580	2.1%

Other	50	4.7%	26,876	4.8%

2.4.2 Distribution of Responses

Survey responses were geographically diverse and closely aligned with the population distribution across the ARTS MPO area. This balance reflects the effectiveness of outreach efforts and provides a strong foundation for future engagement strategies. The data will be used to refine outreach approaches in subsequent phases to ensure continued regional representation.

Figure 2.4-3: Survey Response Rate by County

County	Population	% of Four Counties	# Responses	% Responses
Richmond County	206,153	36.9%	513	42.6%
Aiken County	169,865	30.4%	315	26.2%
Edgefield County	26,181	4.7%	53	4.4%
Columbia County	156,921	28.1%	222	18.5%
Other	--	--	100	8.3%

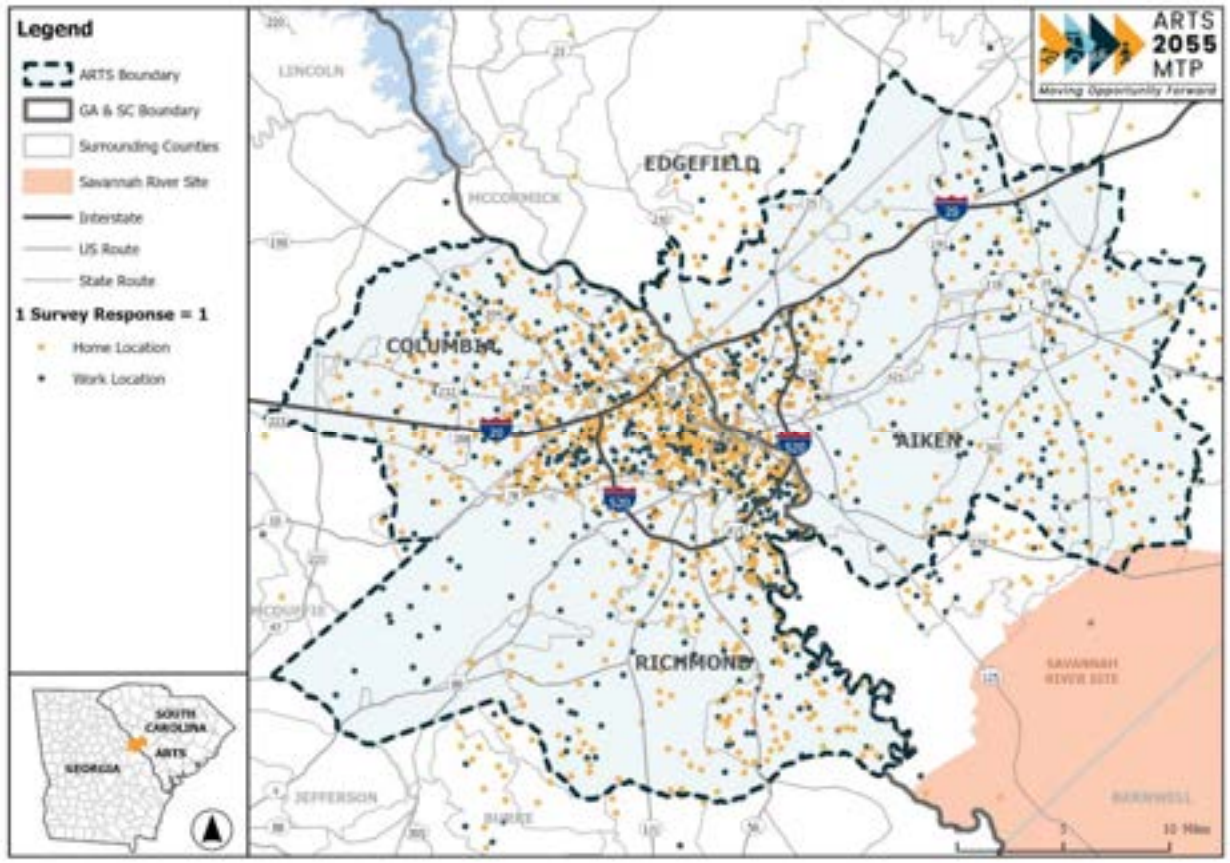
2.4.3 Survey Questions and Responses

The survey was designed to assess the transportation needs and priorities of residents across the ARTS MPO area. Below are the survey questions and responses.

Question: What is your home zip code? What is your work/school zip code?

Respondents were first asked to provide their home and work or school ZIP codes, which helped identify the areas where they live, work, and commute. A significant concentration of responses came from areas near the Georgia–South Carolina border, particularly around Augusta and North Augusta, though responses were received from across the entire MPO area.

Figure 2.4-4: Where Survey Respondents Live and Work



Question: Which transportation investments are most important to your community?

Answer	Count	%
Improve Safety – Improve safety for all through design and programs.	697	18.2%
Reduce Congestion & Delay – Improve traffic by reducing congestion and delay.	623	16.3%
Improve Access to Transit – Improve transit options to ensure better access to services.	610	15.9%
Boost Economic Potential - Support the economy and increase job opportunity.	579	15.1%
Maintain Existing System – Maintain the region's existing roads, bridges, and services.	475	12.4%
Connect to Bike/Pedestrian – Improve the connections to bike, pedestrian, and trail facilities.	469	12.2%
Accommodate Ridesharing – Accommodate ridesharing services like Uber/Lyft to provide connections between services.	245	6.4%
Other	133	3.5%

When asked to identify the most important transportation investments for their communities, respondents prioritized the following:

- **Improving safety** emerged as the top priority, cited by 18% of respondents.
- **Reducing congestion and delay** and **improving access to transit** followed closely, each receiving 16% of responses.
- Other priorities included **boosting economic potential**, **maintaining existing infrastructure, enhancing bike and pedestrian connectivity**, and **accommodating ridesharing services**.

More than 130 respondents provided additional written comments under the "Other" category. These comments revealed recurring themes, including:

- **Expanded transit service:** Requests for more routes, extended service hours, and weekend operations.
- **Infrastructure improvements:** Calls for better-maintained buses, shelters, sidewalks, and benches.
- **Connectivity and accessibility:** Interest in improved regional connections and integrated bike/pedestrian infrastructure.
- **Safety and reliability:** Concerns about bus punctuality, vehicle conditions, and passenger safety.
- **Support for vulnerable populations:** Emphasis on the transportation needs of seniors, low-income individuals, and people with disabilities.
- **Environmental and economic concerns:** Advocacy for sustainable transportation options and economic development.

Question: Have you used public transit during the past 12 months?

Answer	Count	%
Yes	280	24.1%
No	881	75.9%

Question: How satisfied were you with the service?

Answer	Count	%
Neutral	92	33.3%
Satisfied	82	29.7%
Very satisfied	49	17.8%
Very dissatisfied	29	10.5%
Dissatisfied	24	8.7%

Question: Which of the following are most needed where you live?

Answer	Count	%
More sidewalks	683	25.6%
Better maintenance of sidewalks and trails	540	20.3%
More trails and paths	435	16.3%
Protected crosswalks	383	14.4%
Amenities that offer more safety and comfort	347	13.0%
Wheelchair/scooter accessibility	277	10.4%

Question: Which of the following best describes you?

Answer	Count	%
I do not ride a bike	669	62.4%
Recreational cyclist	314	29.3%
Commute by bike regularly	56	5.2%
Road cyclist	33	3.1%

Question: Which type of bike facility do you prefer?

Answer	Count	%
Separate multi-use trail for bike/pedestrian	437	43.2%
None, I won't bike, regardless of facility	313	30.9%
Bike lane along edge of road	198	19.6%
Shared lane for bikes and cars	64	6.3%

Question: What is your primary mode of transportation?

Answer	Count	%
Car/Truck/Van	922	84.5%
Public transit	97	8.9%
Walk	43	3.9%
Bike path	19	1.7%
Rideshare	6	0.6%
Motorcycle	4	0.4%

Question: Which do you have access to within two blocks of where you live?

Answer	Count	%
Sidewalk	606	48.0%
Public transit/Bus	246	19.5%
None of these	223	17.7%
Bike Path	187	14.8%

Question: What are the top transportation challenges you face daily?

Answer	Count	%
Traffic congestion	672	34.4%
Lack of sidewalks/trails for me to use	367	18.8%
Connectivity – long trips are too difficult without a personal vehicle	257	13.2%
Safety – I don't feel safe traveling	249	12.7%
Lack of access to public transit	237	12.1%
Access to reliable transportation	171	8.8%

Respondents were also asked to identify the top transportation challenges they face daily. Traffic congestion represented 34.4% of all responses. The lack of sidewalks and trails were also identified as a challenge for many users, representing about 19% of all responses. Connectivity, safety concerns, and access issues were noted nearly equally as transportation challenges.

These responses underscore the importance of addressing both infrastructure and service-related barriers to mobility. The data suggests that many residents have trouble reaching their destinations due to limited transportation options, inadequate infrastructure, or dependence on personal vehicles.

2.4.4 Survey Summary

The Phase 1 survey provided valuable insights into the transportation needs and priorities of the ARTS MPO region. Safety emerged as a consistent concern across all modes of travel — whether by car, transit, bicycle, or on foot. Traffic congestion was identified as the most pressing daily challenge and ranked second among investment priorities. Access to transit and regional connectivity were also recurring themes, reflecting the community's desire for a more integrated and equitable transportation network.

The robust response rate and diversity of feedback demonstrate the effectiveness of the outreach strategy and provide a strong foundation for shaping the next phases of the ARTS 2055 MTP.

2.4.5 Implications of Survey Results

Findings from the public survey have provided valuable insight into the transportation priorities and concerns of residents across the ARTS MPO area. These insights will directly inform the next phase of engagement and guide the development of planning objectives, project evaluation criteria, and policy recommendations. Safety, congestion, and access emerged as the most prominent themes from the survey data. These concerns reflect the lived experiences of community members and highlight areas where strategic planning and investment are most needed. While traffic congestion was identified as a leading concern, access-related challenges — including limited public transit options, unreliable transportation, and poor regional connectivity — were equally significant. These issues collectively underscore the need for a more integrated and inclusive transportation network. Safety was the top-ranked investment priority among survey respondents.

2.5 Phase II Public Engagement – Public Involvement, Education, and Outreach

Phase II of the public engagement was conducted in Summer 2025 and offered the public, stakeholders, and federal, state, and local agencies an opportunity to provide feedback on the 2055 MTP Draft Plan.

2.5.1 Meeting Locations

ARTS hosted public meetings in the three most populous counties within the ARTS planning area—Aiken, Columbia, and Richmond. While Edgefield County was not a standalone meeting location, its information was included with Aiken County because of geographic proximity and the limited scope of Edgefield-specific projects.



Each meeting followed a consistent format: a formal presentation and Q&A session, followed by an open house. The open house featured six display boards highlighting the project overview, top projects by category, a regional map, and general information. Additionally, three tables provided county-specific materials, including roll plots and maps detailing projects by category and location. Aiken and Edgefield counties were presented together.

Aiken County
Aug. 5, 2025, 6:00 pm – 7:30 pm
Aiken County Government Center
1930 University Pkwy
Aiken, SC 29801

Columbia County
August 6, 11:30 am – 1:00 pm
Columbia County Public Library
7022 Evans Town Center Blvd.
Evans, GA 30809

Richmond County
August 6, 6:00 pm – 7:30 pm
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA 30804

2.5.2 Promotion and Coverage

A comprehensive outreach strategy was employed to promote the public meetings. Paid advertisements were placed in the Augusta Chronicle and Aiken Standard, with an additional paid print ad featured in the Augusta Chronicle. Social media calendars and graphics were distributed to the stakeholder committee and local jurisdictions within the ARTS planning area. At least nine Facebook posts were verified, generating a minimum of 25 likes and shares. Augusta, Georgia issued a press release that led to coverage by both television and print media outlets.



All three meetings received media attention. WRDW (CBS affiliate) covered the Aiken and Richmond County meetings, while the Augusta Chronicle reported on the Richmond County event.

2.5.3 Public Survey

Upon request from ARTS member jurisdictions, the project survey was reopened through August 28, 2025 to gather additional input from the public. As of August 28, the survey had garnered a total of 1,405 responses, with 202 responses captured since the survey was reopened.

2.6 Conclusion

Phases 1 and 2 of public engagement for the ARTS 2055 Metropolitan Transportation Plan played a critical role in advancing the plan's public participation objectives. Through a multifaceted strategy, Phase 1 successfully fulfilled the core components of public involvement, education, and outreach.

Public Involvement was achieved primarily through the administration of a regional survey, which received over 1,400 responses. The survey captured public sentiment on transportation priorities and challenges across the ARTS MPO area.

Education efforts were supported by the launch and ongoing promotion of the project website, arts2055mtp.com. The site served as a central information hub, offering updates, background materials, and access to technical documents. These efforts were further amplified through coordinated social media campaigns, consistent project branding, and targeted promotional activities.

Outreach was conducted through seven public events that engaged a wide range of community members, including those from historically underrepresented and hard-to-reach populations. These events, along with stakeholder engagement activities, ensured that diverse voices were included in the planning process.

Public Meetings were conducted at three locations across the region to allow the public an opportunity to provide feedback on the draft 2055 MTP.

3 Regional Socio-Economics & Existing Conditions

3.1 ARTS Population

Figure 3.1-1 includes a summary of key demographic characteristics for the entirety of the four counties that are part of the ARTS planning area. The statistics listed below are from the 2018-2022 American Community Survey 5-Year Estimate, the most recent data at the time of this report's publication. Richmond County has the highest population with 206,000 residents, while Edgefield County has the smallest population – just over 26,000 residents. Columbia County has the highest average household size, 3.12 and highest median household income – nearly $93,000 – in the four-county area. Richmond County has the highest percentage of minority, 67.3 percent, and low-income, 20.7 percent, population in the four-county area.

Figure 3.1-1: Demographic Summary (2018-2022 ACS 5-year)

Demographic Characteristic	Georgia		South Carolina		Four County Area
	Columbia County	Richmond County	Aiken County	Edgefield County	
Total Population	156,921	206,153	169,865	26,181	559,120
Population Density per acre	0.84	0.99	0.25	0.08	0.40
Number of Households	59,195	92,108	77,577	11,130	240,010
Percent Population in Occupied Housing Units	84.6%	80.4%	87.5%	84.5%	84.3%
Average Household Size	3.12	2.65	2.46	2.52	2.67
Median Age	37.4	34.8	41.8	42.9	38
Percent Workers (Age 16 or More) without access to Vehicles	1.6%	4.3%	2.1%	2.0%	2.5%
Percent Low Income Population (Income below Poverty Threshold)	7.2%	20.7%	14.2%	17.0%	14.8%
Median Household Income	$92,571	$50,605	$63,212	$60,033	$67,880
Percent Total Minority Population	34.4%	67.3%	34.9%	43.2%	45.0%
Percent Population with Disability	13.0%	18.3%	15.7%	15.6%	15.7%
Percent Population High School Graduate or Higher (Age 25+)	93.2%	87.6%	89.2%	83.0%	88.3%
Percent Population with Bachelor's Degree or Higher (Age 25+)	37.4%	23.6%	29.6%	19.9%	27.6%

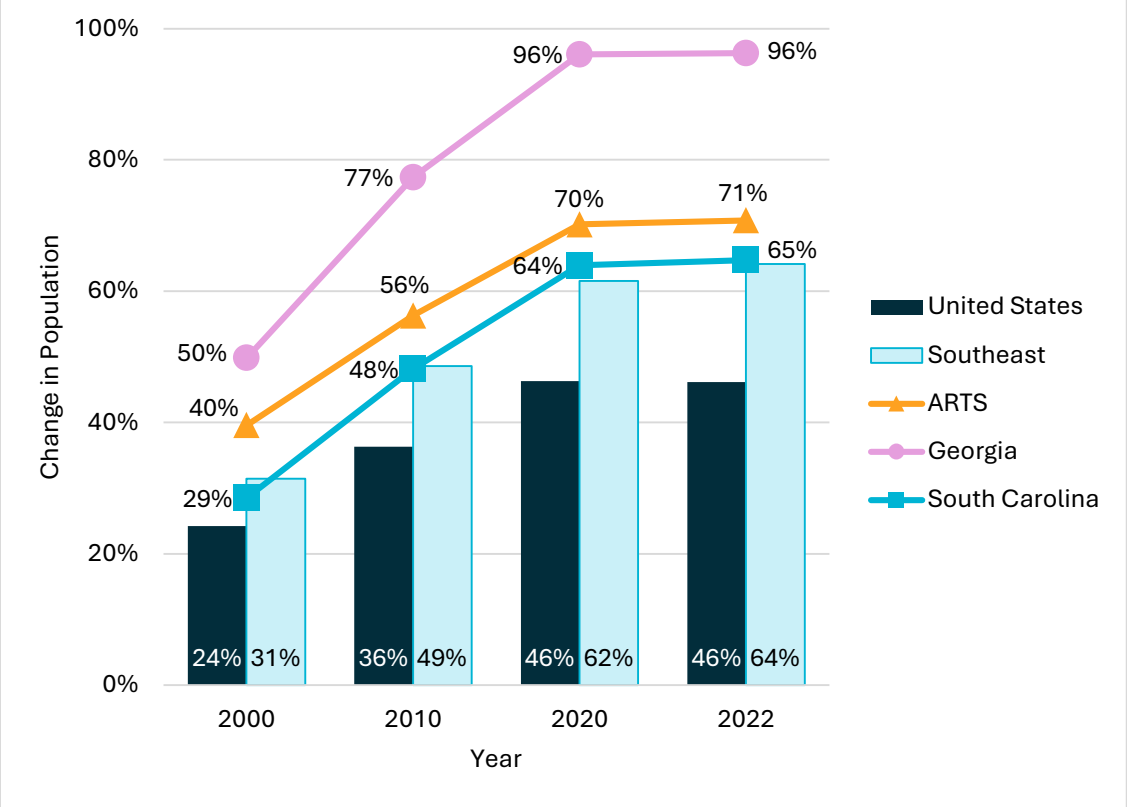
Source: 2018 – 2022 ACS 5-Year Estimate

3.2 Historic Population

Figure 3.2-1 compares the percent change in population relative to the year 1980 at different demographic levels between 2000 and 2022: the ARTS planning area, the State of Georgia and South Carolina, the Southeast region, and the United States. Between 2000 and 2022, all demographic levels have experienced population increase. The ARTS planning area had a continuous rapid increase between 2000 and 2020. The growth rate of the four-county area

exceeded the growth rate of South Carolina but had a slower increase than Georgia. Population in both Georgia and the ARTS planning area have nearly doubled since 1980.

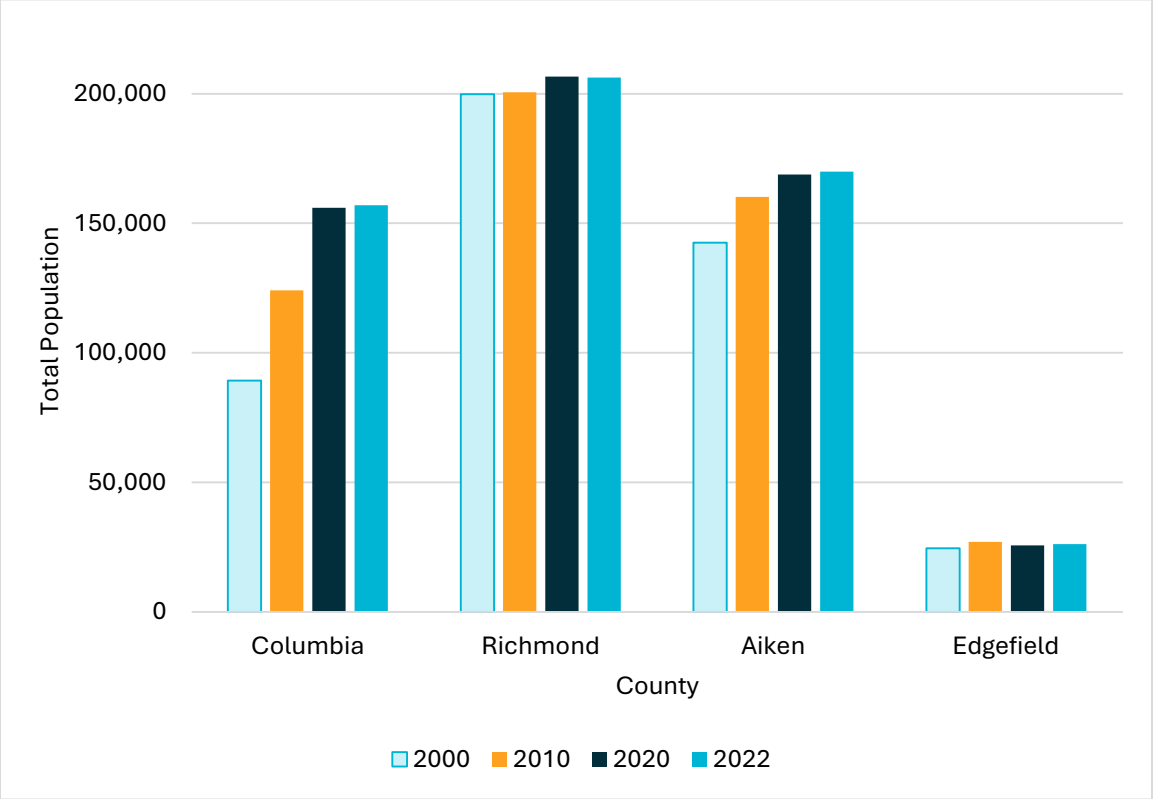
Figure 3.2-1: Population Change (2000-2022) Relative to Base Year 1980



Source: 1980, 2000, 2010, and 2020 Census; 2018 – 2022 ACS 5-Year Estimate

While the ARTS planning area has grown considerably in the last few decades, it is especially important to see where the growth is occurring in more recent years. Figure 3.2-2 illustrates population per county within the ARTS planning area between 2000 and 2022. Population in Richmond and Edgefield Counties has stayed relatively stable since 2000. Edgefield County has had a slight decrease of 5 percent between 2010 and 2020; since 2020, population has increased by 2 percent. Columbia County has experienced rapid growth since 2000, 75 percent between 2000 and 2020. Aiken County has experienced modest growth with an 18 percent increase since 2000.

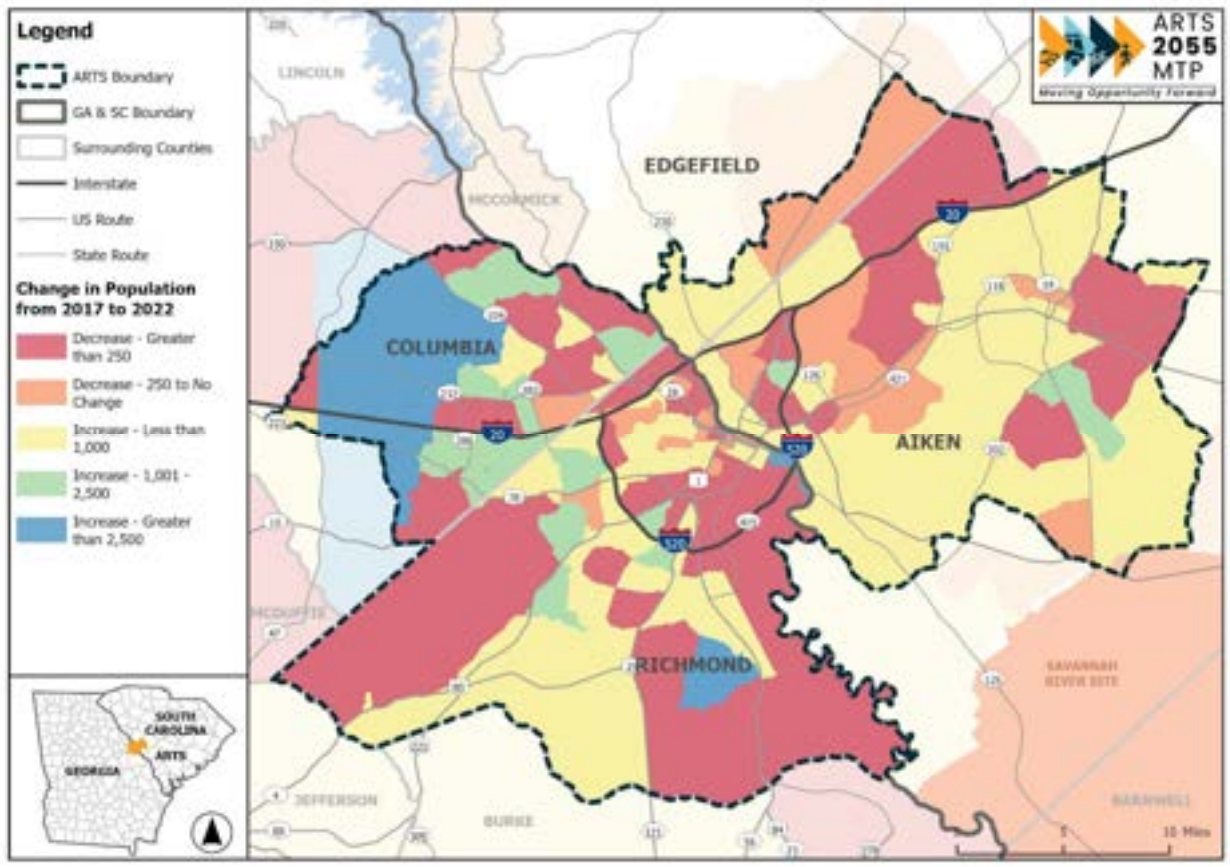
Figure 3.2-2: Population by County (2000 – 2022)



Source: 2018 – 2022 ACS 5-Year Estimate

Since 2000, the ARTS planning area grew by over 102,000 residents. Figure 3.2-3 illustrates the growth at the Census Tract level between 2013-2017 and 2018-2022 ACS 5-Year Estimates. Columbia County had the greatest population increase of the four counties by 13 percent. Population decreased in Richmond County by one percent. Edgefield and Aiken Counties' population increased by two percent.

Figure 3.2-3: Change in Population by Census Tracts (2013-2017 compared to 2018-2022)



Source: 2013 – 2017 and 2018 – 2022 ACS 5-Year Estimates

Population Density and Distribution

Population density is the measurement of how many people reside in a specific geographic area, like a square mile or an acre. Urban areas tend to contain a higher number of people within a specific geographic area, and rural areas tend to have a smaller number of people per area. Figure 3.2-4 presents the comparison of population density per acre of the separate four counties, the four-county area as a whole, and their respective states. Per the 2018-2022 ACS 5-Year estimate population statistics, Columbia and Richmond Counties have the highest population density, nearly one person per acre, and are more densely populated than the other geographic areas. Edgefield County has the lowest population density of 0.08 per acre. This is equivalent to two people per 25 acres.

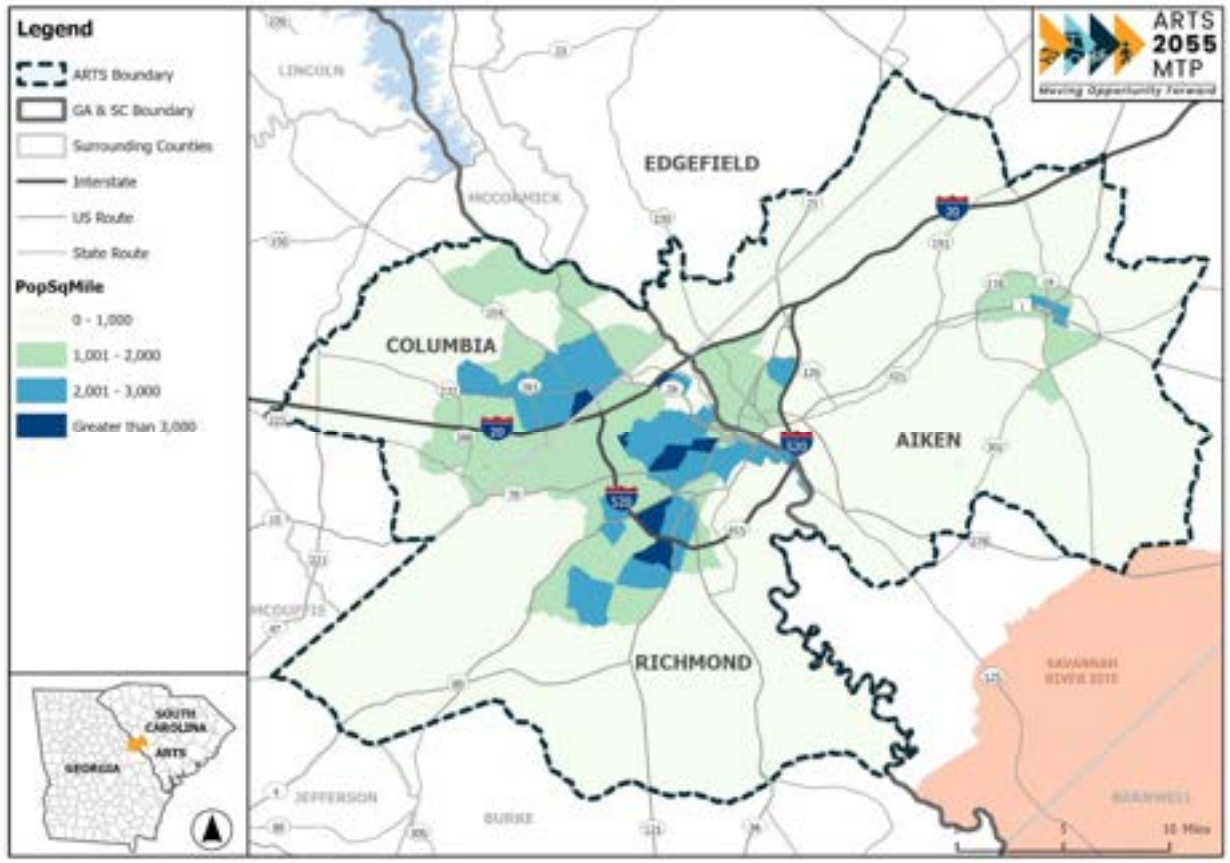
Figure 3.2-4: Population Density

	Georgia		South Carolina		Four County Area	Georgia	South Carolina
	Columbia County	Richmond County	Aiken County	Edgefield County			
Total Population	156,921	206,153	169,865	26,181	559,120	10,722,32	5,142,750
Land Area (acres)	185,718	207,570	685,216	320,438	1,398,942	36,937,551	19,240,440
Population density per acre	0.84	0.99	0.25	0.08	0.40	0.29	0.27

Source: 2018 – 2022 ACS 5-Year Estimate

Figure 3.2-5 illustrates population density of each square mile per Census Tract within the ARTS planning area. Census Tracts in north Richmond County near Downtown Augusta and southeast Columbia County have the highest population density with over 3,000 residents per square mile. Census tracts farther from Downtown Augusta, like in southern Richmond County and Edgefield County, have lower population density. The City of Aiken has a greater population density than the rest of Aiken County.

Figure 3.2-5: Population Density

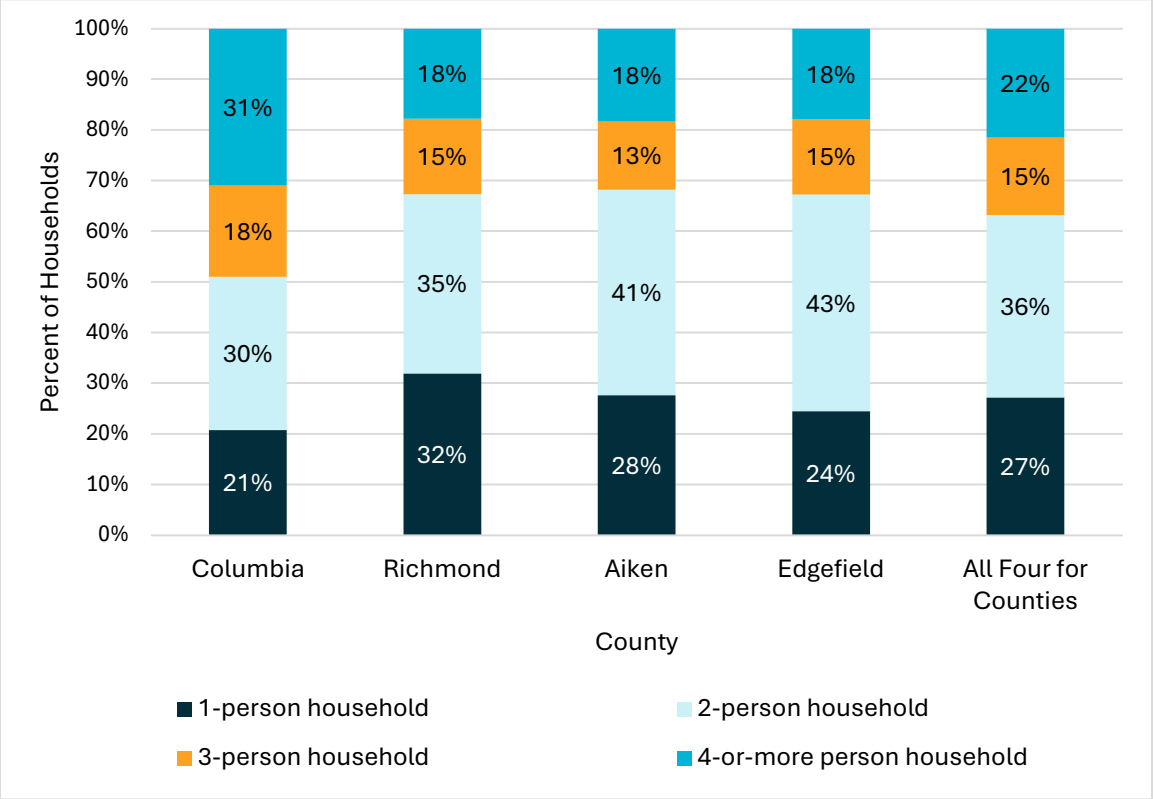


Source: 2018 – 2022 ACS 5-Year Estimate

3.3 Households

In the ARTS planning area, there are over 240,000 housing units available, 84.3 percent of which are occupied. More than 60 percent of households in the ARTS area are households consisting of two or fewer persons. The average household size for the four-county area is 2.67 persons. Figure 3.3-1 and Figure 3.3-2 present a summary of household characteristics in the ARTS planning area. Figure 3.3-3 illustrates occupied household density by Census Tract in the ARTS planning area. Similar to population density, higher occupied housing density is located in the northern area of the City of Augusta, the eastern area of Columbia County, and the City of North Augusta and Aiken.

Figure 3.3-1: Household Size by County



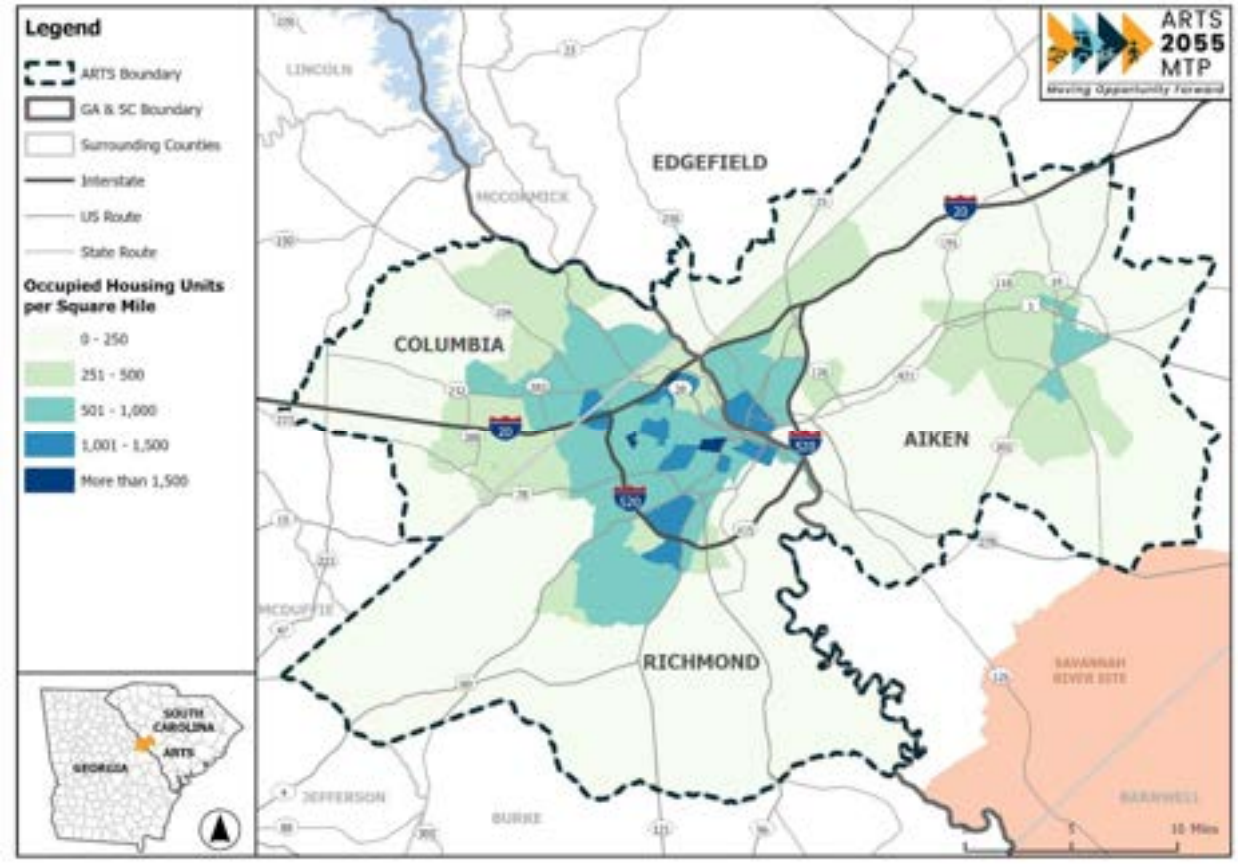
Source: 2018 – 2022 ACS 5-Year Estimate

Figure 3.3-2: Household Characteristics

	Georgia		South Carolina		Four-County Area
	Columbia County	Richmond County	Aiken County	Edgefield County	
Total Housing Units	59,195	92,108	77,577	11,130	240,010
Total Occupied Housing Units	50,056	74,028	67,904	9,403	201,391
Population in Occupied Housing Units	156,271	195,946	167,077	23,671	542,965
Population in Owner Occupied Housing Units	125,996	103,311	129,569	18,349	377,225
Population in Renter Occupied Housing Units	30,275	92,635	37,508	5,322	165,740
Average Household Size	3.12	2.65	2.46	2.52	2.67
Percent Family Households	75%	58%	67%	70%	67%
Percent Non-Family Households	25%	42%	33%	30%	33%

Source: 2018 – 2022 ACS 5-Year Estimate

Figure 3.3-3: Occupied Housing Units

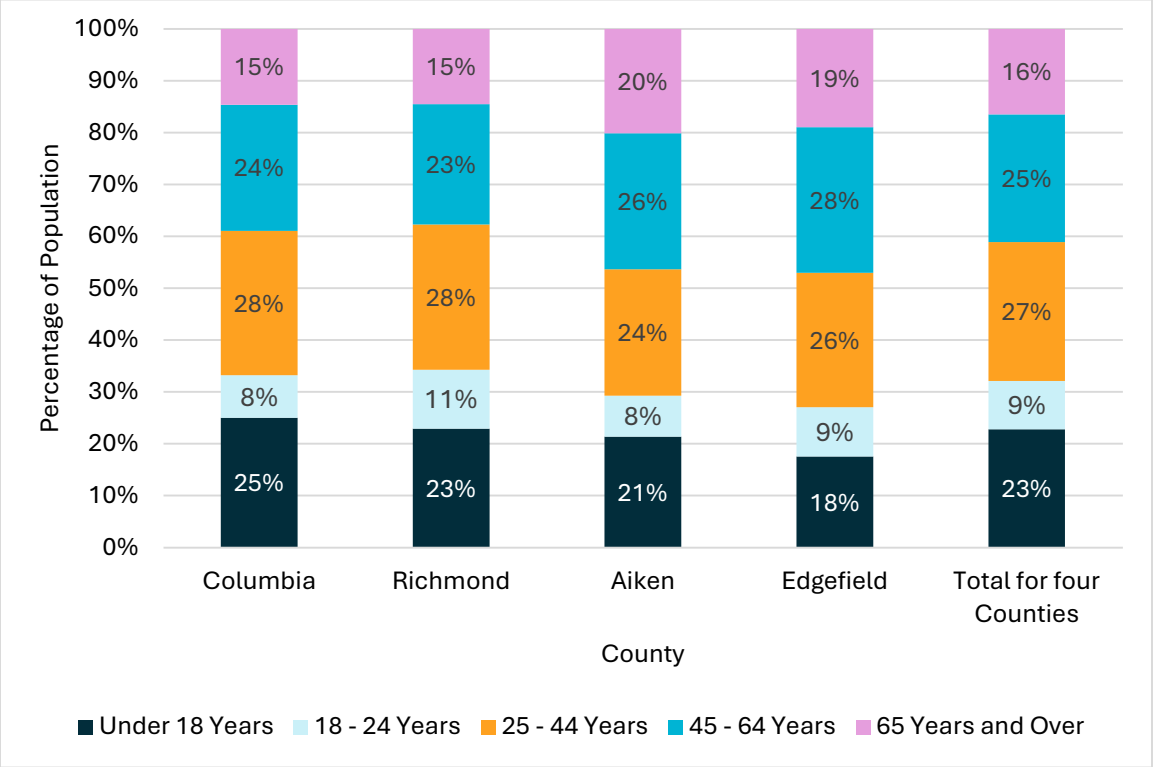


Source: 2018 – 2022 ACS 5-Year Estimate

3.4 Age

Figure 3.4-1 illustrates the age distribution of the four counties in the ARTS planning area. Columbia and Richmond Counties have higher proportions of younger age groups, while Aiken and Edgefield Counties have higher proportions of older age groups. Nearly 60 percent of the population in the four-county area is at least 44 years old.

Figure 3.4-1: Age by County

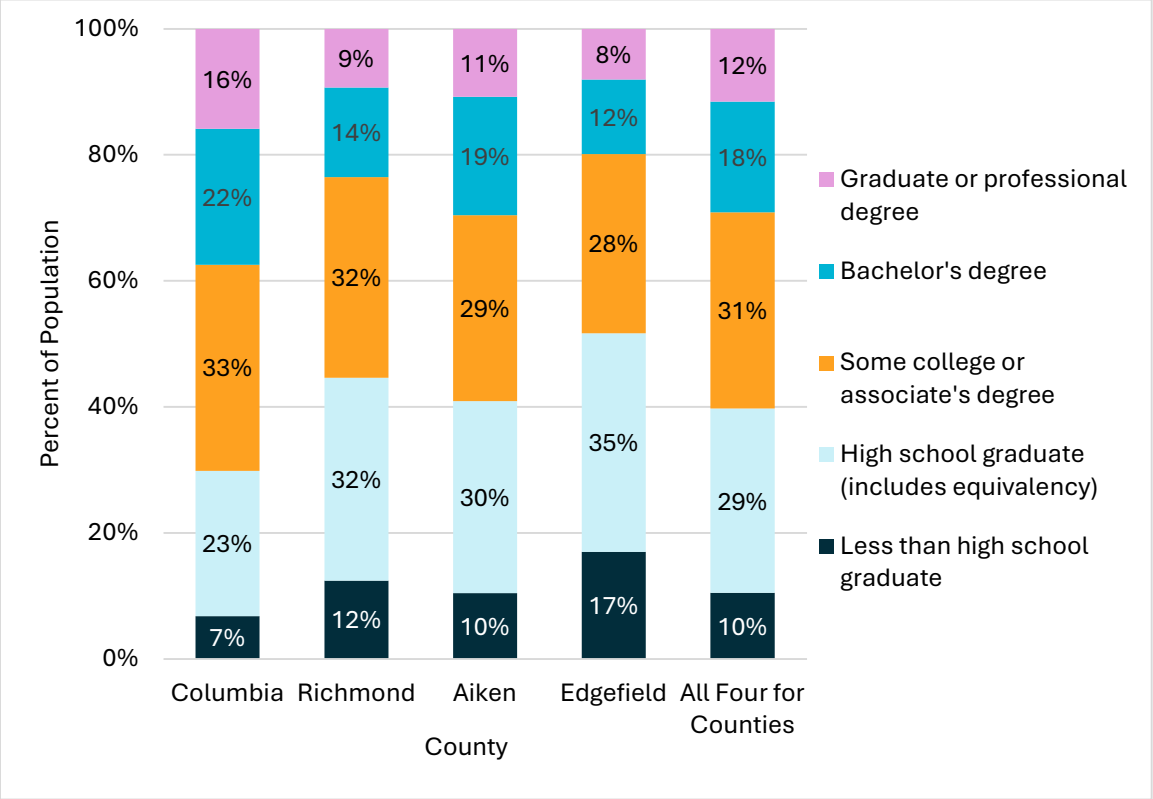


Source: 2018 – 2022 ACS 5-Year Estimate

3.5 Educational Attainment

Figure 3.5-1 presents the percentage of population over the age of 25 by highest level of educational attainment in the ARTS planning area. Columbia County has the highest proportion of higher educational attainment with over 70 percent of the population over the age of 25 with at least some college or associate degree.

Figure 3.5-1: Educational Attainment by County

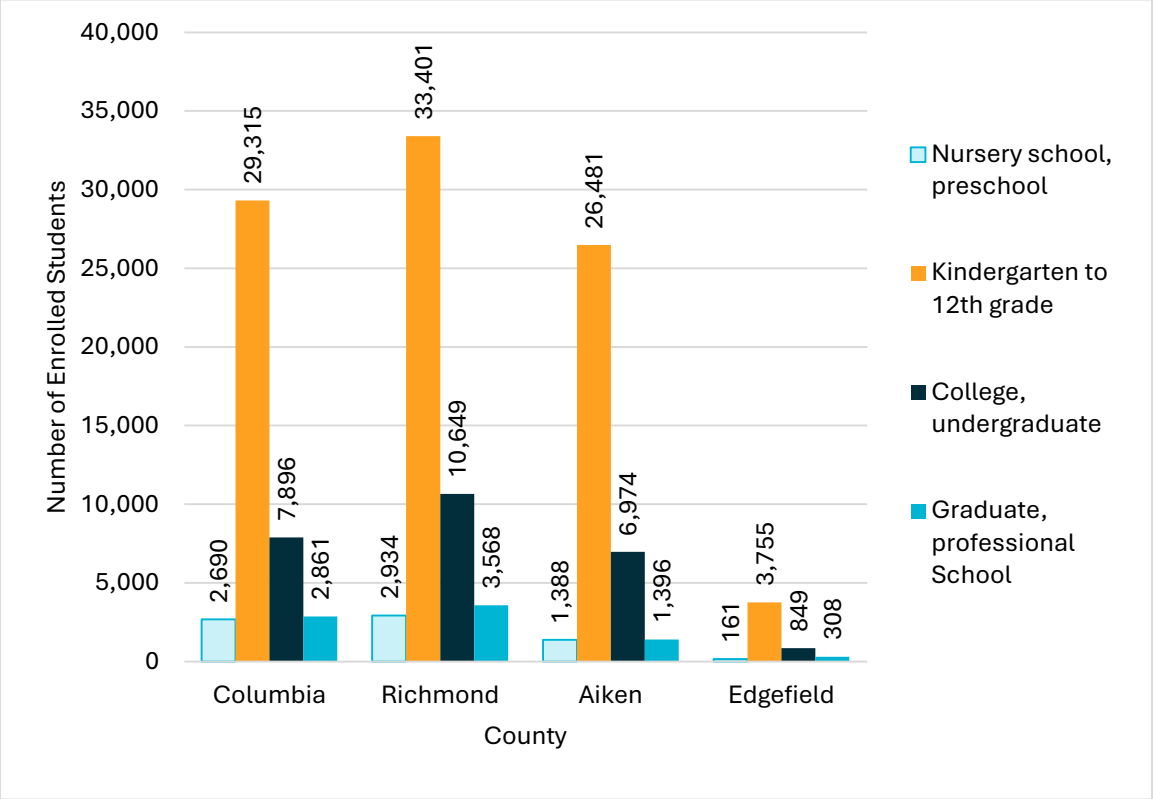


Source: 2018 – 2022 ACS 5-Year Estimate

3.6 School Enrollment

Figure 3.6-1 summarizes school enrollment by level of education for the ARTS planning area. Richmond County has the highest enrollment for each education level, likely due to it having the highest population. Richmond County also has the highest number of students enrolled in undergraduate college; this is due to Augusta University and Paine College located in Augusta.

Figure 3.6-1: School Enrollment by County



Source: 2018 – 2022 ACS 5-Year Estimate

3.7 Environmental Justice

Environmental Justice (EJ) populations are generally understood to include minority, low-income, and other historically underserved groups that may be disproportionately affected by transportation decisions

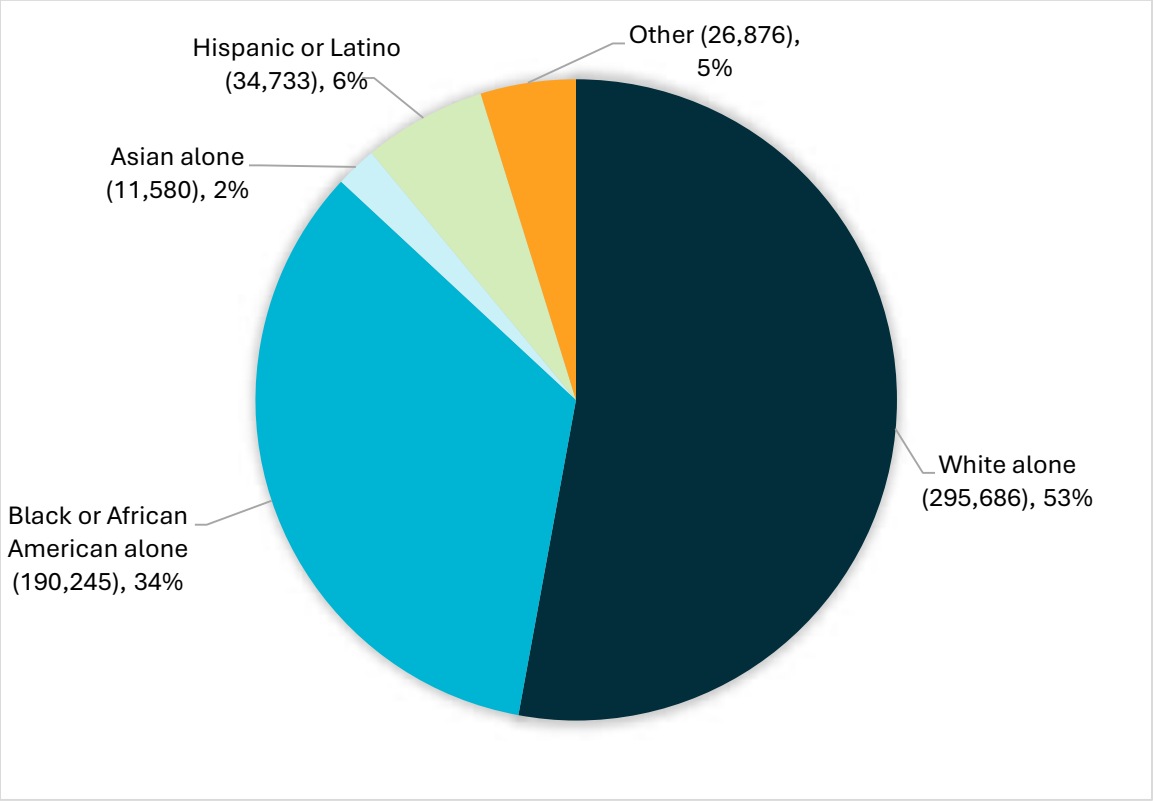
- Black/African American
- Hispanic
- Asian American
- American Indian
- Alaskan Native
- Low Income

The study also considers other groups such as the senior population, population with limited English Proficiency (LEP), and households without access to a vehicle. Given the importance of ensuring equitable access to transportation systems, it is essential to develop comprehensive solutions that serve all residents in the ARTS planning area. EJ acknowledges that traditional planning processes have historically underrepresented minority and low-income populations, often resulting in disproportionately negative impacts on these communities. The goal of EJ is to prevent these disparities by identifying affected population and ensuring meaningful involvement. Through geographic data analysis, decision-makers can assess whether project impacts areas with high concentration of these historically underrepresented groups and take steps to mitigate potential adverse effects.

3.8 Race and Ethnicity

Figure 3.8-1 illustrates the racial makeup of the population in the ARTS planning area. The 2017-2022 ACS 5-Year Estimate data identified about 47 percent of the population as a minority. Black or African American population is the largest portion of the minority population in the area, consisting of 34 percent of the total population. The Hispanic or Latino population is the second highest share of the minority population with six percent of the total population.

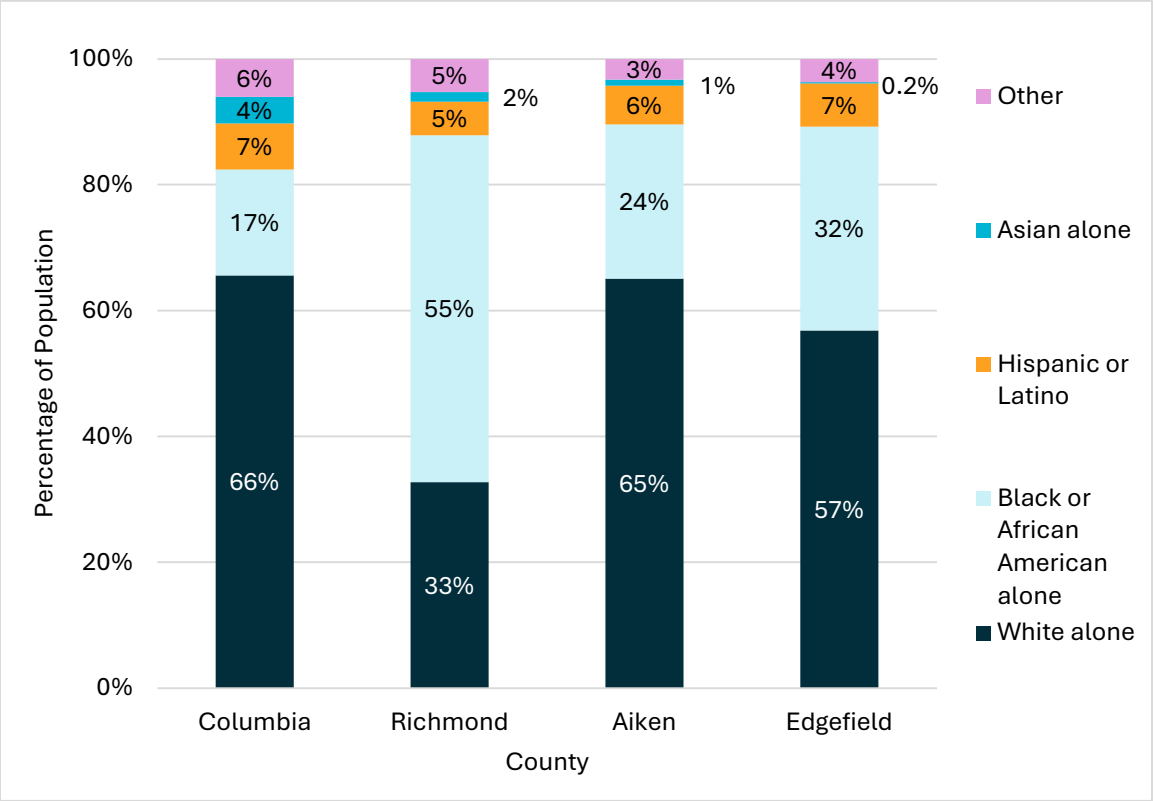
Figure 3.8-1: Race/ Ethnicity



Source: 2018 – 2022 ACS 5-Year Estimate

Figure 3.8-2 shows the racial composition for each of the four counties in the ARTS planning area. Richmond County has the highest proportion of minority population at 67 percent of the total population. The majority of Richmond County's population, 55 percent, identifies as Black or African American. Columbia and Aiken Counties have the lowest proportion of minority population of counties in the ARTS planning area where over 50 percent of the population identified as White.

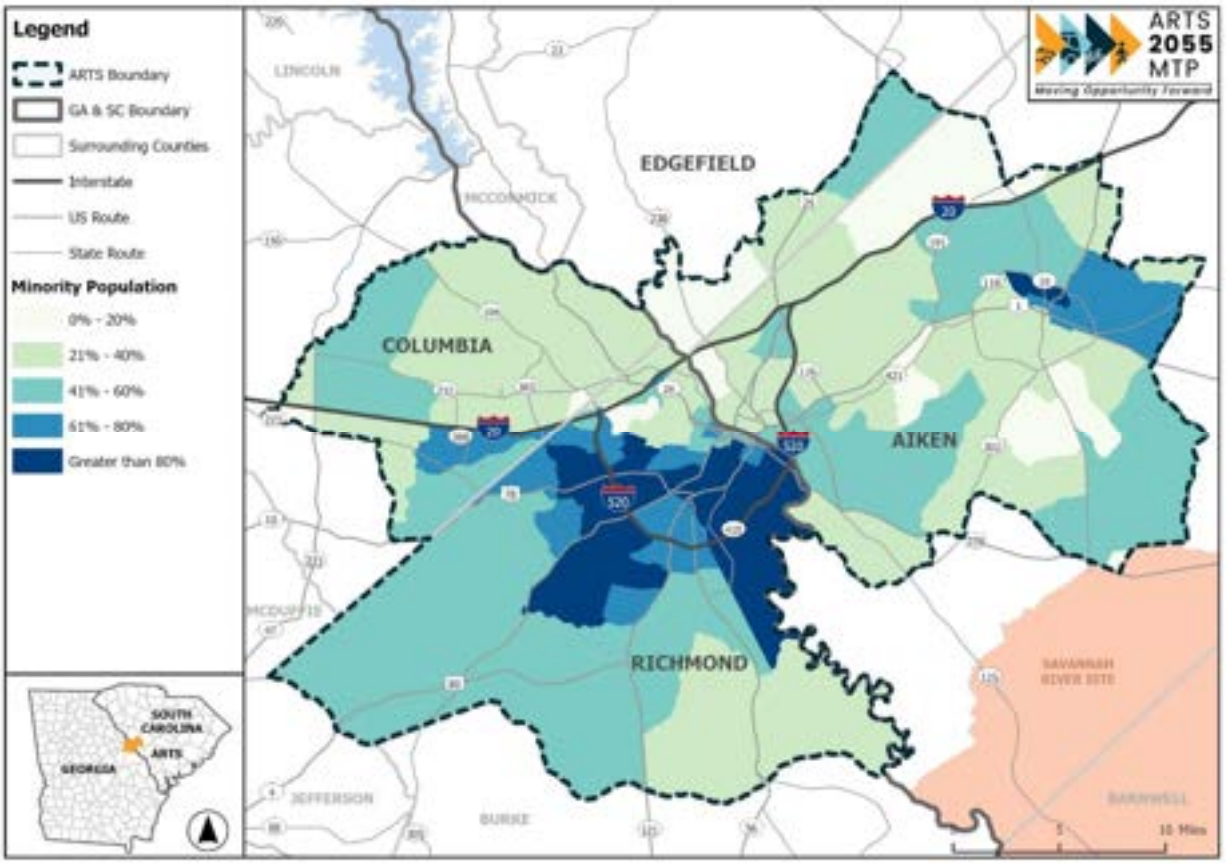
Figure 3.8-2: Race/ Ethnicity by County



Source: 2018 – 2022 ACS 5-Year Estimate

Figure 3.8-3 illustrates the geographical distribution of minority populations in the ARTS area. Higher proportions of minority populations, 60 percent or greater, are primarily located in Richmond County near and within the City of Augusta and north of the City of Aiken.

Map 3.8-3: Minority Population

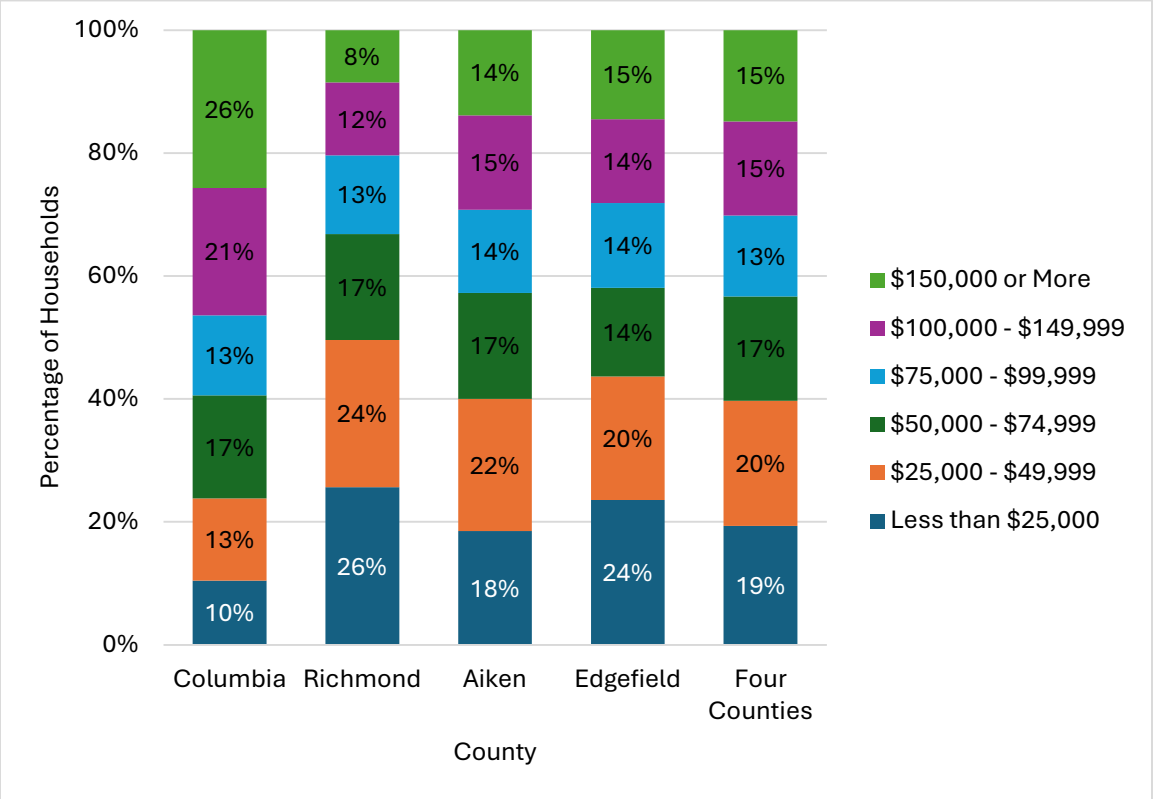


Source: 2018 – 2022 ACS 5-Year Estimate

3.9 Income

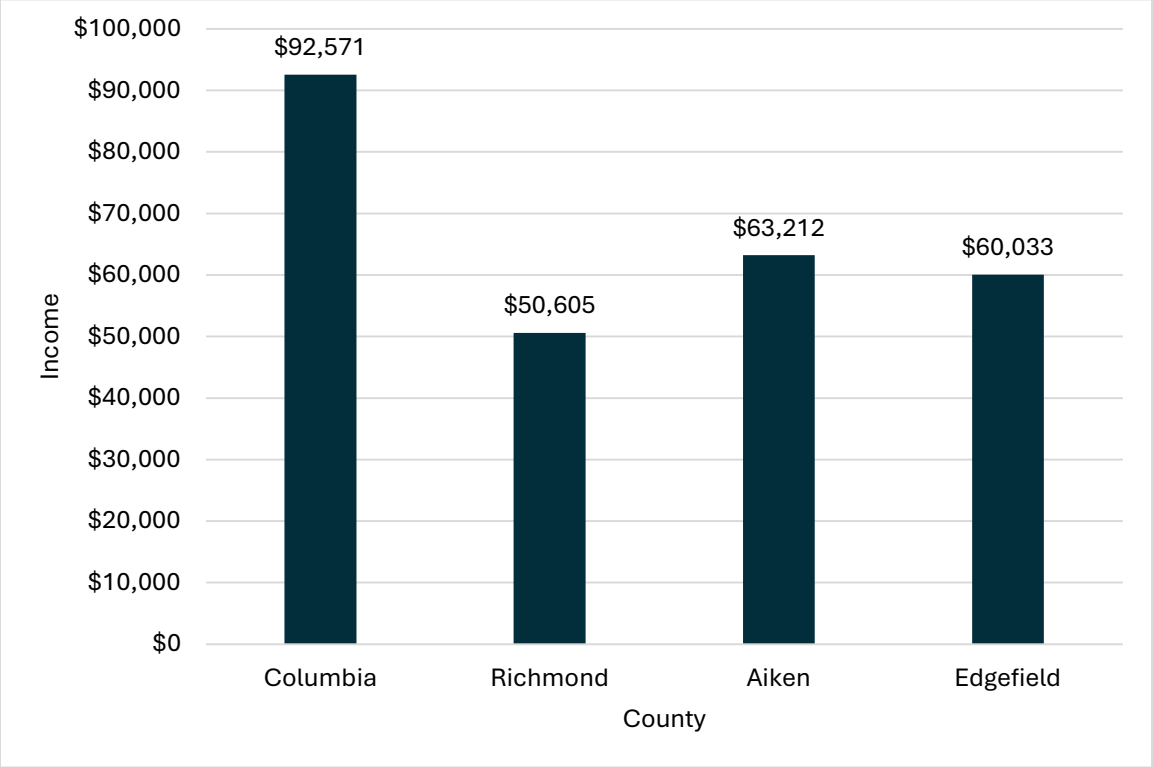
Figure 3.9-1 presents the proportion of households by income from the last 12 months of the ARTS planning area. Figure 3.9-2 showcases the median income per county from the last 12 months. Median income is based on the distribution of the total number of households, including those with no income. Columbia County has the highest median household income at over $92,000; Richmond County has the lowest median household income just over $50,000. Fifty percent of households in Richmond County have incomes below $50,000, compared to 23 percent in Columbia County. In Columbia County, 47 percent of households with incomes greater than $100,000; comparatively, only 20 percent of households in Richmond County have incomes at this level.

Figure 3.9-1: Percent Households by Income by County



Source: 2018 – 2022 ACS 5-Year Estimate

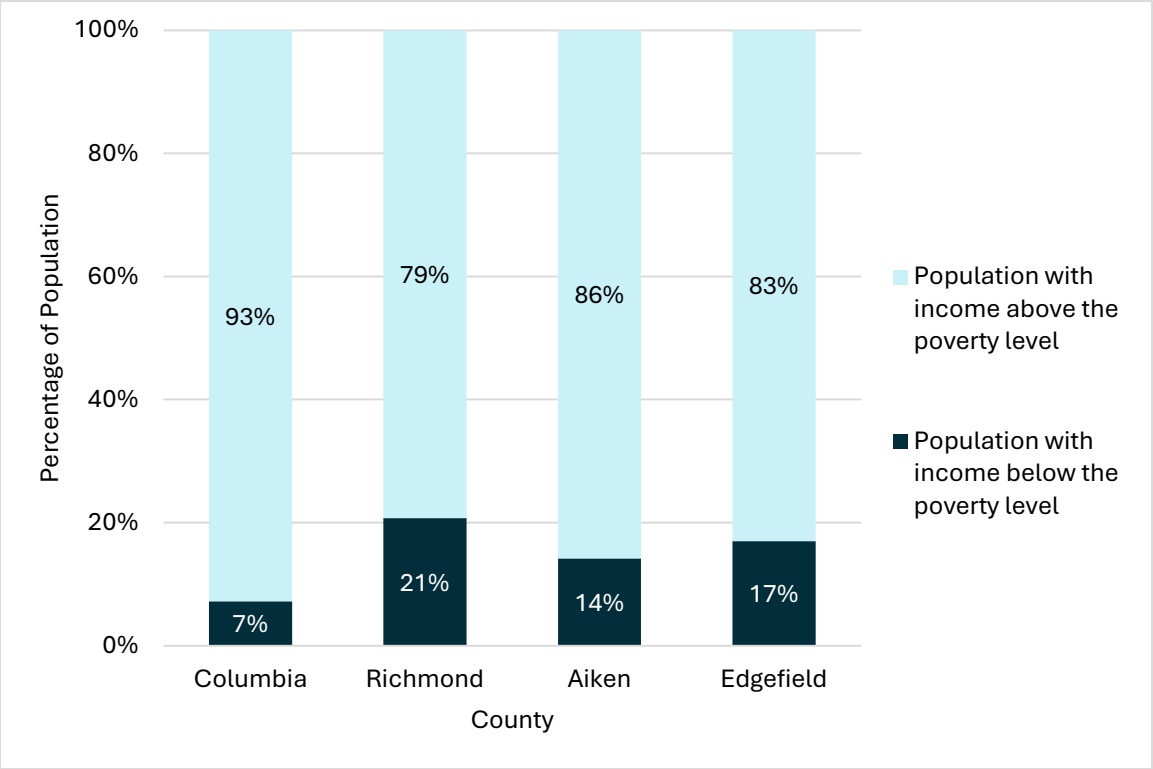
Figure 3.9-2: Median Income by County



Source: 2018 – 2022 ACS 5-Year Estimate

Figure 3.9-3 lists the proportion of households with incomes below the federally-determined poverty line. The U.S. Census uses this benchmark as a comparative figure amongst all geographic areas, and the poverty rate is a primary metric for determining means-tested program eligibility. The same poverty thresholds are used throughout the United States. If total household income falls below this threshold, every member of the household is in poverty. Richmond County has the highest proportion of households below the poverty level, 17 percent, while Columbia County has the lowest proportion at seven percent.

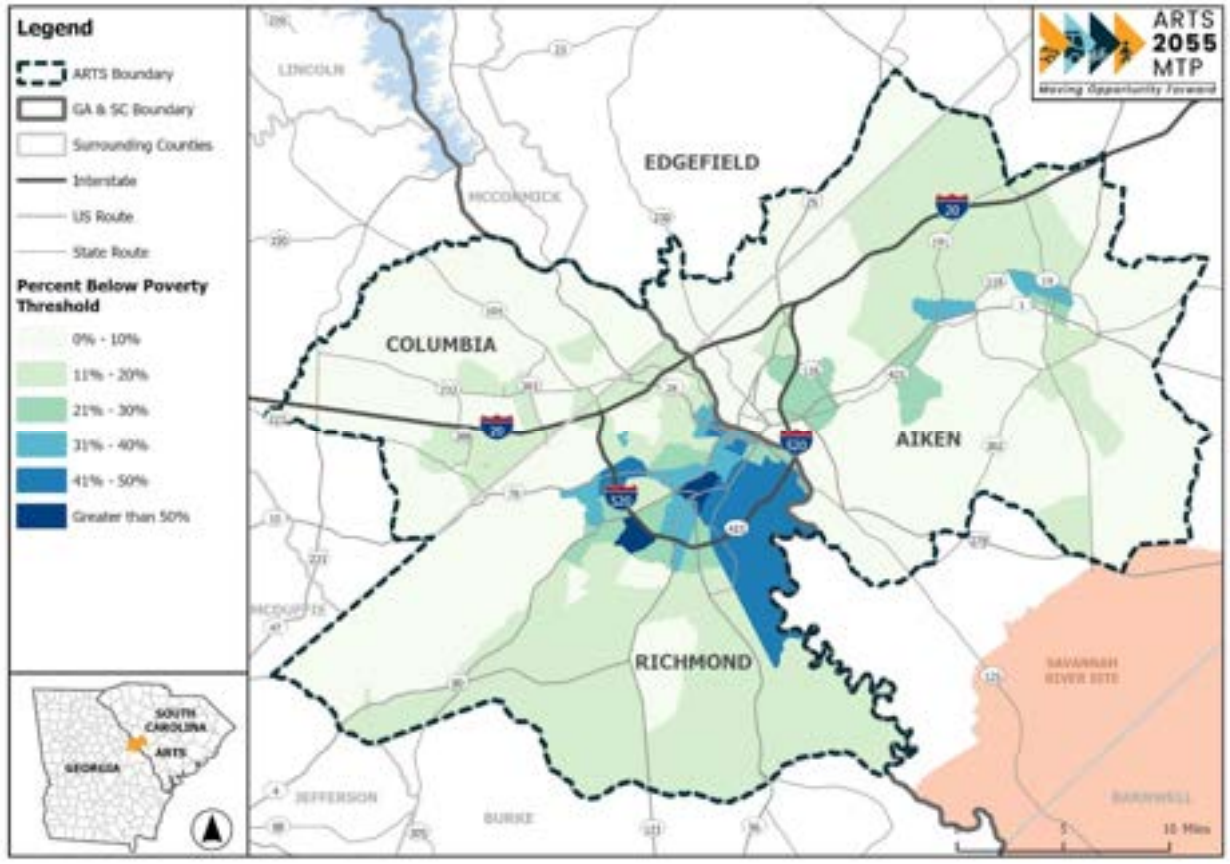
Figure 3.9-3: Percent of Low-Income Households by County



Source: 2018 – 2022 ACS 5-Year Estimate

Figure 3.9-4 illustrates the geographic distribution of households below the poverty threshold in the ARTS planning area. Census Tracts in the northeastern area of the City of Augusta, Tracts northeast of Fort Gordon and Tracts in the City of Aiken have higher concentrations of households below the poverty threshold.

Figure 3.9-4: Population Below Poverty Threshold in ARTS Area by Census Tract

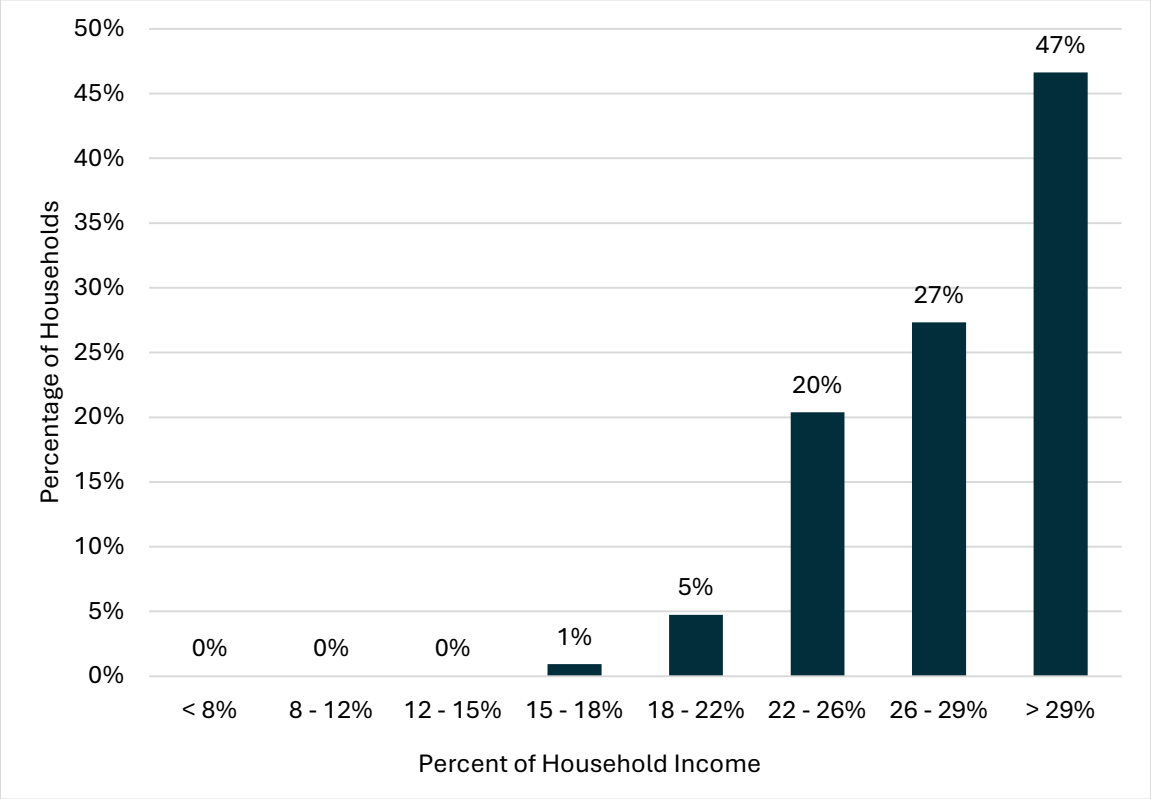


Source: 2018 – 2022 ACS 5-Year Estimate

The Center for Neighborhood Technology has found that the proportion of a household's income used for housing and transportation best reflects a location's affordability. In general, a household has access to affordable housing and transportation if these two costs comprise 45 percent or less of total household income. The average household in the ARTS area spends 50 percent of its income on housing and transportation, *five percentage points higher than recommended*.

The Center for Neighborhood Technology considers affordable transportation to be 15 percent of household income. The majority of households in the ARTS planning area do not meet this criterion. Figure 3.9-5 shows that all households pay at least 15 percent of their incomes on transportation costs within the four counties in the ARTS planning area. The average household expenditure on transportation costs is 26 percent of household income.

Figure 3.9-5: Percent of Income Used for Household Transportation Costs

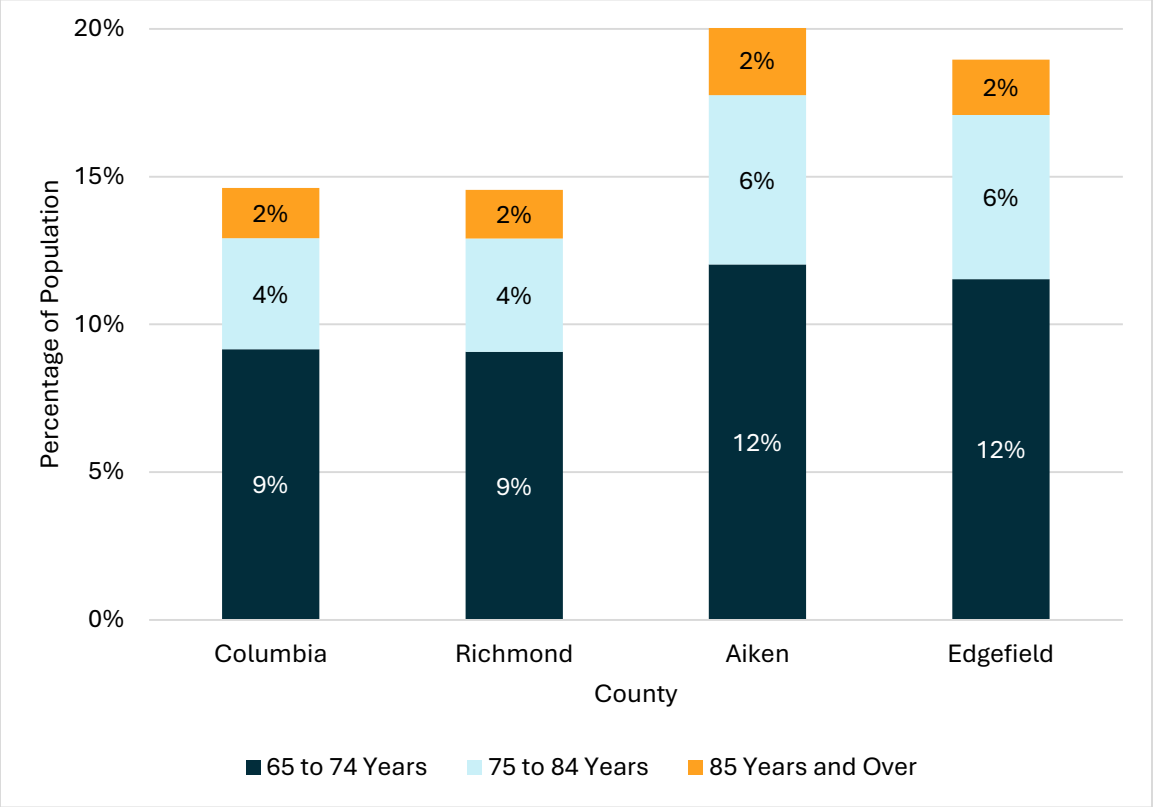


Source: Center for Neighborhood Technology H + T Index

3.10 Senior Population

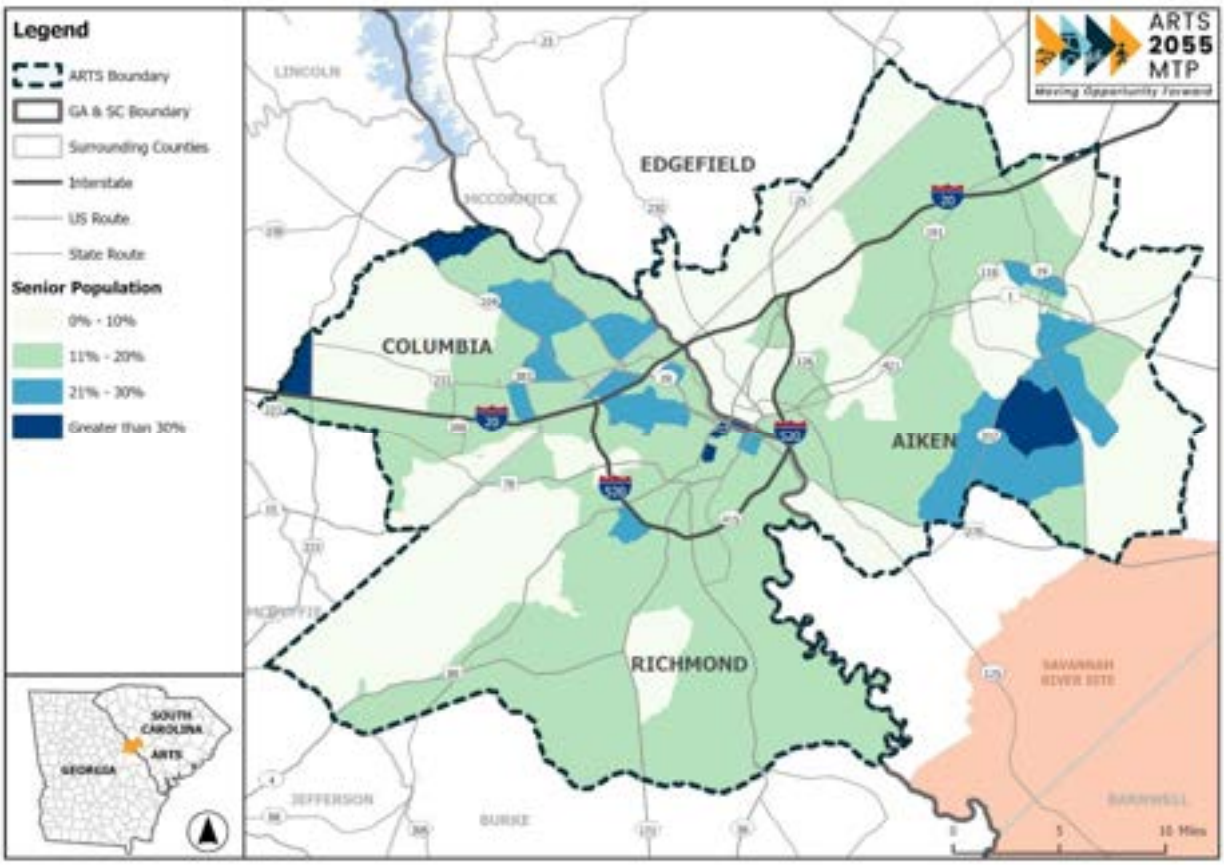
Figure 3.10-1 presents the proportion of senior population, 65 years older or above, in each of the four counties. Aiken County has the highest proportion of senior population at 20 percent. Columbia and Richmond Counties have the lowest proportion of senior population at 14 percent. Figure 3.10-2 illustrates the geographical distribution of senior population, 65 years older or above, in the ARTS planning area. Census Tracts near the City of Augusta, the City of Aiken, and the western area of Columbia County have higher proportion of senior populations.

Figure 3.10-1: Senior Population by County



Source: 2018 – 2022 ACS 5-Year Estimate

Figure 3.10-2: Senior Population

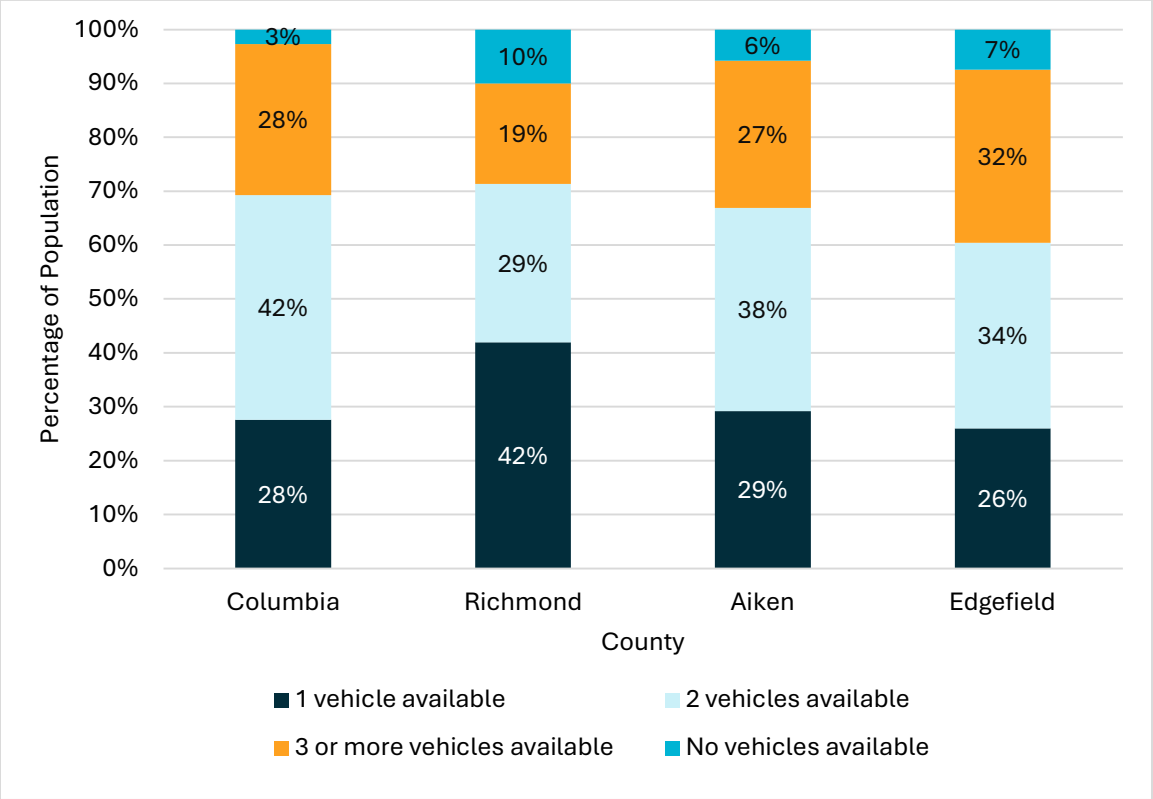


Source: 2018 – 2022 ACS 5-Year Estimate

3.11 Vehicle Availability

Figure 3.11-1 illustrates the percentage of households by number of vehicles available, including no vehicles available. Richmond County has the highest percentage of households without a vehicle available – 10 percent or over 7,000 households. Columbia County has the smallest percentage of households without a vehicle available, three percent or less than 1,400 households. In the four-county area, an average of 1.78 vehicles are available per household.

Figure 3.11-1: Percent Household by Number of Vehicles Available

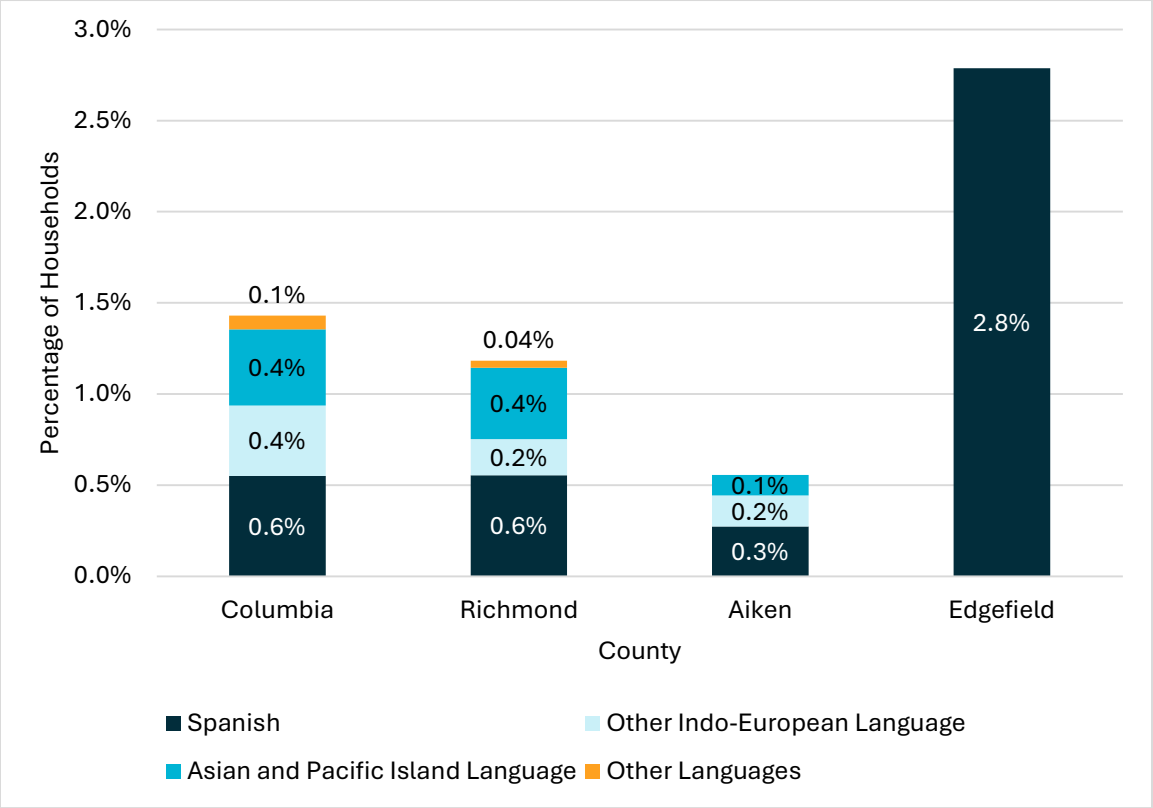


Source: 2018 – 2022 ACS 5-Year Estimate

3.12 Population with Limited English Proficiency

The U.S. Census defines the Limited English Proficiency (LEP) population as individuals in the population 5 years or older who self-identify as speaking English less than "very well". Figure 3.12-1 presents the percentage of households identified as LEP and their respective household language. The LEP population in the ARTS planning area include people speaking Spanish, Asian, Indo-European, and other languages. Slightly more than one percent of the population in the ARTS planning area was identified as LEP. The planning process for the 2055 MTP has incorporated translations of project related surveys and key materials into Spanish languages to widen the reach of public input.

Figure 3.12-1: Population with Limited English Proficiency by County



Source: 2018 – 2022 ACS 5-Year Estimate

3.13 Environmental Justice Assessment

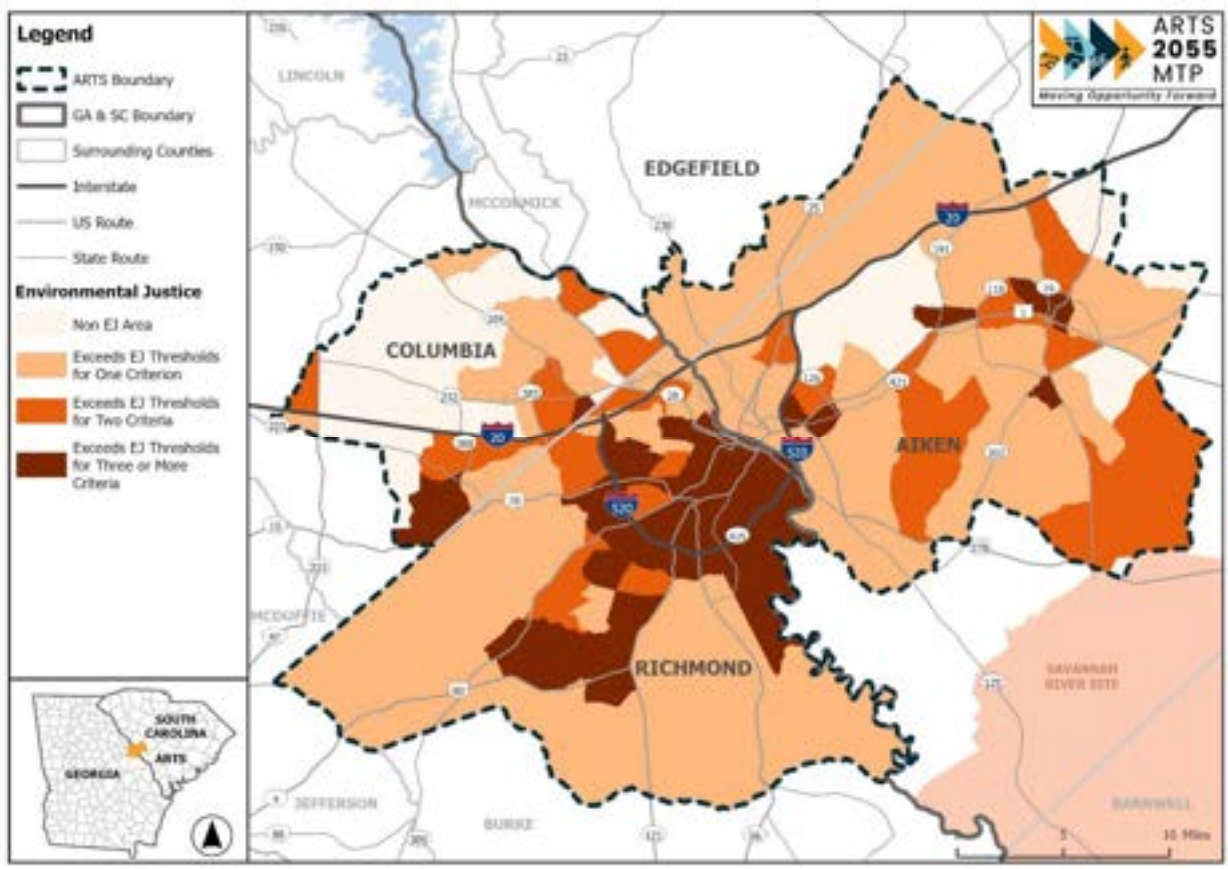
Figure 3.13-1 summarizes EJ thresholds for the five categories previously discussed in this section. These sections were obtained from the ARTS planning area average in each category. Figure 3.13-2 illustrate the number of categories of EJ thresholds that each Census Tract exceeds. Any census tract that exceeds the EJ threshold for at least one category is considered as an EJ area, Census Tracts with higher number of categories that exceed their respective thresholds indicate greater need for attention during the planning process.

Figure 3.13-1: Environmental Justice Thresholds in ARTS Planning Area

Demographic	ARTS Planning Area	Threshold
Total Population	484,926	-
Occupied Household Units	174,167	-
Minority Population	236,004	48.7%
Seniors	78,161	16.1%
Population with Income Below Poverty Line	69,140	14.3%
Housing Units that Speak English less than 'Very Well'	1,912	1.1%
Housing Units without a Vehicle	11,681	6.7%

Source: 2018 – 2022 ACS 5-Year Estimate

Figure 3.13-2: Environmental Justice Areas by Census Tract



Source: 2018 – 2022 ACS 5-Year Estimate

3.14 Employment Status

The data indicates that Columbia County has an employment rate of 59 percent, the highest in the ARTS area, and an unemployment rate of three percent, the lowest in the area. Edgefield County has the lowest rate of employed population in the area at just over 50 percent. Richmond County has the highest unemployment rate in the area at 4.5 percent. Notably, Richmond County has a significant military presence, with 4.5 percent of its population in the armed forces, compared to 2.6 percent in Columbia County. This substantial military presence in Richmond County is influenced by the location of Fort Gordon within its boundaries. These figures highlight the varying employment dynamics and the impact of military installations on local economies.

Figure 3.14-1: Employment Status of Residents

Area	Population 16 Years or Older	Civilian Labor-Employed	Civilian Labor-Unemployed	Armed Forces	Not in labor force
Columbia County, Georgia	124,655	59.0%	3.0%	2.6%	35.4%
Richmond County, Georgia	163,638	52.9%	4.5%	4.5%	38.0%
Aiken County, South Carolina	138,754	54.7%	3.3%	0.5%	41.5%
Edgefield County, South Carolina	22,492	50.8%	3.1%	0.3%	45.8%
South Carolina	4,216,865	56.6%	3.0%	0.9%	39.5%
Georgia	8,582,918	59.8%	3.2%	0.7%	36.3%
United States	267,393,519	59.8%	3.3%	0.5%	36.5%

Source: 2018 – 2022 ACS 5-Year Estimate

3.15 Employment Sectors

Figure 3.15-1 highlights employment distribution across sectors in each county. Columbia County has the highest share in management occupations at just over 45 percent, followed by sales and office, 19 percent. Richmond County is more balanced, with service, 21.5 percent and sales, 21.4 percent, as leading sectors, along with a strong production workforce, just over 17 percent. Aiken County has notable employment in management, over 38 percent and production, around 15 percent, while Edgefield County is dominated by production, around 21 percent and natural resources,14 percent. Compared to state and national trends, Columbia County has a higher concentration of office-based and professional roles, while Richmond and Edgefield Counties rely heavily on service and labor-intensive sectors.

Figure 3.15-1: Percent Employed by Employment Sector

Area	Civilian employed population 16 years and over	Management, business, science, and arts occupations	Service occupations	Sales and office occupations	Natural resources, construction, and maintenance occupations	Production, transportation, and material moving occupations
Columbia County	73,580	45.6%	16.7%	19.0%	8.9%	9.8%
Richmond County	86,611	32.2%	21.5%	21.4%	7.6%	17.3%
Aiken County	75,940	38.8%	16.8%	18.4%	10.8%	15.2%
Edgefield County	11,421	31.1%	16.0%	17.7%	14.0%	21.3%
South Carolina	2,388,777	38.3%	16.6%	20.7%	9.1%	15.3%
Georgia	5,130,869	40.9%	15.2%	20.8%	8.5%	14.6%
United States	159,808,535	42.0%	16.5%	19.9%	8.6%	13.0%

Source: 2018 – 2022 ACS 5-Year Estimate

3.16 Regional Employment Centers

The ARTS planning area is driven by major employers in government, healthcare, manufacturing, and logistics. Fort Gordon in Richmond County, with 29,252 employees, Savannah River Site in Aiken County, NSA Augusta, and Wellstar MCG Health Medical Center anchor the region, while Amazon, with 4,500 employees and John Deere are strong contributors to the region's workforce.

The Richmond County economy also includes EZGO Textron, Graphic Packaging, and the Richmond County School System. In Aiken County, besides the Savannah River Site, Bridgestone and UPS Customs Brokerage further strengthen the economy. These employers shape workforce trends, infrastructure, and economic growth.

3.17 Regional Travel Demand Model Socioeconomic Data

Future projections of socioeconomic data are an integral part of developing the MTP 2055 and will be used as a foundation for estimating existing and future travel demand within the ARTS area. Socioeconomic data for both the base year of 2020 and future horizon year of 2055 were used in this process and are taken from the most recently available data in the Georgia Statewide Travel Demand Model (GSTDM) developed by GDOT. Socioeconomic data in the GSTDM is provided at a geographic unit known as Traffic Analysis Zones (TAZs). These TAZs are focused only on the areas within the ARTS MPO boundary. Socioeconomic data available for assessment include baseline and future year population, household, and employment within the ARTS area.

3.17.1 Base Year 2020 Population and Employment Data

The 2020 base year population and household data used for the Regional Travel Demand Model development for the ARTS area is shown in Figure 3.17-1. Base year data produces slightly different population and household estimates than those found in the Socioeconomic section of this report, which are based on most recent ACS data. Base year data is based on the GSTDM which uses a combination of the 2020 Census and ACS data as well as 2019 employment information so that model is calibrated to pre-COVID travel conditions. Data for this model is used only to generate predictions surrounding the growth that will influence future traffic demand and are not intended to perfectly match with the ACS' existing conditions estimates.

The 2020 base year data shows that Richmond County is the largest in terms of the size of population and numbers of employees. Aiken County has the largest number of households. In terms of household size, Columbia County ranks the largest with an average of 2.75 people per household. Richmond County has the largest number of jobs with over 131,000, which consists of 58 percent of total jobs in the four-county area. It also has the highest employment to population ratio of 0.67.

Figure 3.17-1: Base Year 2020 Population and Employment Data by County

County	2020 Total Population	2020 Total Households	2020 Household Size	2020 Total Employment
Columbia	156,010	55,521	2.81	40,086
Richmond	195,664	82,376	2.38	131,411
Aiken	168,048	69,551	2.42	44,714
Edgefield	23,987	9,660	2.48	8,486
Grant Total	543,709	217,108	2.50	224,697

Figure 3.17-2 and Figure 3.17-3 illustrate the 2020 population density and employment density for the ARTS area. Population and employment density are fairly concentrated near downtown Augusta, City of North Augusta, City of Aiken, and along Columbia County's western border.

Figure 3.17-2: Base Year 2020 Population Density

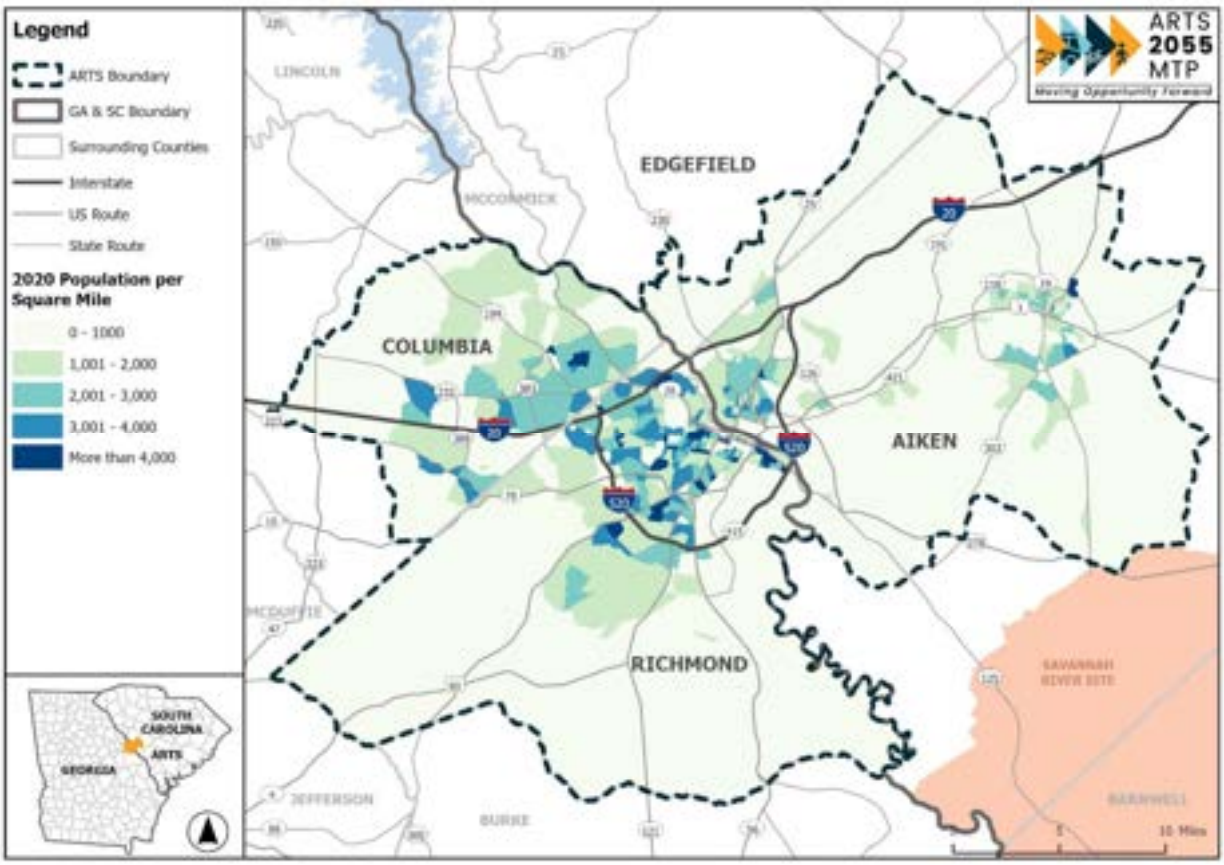
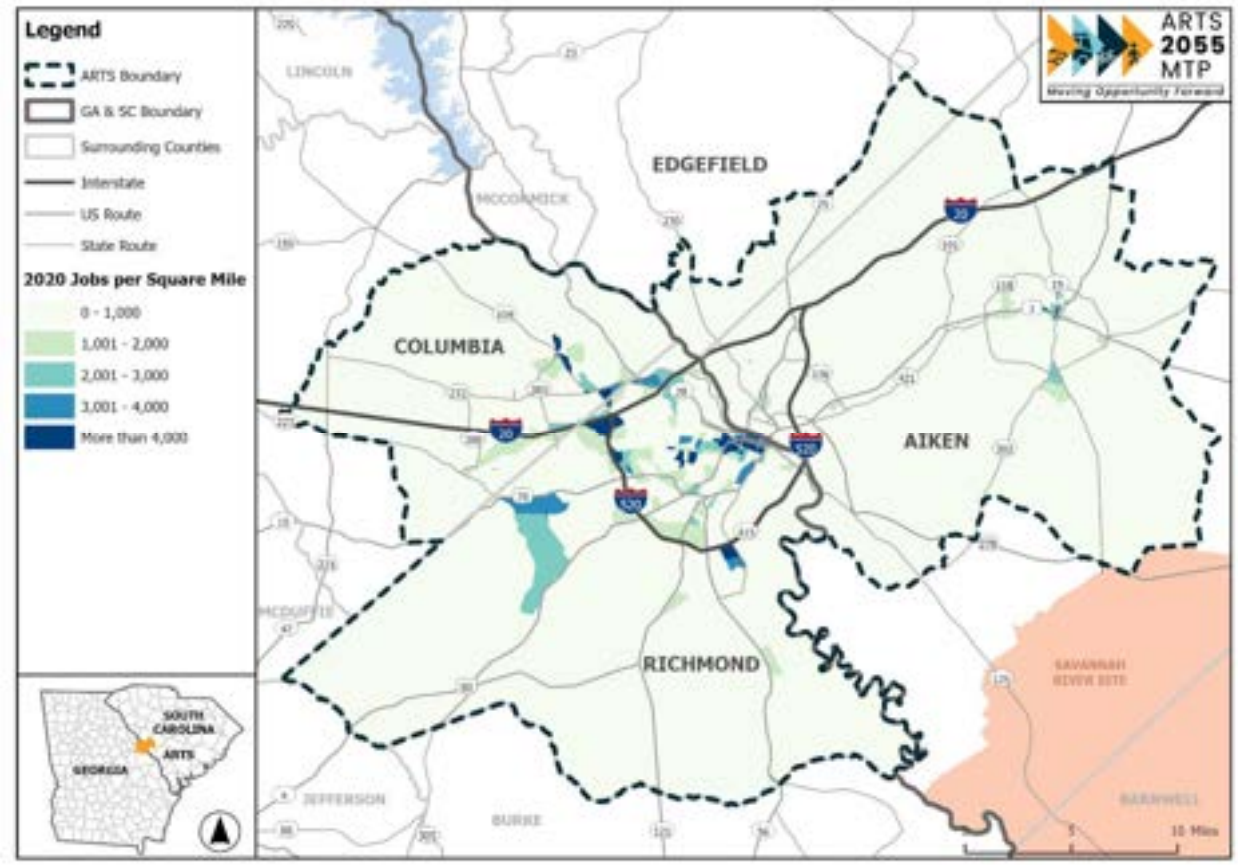


Figure 3.17-3: Base Year 2020 Employment Density



3.17.2 Future Year 2055 Population and Employment Data

The 2055 GSTDM control totals for population, households, and employment are shown in Figure 3.17-4. Figure 3.17-5 and Figure 3.17-6 illustrate the projected 2055 population density and employment density. Like the base year population and employment density, density is greatest near the City of Augusta, City of North Augusta, City of Aiken, and the eastern area of Columbia County.

Figure 3.17-4: Future Year 2055 Population and Employment Data

County	2055 Total Population	2055 Total Households	2055 Household Size	2055 Total Employment
Columbia	257,451	91,629	2.81	67,138
Richmond	206,693	86,996	2.38	142,754
Aiken	213,511	85,353	2.50	64,752
Edgefield	26,142	10,455	2.50	11,885
Grant Total	703,797	274,433	2.56	286,529

Source: Georgia Statewide Travel Demand Model

Figure 3.17-5: Future Year 2055 Population Density

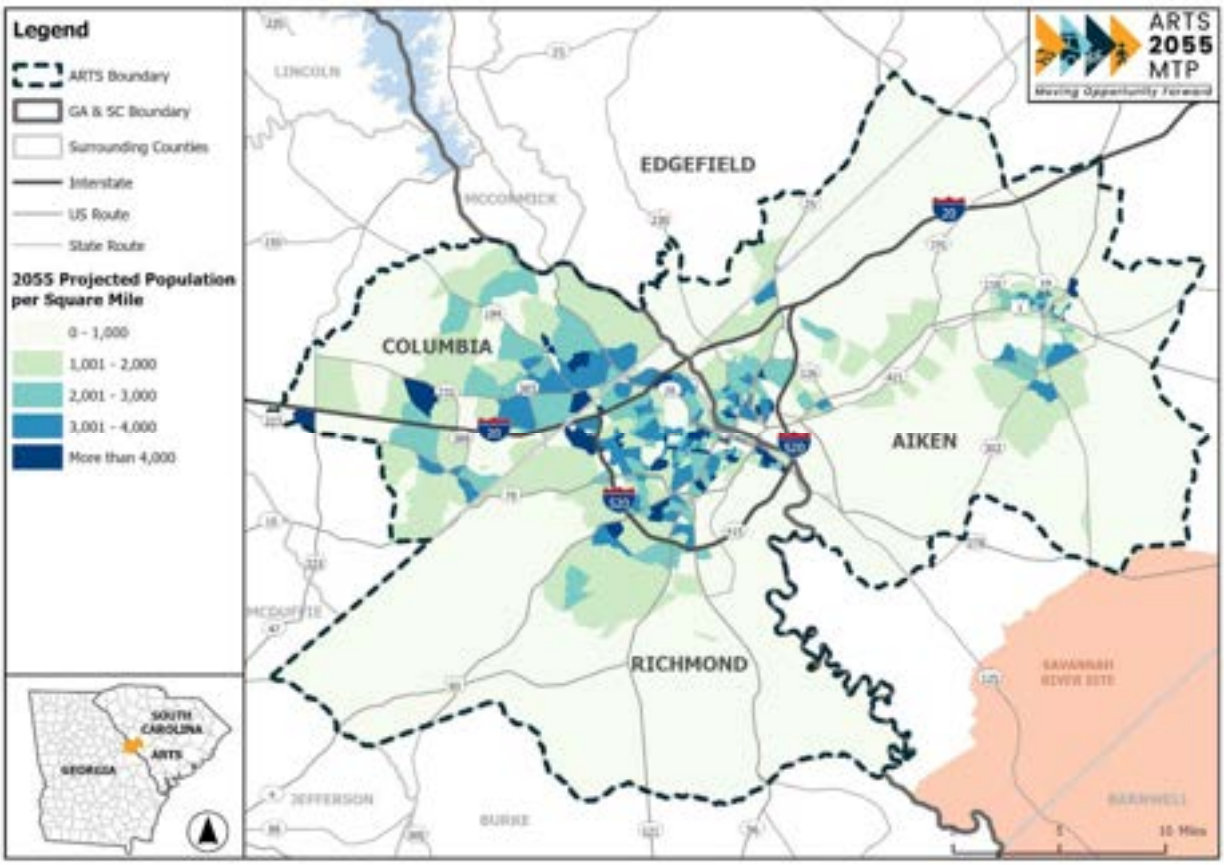


Figure 3.17-6: Future Year 2055 Employment Density

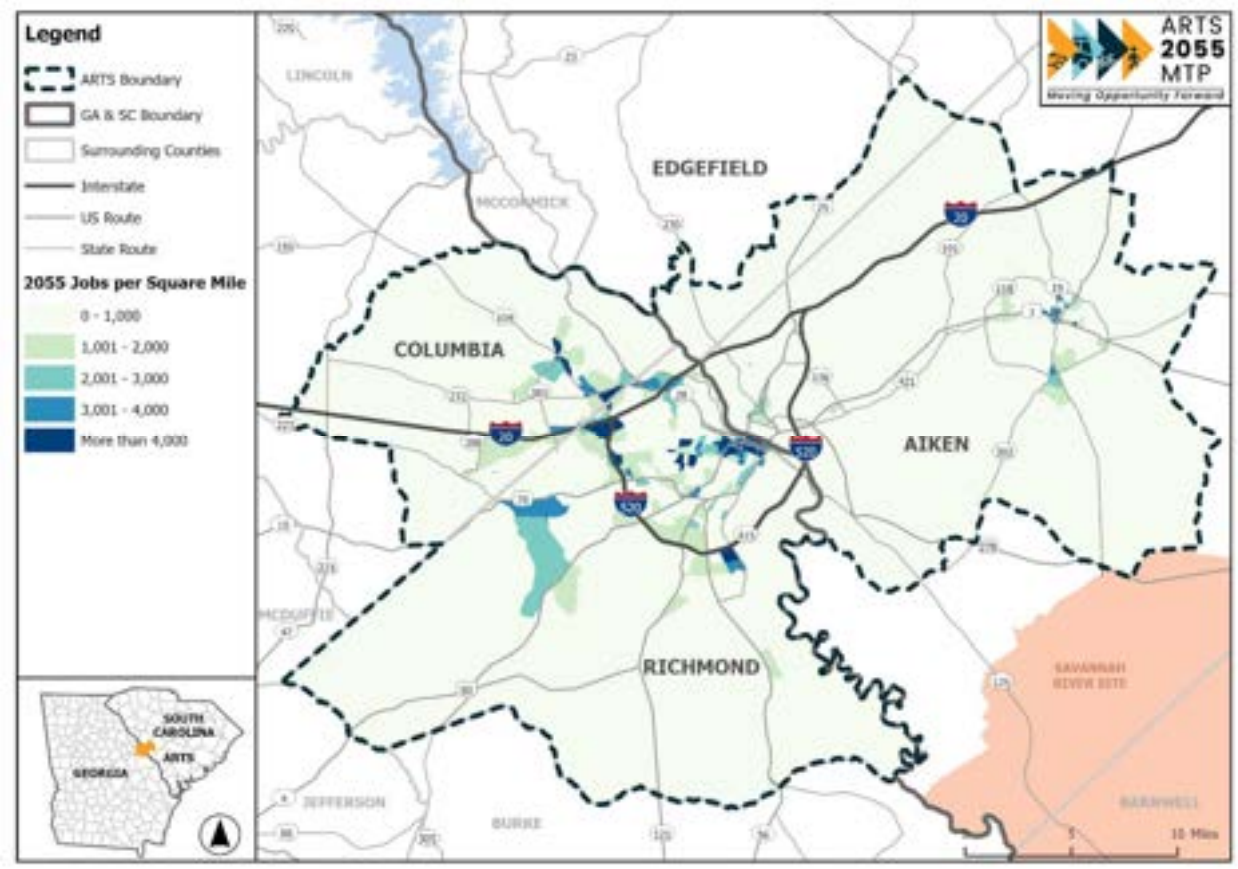


Figure 3.17-7 lists the change in population and households between base year 2020 and future horizon year 2055. In the ARTS area, population is expected to increase by 29 percent. Columbia County has the highest growth rate of 65 percent for both population and households. Richmond County is projected to have the lowest growth rate of six percent. The ARTS area population growth is illustrated in Figure 3.17-9. The greatest concentration of growth is located in Columbia County.

Figure 3.17-7: Projected Change in Population by County (2020-2055)

County	Total Population		Population Growth (2020 – 2055)	Total Households		Household Growth (2020-2055)
	2020	2055		2020	2055	
Columbia	156,010	257,451	101,441 (65%)	55,521	91,629	36,108 (65%)
Richmond	195,664	206,693	11,029 (6%)	82,376	86,996	4,620 (6%)
Aiken	168,048	213,511	45,463 (27%)	69,551	85,353	15,802 (23%)
Edgefield	23,987	26,142	2,155 (9%)	9,660	10,455	795 (8%)
Grand Total	543,709	703,797	160,088 (29%)	217,108	274,433	57,325 (26%)

Source: Georgia Statewide Travel Demand Model

Figure 3.17-8 lists the change in employment between base year 2020 and future horizon year 2055 for the ARTS area. Similar to population and household growth, Columbia County is expected to see the greatest increase in employment, 67 percent. Richmond County is projected to experience the lowest growth rate of nine percent. The ARTS area can expect an overall employment growth rate of 28 percent. The ARTS area expected employment growth is shown in Figure 3.17-10.

Figure 3.17-8: Projected Change in Employment by County (2020-2055)

County	2020 Total Employment	2055 Total Employment	Employment Growth (2020 – 2055)
Columbia	40,086	67,138	27,052 (67%)
Richmond	131,411	142,754	11,343 (9%)
Aiken	44,714	64,752	20,038 (45%)
Edgefield	8,486	11,885	3,399 (40%)
Grand Total	224,697	286,529	61,832 (28%)

Source: Georgia Statewide Travel Demand Model

Figure 3.17-9: Projected Change in Population (2020-2055)

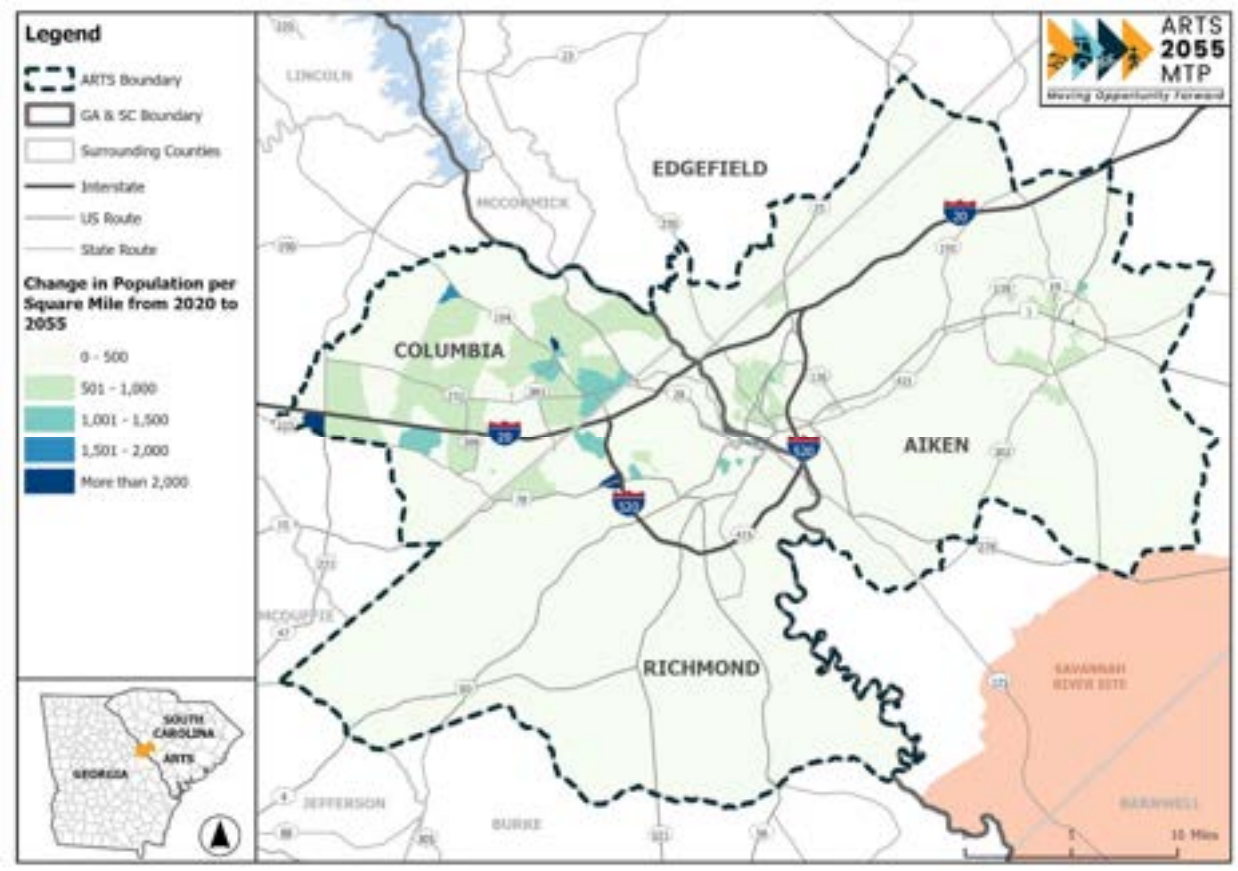
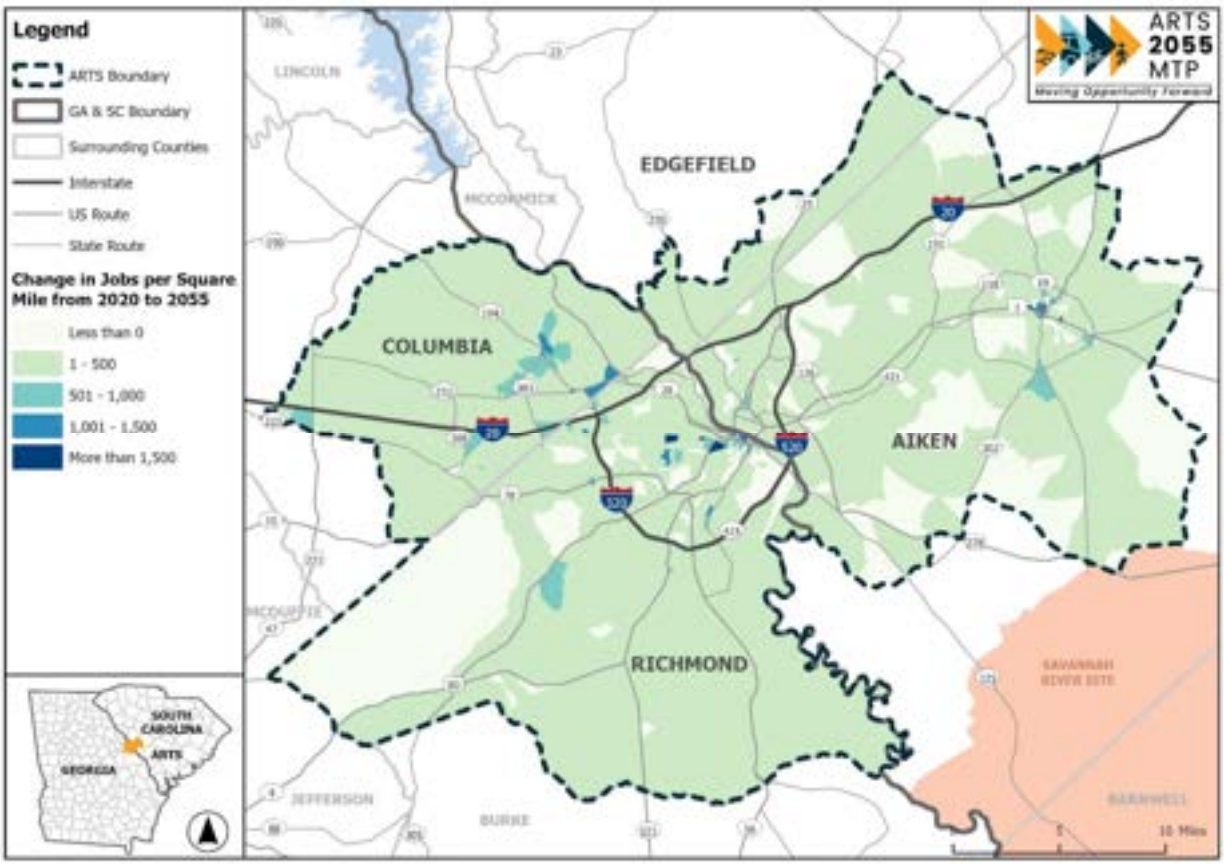


Figure 3.17-10: Projected Change in Employment (2020-2055)



3.18 Land Use

The ARTS area encompasses multiple jurisdictions, each responsible for adopting and managing their own land use, zoning, and future land use plans. As a result, the structure, timeline, and focus of these plans vary across the region. Existing land use reflects the current development patterns, including residential, commercial, industrial, and open space areas, while future land use plans guide long-term growth and development based on community goals and policy frameworks.

Future land use information is available for Columbia, Richmond, and Edgefield Counties, providing insight into their planned development strategies. Aiken County is currently in the process of updating its Comprehensive Plan, and updated future land use data is not yet available. Figure 3.18-1 shows the existing land use for the ARTS area. Figure 3.18-2 shows future land use for the ARTS area.

Figure 3.18-1: Existing Land Use

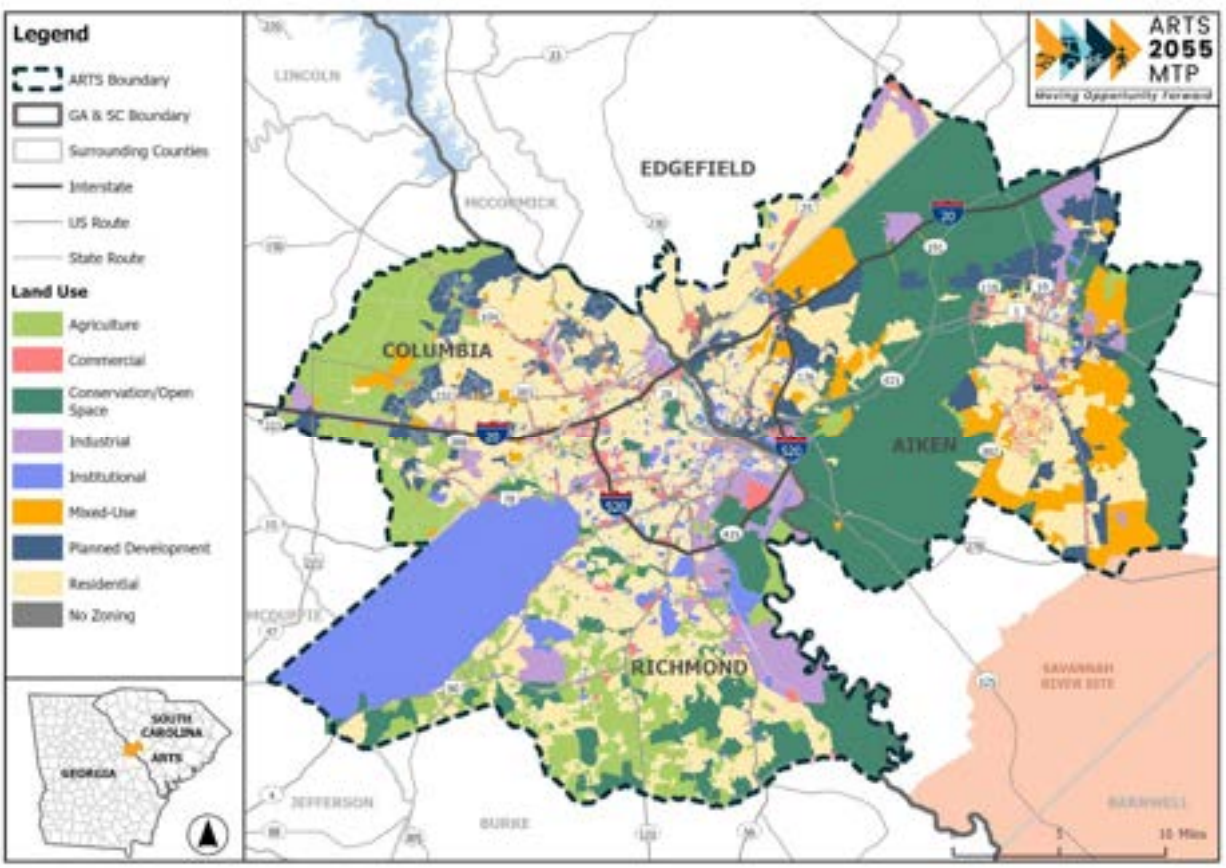
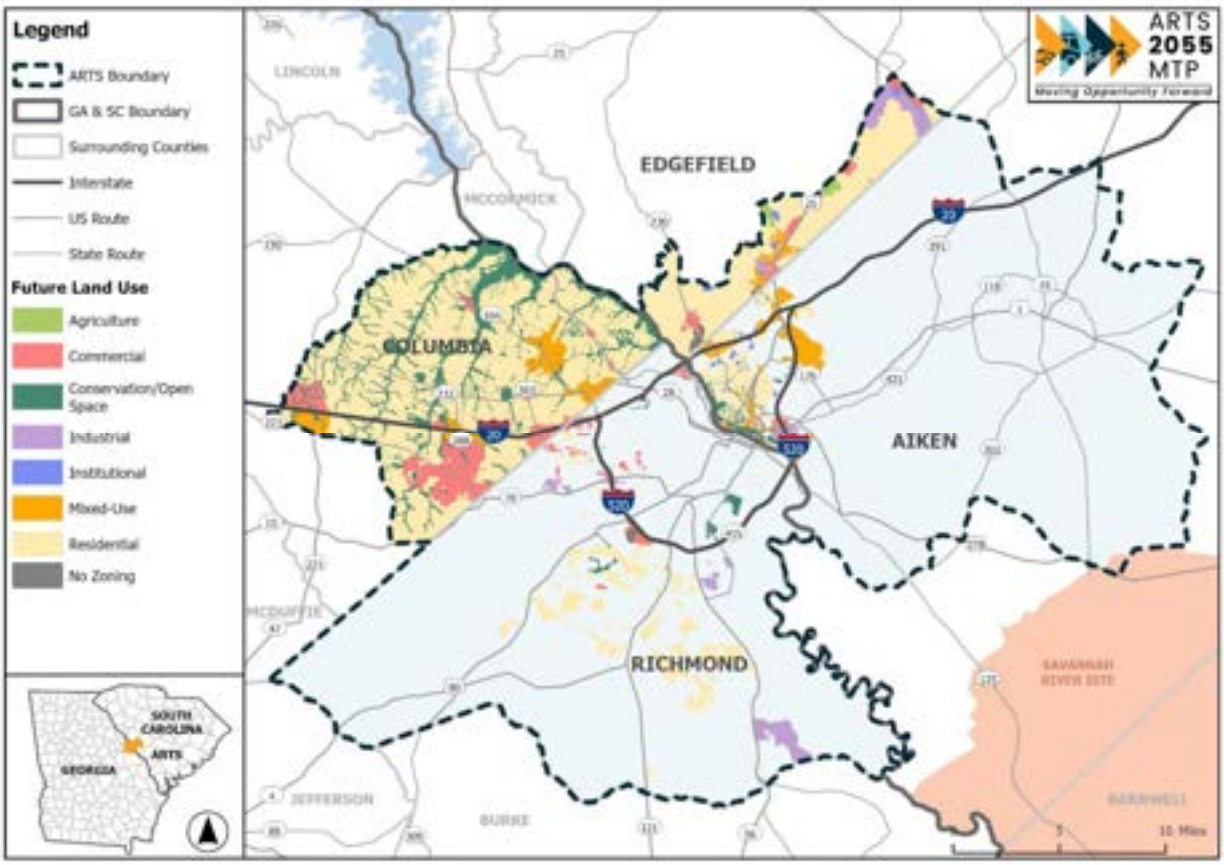


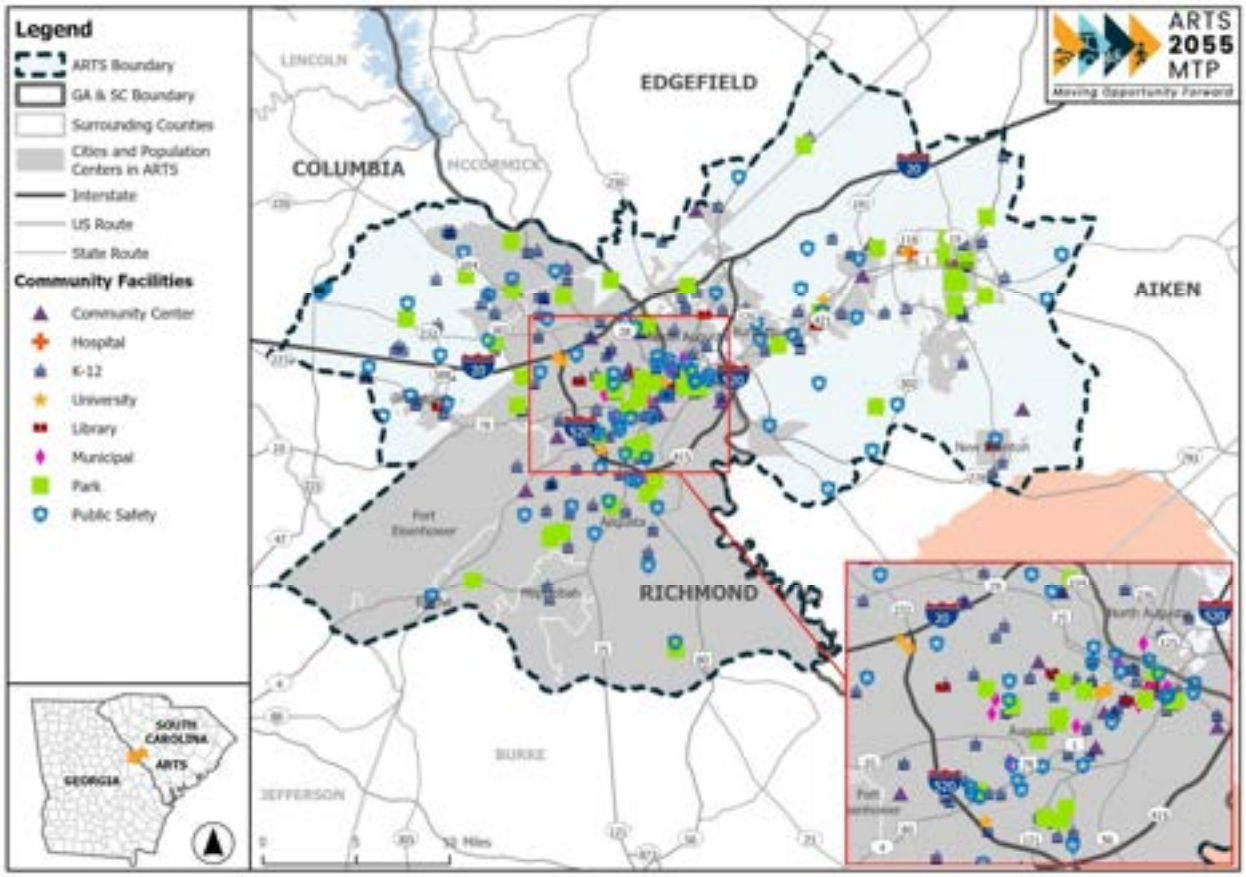
Figure 3.18-2: Future Land Use



3.19 Community Facilities

Figure 3.19-1 identifies the community facilities in the ARTS area, such as parks and recreation, public buildings, schools, hospitals, community centers, and public safety facilities.

Figure 3.19-1: Community Facilities

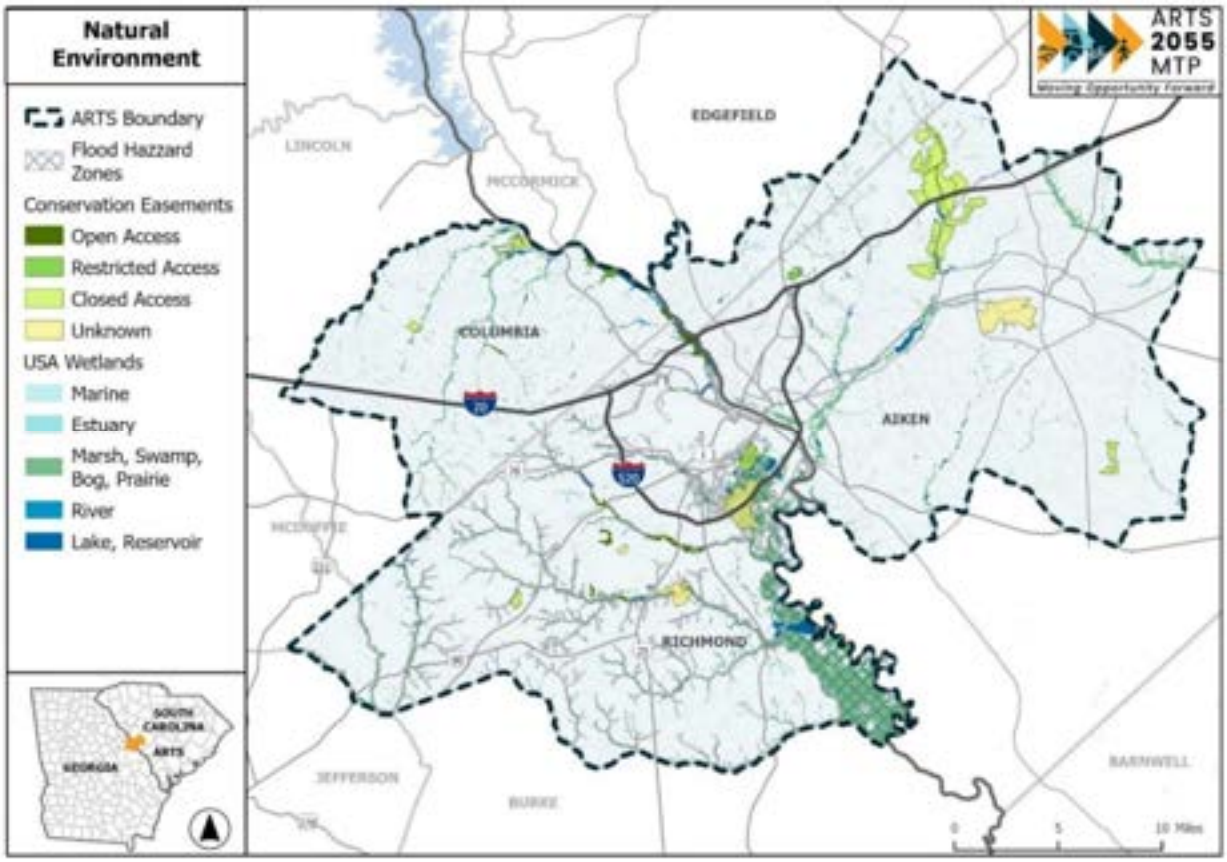


3.20Natural Resources

3.20.1 Wetlands

Figure 3.20-1 illustrates natural and environmental features in the ARTS area including wetlands, conservation easements, and flood hazard zones. Under the Clean Water Act, the term wetlands is defined as "*areas where the frequent and prolonged presence of water at or near the soil surface drives the natural system meaning the kind of soils that form, the plants that grow and the fish and/or wildlife communities that use the habitat*." Local wetlands offer available habitat for native species and additionally protect and improve water quality.

Figure 3.20-1: Natural Resources



3.20.2 Endangered Species

Figure 3.20-2 summarizes the plants and animal species found within Georgia and South Carolina that are listed as an endangered species under the Endangered Species Act of 1973, as amended. Additionally, these species are known to have critical habitat within the ARTS area.

Figure 3.20-2: Endangered Species

FWS Category	Common Name	Scientific Name	Listing Status	Critical Habitat
Flowering Plant	Ocmulgee skullcap	*Scutellaria ocmulgee*	Endangered (2024)	Richmond, Aiken, Columbia Counties
Fishes	Atlantic sturgeon	*Acipenser oxyrinchus oxyrinchus*	Endangered (1967)	Savannah River
Fishes	Shortnose sturgeon	*Acipenser brevirostrum*	Endangered (1967)	Savannah River

3.21 Historic Resources

The ARTS area comprises multiple historic districts, each protecting various historic buildings, sites, and structures, see Figure 3.21-1. Historic preservation resources and design guidelines can be found for Aiken, Columbia, Richmond, and Edgefield Counties. These guidelines provide information on the appropriate measures to safeguard the preservation of their historic resources. Figures 3.21-2 and 3.21-3 illustrate historic resources within the Cities of Augusta, North Augusta, and Aiken.

Figure 3.21-1: Historic Resources

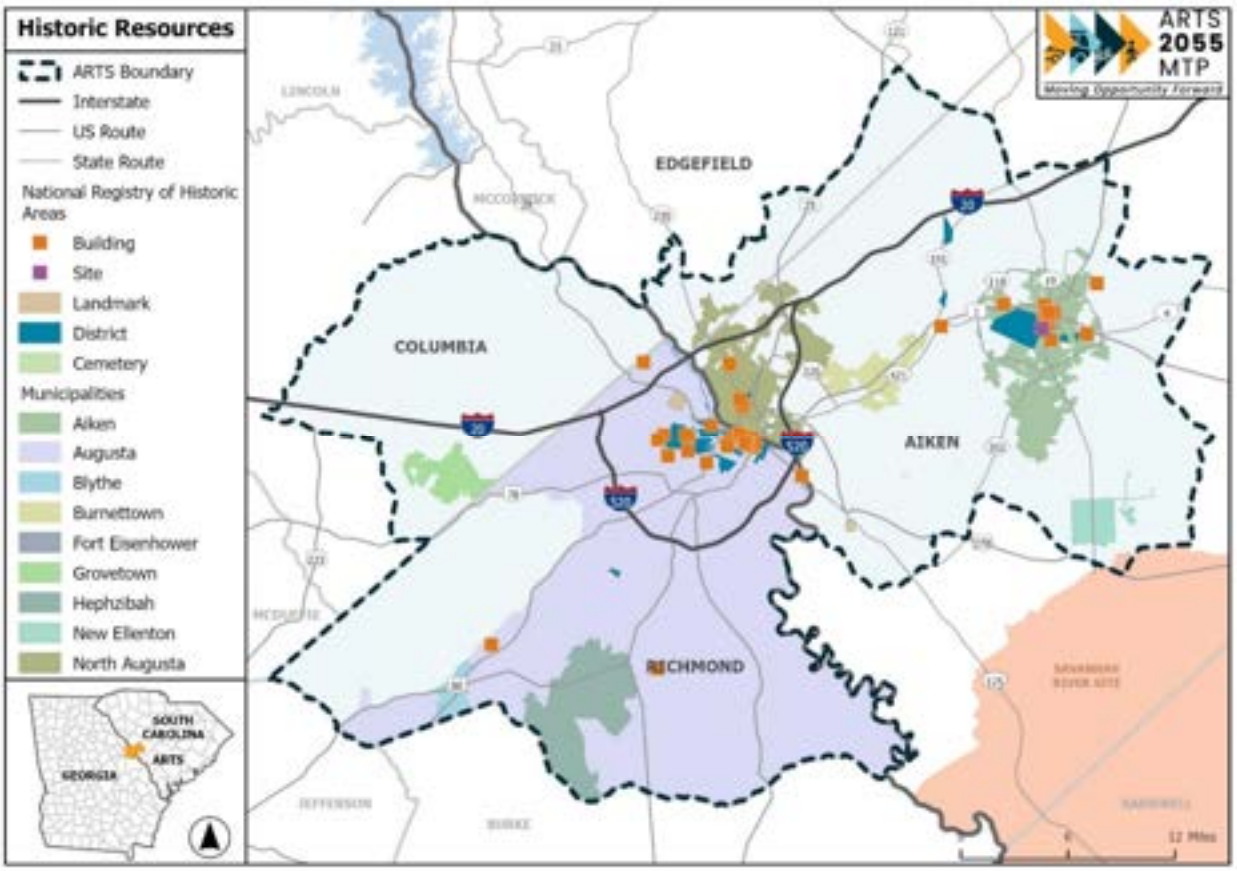


Figure 3.21-2: City of Augusta and City of North Augusta Historic Resources

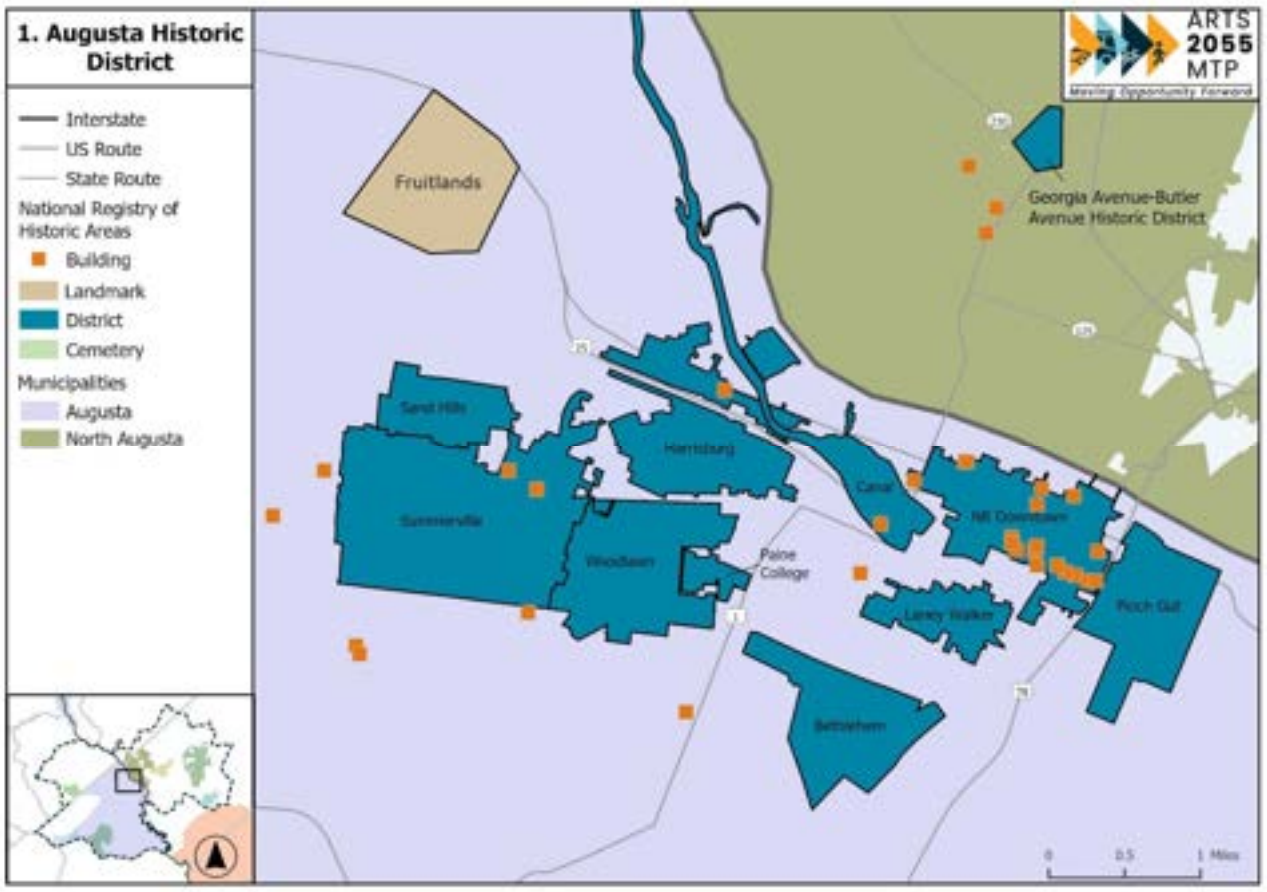
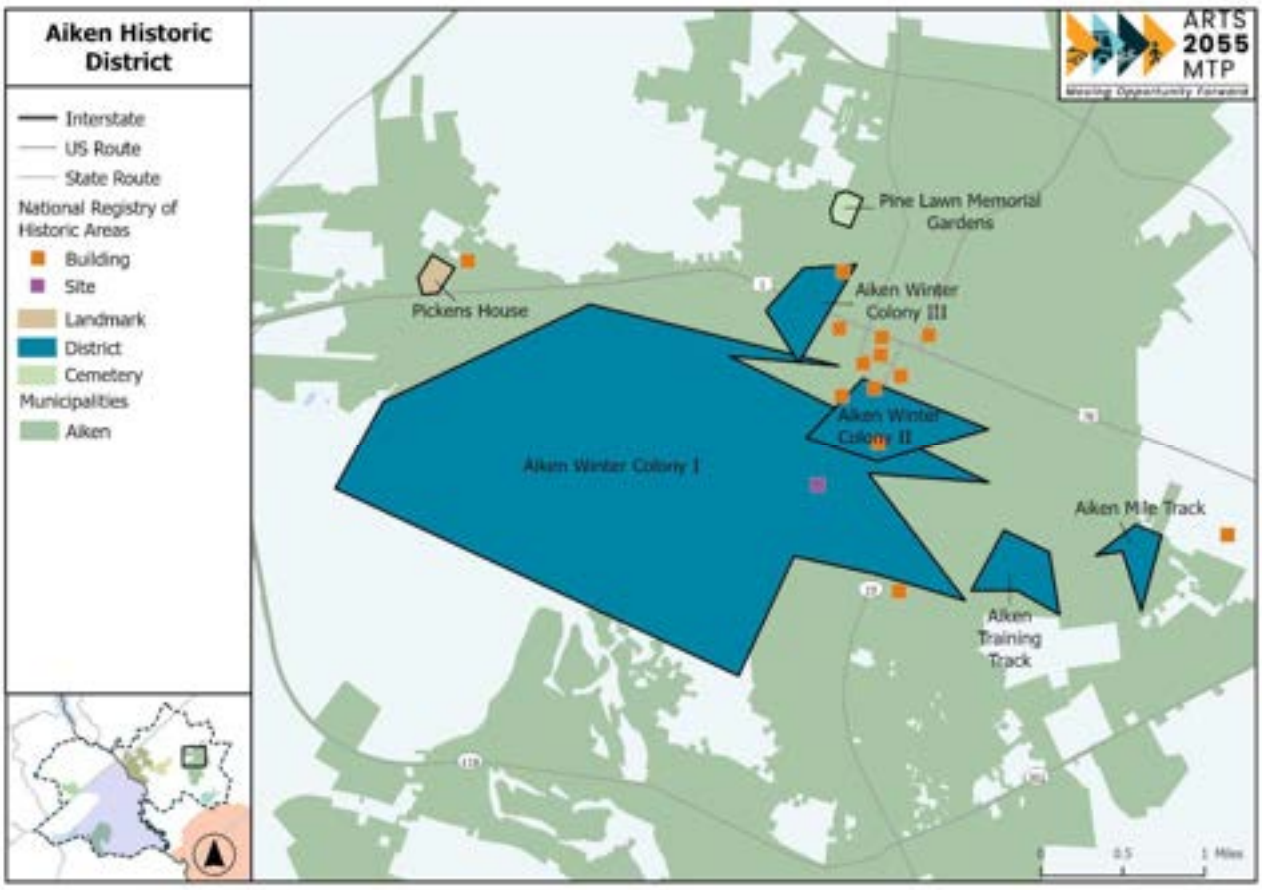


Figure 3.21-3: City of Aiken Historic Resources

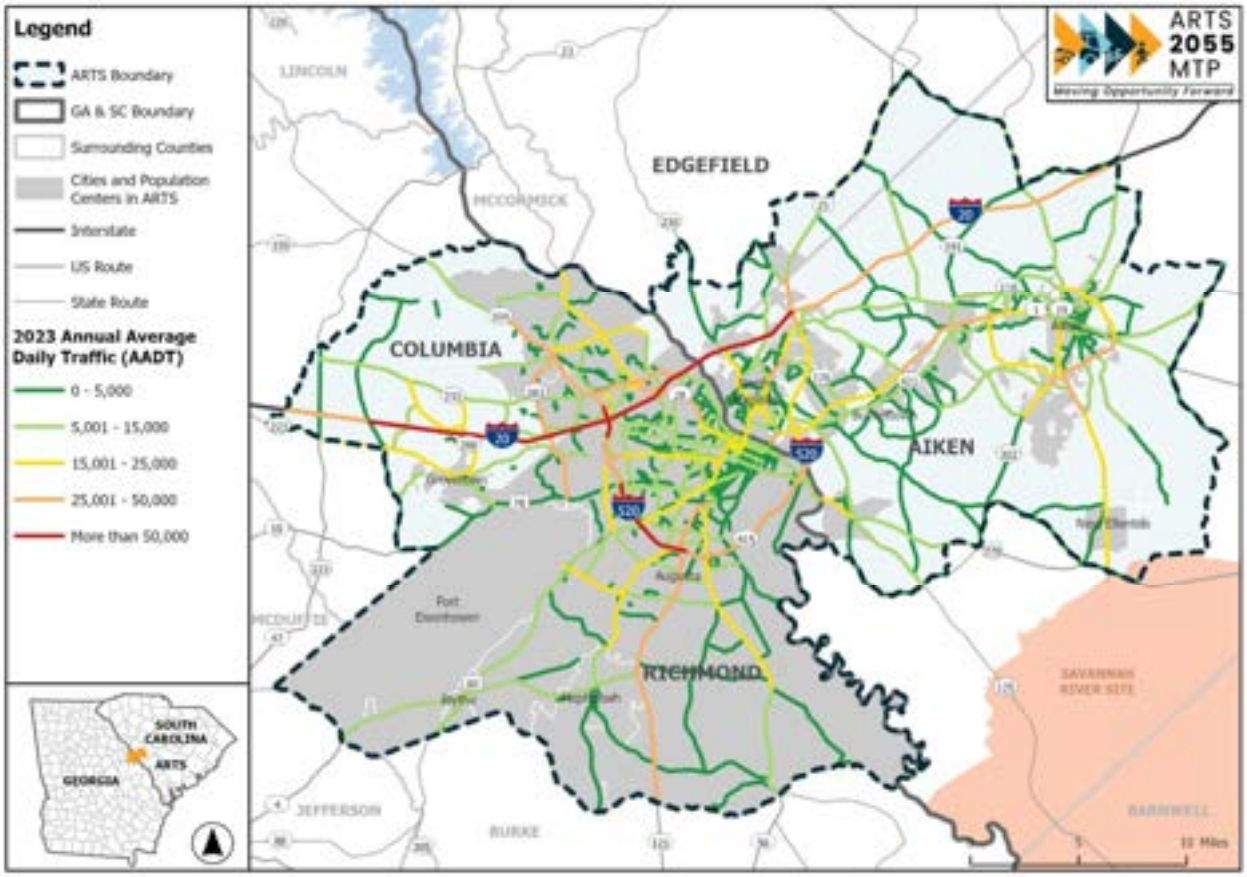


4 Regional Mobility & Safety

4.1 Traffic Counts

Figure 4.1-1 shows the Average Annual Daily Traffic (AADT) across major ARTS area roadways for the year 2023. The heaviest traffic can be seen along Interstates and U.S. highways.

Figure 4.1-1: 2023 AADT



4.2 Regional Commuting

The percentage of commuters by time of day within the ARTS planning area is illustrated in Figure 4.2-1 and the mean commute time for commuters in the ARTS planning area is shown in Figure 4.2-2. In all counties, the majority of workers travel to work between 7:00 am and 8:59 am. However, all four counties also have a fairly large proportion of early-morning commuters, indicated by the average 37 percent of employees from each county that travel to work between 5:00 am and 6:59 am. The average commute time to work for the ARTS planning area is 25 minutes. Richmond County commuters experience the lowest mean commute time, 22 minutes, while Edgefield County commuters have the highest mean commute time of 30 minutes.

Figure 4.2-1: Percentage of Commuters by County by Time of Day

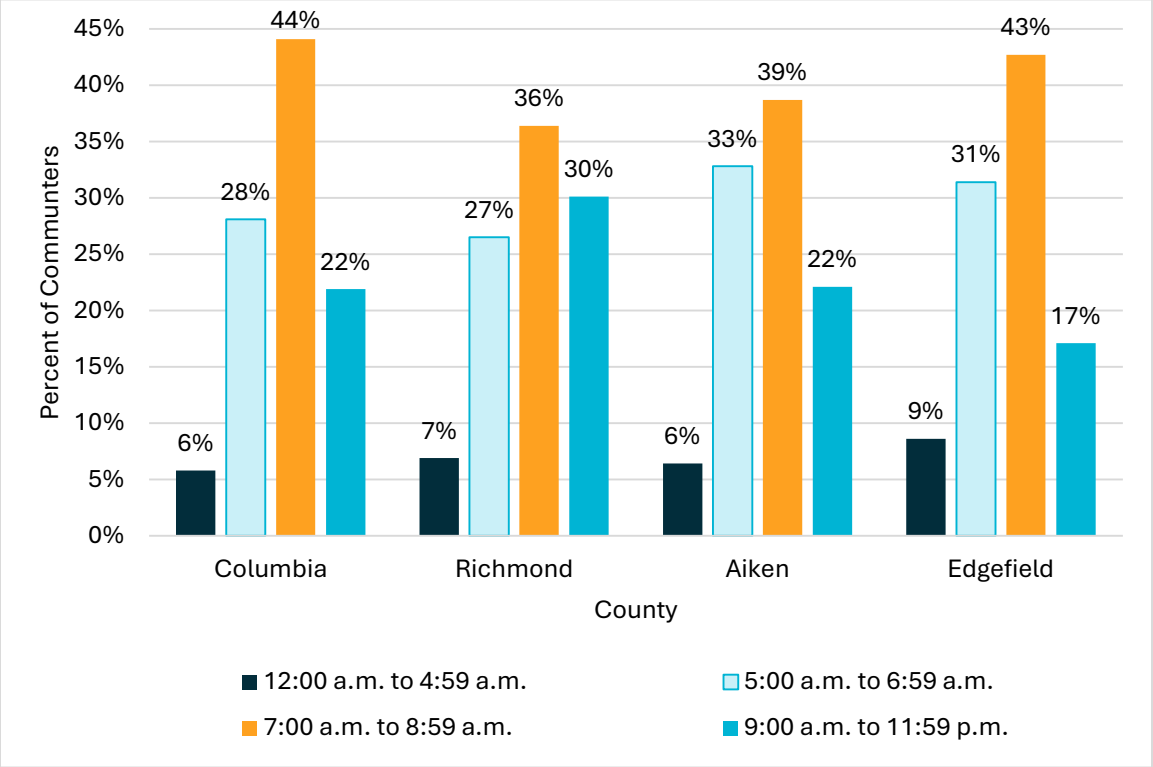
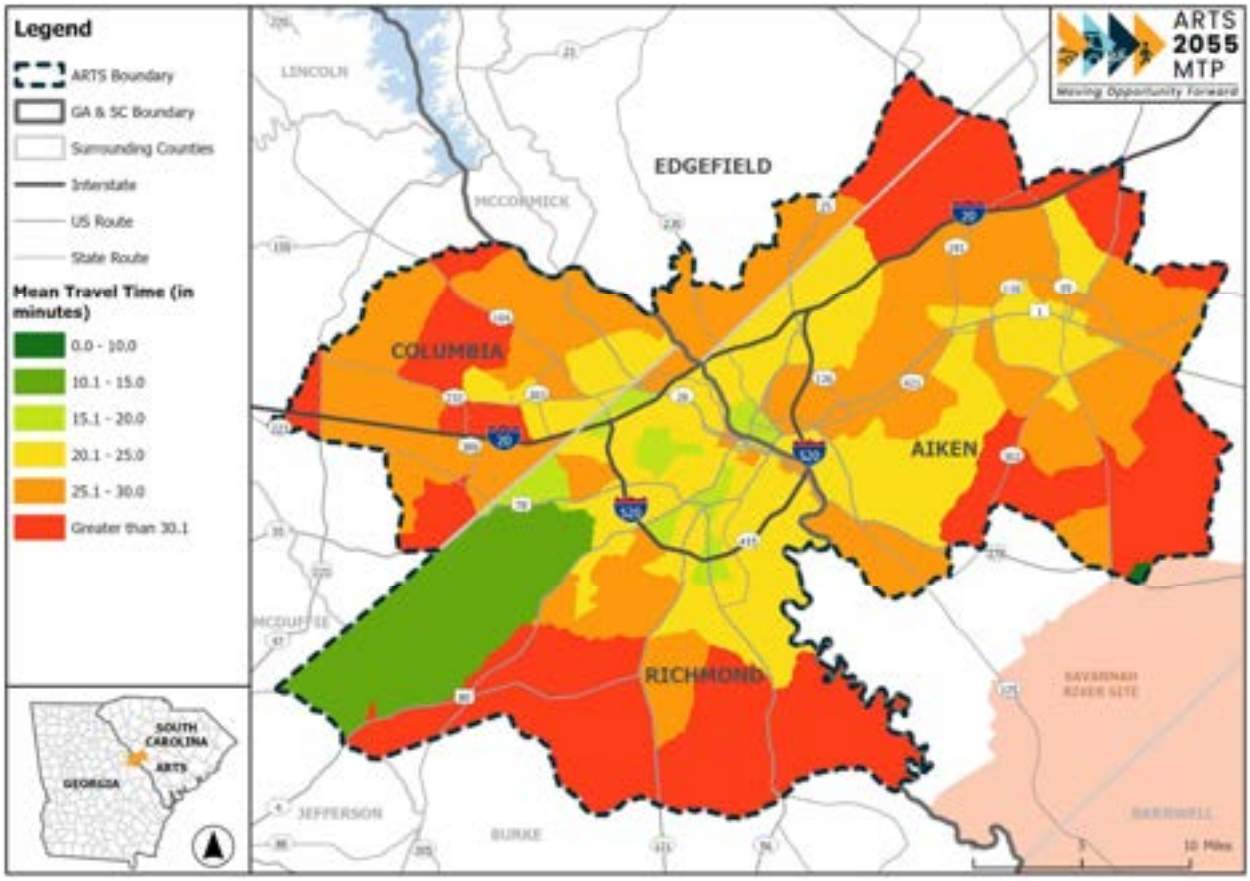


Figure 4.2-2: Average Commute Time to Work



4.3 American Community Survey Commuting Data

When comparing 2013-2017 ACS data to 2018-2022 ACS data, average commute times for commuters in Columbia, Richmond, and Edgefield Counties slightly increased, and commute times for commuters in Aiken County slightly decreased, as shown in Figure 4.3-1.

Figure 4.3-1: Average Travel Time to Work by County

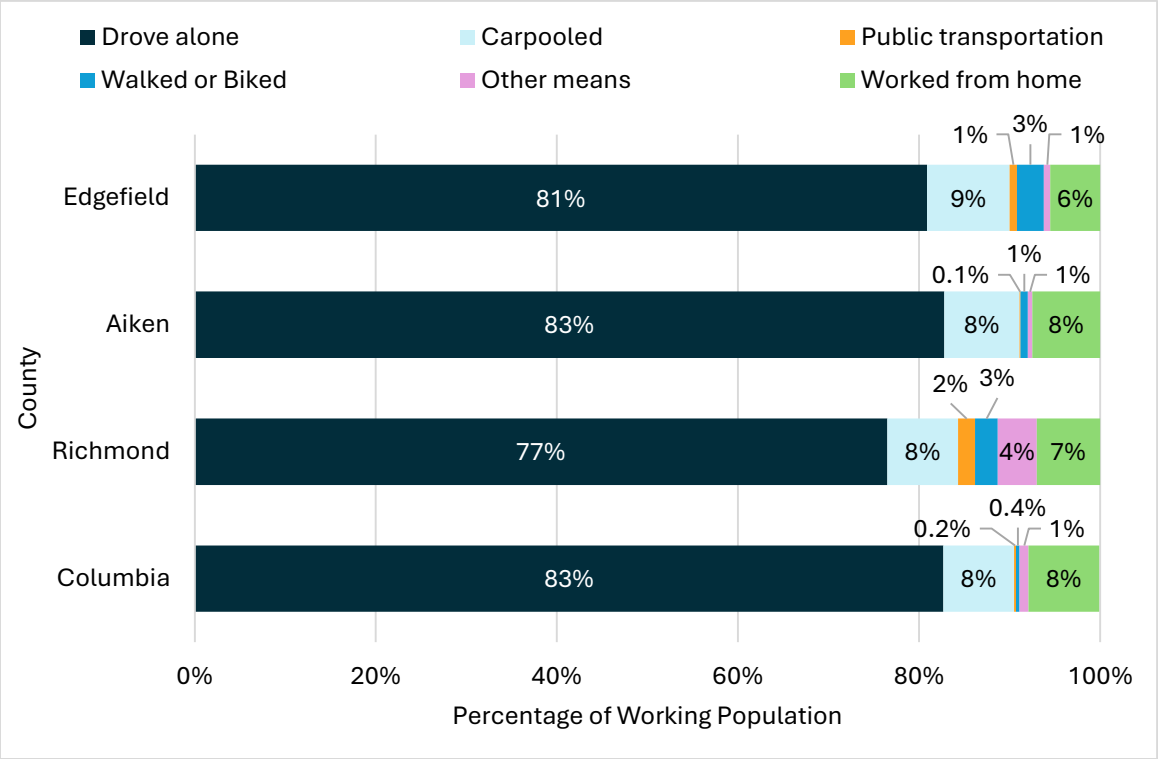
	Columbia	Richmond	Aiken	Edgefield
ACS 2013 – 2017 (in minutes)	25.5	20.5	24.9	25.2
ACS 2018 – 2022 (in minutes)	26.2	21.4	24.5	26.7

4.4 Journey to Work by Travel Mode

Figure 4.4-1 illustrates that work trips in the ARTS planning area are predominantly made by private vehicles, and further show that single-occupant vehicles are by far the most prominent mode of commuting. Use of private vehicles in the region averages 89 percent of travel mode. The working population in the ARTS planning area predominantly uses driving alone as the mode of choice.

Around 8 percent of trips occur by carpooling. Richmond County sees the highest percentage, 2 percent, of commuters that commute by public transportation. Planning for future commuting needs will need to account for the 11 percent of Edgefield, the 10 percent of Aiken County, 26 percent of Richmond County, and the 10 percent of Columbia County that commute by other modes or work from home.

Figure 4.4-1: Travel Mode of Commuting by County



4.5 Roadway Network and Inventory

This section provides an overview of the existing roadway network in the ARTS area. The data used in this section was collected from GDOT and SCDOT. Streets and highways are categorized by functional classification based on the character of traffic service they are intended to provide to vehicles and their users. Functional classifications, as defined by the Federal Highway Administration (FHWA), include the following:

- Interstates
- Other freeways and expressways
- Major and minor arterials
- Major and minor collector streets
- Local roads

Table 4.5-1 lists the functional classifications and their descriptions. GDOT and SCDOT use these functional classifications due to FHWA Directive 23 CRF 470[1], which mandates that each state transportation agency has the primary responsibility for developing and updating the functional road classification in rural and urban areas and existing roads and streets in its jurisdiction.

Figure 4.5-1: Functional Classification Table

Class	Description
Interstate	Highest classification of roadways that were designed and constructed with mobility and long-distance travel in mind.
Other Freeways and Expressways	These roadways are intended to maximize mobility function with no direct service to abutting land use. Their roadways directional travel lanes are separated by physical barriers and access points are limited to on- and off-ramp intersections.
Major Arterials	These roadways serve major centers of metropolitan and some rural areas by providing a high degree of mobility while offering marginal direct access to abutting land use. In urban areas, there are multiple Major Arterials radiating from the urban center, while a rural area may only have a single Major Arterial.
Minor Arterials	Minor Arterials provide service for moderate length trips and serve geographically smaller areas while providing connection to the higher Arterial systems. These roadways often provide intra-community continuity in urban areas and linked cities and larger towns in rural areas.
Collector Streets	Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Major Collectors tend to provide more mobility than access. Major Collectors are generally longer in length, have higher speed limits and annual average traffic volumes as well as more travel lines than Minor Collectors.
Local Roads	All other roadways not classified as Arterials or Collectors are considered Local Roads. These roadways account for the largest percentage of all roadways in terms of mileage. They are not intended for long-distance travel and provide direct access to abutting land use.

Source: Federal Highway Administration

Figure 4.5-2 summarizes road miles by functional classification in the ARTS area. The ARTS area's highway classifications, simplified to include Interstates, freeways/ expressways, arterials, collectors, and local roads, are presented in Figure 6.4-3. The ARTS area has two interstates - I-20 and I-520. I-20 connects the ARTS area with other major regions across the southeastern U.S. like Columbia, SC to the east and Atlanta, GA, Birmingham, AL, Jackson, MS, and Dallas, TX to the west. I-520 is an auxiliary circumferential interstate around the City of Augusta.

GA 104 (River Watch Parkway) acts as a freeway or expressway. The ARTS area also includes several U.S. highways including U.S. 1, U.S. 25, U.S. 78, and U.S. 278. These highways are classified as either major or minor arterials.

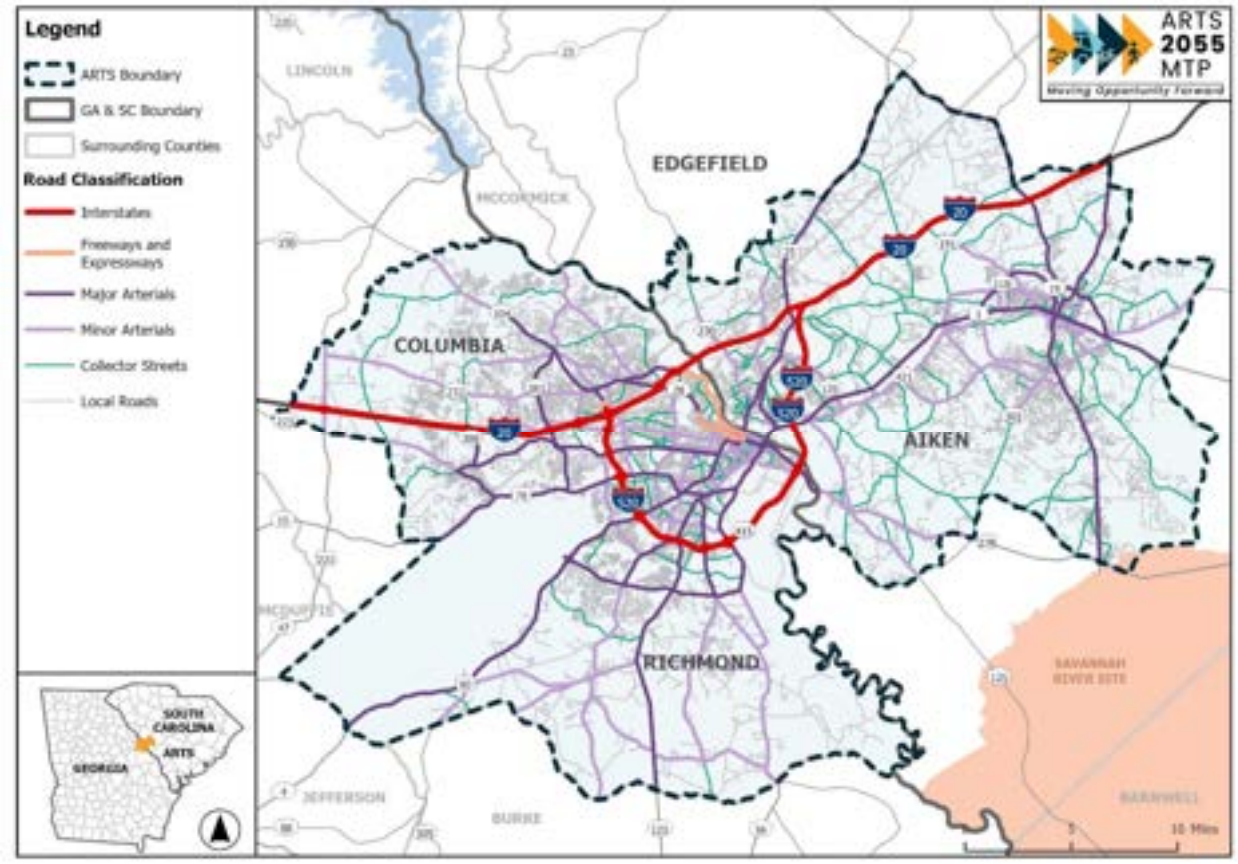
[1] https://www.fhwa.dot.gov/legsregs/directives/fapg/cfr0470a.htm

Figure 4.5-2: Road Miles by Functional Classification by County

Road Classification	Columbia County	Richmond County	Georgia	Aiken County	Edgefield County	South Carolina	Total
Interstate	14	22	36	31	0	31	67
Other Freeways and Expressways	0	11	11	0	0	0	11
Major Arterials	23	106	129	86	13	99	228
Minor Arterials	53	121	174	101	3	104	278
Collector Streets	36	72	108	247	16	263	371
Local Roads	623	918	1,541	1,214	108	1,322	2,863
Total	749	1,250	1,999	1,679	140	1,819	3,818

Source: GDOT and SCDOT

Figure 4.5-3: Functional Classification



Source: GDOT and SCDOT

4.6 Bridge Inventory and Conditions

There are 366 bridges within the ARTS area, of which 231 are located in Georgia and 135 are located in South Carolina. FHWA maintains the National Bridge Inventory (NBI), which tracks various metrics for every bridge in the country. Previously, FHWA categorized some bridges as Structurally Deficient, indicating that a bridge has significant load carrying elements that are in poor or worse condition due to deterioration or damage. This term was eliminated in 2018, and FHWA now encourages the use of Bridge Condition to evaluate bridges.

A Bridge Condition can be classified as Good, Fair, or Poor. Bridge Condition is determined by the lowest condition rating out of four elements of the bridge: the deck, superstructure, substructure, or culvert. Ratings for each element can range from 0 (failed condition) to 9 (excellent condition) and are categorized in Figure 4.6-1.

Figure 4.6-1: Bridge Condition Rating

Bridge Condition	Lowest Condition Rating
Good	7-9
Fair	5-6
Poor	0-4

Source: FHWA

Figure 4.6-2 shows all bridges in the ARTS area. Seventeen of the 366 bridges have a Bridge Condition rating of Poor – three of which are in Georgia, and 14 of which are in South Carolina. These bridges are shown with a red point in Figure 4.6-2 and detailed further in Figure 4.6-3.

Figure 4.6-2: Bridge Inventory

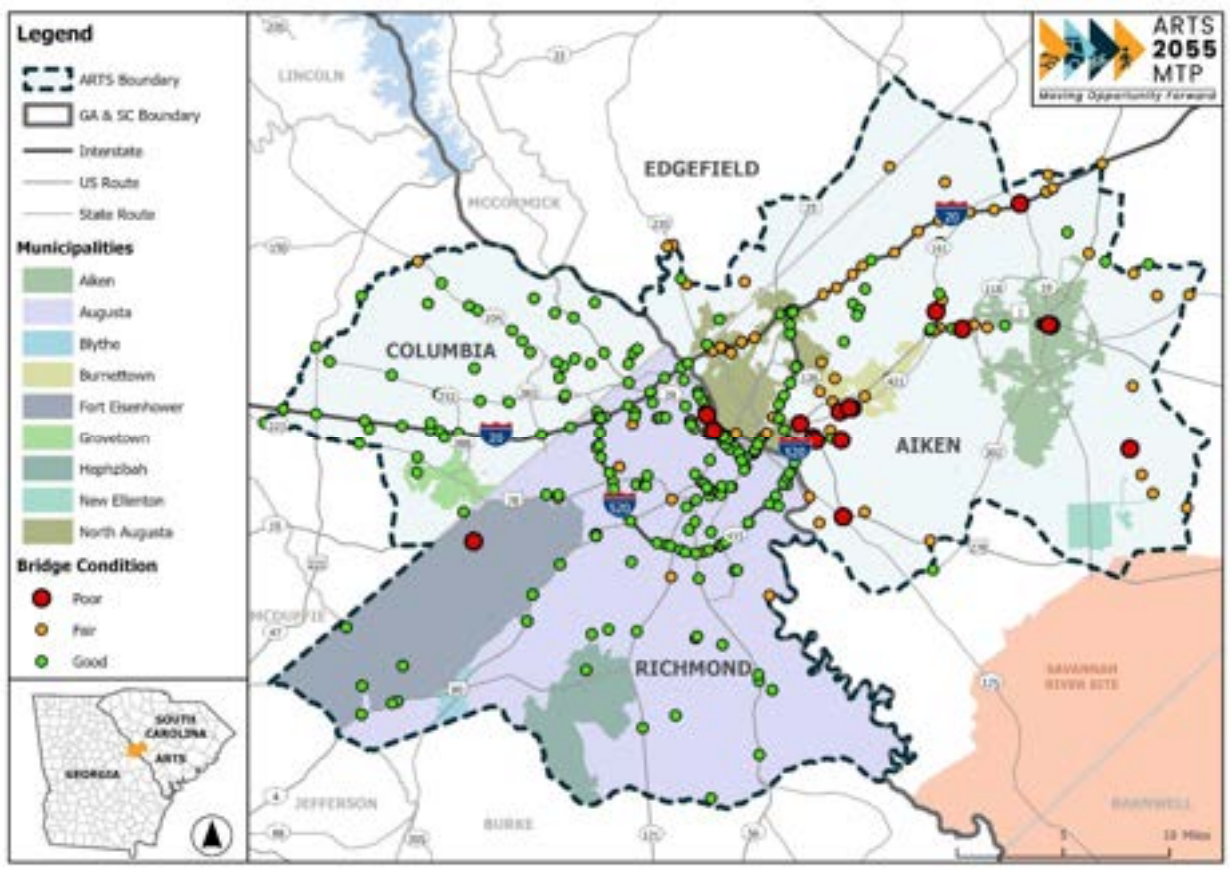


Figure 4.6-3: Bridge Rating

Description	State	County	Structure Number	Year Built	Lowest Condition Rating	Notes
Fairfield Street over Norfolk Southern Railroad, in Aiken	SC	Aiken	000000000008506	1992	0	Bridge closed in 2016, and the City of Aiken is planning to rebuild it.
SC 145/Storm Branch Road over Horse Creek tributary, 3 miles north of Beech Island	SC	Aiken	000000000001990	1954	0	This bridge only has a condition rating for the culvert category, which is 0.
Union Street over Norfolk Southern Railroad, in Aiken	SC	Aiken	000000000008317	1990	3	Bridge closed in 2023, and the City of Aiken has no plans to reopen it.
Goodrich Street over Canal Spillway, in Augusta	GA	Richmond	000000024550150	1940	4	
Goodrich Street over Canal Spillway, in Augusta	GA	Richmond	000000024550190	1940	4	

Description	State	County	Structure Number	Year Built	Lowest Condition Rating	Notes
North Range Road over Maxwell Creek, within Fort Gordon	GA	Richmond	DAPTRAGORBRGNRA	1955	4	Owned/maintained by the Army
Marshall Street over Big Horse Creek, in Graniteville	SC	Aiken	000000000001668	1950	4	
US 278/SC 125/Atomic Road over Norfolk Southern Railroad, 5 miles southeast of North Augusta	SC	Aiken	000000000001774	1951	4	
US 278/SC 125/Atomic Road over Horse Creek, 5 miles southeast of North Augusta	SC	Aiken	000000000001775	1951	4	
US 278/SC 125/Atomic Road over US 1/US 78/Jefferson Davis Highway, in Clearwater	SC	Aiken	000000000001846	1952	4	
SC 125/Atomic Road over US 278/SC 28/Willston Road, 10 miles northwest of Jackson	SC	Aiken	000000000001848	1952	4	
SC 421/Augusta Road over Norfolk Southern Railroad, 0.5 mile east of Clearwater	SC	Aiken	000000000002286	1956	4	
SC 421/Augusta Road over Little Horse Creek, 1 mile east of Clearwater	SC	Aiken	000000000002447	1926	4	
SC 421/Augusta Road over Horse Creek, 1 mile east of Clearwater	SC	Aiken	000000000002448	1957	4	
SC 421/Augusta Road over Sand River, 4 miles west of Aiken	SC	Aiken	000000000002449	1927	4	
I-20 Westbound over SC 19/Edgefield Highway, 6 miles north of Aiken	SC	Aiken	000000000005193	1968	4	
Banks Mill Road over Cedar Creek, 5 miles south of Aiken	SC	Aiken	000000000006416	1974	4	

4.7 Transit

Public transportation, also commonly called transit, is present in the ARTS planning area. The Federal Transit Agency (FTA) defines public transportation as "the operation of vehicles that provide services to the public, either generally or for specific groups, on a consistent and ongoing basis".[2] The availability of transit is essential to the region's ability to provide additional mobility options to residents, workers and visitors, to accommodate future growth, and to expand its employment opportunities. In addition to serving as an alternative to the private vehicle as a transportation

[2] 49 U.S. Code § 5302 - Definitions

mode, transit is especially important for people without access to a vehicle, people with a disability, and aging seniors.

This section contains the following sections:

- Existing Transit Service
- Microtransit and Other Transit Providers
- Intercity Bus Service
- Passenger Rail

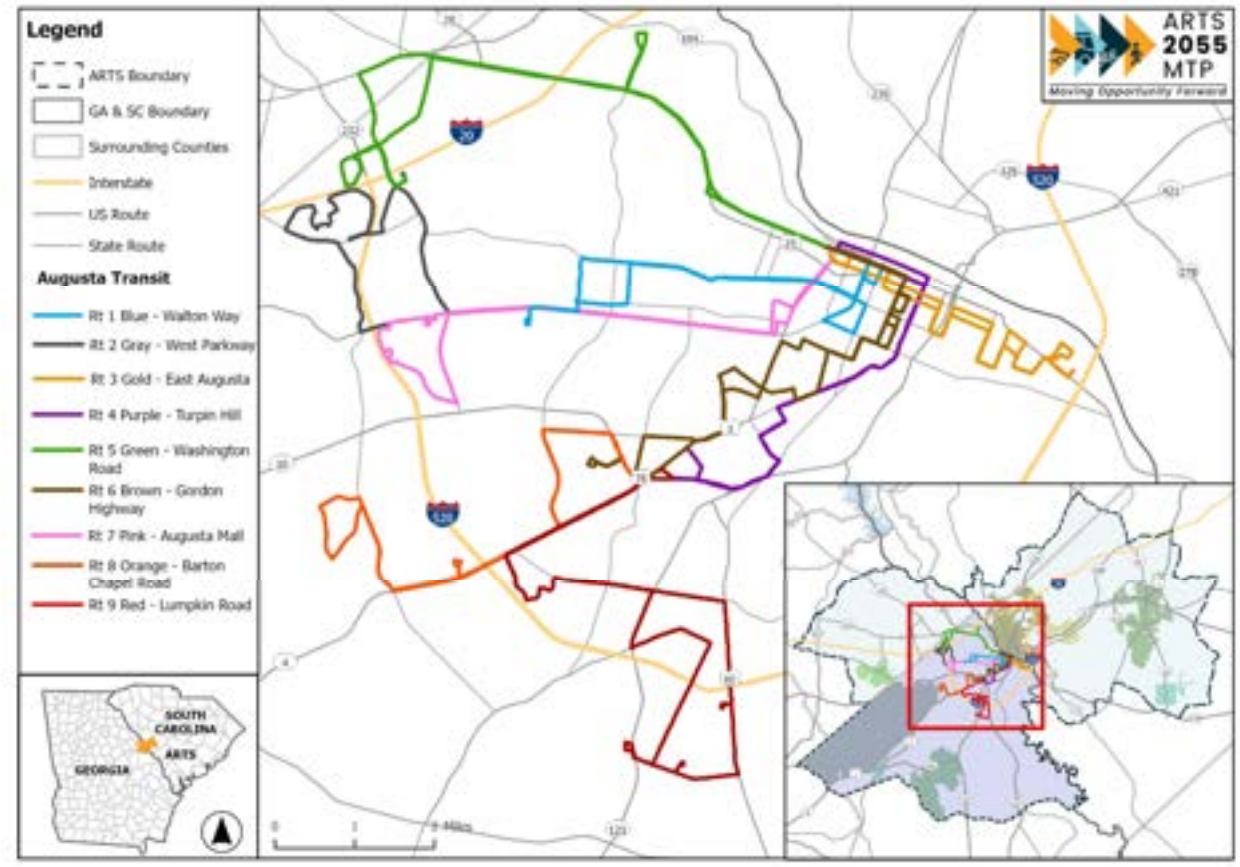
4.8 Existing Transit Services

There are four transit agencies, public entities who administer networks of transit routes, within the ARTS planning area. These agencies are Augusta Transit (AT), Columbia County Commission Transit (CCCT), Lower Savannah Council of Governments (LSCOG), and Aiken Senior Life Services. AT and Best Friend Express (BFE) provide fixed route transit and demand response, including paratransit, in the ARTS planning area.

4.8.1 Augusta Transit

Augusta Transit (AT) serves the City of Augusta area and parts of Richmond County with its nine fixed route system that runs from 5:50 am to 8:30 pm on weekdays and 6:20 am to 8:00 pm on Saturdays with no service on Sundays. While the fixed routes serve most of the northern part of the City of Augusta, they also provide service to Hephzibah, McBean, and Blythe which are classified as non-urban areas by GDOT. AT contracts RATP Dev USA Inc. to operate transit services within Richmond County under the title of Augusta Transit Management (ATM). ATM runs the nine fixed routes with 619 bus stops, as well as demand responsive services, paratransit services, for people with permanent or temporary disability. AT also has connections to Aiken County's Best Friend Express at the Broad Street Transfer Facility. Figure 4.8-1 shows the AT fixed route system.

Figure 4.8-1: Augusta Transit Fixed Route System

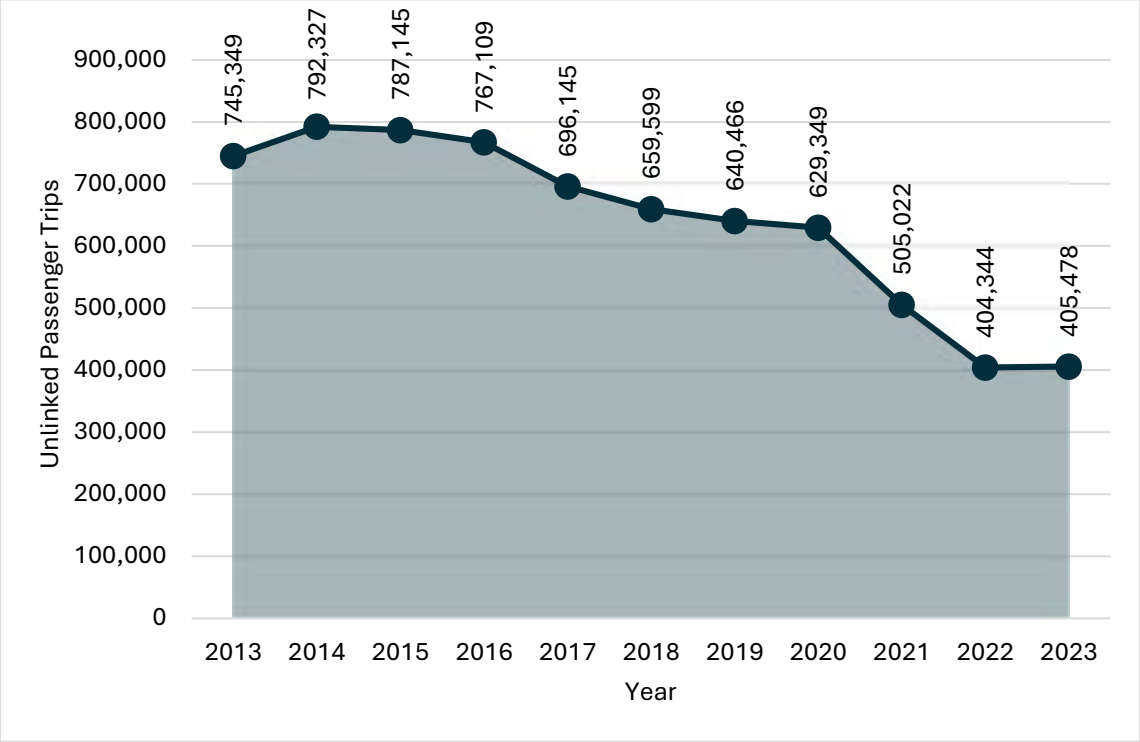


Source: Augusta Transit

Augusta Transit's paratransit service operates as an origin to destination service within ¾ mile on either side of the fixed bus routes for people with permanent or temporary disability. Paratransit service hours are comparable to the regular fixed bus route system, and trips can be scheduled by calling the Paratransit Office. Reservations can be made up to fourteen days in advance but no later than 5:00 pm on the day prior to the trip.

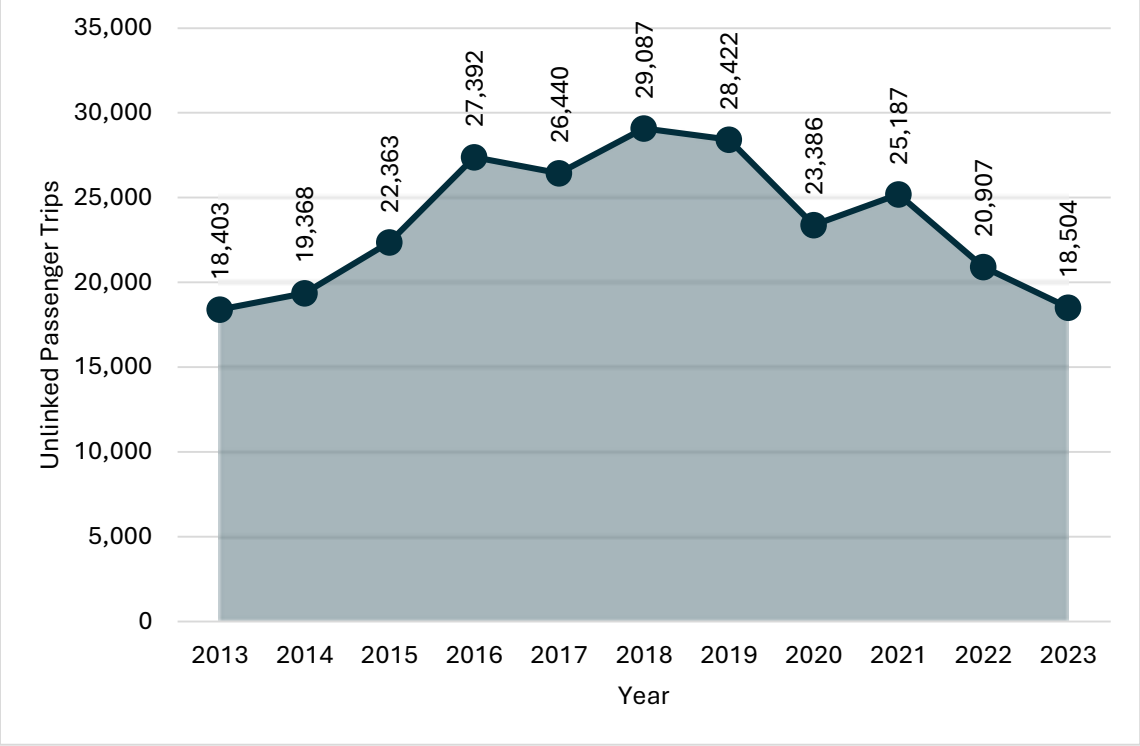
Figure 4.8-2 shows observed annual ridership on Augusta Transit fixed routes and Figure 4.8-3 shows the observed annual ridership on AT demand response from 2013 to 2023. Fixed-route ridership had a slight decline before COVID-19 in 2020 but saw a drastic decline post COVID in 2020; ridership stabilized in 2022 and 2023. Demand response ridership generally increased before COVID-19 in 2020. Since COVID-19, ridership has decreased.

Figure 4.8-2: Augusta Transit Fixed Route Annual Passenger Trips (2013-2023)



Source: National Transit Database

Figure 4.8-3: Augusta Transit Demand Response Annual Passenger Trips (2013-2023)



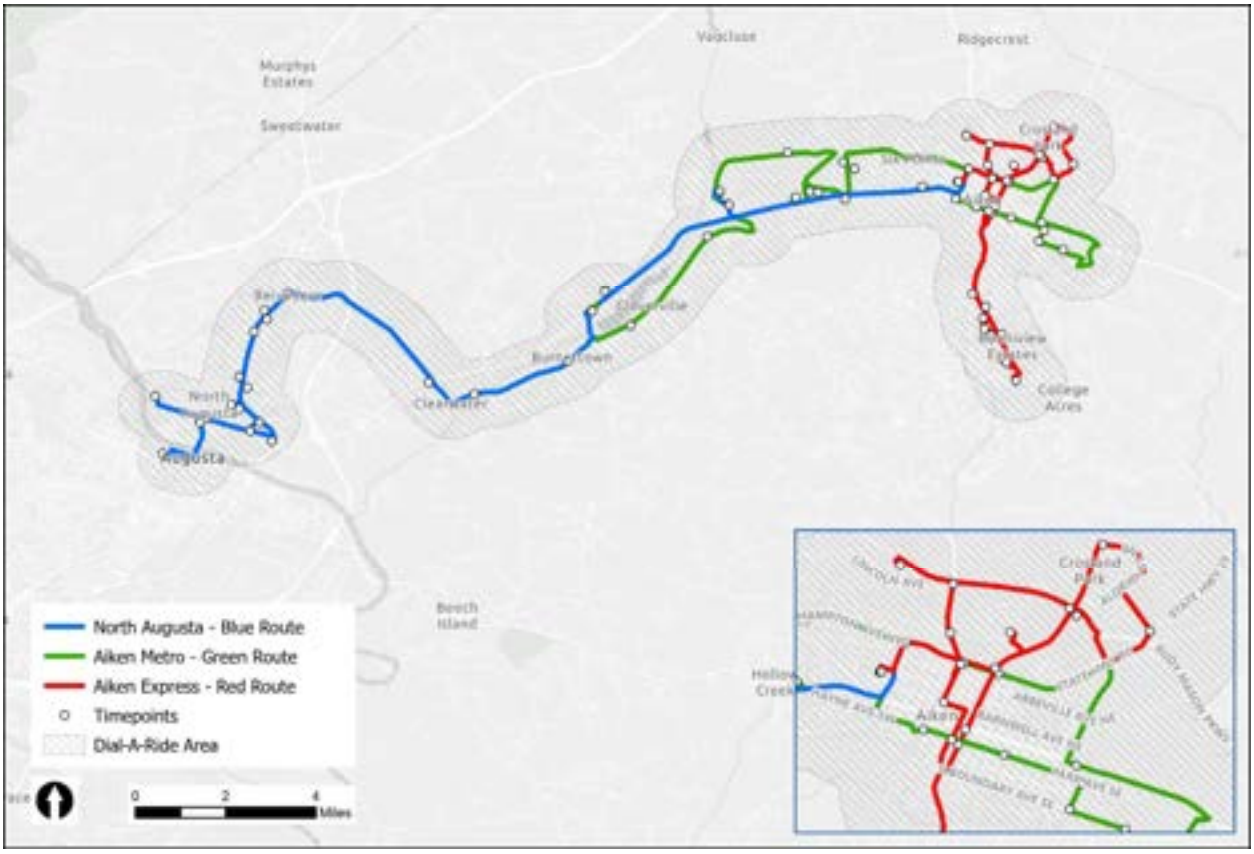
Source: National Transit Database

4.8.2 Lower Savannah Council of Governments

The Lower Savannah Council of Governments (LSCOG) is designated as the Regional Transit Management Agency (RTMA) by SCDOT. LSCOG is the coordinating agency for transit services among local agencies and partners with SCDOT to carry out rural transportation planning processes. LSCOG receives federal and state funds for the operation of Best Friend Express and Dial-a-Ride services in the urbanized areas of Aiken County.

Best Friend Express operates three fixed routes throughout Aiken's urbanized areas from Monday-Friday on two-hour circular routes from approximately 7:00 am to 7:00 pm. Throughout the week, riders can flag down the buses anywhere along the route and not necessarily at bus stops; they can even disembark anywhere along the route as long as the driver deems safe to stop. All vehicles used are ADA compliant and include wheelchair lifts as well as bicycle racks. The service area for Dial-A-Ride includes ¾ mile around the BFE's regular fixed routes within South Carolina. Reservations for Dial-A-Ride services can be made by calling the Aiken Senior Life Services (ASLS). Figure 4.8-4 shows the BFE fixed route system.

Figure 4.8-4: Best Friend Express Fixed Route System

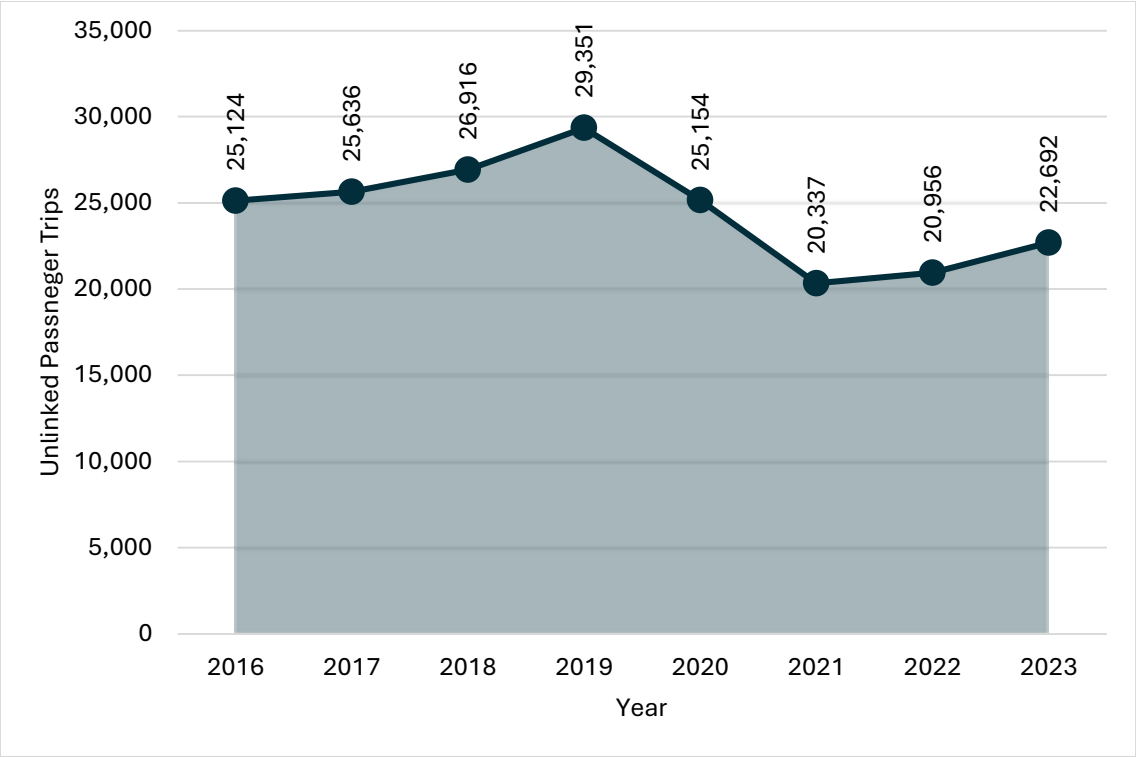


Source: Best Friends Express Transit Improvement Study

Figure 4.8-5 shows observed annual ridership on BFE fixed routes and Figure 4.8-6 shows the observed annual ridership on BFE Dial-a-Ride from 2016 to 2023. The BFE fixed route ridership has

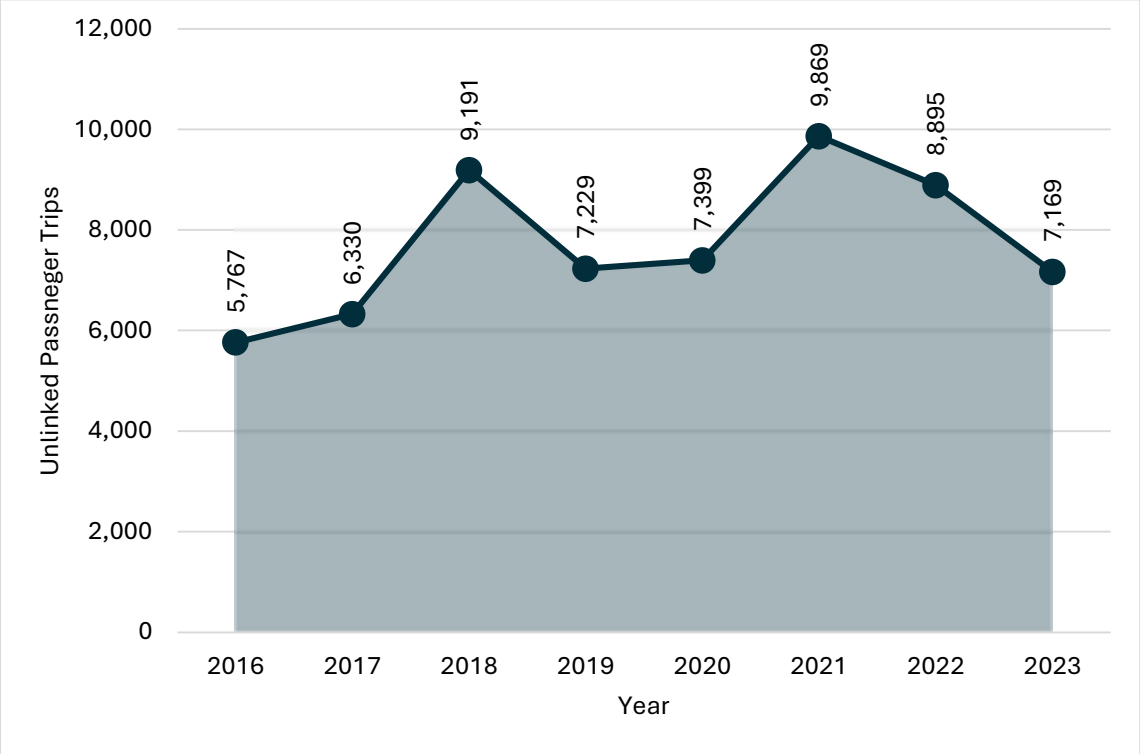
begun to rebound after COVID-19. Dial-a-Ride service ridership rebounded in 2021 following COVID-19 but has since declined in ridership.

Figure 4.8-5: Best Friend Express Fixed Route Annual Passenger Trips (2016-2023)



Source: National Transit Database

Figure 4.8-6: Best Friend Express Dial-a-Ride Route Annual Passenger Trips (2016-2023)

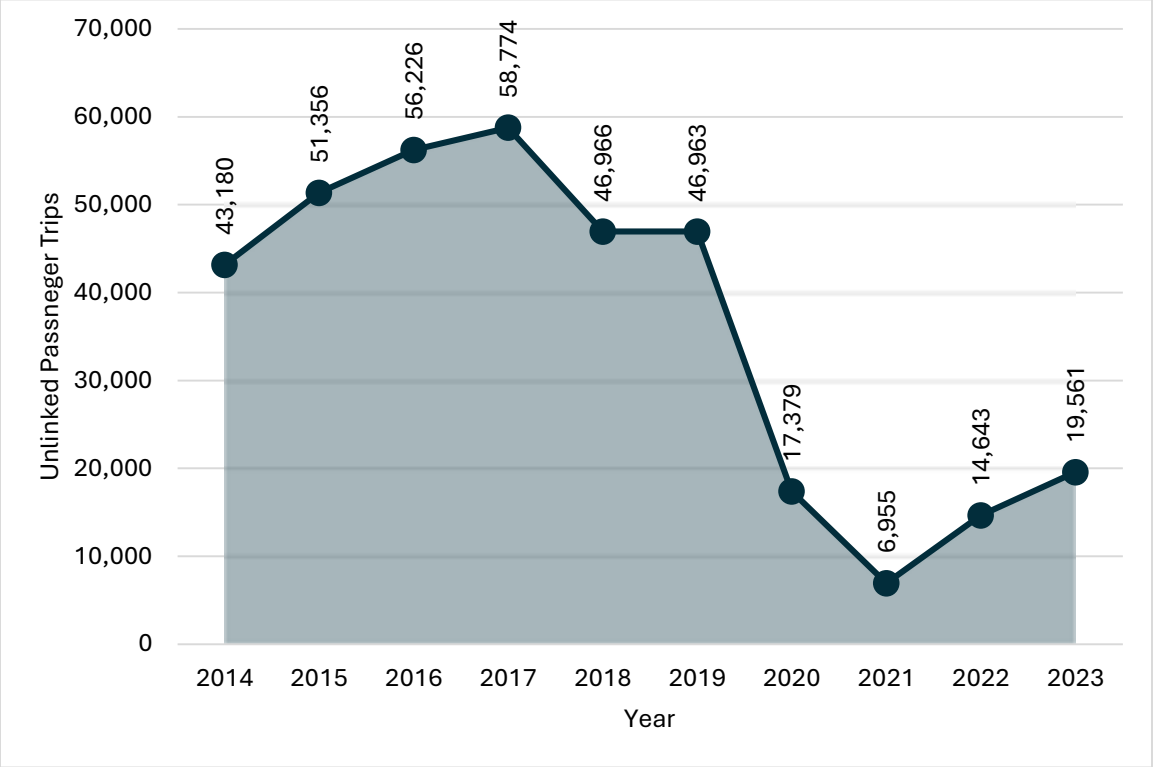


Source: National Transit Database

4.8.3 Columbia County Commission Transit

Columbia County Commission Transit (CCCT) known as Columbia County Public Transit is available for all Columbia County residents. It is an appointment-based curb-to-curb rural transit service that serves all of Columbia County and connects residents with the Medical District in Augusta-Richmond County. Appointments must be booked a minimum of one business day in advance. The earliest drop off time is 10:00 am and the latest pick-up time is 3:30 pm. Figure 4.8-7 shows CCCT demand response ridership from 2014 to 2023. After COVID-19, ridership has rebounded since falling off sharply during COVID-19.

Figure 4.8-7: CCCT Demand Response Annual Passenger Trips (2014-2023)



Source: National Transit Database

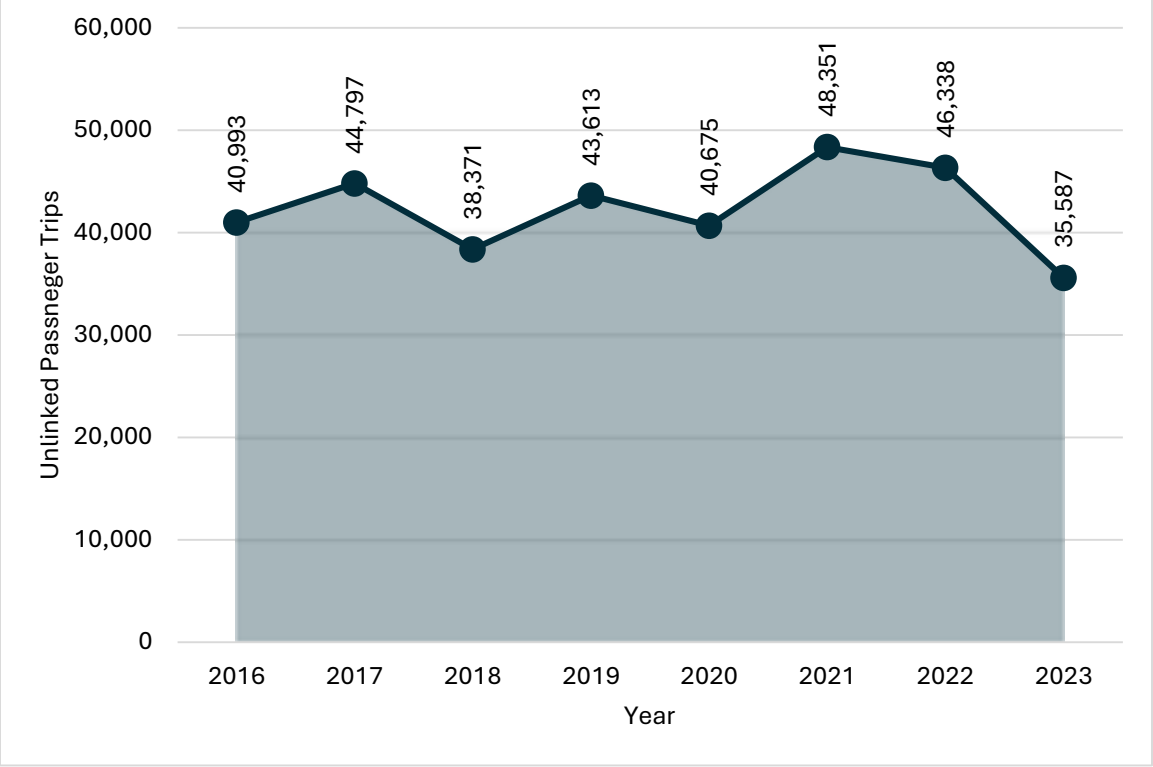
4.8.4 Aiken Senior Life Services

Aiken Senior Life Services provides a variety of programs and services to promote the well-being of aging persons living in Aiken County. It also provides coordinated transportation services to the public outside the "urbanized portion" of Aiken County. Programs by Aiken Senior Life Services include:

- **Best Friends Express**: Aiken County's public transit service that runs from Monday- Friday from approximately 7:00 am to 7:00 pm with three routes covering service for south side, metro area, and North Augusta. All vehicles are ADA compliant and include wheelchair lifts as well as bicycle racks.
- **Dial-A-Ride (DAR**): This is a demand-response service for people with specific needs that live within or are traveling to an area within ¾ mile around the BFE's regular fixed routes within South Carolina. This service is available Monday to Friday. Reservations for Dial-A-Ride services can be made no later than the day before the date for the trip. All vehicles are ADA-compliant equipped with wheelchair lifts.
- **Urban (5310) Transportation**: This is a grant-based program for seniors over the age of 60 years or any person at any age with a disability traveling within the urbanized area of Aiken County. As of May 1, 2024, this service can only be used for medical appointments and essential shopping. Trips have to be scheduled at least five business days in advance.

- **Rural (5311) Transportation**: This is a free public transportation service for passengers living outside the urbanized area of Aiken County to and from anywhere in Aiken County. Trips can be for shopping, non-emergency medical trips, and other personal needs. Trips must be scheduled at least five business days in advance.
- **Medicaid Non-Emergency Medical Transportation (NEMT)**: This program is operated by Medicaid, with the regional broker being ModivCare. Many contractors across the state of South Carolina provide transportation for ModivCare; Aiken Senior Life Service is considered a contractor. This program is only available for Medicaid approved clients and some Medicare participants. ModivCare approves only medical appointments.
- **Saturday Shuttle**: This was a pilot program that offered free rides to the public on Saturdays from 9:00 am to 4:00 pm that started on September 17, 2022. This program was started to help senior citizens with transportation to shopping centers, restaurants, events, and recreational activities and also available to the public with a pickup and drop-off location in the urbanized area of Aiken County. Reservations had to be made by noon on the Wednesday prior. This service was suspended on December 31, 2024.

Figure 4.8-8: Aiken Area Council on Aging Demand Response Annual Passenger Trips (2016-2023)



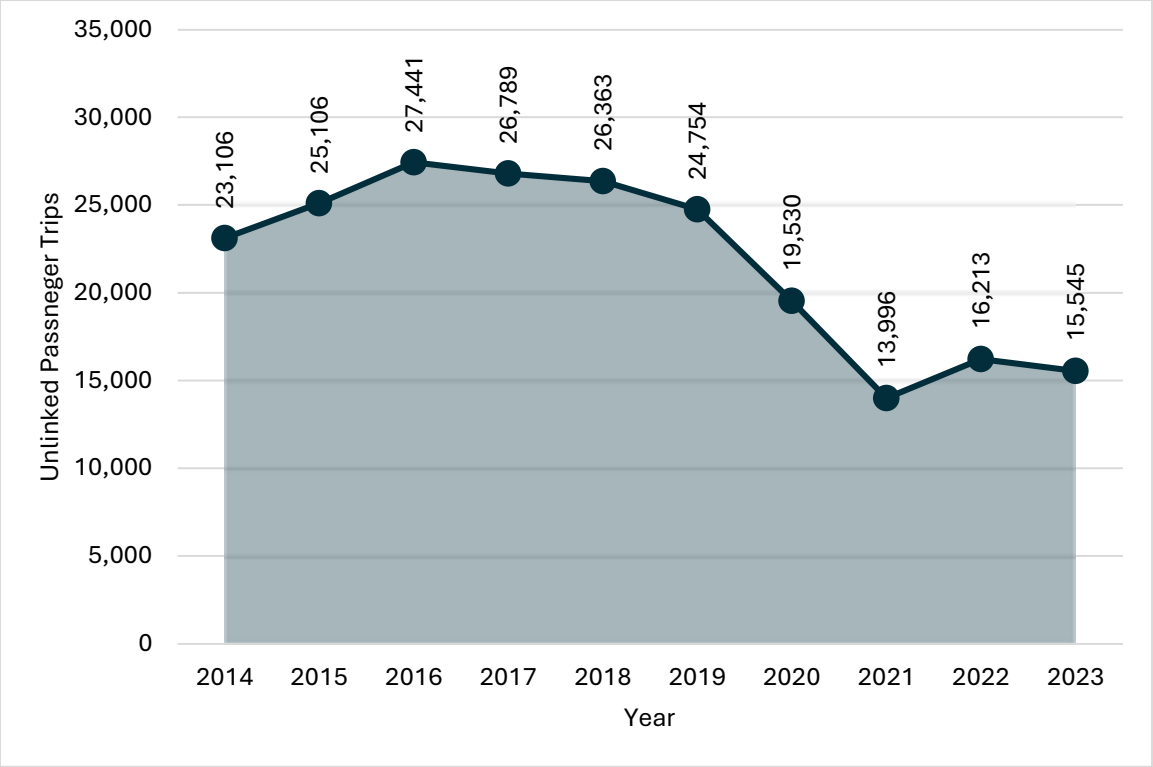
Source: National Transit Database

4.8.5 Edgefield County Senior Citizens Council

Edgefield County Senior Citizen Council administers the Peach Blossom Express, which provides demand response and Medicaid transportation in Edgefield County and destinations in the Central

Savannah River Area (CSRA). Ther service is open to all Edgefield County residents. Operating hours are from 7:10 am to 4:00 pm, Monday to Friday, and trips must be requested three days in advance. Demand response fare is based on the mileage between the pickup and drop-off location. Figure 4.8-9 illustrates demand response ridership between 2014 to 2023. Ridership has continued to stabilize since dipping during COVID-19 in 2020.

Figure 4.8-9: Edgefield County Senior Citizens Council Demand Response Annual Passenger Trips (2014-2023)



Source: National Transit Database

4.9 Private Transportation Providers

In addition to transit services previously discussed, private transportation providers are also available in the ARTS planning area. These organizations do not receive federal funding from the FTA and do not meet the FTA's definition of a transit system as their service is often time available to a specific population group. Private transportation providers in the ARTS planning area include:

- **JagExpress:** Augusta University's campus shuttle service.
- **Freeloader Shuttle:** A no-cost ride service in downtown Aiken and Augusta.
- **Master's Transportation Ministry:** Provides low cost to no cost transportation to disabled persons in the CSRA.

4.10 Intercity Bus Service

Southeastern Stages and Greyhound are the two major providers of inter-city bus service to the ARTS planning area. These providers operate out of four bus stations in the study area: Southeastern Stages at 1546 Broad Street, Fort Gordon Bus Station at 36200 36th St and Quick Pantry, Aiken Bus Station at 1125 Greene Street, and the Aiken Terminal located at 2170 University Parkway. The ARTS planning area is also served by private services such as Groome Transportation which operates several daily shuttles between Augusta and the Hartsfield-Jackson Atlanta International Airport

4.11 Passenger Rail

The ARTS planning area is currently not served by passenger rail. The closest passenger rail facilities to the ARTS planning area are provided by AMTRAK in Denmark, SC (62 miles away), Columbia, SC (74 miles away), Camden, SC (104 miles away), Greenville, SC (115 miles away), Yemassee, SC (102 miles away), Toccoa, GA (130 miles away), Gainesville, GA (140 miles way), Jesup, GA (150 miles away), Savannah, GA (128 miles away), and Atlanta, GA (148 miles away).

4.12 Active Transportation

Active transportation refers to any form of self-propelled, human-powered transportation such as walking or biking. Infrastructure such as sidewalks, trails, and bicycle facilities serve as a critical function in the development of comprehensive multimodal transportation networks by providing an additional means of moving people. Given that, at some point along a given trip, every traveler is a pedestrian, these facilities must be taken into consideration. For places that cater to the non-motorist, such as schools, libraries, mixed-use commercial centers, and recreation areas, sidewalks take on an increased importance. This section summarizes the existing inventory of pedestrian and bicycle facilities in the ARTS area.

4.13 Bicycle and Pedestrian Planning in the Region

The focus on bicycle and pedestrian infrastructure and facilities has grown in the ARTS area over the past decade, however many existing plans highlight the need for continued active transportation infrastructure. The City of North Augusta in its 2021 Comprehensive Plan identifies that the city features many routes for pedestrians and cyclists, yet there are areas throughout the city without these amenities. Thus, forcing individuals to walk or ride their bikes on the road or in other areas that may be unsafe.

The 2021 Comprehensive Plan for the City of Grovetown states that even though a portion of the GA Statewide Bicycle Route system passes through Grovetown, high volume and high-speed traffic, combined with a lack of shoulders, makes the use of the route difficult to use even for the most experienced cyclists.

The Aiken County Comprehensive Plan of 2024 is still underway, but the 2014 Comprehensive Plan had several recommendations for the improvement of bicycle and pedestrian facilities in the county. These include prioritizing construction of sidewalks, bikes lanes, trails to create

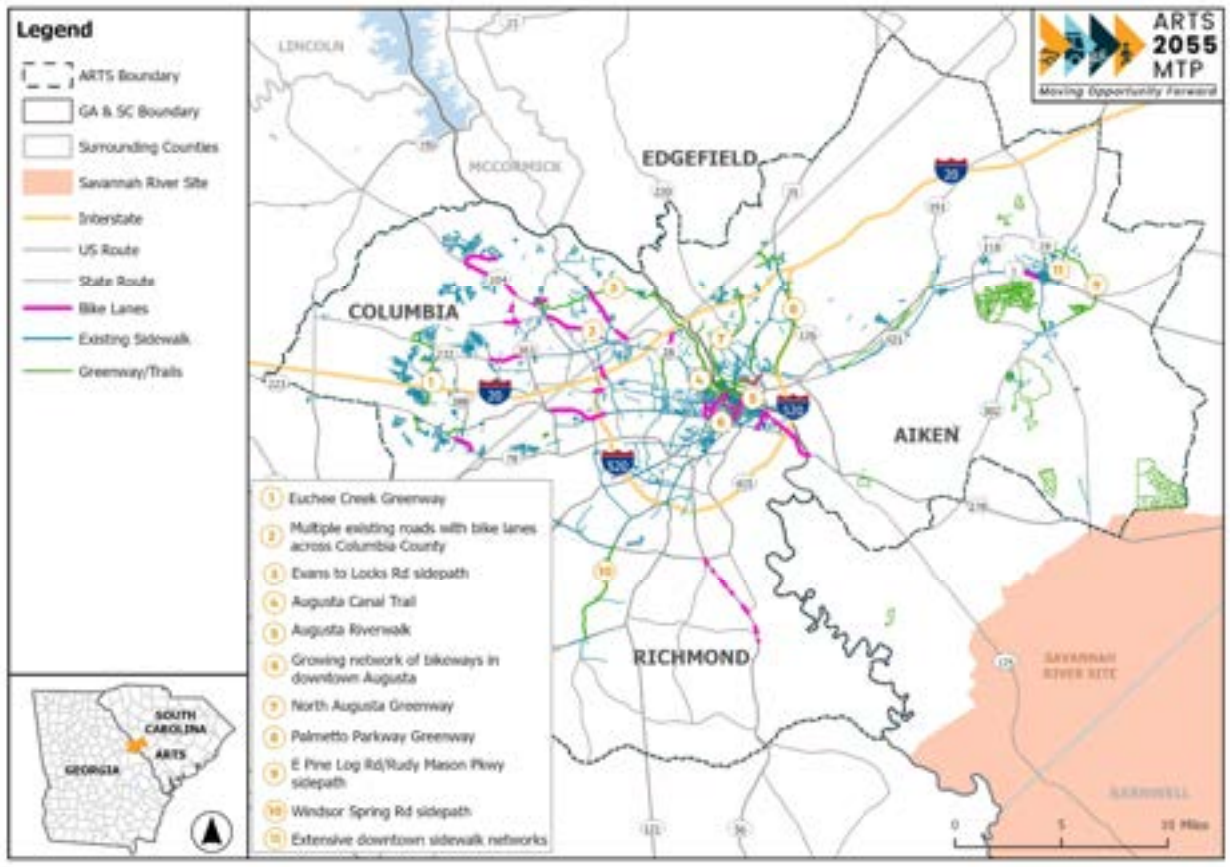
connections between exiting facilities, residential, commercial, and industrial developments; plan for facilities that allow for real alternate transportation opportunities, not all solely for recreation; and plan for Complete Streets design considerations for all new roadway construction and existing roadway improvements.

The Richmond County Comprehensive Plan of 2023 emphasizes on the importance of walking and biking throughout Augusta-Richmond County. Improving and maintaining the quality of bicycle and pedestrian facilities is one of ARTS top goals and objectives and hence promotes strategies that enable safe and accessible non-motorized transportation options for all throughout the county. The ARTS Bicycle and Pedestrian Plan, completed in July 2023, recommends several projects to improve connectivity in Augusta Richmond County.

4.14 Existing Bicycle and Pedestrian Facilities

4.14-1 maps the existing bicycle and pedestrian facilities throughout the ARTS area. It displays a dense network of sidewalks in the urban downtown area of Augusta and the City of Aiken, some clusters of sidewalks throughout Grovetown, and small segments of sidewalks sparsely scattered throughout the region. Compared to sidewalks, bicycle facilities or lanes are not only scarce but also lack continuity. There are only two small segments on the outskirts of the City of Aiken's dense street network, a few segments spread out throughout the City of Augusta and longer segments that are sparsely scattered throughout Columbia County and some in Richmond County. 4.14-1 also highlights the trails with the Augusta Riverwalk and Canal Trail being the longest urban trail connecting to the Evans to Locks Road sidepath, followed by the Palmetto Parkway Greenway, and the Euchee Creek Greenway and a dense network of trails southwest of the City of Aiken in the Hitchcock Woods area.

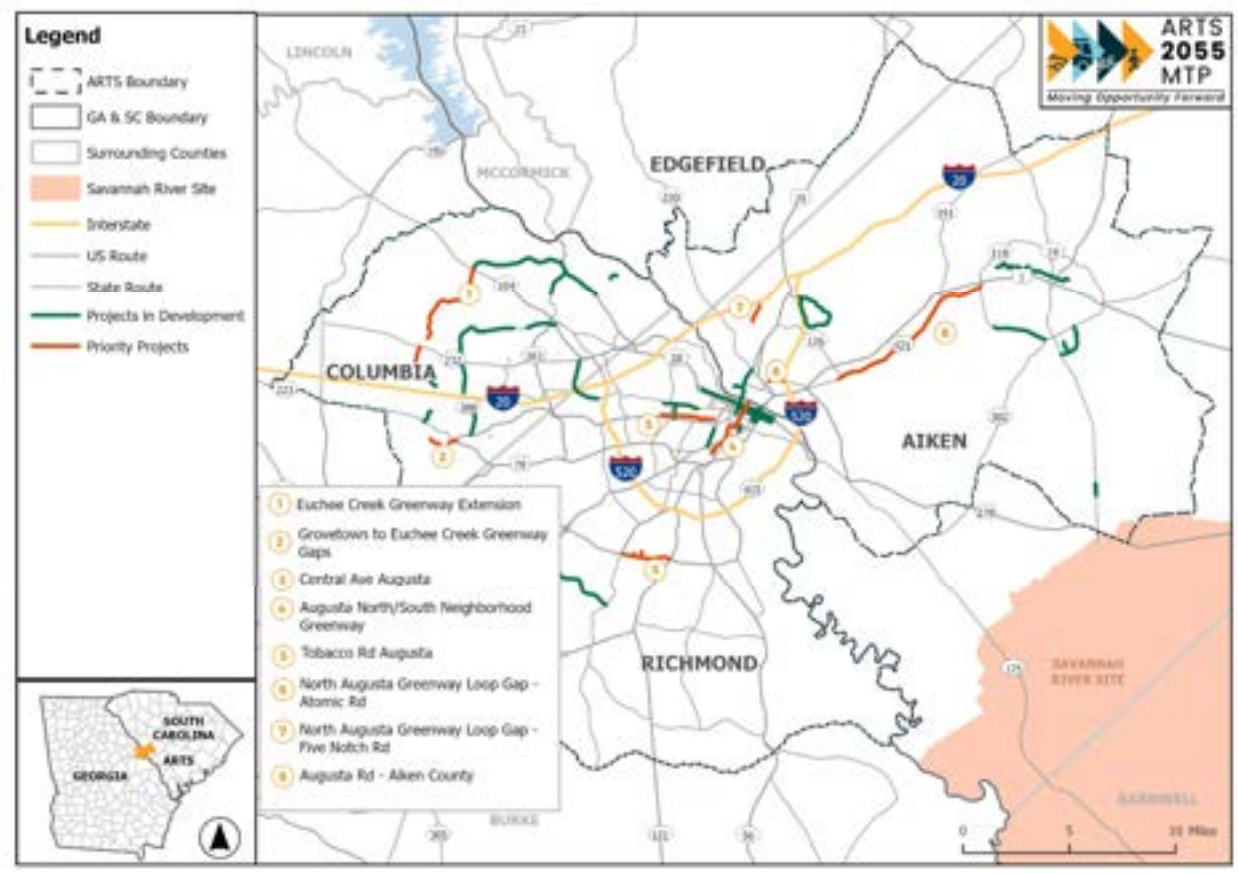
Figure 4.14-1: Existing Bicycle and Pedestrian Facilities



Source: ARTS Bicycle and Pedestrian Plan

Figure 4.14-2 displays the projects currently in development along with projects that have been proposed as priority projects in the ARTS Bicycle and Pedestrian Plan of 2023. Eight projects were listed out in the plan as priority projects that will fill the gaps in the current network and once developed form the base for future projects in the region.

Figure 4.14-2: Bicycle and Pedestrian Facility Priority Projects and Projects in Development

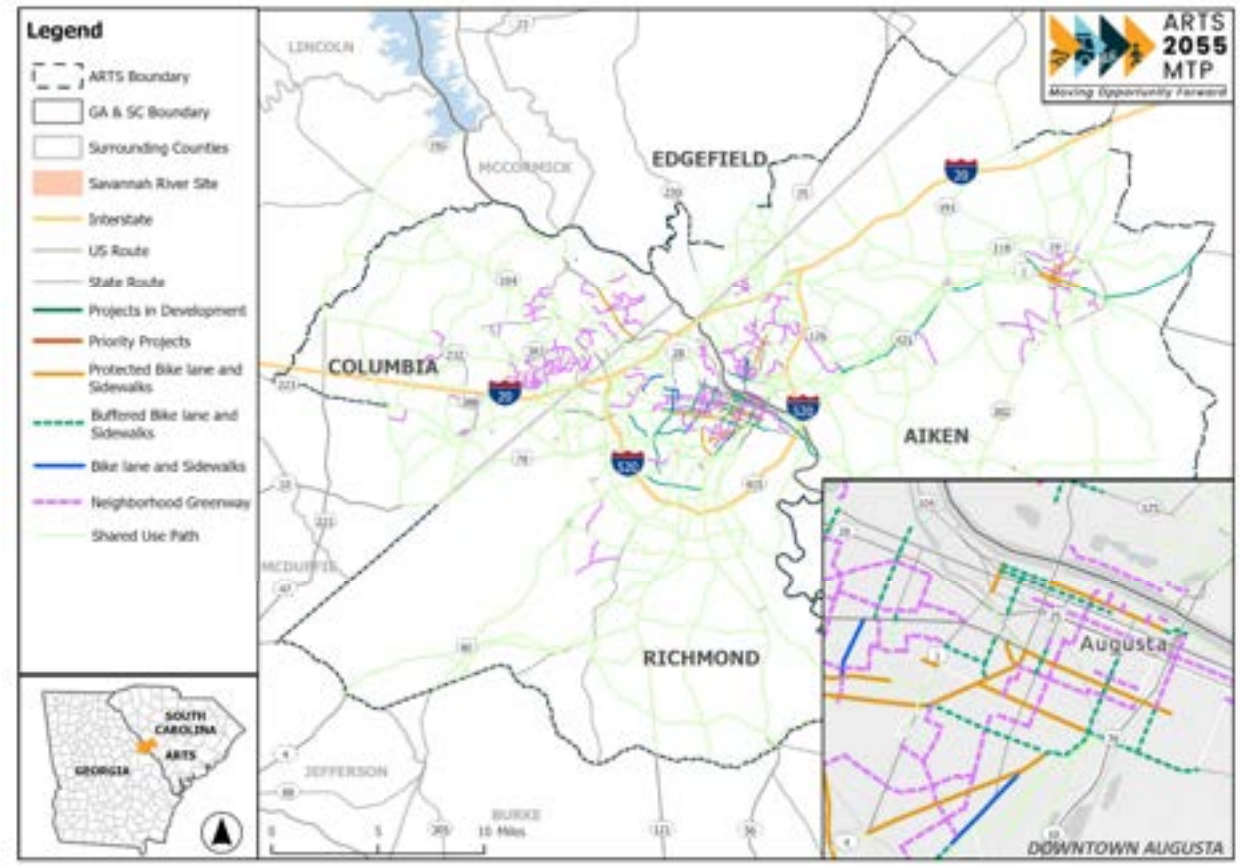


Source: ARTS Bicycle and Pedestrian Plan

4.15 Proposed Improvements for Bicycle and Pedestrian Facilities

The ARTS Bicycle and Pedestrian Plan of 2023 recommends several improvements for bicycle and pedestrian facilities in the ARTS area. Figure 4.15-1 presents the recommendations, proposing a large network of shared use paths (trail or sidepaths) being suggested throughout the region. There are also several neighborhood greenways recommended in densely populated areas like downtown Aiken and Augusta and in areas north of I-20 in Columbia County.

Figure 4.15-1: Proposed Improvements for Bicycle and Pedestrian Facilities



Source: ARTS Bicycle and Pedestrian Plan

4.16 Existing State Level Programs and Other Potential Partners

The ARTS Bicycle and Pedestrian Plan 2023 also recommends engaging with several existing state level programs, as listed below:

- **SCDOT Active Transportation Program**: Which encourages integration of walking, bicycling, and transit to be incorporated into transportation projects in compliance with its Complete Streets policy.
- **SCDOT Highway Safety Improvement Program (HSIP):** This provides a framework on improving safety for walking and biking through the Pedestrian and Bicycle Safety Action Plan (PBSAP) with recommendations for pedestrian and bicycling accommodations in high-risk corridors.
- **GDOT Bicycle and Pedestrian Program:** This incorporates a broad range of programs and initiatives throughout the state, offering technical assistance, engineering and planning guidance, public information, and educational materials and programs for bicyclists, walkers, and visitors in Georgia.

- **Palmetto Cycling Coalition**: Its mission is to make South Carolina bicycle and pedestrian friendly by improving safety through better access and education, promoting healthy lifestyles, and promoting livable and economically viable communities.
- **Georgia Bikes!**: Georgia Bikes! works to improve bicycling conditions and promote bicycling throughout the State of Georgia. Its efforts include a wide range of advocacy efforts geared toward education, encouragement, evaluation and planning, and engineering best practices.

Other potential partners that could support bicycle and pedestrian improvements include local non-profits, coalitions, and major institutions. These help in leading, developing, implementing, and sponsoring bicycling and walking programs. Some of these organizations/resources and partners are listed below:

- AARP
- Aiken Bicycle Club
- Aiken Medical Center
- Aiken Running Club
- Andy Jordan's Bicycle Warehouse
- Augusta BMX
- Augusta NAACP
- Augusta Road Cyclists
- Augusta Sports Council
- Augusta Urban Ministries
- Central Savannah River Area
- Fort Gordon
- Augusta U Center for Health Aging
- Outspokin' Bicycles
- Piedmont Augusta
- Richmond County Neighborhood Association Alliance
- Safe Kids Aiken
- Safe Kids Greater Augusta
- SORBA CSRA (Local Chapter of the Southern Off-Road Bicycle Association)
- Tri Augusta
- Universities and Colleges within the ARTS region
- Wholespire Aiken County
- YMCAs

4.17 Environment and Quality of Life

This section summarizes potential environmental health and quality of life needs identified in the ARTS planning area including inclusive and universal designs, complete streets, and context sensitive solutions.

4.17.1 Environmental Health and Air Quality

All the ARTS planning area is currently classified as in attainment according to the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These pollutants are considered harmful to public health and the environment and come from numerous and diverse sources. The six (6) criteria pollutants include: Carbon Monoxide (CO), Oxides of Nitrogen (NO2), Sulfur Dioxide (SO2), Ozone (O3), Lead (Pb), and Particulate Matter (PM). In the ARTS planning area, there are two (2) active air quality monitoring stations, namely in Augusta (Bungalow Road) and Evans (Riverside Park), both situated in Georgia.

The ARTS MPO is evaluating the feasibility of establishing the Environmental Protection Agency (EPA) Advance Program in Richmond County or elsewhere in the ARTS planning area. The EPA Advance Program is a federal initiative that "promotes local actions in attainment areas to reduce ozone and/or fine particle pollution (PM2.5) to help these areas continue to maintain the National Ambient Air Quality Standards." The program focuses on giving those areas in attainment tools to proactively maintain and improve local air quality standards. Improving local air quality positively impacts long-term health protection. There are two Advance Programs: Ozone and Particulate Matter (PM). States, regions, and cities may choose to align with one program or with both. The State of South Carolina is already a state participant in the Ozone and PM Advance Program. Richmond County in Georgia could be considered the new era of participation.

Below are Some of the potential benefits from Richmond County's participation in the Advanced Programs (2019):

- Effectively and demonstrably contribute to the health and economic well-being of the county through proactively improving air quality;
- Creates a conduit for state, local agencies and EPA to collaboratively work together in developing a coordinated response to air quality issues;
- Voluntary compliance attracts like-minded community stakeholders who in turn proactively advance policies and interventions to maintain attainment and communication;
- Efficiently directs available resources toward actions to address air quality problems quickly and effectively; and,
- Ozone Advance participants may receive Preferred Status when applying for existing EPA grants and programs. This status creates the potential for program participants to take advantage of funding opportunities that are available for additional reduction activities Age, Accessibility Friendly Designs.

4.17.2 Inclusive and Universal Designs

The popularity of the Augusta-Aiken area as a retirement community, combined with the trend toward increasing life expectancy, creates demand for an urban environment that meets the changing mobility needs of the aging. ARTS can plan by coordinating land use, mobility, access to services, alternatives to driving, and safety in an age-friendly way. There are many groups in the region actively working to achieve this goal, including AARP, Age-Friendly Augusta, the Senior Citizens Council, and the Area Agency on Aging.

In addition to the retirement community, recent data (US Census Bureau, 2019-2023) provides that approximately 14.8% of populations under 65 have a disability within the Augusta-Richmond County area, and 10.9% of population under 65 have a disability within the Aiken County area. These disabilities can be included but are not limited to people with visual, hearing, and mobility impairments.

Focus on ensuring ADA-compliance of sidewalks and public spaces, access to mobility through public transit, bicycle and pedestrian facilities and providing zoning regulations and building codes that encourage impaired pedestrians to travel freely within their community. More innovative strategies may include rideshare programs, inter-generational events and networking, transportation linkages between residential areas and medical facilities, and lifecycle considerations of proposed future development to strive for age friendly design and amenities.

4.18 Safe Routes to School

Safe Routes to School (SRTS) is a growing movement across the U.S. that brings together parents, schools, and community leaders to encourage students, including those with disabilities, to walk and bike to school. SRTS activities and resources focus on improving walking and biking conditions around schools while building healthy habits and safety skills.

Several schools in the ARTS MPO area have recently engaged in Safe Routes to School programs to varying degrees. These schools include:

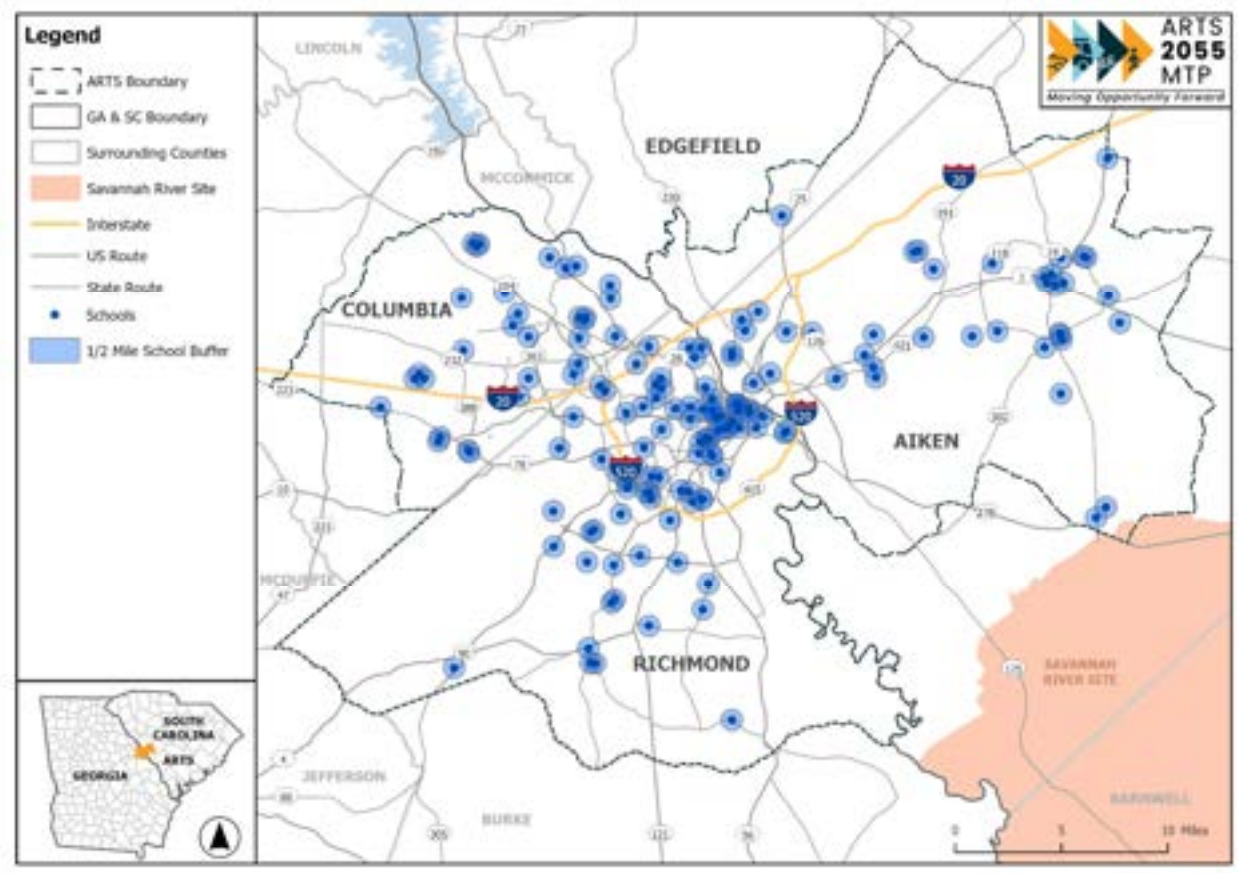
- **Augusta-Richmond County, GA** – A. Brian Merry Elementary School, Freedom Park Elementary School, Lake Forest Hills Elementary School, Meadowbrook Elementary
- **Columbia County, GA** – North Columbia Elementary School, Parkway Elementary School, River Ridge Elementary School, Lewiston Elementary School, Greenbrier Elementary School, and Columbia Middle School

SCDOT created the Safe Routes to School Resource Center in the fall of 2010 to help schools, school districts, and communities throughout South Carolina build and sustain SRTS programs. Partners of the Resource Center receive technical assistance and program support at no cost**.** Individualized plans are developed for each participating school. Currently four Aiken County schools participate in the SRTS program:

- **Aiken County, SC** - Aiken Middle School, East Aiken School of the Arts, Mossy Creek Elementary, and North Aiken Elementary.

Figure 4.18-1 shows a ½ mile buffer around schools, the area typically understood as the walkshed of school from which a higher percentage of students will walk to school.

Figure 4.18-1: Half Mile Buffer Area around Schools



4.18.1 Recommendations from ARTS Bicycle and Pedestrian Plan 2023:

Several recommendations were laid out in the ARTS Bicycle and Pedestrian Plan relating to Safe Routes to School, as follows:

- Hire a Safe Routes to School Coordinator for Aiken County, Richmond County, and Columbia County
- Implement Safe Routes to School infrastructure improvements outlined in the ARTS Bicycle and Pedestrian Plan 2023.
- Utilize National Safe Routes to School programming resources to initiate Safe Routes to School Programming in Aiken County and GDOT Safe Routes to School Technical Assistance resources as well as the National Safe Routes to School resources as needed to implement Safe Routes to School programming in Richmond County and Columbia County.

4.19 Complete Streets

Complete streets are streets designed for the utilization and safety for all modes of transportation, such as driving, walking, cycling, or the use of public transportation. Approaches to Complete Street planning vary on location and community needs and can include sidewalks, bike lanes, bus lanes, additional lighting, public transportation stops, median islands, crosswalks, curb extensions, streetscape, and landscape treatments.

In 2010, USDOT released a policy statement to reflect its support for the development of fully integrated active transportation networks. In March 2021, FHWA established a Complete Streets initiative that seeks to work with State, Tribal, and local transportation agencies across the United States to implement a Complete Streets design model as they plan, develop, and operate streets and networks that prioritize safety, comfort, and connectivity to destinations for everyone who uses the street network. The FHWA's Complete Streets initiative works to ensure that the agency plays a leadership role in the process of providing an equitable and safe transportation network for travelers of all ages and abilities, including those from underserved communities that have faced historic disinvestment.

Both GDOT and SCDOT have adopted Complete Streets policies that apply to ARTS MPO jurisdictions within each state, with respect to projects on state roads.

- **GDOT's** primary strategy for implementing Complete Streets is to incorporate bicycle, pedestrian, and transit accommodations into roadway construction and maintenance projects. Accommodations for bicycles and pedestrians should be integrated into roadway construction projects through design features appropriate to the context and function of the transportation facility.
- **SCDOT's** Complete Streets Policy requires the consideration of accommodations for bicycling, walking, and transit in the design, construction, maintenance, and operations of the state transportation network. Funding for these accommodations is to be included in the budget for each project if warranted on the individual project and in accordance with the regional plans.

4.20 Freight

The ARTS Regional Freight Plan Update was recently adopted in late 2024. The update better addresses the growing freight transportation needs within the ARTS area and focuses on reassessing existing conditions, identifying challenges, and implementing strategic solutions to improve freight mobility and connectivity.

Top regionally significant freight related projects identified in the ARTS Regional Freight Plan Update include:

1. Freight Corridor Improvements on US 78
2. Peach Orchard, Windsor Spring and I-520 Intersection
3. Truck Parking Information System Pilots (grouped together)
4. Deans Bridge Road Park-and-Ride and Transit Hub

4.21 Security and Evacuation Routes

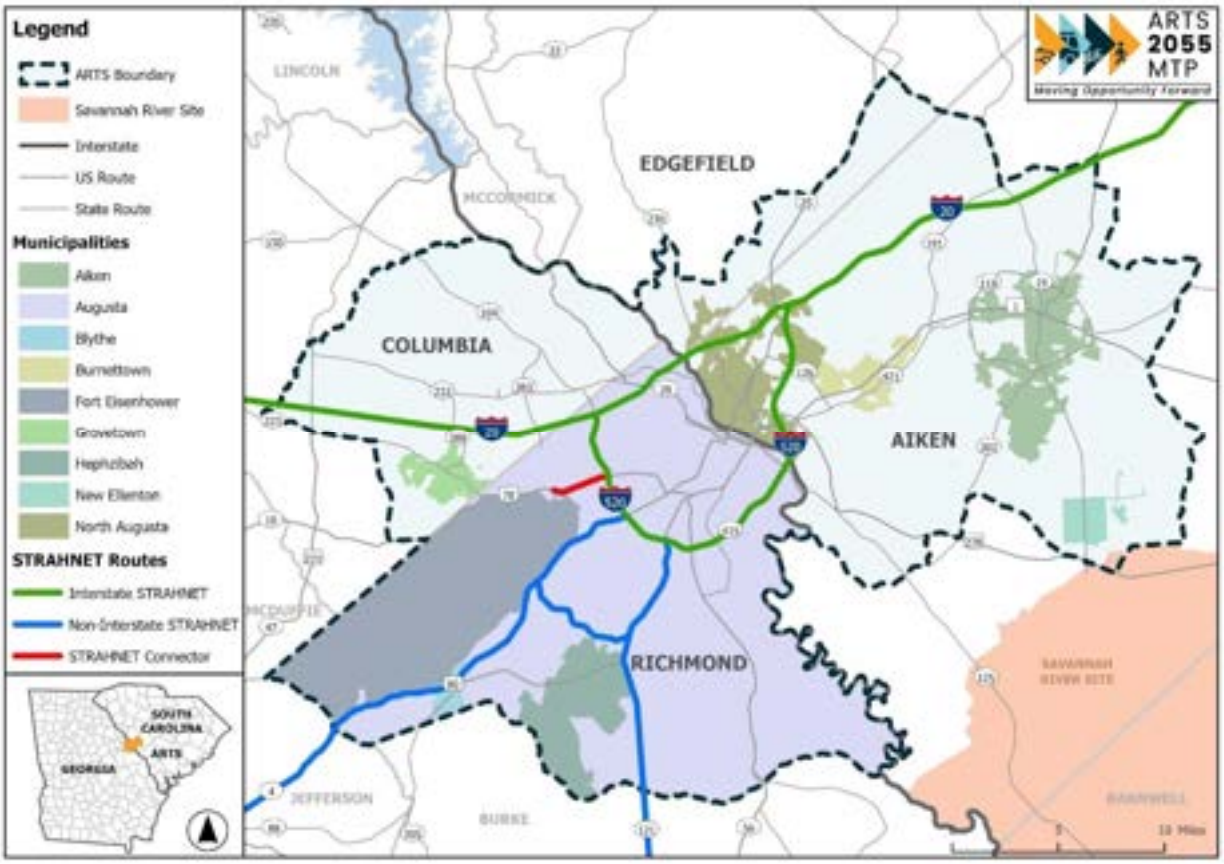
Transportation network resiliency is an important consideration for the 2055 MTP, in cases of both natural and human-caused disasters. Agencies in the ARTS area are responsible for securing and maintaining their respective transportation systems, and ARTS coordinates closely with these agencies, including GDOT, SCDOT, City of Augusta-Richmond County, Columbia County, Aiken County, Edgefield County, Augusta Transit, Best Friend Express, and Columbia County Commission Transit.

The Georgia Emergency Management and Homeland Security Agency and the South Carolina Emergency Management Division have both adopted Emergency Operations Plans (EOPs), which establish procedures to ensure a coordinated response across all state government departments during the four phases of emergency management (mitigation, preparedness, response, and recovery). These plans are directly tied to the transportation system, as they outline evacuation procedures, identify critical routes for emergency response, and designate transportation assets needed for recovery. At the local level, Richmond County and Aiken County have adopted EOPs, while Columbia County and Edgefield County have both adopted Hazard Mitigation Plans (HMPs), which similarly identify risks and strategies to minimize disruptions to key infrastructure, including roadways and transit.

ARTS incorporates these plans into the metropolitan transportation planning process by coordinating with local emergency management agencies during plan development, ensuring that identified evacuation routes, hazard mitigation priorities, and critical facilities are reflected in project prioritization and system investments. This coordination helps strengthen regional resiliency by aligning transportation improvements with emergency preparedness and response strategies, ultimately supporting a system that can withstand and recover from both natural and human-caused disruptions.

The Strategic Highway Network (STRAHNET) is also an important consideration, as it provides a national network of roadways used for defense mobility and the deployment of military equipment and personnel. STRAHNET consists of 64,000 miles of Interstates, arterials, and connector roadways that link military installations and ports. Within the ARTS area, there are multiple Interstate and non-Interstate STRAHNET routes, along with one STRAHNET Connector (U.S. 78/Gordon Highway) that serves as the primary connection to Fort Gordon. Because of its role in national security and regional mobility, ARTS incorporates STRAHNET routes into its project prioritization criteria to ensure that these facilities remain reliable, resilient, and capable of supporting both defense operations and regional emergency response needs. See Figure 4.21-1 and Figure 4.21-2 for more detail.

Figure 4.21-1: Strategic Highway Network (STRAHNET)



Source: U.S. Military Surface Deployment and Distribution Command Transportation Engineering Agency

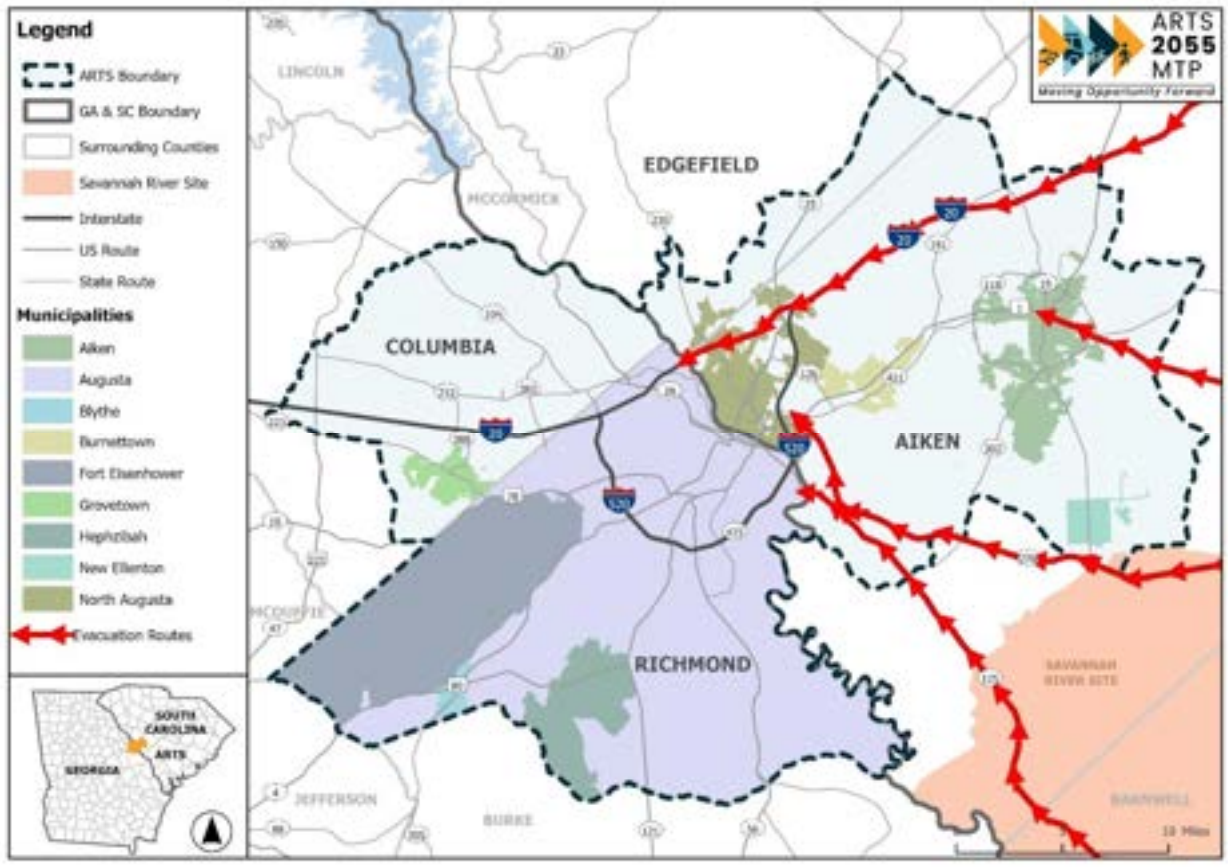
Figure 4.21-2: STRAHNET Routes in ARTS Area

Route Name	Start Point within ARTS Area	End Point within ARTS Area	Distance within ARTS Area	Classification
I-20	Kiokee Creek (western edge of ARTS boundary)	US 1/Columbia Highway (eastern edge of ARTS boundary)	42.1 mi	Interstate STRAHNET
I-520	Western interchange with I-20	Eastern interchange with I-20	23.3 mi	Interstate STRAHNET
US 1/GA 540/GA 4/Deans Bridge Road/Fall Line Freeway	Brier Creek (southwestern edge of ARTS boundary)	I-520	18.2 mi	Non-Interstate STRAHNET
US 25/GA 121/Peach Orchard Road	McBean Creek (southern edge of ARTS boundary)	I-520	12.5 mi	Non-Interstate STRAHNET
GA 2169/Willis Foreman Road	US 1/GA 540/GA 4/Deans Bridge Road/Fall Line Freeway	US 25/GA 121/Peach Orchard Road	5.9 mi	Non-Interstate STRAHNET
US 78/GA 10/GA 12/Gordon Highway	Jimmie Dyess Parkway	I-520	2.7 mi	STRAHNET Connector

Source: U.S. Military Surface Deployment and Distribution Command Transportation Engineering Agency

The South Carolina Emergency Management Division (SCEMD) and SCDOT have also designated a number of hurricane evacuation routes throughout the state. A number of these routes direct traffic to the ARTS planning area, as shown in Figure 4.21-3. Routes that originate in Bluffton, Hilton Head Island, Oakatie, and Beaufort all terminate at SC 278/Atomic Road in North Augusta, while routes that originate in Beaufort, Edisto Beach, and John's Island terminate at SC 78 in Aiken. There are also evacuation routes in northern South Carolina that direct traffic to I-20 and subsequently to the ARTS planning area. Georgia also has evacuation routes, but these direct traffic towards Macon and Atlanta rather than Augusta.

Figure 4.21-3: Hurricane Evacuation Routes Terminating in the ARTS Planning Area

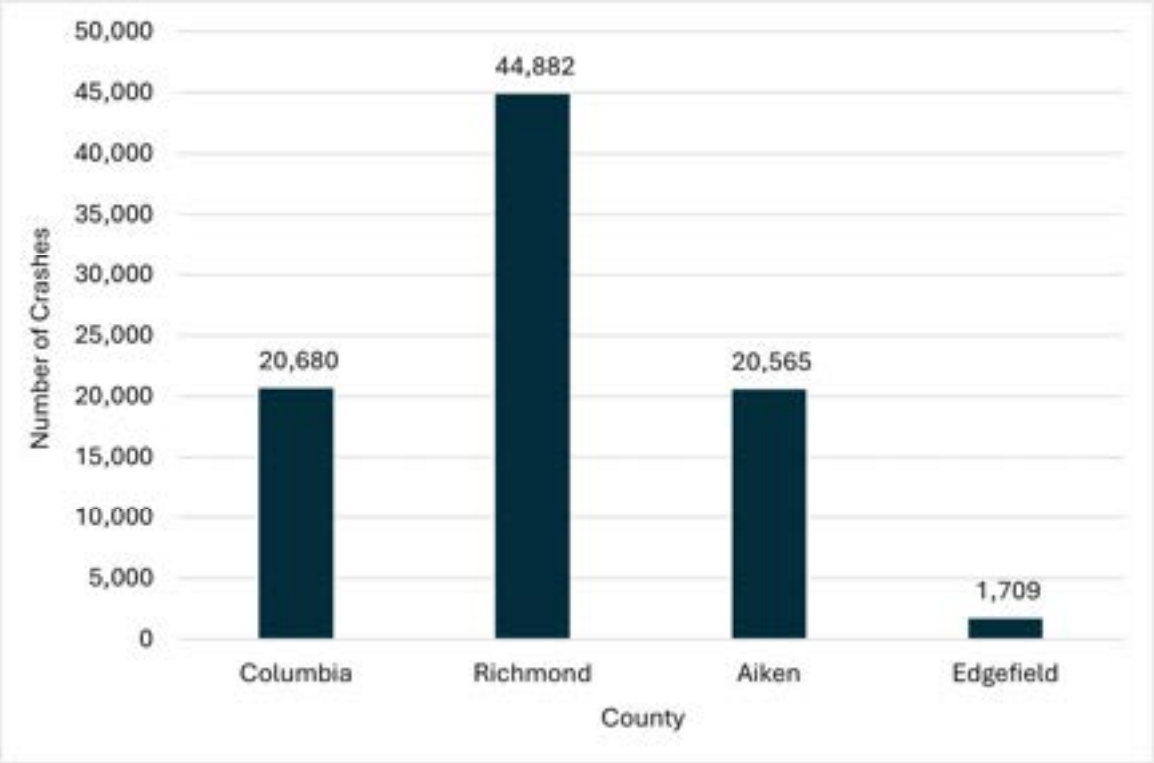


Source: SCEMD and SCDOT

4.22 Crash Analysis

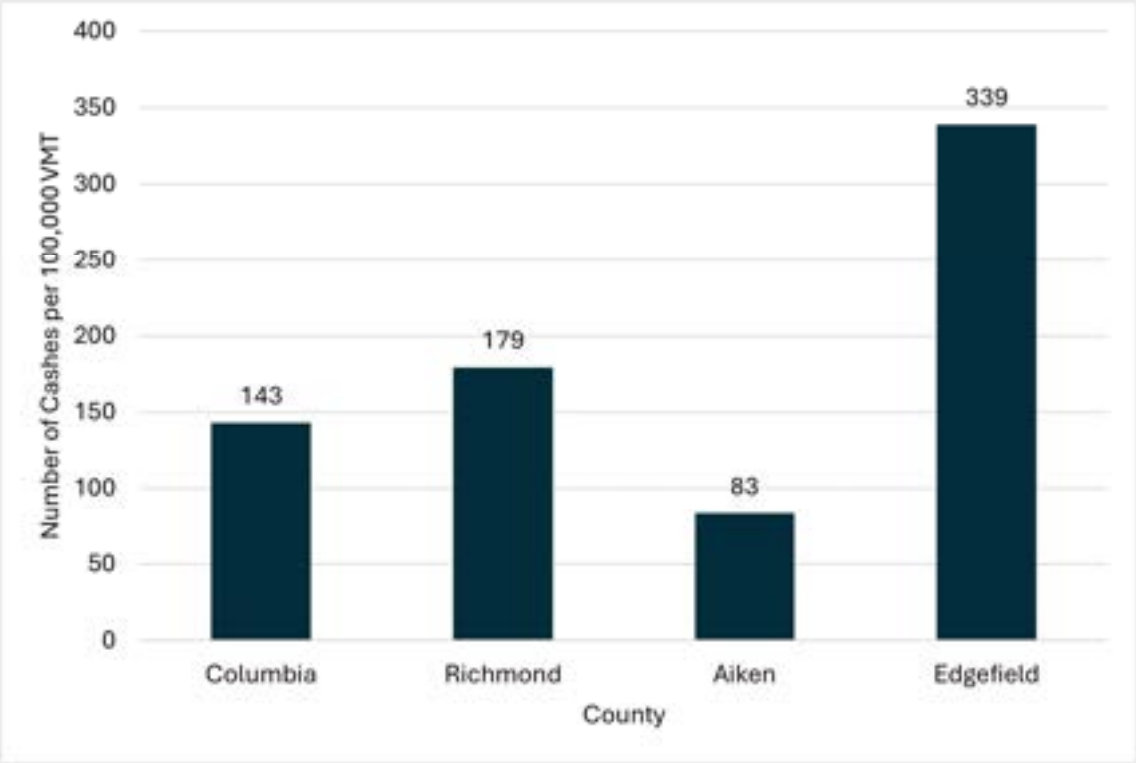
Roadway crash data was collected and analyzed for a five-year period from 2019 to 2023 for the four counties that are part of the ARTS planning area. Overall, there were 87,836 crashes recorded in the ARTS planning area during this five-year period, of which 410 were fatal crashes and 20,136 involved at least one injury. Almost three times as many crashes occurred in the two counties in Georgia, Columbia and Richmond, than there were in the two South Carolina Counties, Aiken and Edgefield, as shown in Figure 4.22-1. Figure 4.22-2 illustrates the crash rate, crashes per 100,000 vehicles miles traveled (VMT). Edgefield County has the highest crash rate, 339 crashes per 100,000 miles. Aiken has the lowest crash rate of 89 crashes per 100,000 miles.

Figure 4.22-1: Number of Crashes by County (2019-2023)



Source: GDOT and SCDPS

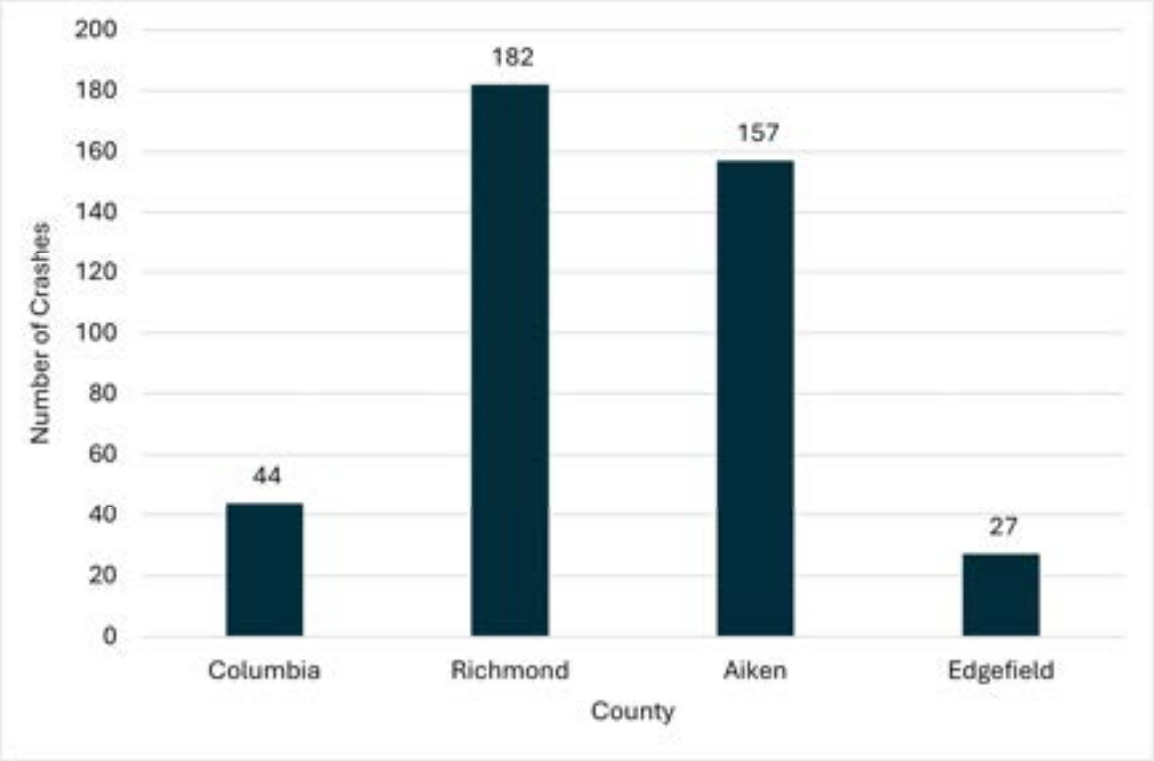
Figure 4.22-2: Crashes per 100,000 Vehicles Miles Traveled (VMT)



Source: GDOT and SCDPS

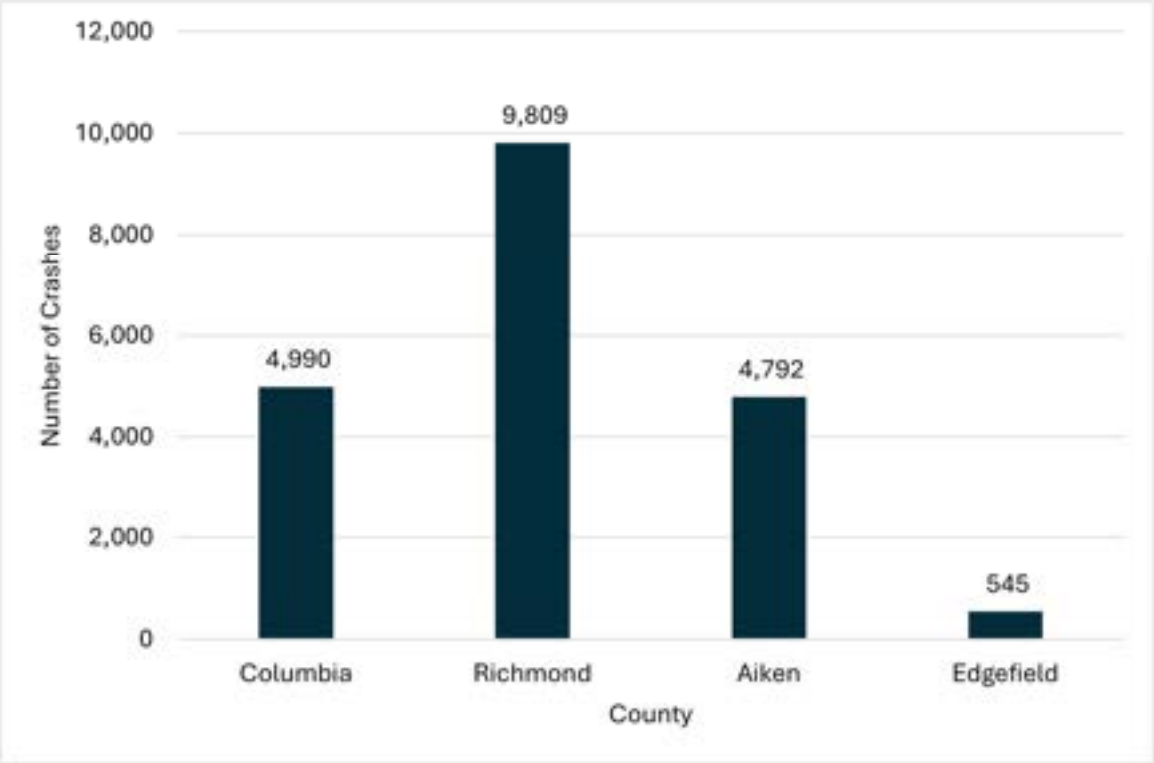
Figures 4.22-3 – 4.22-5 break down the crashes over the five-year period by state into three categories based on crash severity: Fatal Collisions, Injury Collisions, and Property Damage Only Collisions.

Figure 4.22-3: Fatal Crashes by County (2019-2023)



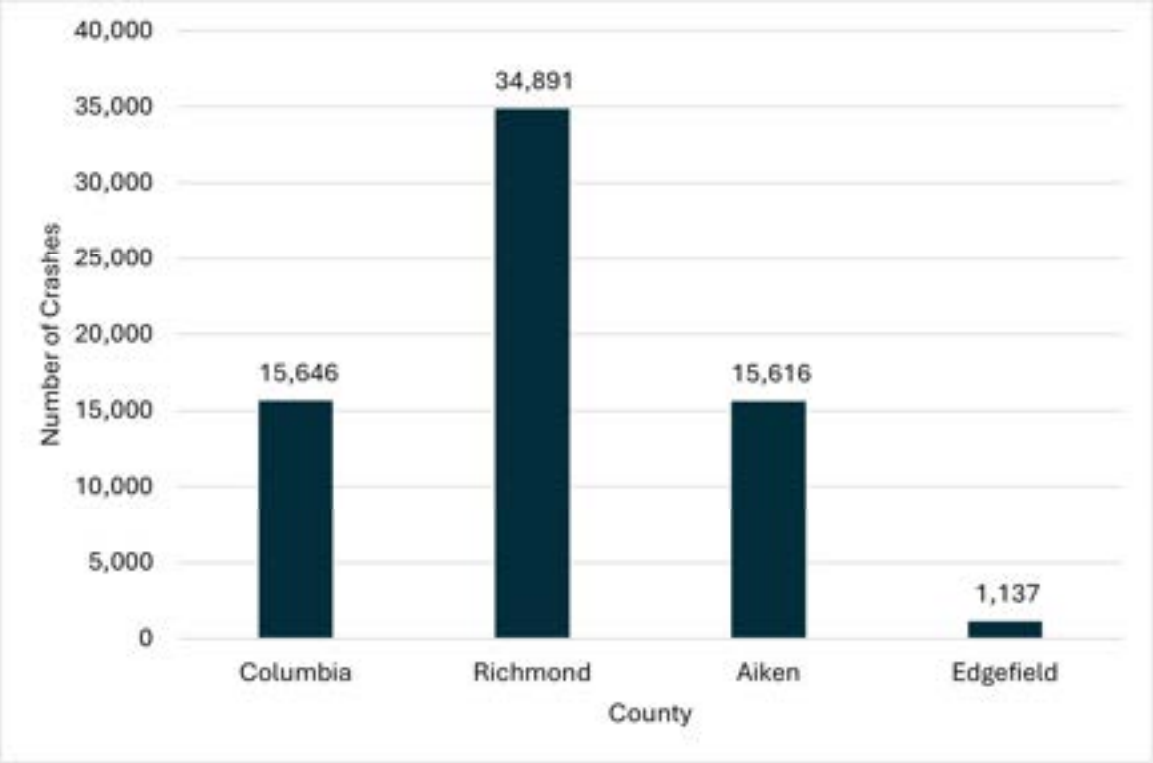
Source: GDOT and SCDPS

Figure 4.22-4: Injury Crashes by County (2019-2023)



Source: GDOT and SCDPS

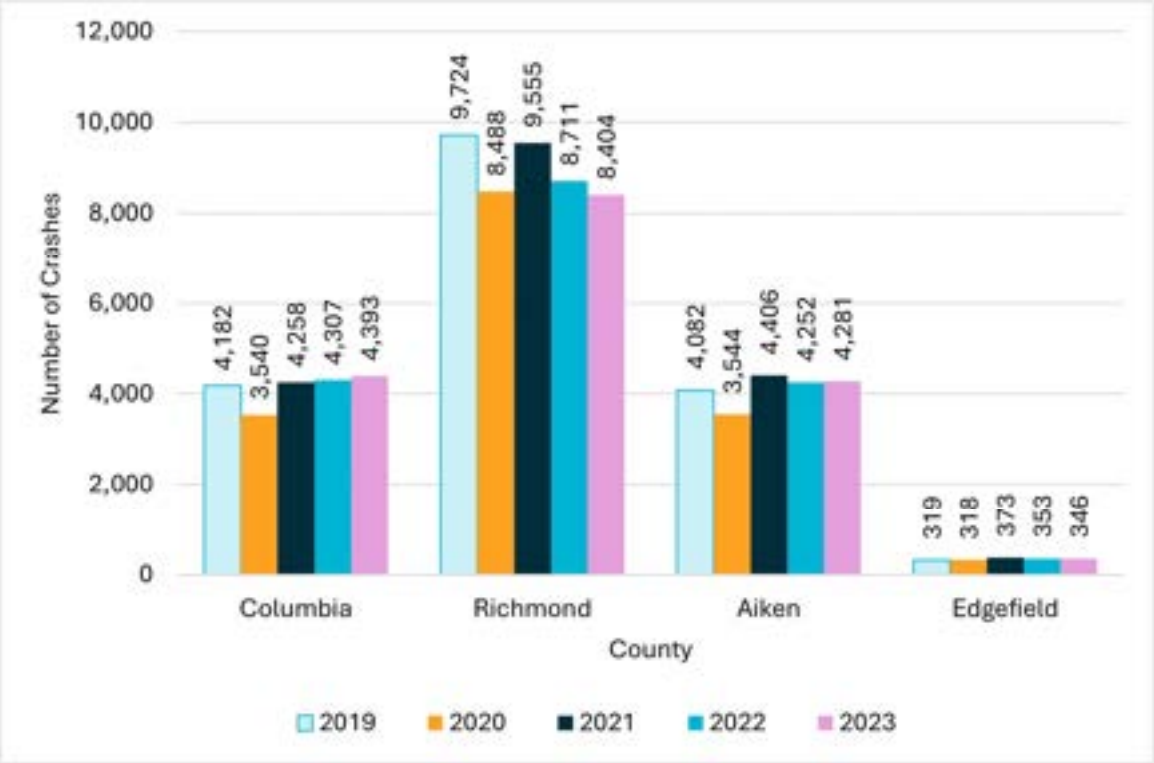
Figure 4.22-5: Property Damage Only Crashes by County (2019-2023)



Source: GDOT and SCDPS

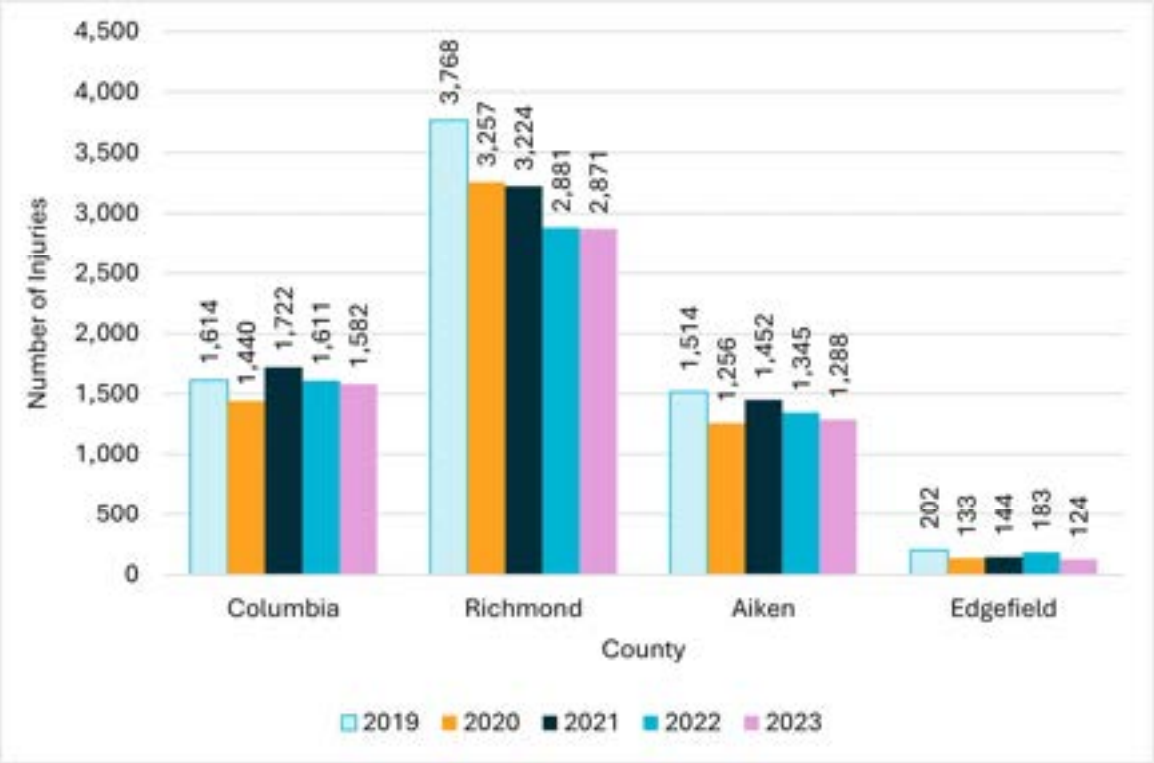
Figures 4.22-6 – 4.22-8 show the trends of crashes per year by county. Figure 4.22-6 shows that the number of total annual crashes in each county remained at a relatively similar level across the five-year period, with the biggest change found in Richmond County, which had a 1,320 crash drop from 2019 to 2023. The number of overall injuries in each county decreased over the five-year period (Figure 4-22.7), while the number of fatalities increased in Richmond and Aiken Counties (Figure 4.22-8).

Figure 4.22-6: Annual Trend of Total Crashes by County (2019-2023)



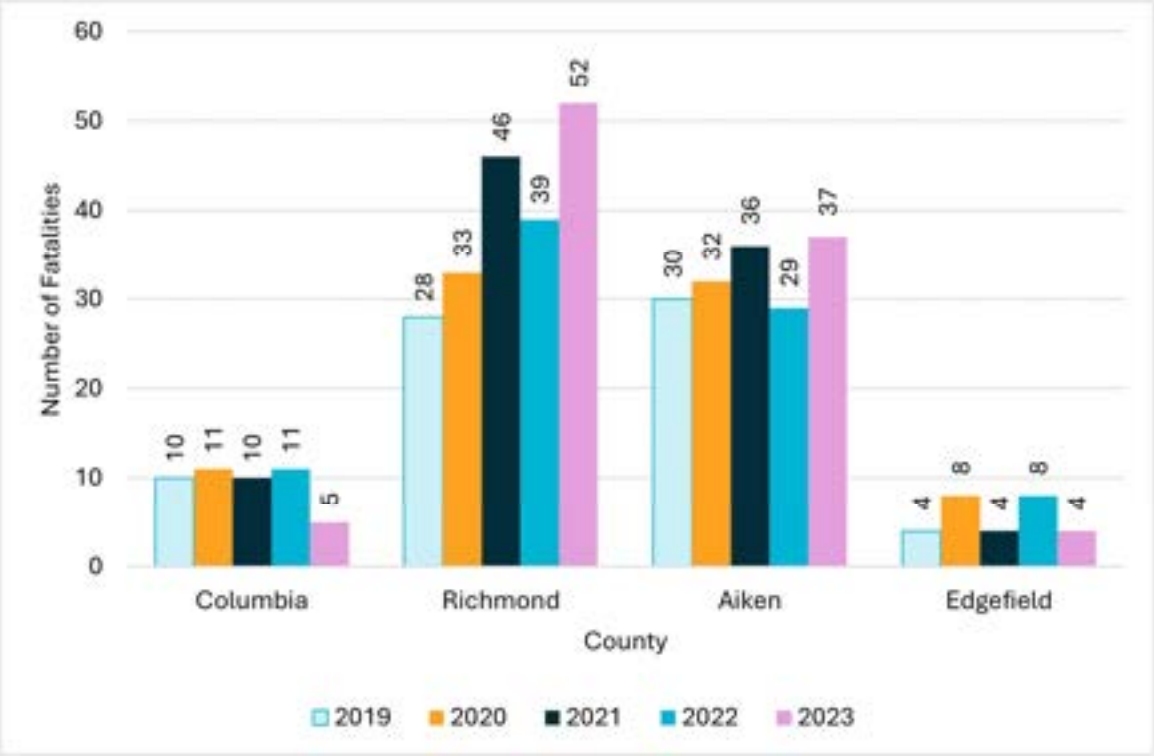
Source: GDOT and SCDPS

Figure 4.22-7: Annual Trend of Injuries by County (2019-2023)



Source: GDOT and SCDPS

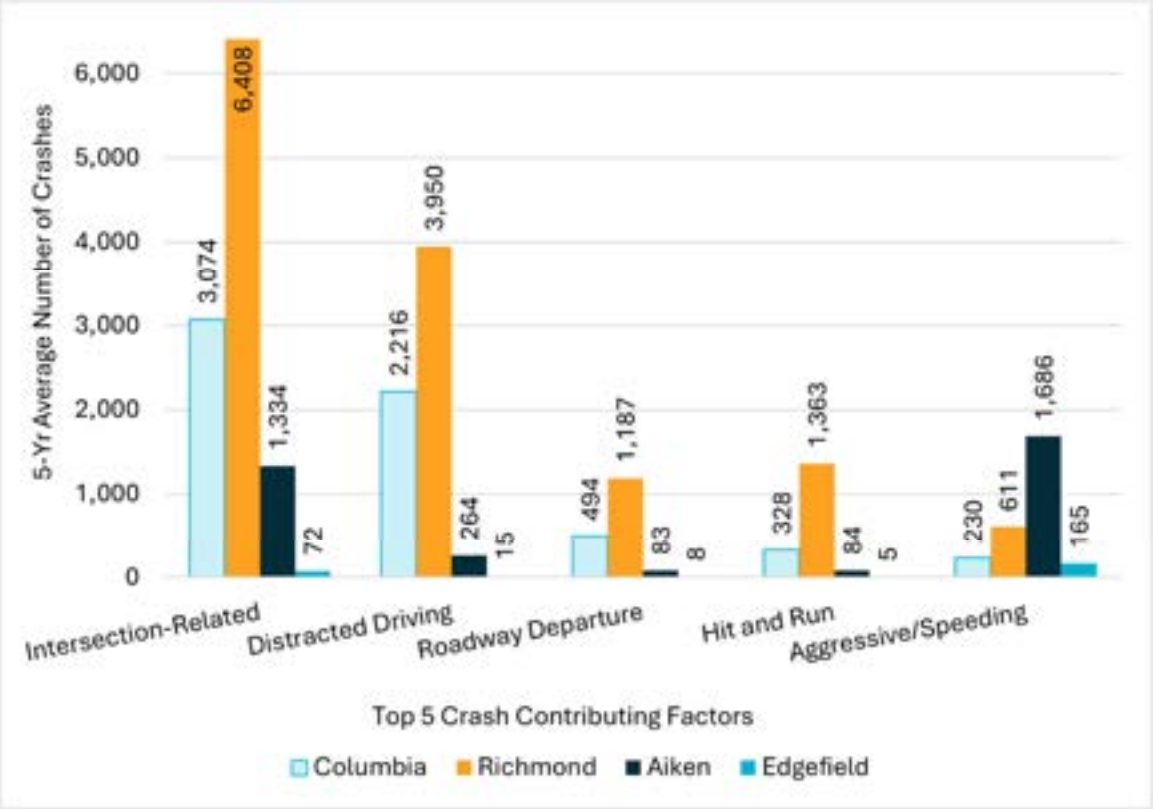
Figure 4.22-8: Annual Trend of Fatalities by County (2019-2023)



Source: GDOT and SCDPS

There are multiple factors that contribute to crashes. The top five contributing factors in the ARTS planning area include: intersection-related crashes, distracted driving, roadway departure, hit and run, and aggressive/speeding. Figure 4.22-9 lists the top five contributing factors for crashes in the ARTS planning area and their respective five-year averages. Richmond County generally has the highest number of crashes for four of the top five contributing factors. Aiken County leads with the largest number of crashes from speeding or aggressive driving. Notably, Edgefield County's highest number of crashes are also contributed to speeding or aggressive driving.

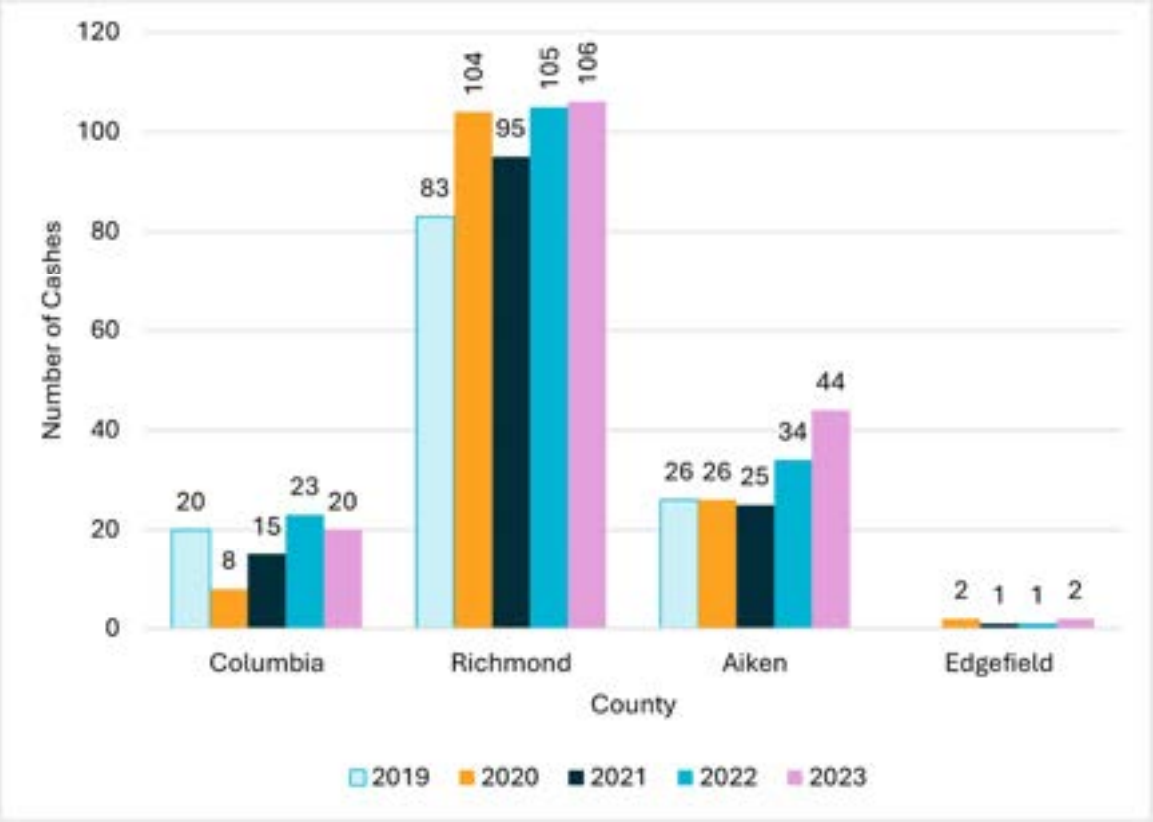
Figure 4.22-9: Top Five Crash Contributing Factors (2019-2023)



Source: GDOT and SCDPS

Figure 4.22-10 illustrates the number of crashes involving pedestrian or cyclists in the ARTS planning area during 2019 to 2023. Richmond County has the highest number of crashes involving pedestrians or cyclists, 493 crashes. Edgefield County has the lowest number of crashes, six crashes in the five-year period. Between 2019 and 2023, crashes in Aiken County have nearly doubled, constituting 70 percent.

Figure 4.22-10: Pedestrian or Cyclist Crashes (2019-2023)

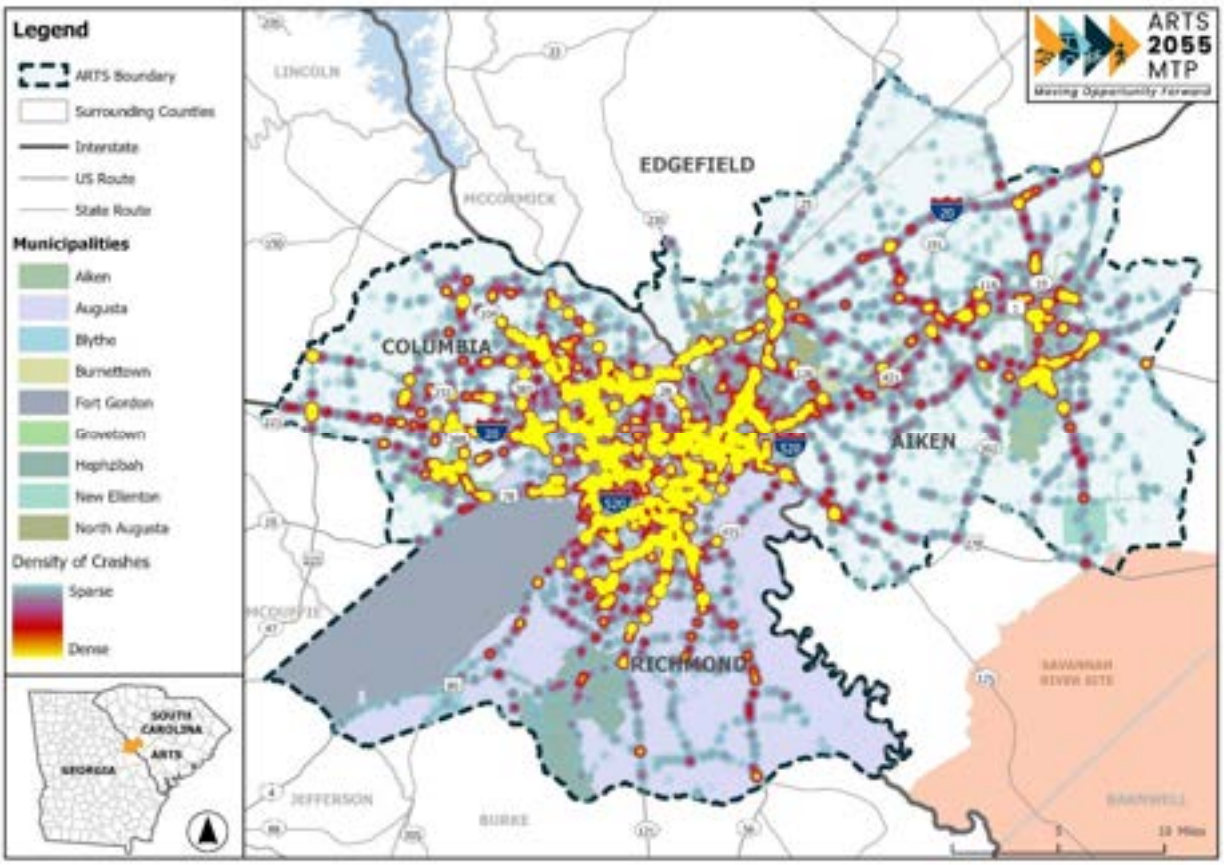


Source: GDOT and SCDPS

Figure 4.22-11 shows a heat map of crashes in the ARTS area during the five-year period. The project team used this crash data to identify roadways and intersections with the highest rates of crashes. These include:

- I-20
- I-520
- GA 28/GA 104/Washington Road
- GA 232/Columbia Road
- GA 4/13th Street
- GA 56
- Wrightsboro Road
- US 78/US 278/GA 10/Gordon Highway
- US 1/Deans Bridge Road
- Windsor Spring Road
- SC 118/Pine Log Road
- US 25/Edgefield Road

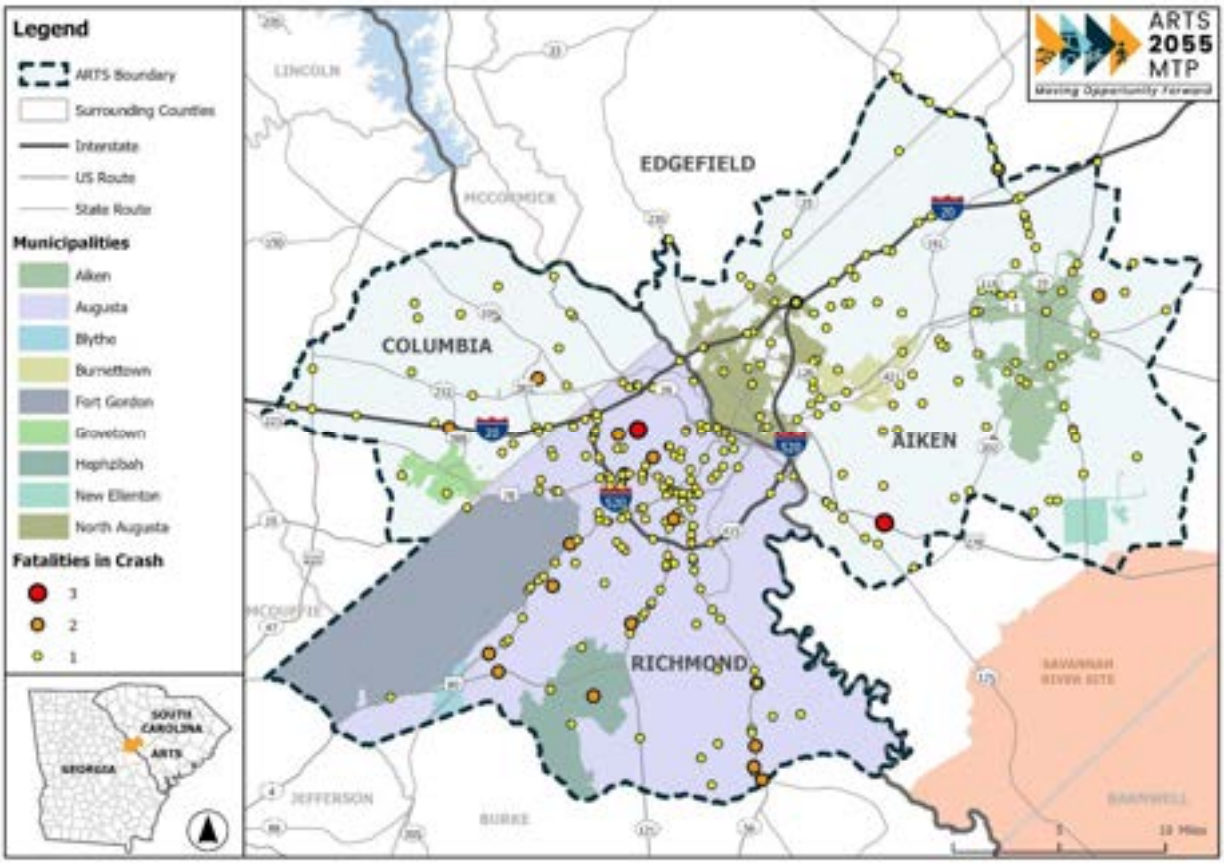
Figure 4.22-11: Heat Map of Crashes (2019-2023)



Source: GDOT and SCDPS

Figure 4.22-12 shows the locations of fatal crashes in the ARTS area, differentiated by the number of fatalities in each crash.

4.22-12: Map of Fatal Crash Locations (2019-2023)



Source: GDOT and SCDPS

5 2055 MTP Goals, Objectives & Measures of Effectiveness

5.1 Introduction

Establishing a strategic direction is essential to guiding multimodal transportation investments in the ARTS 2055 MTP Update. This direction ensures that the Plan responds to regional needs, aligns with federal and state priorities, and supports the long-term transportation vision for the ARTS region, which spans portions of both Georgia and South Carolina. The MTP goals reflect broad priorities—such as safety, system preservation, mobility, equity, and economic growth—and are informed by planning guidance from the FHWA, FTA, GDOT, and SCDOT along with extensive local input.

To translate these priorities into actionable guidance, the ARTS 2055 MTP includes goals and planning factors that identify key focus areas for transportation policy, infrastructure investment, and programmatic coordination. These goals and planning factors reflect regional concerns such as addressing growing travel demand, improving multimodal connectivity, supporting freight movement, and enhancing quality of life for all users, including traditionally underserved communities in Richmond and Columbia Counties in Georgia and Aiken and Edgefield Counties in South Carolina.

Building on the goals, the Plan outlines a set of objectives that describe how the ARTS MPO and its planning partners—such as Augusta Transit, Best Friend Express, local municipalities, and state DOTs—will work together to achieve the region's transportation goals. These objectives articulate desired outcomes that are practical, measurable, and regionally relevant.

To assess whether these goals and objectives are being achieved, the Plan introduces performance measures to monitor progress and evaluate success. These measures provide a transparent and data-driven approach to decision-making, enabling the ARTS MPO to track implementation and adjust strategies as needed over time. Performance measures also help ensure compliance with federal performance-based planning requirements under the FAST Act and align with state-level frameworks such as GDOT's Statewide Transportation Plan and SCDOT's Multimodal Transportation Plan.

While many existing ARTS goals remain relevant and consistent with broader frameworks, updates are recommended for clarity and specificity. For instance, the prior Goal #1—focused on system preservation and safety—is now proposed as two distinct goals, recognizing safety as a standalone regional priority.

Figure 5.1-1 Comparison Table of Federal, State, and ARTS MTP Goals

Comparative Table of Federal, Statewide, and ARTS MTP Goals			
Goal Area	**Federal Planning Factors (FAST Act)**	**SC and GA Statewide Goals**	**ARTS 2055 MTP Goals**
Safety	Increase safety for motorized and non-motorized users	"Put Georgians First" (GDOT); "Continued System Recovery" (SCDOT)	Safety & Security
System Preservation	Emphasize preservation of existing system	"Continued System Recovery"	Maintenance and System Preservation
Mobility & Accessibility	Increase accessibility and mobility of people and freight	"Address Urban and Rural Mobility"	Mobility, Accessibility & Connectivity
Congestion Management	Promote efficient system management and operations	"Support Freight Investment" (urban congestion)	Reduce Traffic Congestion and Delay
Economic Vitality	Support economic vitality and global competitiveness	"Make Georgia #1 for Small Business"; "Support Freight Investment"	Economic Vitality
Environmental Sustainability	Protect the environment, promote energy conservation	"Deepen Multimodal Partnerships"	Environmental Stewardship
Land Use Integration	Promote consistency between housing and transportation	"Reform State Government" (through integrated planning)	Land Use & Transportation Integration
Equity	Advance equity and support for underserved communities	Equity components embedded in state plans	Effective Engagement and Coordination
Financial Feasibility	Efficient and cost-effective project delivery	"Reform State Government"	Financial Feasibility

5.2 Federal Planning Emphasis Areas and Planning Factors

This section outlines Federal Planning Emphasis Areas and Planning Factors, which include transition to performance-based planning and programming as per the Infrastructure Investment and Jobs Act (IIJA) and 23 CFR 450.306, cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning, and access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.

Figure 5.2-1 Federal Planning Emphasis Areas

Federal Planning Emphasis Area	Description
Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future	Support policies and investments that reduce greenhouse gas emissions and make the transportation system more resilient.
Equity and Justice40 in Transportation Planning	Promote equity in planning processes and ensure benefits of transportation investments are shared across all communities.
Complete Streets	Prioritize safety and accessibility for all users, including pedestrians, bicyclists, transit riders, and motorists.
Public Involvement	Engage the public early and continuously to ensure transparency, inclusivity, and meaningful input.
Strategic Highway Network (STRAHNET)/Military Installations/Federal Lands	Coordinate planning with STRAHNET routes, nearby military installations, and federal lands for mobility and security.
Federal Land Management Agency (FLMA) Coordination	Work with Federal Land Management Agencies to ensure access and connectivity to federal lands is integrated into planning.
Planning and Environment Linkages	Link planning and environmental considerations early to streamline project delivery and improve environmental outcomes.
Data in Transportation Planning	Use high-quality data, performance measures, and analytical tools to support informed decision-making in transportation planning.

Enabling this process, Federal Planning Factors were established as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability, reduce (or mitigate) the stormwater impacts of surface transportation;
10. Enhance travel and tourism; and,
11. Promote consistency between housing patterns and transportation improvements.

5.3 Statewide Goals

This section presents the statewide transportation goals adopted by South Carolina and Georgia that provide context for the ARTS MTP Update. These goals shape investment strategies and regional coordination with state transportation departments. The goals from SCDOT's Momentum 2050 Plan and GDOT's 2021 Strategic Transportation Plan are summarized alongside supporting objectives, offering a clear link between state-level vision and local implementation within the ARTS region.

5.3.1 South Carolina Momentum 2050 Goals

Figure 5.3-1 South Carolina Momentum 2050 Goals

Goal	Objective
Continued System Recovery	Provide regular, routine maintenance to ensure a safe, smooth, and unrestricted transportation network.
	Continue pavement recovery efforts to maintain system quality.
	Enhance bridge investment to address aging infrastructure.
	Prioritize safety initiatives to reduce crashes, serious injuries, and fatalities, especially in high-risk areas like South Carolina.
	Prepare for the impacts of electric vehicles on infrastructure and safety.
	Identify and implement sustainable revenue sources to support long-term system needs,

Goal	Objective
	particularly as electric vehicle adoption increases.
Support Freight Investment	Systematically invest in a world-class interstate system to facilitate the movement of freight and people.
	Accelerate investment in rural interstate segments to complete widening efforts.
	Develop an urban congestion mitigation program focused on improving reliability along major freight corridors.
	Establish a Rural Off-Interstate NHS (National Highway System) Improvement Program to support critical freight routes.
Address Urban and Rural Mobility	Address urban traffic congestion while improving rural access to employment, healthcare, and education.
	Advance the Regional Mobility Program to target both urban and rural congestion and access challenges.
	Implement operational improvements, such as traffic signal retiming, to maximize the efficiency of the existing road network.
	Support transit initiatives that enhance workforce development and access to jobs.
Deepen Multimodal Partnerships	Expand and strengthen collaboration with other transportation modes to ensure statewide prosperity.
	Support the South Carolina Ports Authority in increasing terminal capacity to accommodate growing freight volumes.
	Collaborate with Class I and Class III railroads to optimize freight rail operations statewide.

Source: SC Momentum 2050 (2025)

5.3.2 GDOT 2021 Statewide Strategic Transportation Plan: 2050 Goals

Figure 5.3-2 GDOT 2021 Statewide Strategic Transportation Plan: 2050 Statewide Transportation Plan Goals

Goal	Objective
Make Georgia #1 for Small Business	Expand Georgia's role as a world-renowned hub for global commerce.
	Develop a skilled workforce to meet current and future needs across the industry spectrum.
	Ensure taxpayers can easily navigate and find necessary information through government interfaces.
Reform State Government	Maximize taxpayer value with conservative budgeting.
	Expand public-private partnerships and leverage technology to best utilize limited State resources.
Strengthen Rural Georgia	Increase rural broadband access for economic growth.
	Deploy regional strike teams to areas with economic challenges or lessening populations to collaborate with local leaders and seek opportunities for growth.
Put Georgians First	Improve transportation safety and security.

Source: GDOT 2021 Statewide Strategic Transportation Plan: 2050 Statewide Transportation Plan

5.4 ARTS 2055 MTP Goals & Objectives

The goals and objectives from the 2055 MTP Update are based on national guidance, statewide frameworks from Georgia and South Carolina, and local vision. This report presents a higher-level vision for transportation infrastructure in the ARTS MPO planning area and includes measures of effectiveness to use when evaluating projects against these goals and objectives. The following sections include nine (9) goals identified for the 2055 MTP updated to reflect regional priorities. One or more objectives have then been defined to achieve each goal in this section, then performance measures (or measures of effectiveness) were identified to evaluate the performance of transportation projects for each objective in the next section.



Goal 1: Mobility, Accessibility & Connectivity – Promote strategies that improve mobility, accessibility, and connectivity for all users of the transportation network including public transit and non-motorized modes.

Objectives:

- Prioritize transportation improvements that support access to the urban core.
- Increase access, expand, and improve the reliability of public transportation.
- Promote investment in infrastructure for non-motorized modes such as bicycles and pedestrians.

Goal 2: Reduce Traffic Congestion and Delay – Promote strategies to reduce traffic congestion and delay.

Objectives:

- Maximize existing transportation facilities through active management and integrated systems in real time.
- Implement projects that improve street network connectivity to provide alternative routes and increase system redundancy.
- Continue to implement and promote strategies and policies such as Transportation Demand Management (TDM), public transit, and alternative transportation modes to reduce demand for single-occupant motor vehicle travel.
- Support regional connectivity and ridesharing through investment in intercity bus service, intercity bus facilities, and commuter vanpools.

Goal 3: Safety & Security – Improve traffic safety and improve the security of transportation systems.

Objectives:

- Reduce the number and severity of crashes, injuries, and fatalities across all modes by coordinating safety improvements with planning initiatives.
- Reduce the vulnerability of existing transportation infrastructure to natural disasters by supporting the development of regional preparedness plans.
- Continue to educate all users of the transportation network on safety and sharing the road.

Goal 4: Maintenance and System Preservation – Maintain and preserve the existing transportation system to provide safe and reliable movement of persons and goods/freight.

Objectives:

- Adequately fund routine maintenance and rehabilitation of roadways, pavement, and bridges.
- Provide viable public transportation options to meet daily travel needs.
- Monitor and manage transportation assets to prioritize improvements.

Goal 5: Economic Vitality – Enhance the economic vitality of the region and promote job opportunities.

Objectives:

- Provide transportation linkages to employment, business, retail activity, and other activity centers.

- Address the needs of the local freight industry and the intermodal movement of goods via rail and truck.
- Promote investments in transportation facilities that provide access to tourist destinations.
- Enhance the visual appeal of transportation facilities.

Goal 6: Environmental Stewardship – Enhance the social and environmental fabric of the region.

Objectives:

- Minimize disruption or displacement of residential or commercial areas from restructured or new transportation facilities.
- Minimize impact on environmental resources, wetlands, wildlife, historic properties, and water quality.
- Reduce mobile emissions and meet air quality standards with projects including managed lanes, operational projects, transit, and non-motorized vehicles such as bicycles, and pedestrians.
- Serve Environmental Justice populations through direct benefits or access to the project.
- Reduce or mitigate the stormwater impacts of surface transportation.

Goal 7: Land Use & Transportation Integration – Promote efficient land use and development patterns that improve safety and economic vitality to meet existing and future multimodal transportation needs.

Objectives:

- Provide transportation services that conform with regional and local land use plans.
- Control access to conservation or preservation areas to discourage development.
- Promote redevelopment of the urban fringe through improved accessibility.
- Promote the concentration of future employment and other activity centers along existing and planned major travel corridors.
- Preserve and enhance the natural and built environments through context-sensitive solutions that exercise flexibility and creativity to shape effective transportation solutions.
- Protect adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities.

Goal 8: Financial Feasibility – Develop a financially and politically feasible plan and gain broad support by increasing the safety and security of the transportation system for all users.

Objectives:

- Prioritize projects with high project readiness and available funding.

Goal 9: Effective Engagement and Coordination – Promote effective public and stakeholder engagement and coordinate strategies throughout the planning process.

Objectives:

- Foster coordination with local, state, and federal partners to implement community priorities.
- In partnership with local communities, equitably and strategically focus resources in areas of need and importance.

5.5 Federally Mandated Performance Measures & Targets

Current federal IIJA transportation legislation requires each state to establish statewide targets for the federally mandated performance measures: Performance Measure (PM) 1 – Highway Safety; PM2 – Pavement and Bridge Condition; and PM3 – System Performance, Freight, and Congestion Mitigation Air Quality (CMAQ). The IIJA also requires the development of Transit Asset Management (TAM) Plans that establish public transit performance measures and targets. The performance measures were established to achieve national transportation performance goals. As such, MPOs are required to use a coordinated performance-based planning approach for long-range transportation plans, like this MTP.

Over recent reporting cycles, the ARTS region has generally shown progress toward meeting or maintaining statewide performance targets. For PM1 (Highway Safety), the region has experienced fluctuations in crash trends similar to those seen statewide, with long-term efforts focused on reducing fatalities and serious injuries despite recent increases linked to broader statewide and national patterns. For PM2 (Pavement and Bridge Condition), ARTS has consistently performed near or above statewide averages, with Interstate pavement conditions and NHS bridge conditions remaining relatively strong compared to established thresholds. For PM3 (System Performance, Freight, and CMAQ), the ARTS area has generally demonstrated strong reliability on both Interstate and non-Interstate NHS routes, with truck travel time reliability also exceeding state targets. Measures related to peak hour delay and non-SOV travel show room for improvement but remain consistent with urban areas of similar size.

ARTS tracks performance through its federally required System Performance Reports, which are developed in coordination with state DOTs and incorporated into the TIP and MTP update cycles. These reports document progress toward achieving each measure and assess whether the MPO's investments are helping advance state and national performance goals. In addition, findings from the Needs Assessment (see Chapter 6) directly inform project prioritization, ensuring that system deficiencies and performance trends are addressed through targeted investments.

This section presents the FHWA-required performance measures and the targets set by Georgia and South Carolina. The section also includes TAM performance measures and state-level targets.

5.5.1 Project Types that Support Each Performance Measure

This section presents the project types identified as part of the 2055 MTP that align with Georgia and South Carolina statewide performance measures, illustrating how planned investments contribute to meeting safety, infrastructure, and system performance goals (Figure 5.5-1).

Figure 5.5-1: Project Types that Support Statewide Performance Measure

Project Type	PM 1	PM 2		PM 3			TAM
	Highway Safety	Pavement	Bridge	System Performance	Freight	CMAQ	Transit Asset Management
Bicycle & Pedestrian		✓		✓		✓	
Bridges	✓	✓	✓	✓	✓	✓	
Corridor + Widening	✓	✓		✓	✓	✓	
Intersection	✓	✓			✓	✓	
New Roadway	✓	✓	✓	✓	✓		
Operational	✓	✓	✓	✓	✓	✓	
Transit	✓	✓		✓		✓	✓

5.5.2 Georgia's Statewide Performance Measure Targets

This section displays the Georgia Statewide Performance Measure targets for PM 1 – highway safety (Figure 5.5-2), PM2 – pavement and bridges conditions (Figure 5.5-3), and PM3 – system performance, freight, and CMAQ (Figure 5.5-4).

Figure 5.5-2: Georgia Statewide Performance Measure Targets for PM1 – Highway Safety

Performance Measures	2022 GA Statewide Performance Target (5-Yr Rolling Average 2018-2022)	2023 GA Statewide Performance Target (5-Yr Rolling Average 2019-2023)	2025 GA Performance Target (5-Yr Rolling Average 2021-2025)
Number of Fatalities	1,671	1,680	1,600
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.21	1.36	1.25
Number of Serious Injuries	8,443	8,966	7,109
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.61	7.679	5.711
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	793	802	797

Source: GDOT FY 2024-2027 Statewide Transportation Improvement Program System Performance Report (2023)

Figure 5.5-3: Georgia Statewide Performance Measure Targets for PM2 – Pavement and Bridge Conditions

Performance Measures	GA Performance (Baseline 2021)	GA 2-Yr Target (2023)	GA 4-Yr Target (2025)	ARTS 2023 Performance
Percent of Interstate Pavements in Good Condition	67.4%	50.0%	50.0%	57.7%
Percent of Interstate Pavements in Poor Condition	0.1%	5.0%	5.0%	4.8%
Percent of Non-Interstate NHS Pavement in Good Conditions	49.2%	40.0%	40.0%	46.7%
Percent of Non-Interstate NHS Pavement in Poor Conditions	0.6%	12.0%	12.0%	1.6%
Percent of NHS Bridges (by Desk Area) in Good Condition	79.1%	50.0%	60.0%	80.83%
Percent of NHS Bridges (by Deck Area) in Poor Conditions	0.5%	10.0%	10.0%	0.57%

Source: GDOT FY 2024-2027 Statewide Transportation Improvement Program System Performance Report (2023)

Figure 5.5-4: Georgia Statewide Performance Measure Targets for PM3 – System Performance, Freight, and CMAQ

Performance Measures	GA Performance (Baseline 2021)	GA 2-Yr Target (2023)	GA 4-Yr Target (2025)	ARTS 2023 Performance
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%	81.2%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%	88.1%
Truck Tavel Time Reliability Index	1.47	1.62	1.65	1.45
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.7 hours	17.7 hours
Percent Non-SOV Travel	25.7%	22.7%	22.7%	28.4%
CMAQ VOC Cumulative Émissions Reduction	365.006 kg/day*	157.2 kg/day	257.1 kg/day	267.5 kg/day
CMAQ NOx Cumulative Émissions Reduction	1,184.582 kg/day*	510.9 kg/day	904.2 kg/day	900.1 kg/day

* 4-Yr Cumulative Emission Reductions from 2018-2021

Source: GDOT FY 2024-2027 Statewide Transportation Improvement Program System Performance Report (2023)

5.5.3 South Carolina's Statewide Performance Measure Targets

This section displays the South Carolina Statewide Performance Measure targets for PM 1 – highway safety (Figure 5.5-5), PM2 – pavement and bridges conditions (Figure 5.5-6), and PM3 – system performance, freight, and CMAQ (Figure 5.5-7).

Figure 5.5-5: South Carolina Statewide Performance Measure Targets for PM1 – Highway Safety

Performance Measures	2022 SC Statewide Performance Target (5-Yr Rolling Average 2018-2022)	2023 SC Statewide Performance Target (5-Yr Rolling Average 2019-2023)	2025 SC Statewide Performance Target (5-Yr Rolling Average 2021 – 2025)
Number of Fatalities	1,061	1,081	1,080
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.82	1.775	1.782
Number of Serious Injuries	2,850	2,782.2	2,764
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.892	4.567	4.561

Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	500	479.8	453.4

Source: South Caroline State Highway Safety Report (2021 and 2022)

Figure 5.5-6: South Carolina Statewide Performance Measure Targets for PM2 – Pavement and Bridge Conditions

Performance Measures	SC Performance (Baseline 2021)	SC 2-Yr Target (2023)	SC 4-Yr Target (2025)	ARTS 2023 Performance
Percent of Interstate Pavements in Good Condition	75.8%	77.0%	78.0%	78.29%
Percent of Interstate Pavements in Poor Condition	0.2%	2.5%	2.5%	10.38%
Percent of Non-Interstate NHS Pavement in Good Conditions	38.8%	36.0%	38.0%	58.48%
Percent of Non-Interstate NHS Pavement in Poor Conditions	1.6%	10.0%	10.0%	28.04%
Percent of NHS Bridges (by Desk Area) in Good Condition	38.5%	35.0%	34.0%	62.0%
Percent of NHS Bridges (by Deck Area) in Poor Conditions	4.3%	6.0%	6.0%	1.5%

Source: SCDOT The Strategic 10-Year Asset Management Plan (2022)

Figure 5.5-7: South Carolina Statewide Performance Measure Targets for PM3 – System Performance, Freight, and CMAQ

Performance Measures	SC Performance (Baseline 2021)	SC 2-Yr Target (2023)	SC 4-Yr Target (2025)	ARTS 2023 Performance
Percent of person-miles on the Interstate system that are reliable	95.9%	89.1%	89.1%	100%
Percent of person-miles on the non-Interstate NHS that are reliable	95.0%	85.0%	85.0%	97.7%
Truck Tavel Time Reliability Index	1.31	1.45	1.45	1.13
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	34.0 hours	34.0 hours	13.5 hours (statewide)
Percent Non-SOV Travel	25.7%	21.0%	21.0%	29.2% (statewide)

CMAQ VOC Cumulative Émissions Reduction	11.01 kg/day	40.82 kg/day	41.89 kg/day	0.60 kg/day (statewide)
CMAQ NOx Cumulative Émissions Reduction	8.29 kg/day	58.67 kg/day	58.96 kg/day	7.56 kg/day (statewide)

Source: SCDOT Statewide Freight Plan Update (2022)

5.5.4 Transit Asset Management (TAM) Measures and Targets

Federal regulations require transit agencies to produce Transit Asset Management (TAM) Plans, four-year plans that guide how agencies manage their assets to maintain state of good repair. Agencies must establish annual performance targets for the three key asset categories: rolling stock, equipment, and infrastructure. MPOs are required to incorporate TAM performance measures into the transportation planning process. Figure 5.5.8 lists the FY24 TAM Performance Measures for GDOT, SCDOT, and Lower Savannah Council of Governments (LSCOG - on behalf of Best Friend Express).

Figure 5.5-8: FY24 TAM Performance Measures for Transit Agencies in the ARTS Area (2023)

Asset Categories	Performance Measures	GDOT FY24 Targets	SCDOT FY24 Targets	LSCOG FY24 Targets
Rolling Stock	% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus – 20%	Van – 20%	Van – 0%
		Cutaway – 53%	Cutaway – 30%	Cutaway – 20%
Equipment	% of non-revenue vehicles that have met or exceeded their ULB	Automobile – 20%	Automobile – 30%	N/A
		Trucks and other Rubber Tire Vehicle – 20%	Trucks and other Rubber Tire Vehicle – 30%	N/A
Facilities	% of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative – 25%	Administrative – 0%	Administrative – 0%
		Maintenance – 25%	Maintenance – 0%	Maintenance – 0%
		Passenger/ Parking Facilities – 10%	Passenger/Parking Facilities – 0%	N/A

Source: National Transit Database

6 Regional Transportation Needs Assessment

The ARTS MPO continues to experience dynamic growth, with expanding residential, commercial, and industrial developments shaping the region's landscape. Population growth, particularly in Columbia and Aiken Counties, has put increasing pressure on the transportation network in the ARTS planning area. Additionally, population in the ARTS area is expected to increase by 29% by 2055, with Columbia County experiencing the most growth.

In response to these evolving conditions, a comprehensive Transportation Needs Assessment has been conducted to evaluate current infrastructure performance, identify emerging mobility challenges, and forecast future transportation demands.

This assessment serves as a critical foundation for the MTP, ensuring that transportation investments align with community needs, development goals, and sustainability initiatives. It examines a full range of travel modes—including roadways, transit, active transportation, aviation, and freight—to create a balanced, multimodal approach to regional mobility. Through data analysis, public input, and stakeholder collaboration, this memo outlines priority areas for improvement to guide the recommendations development.

6.1 Community Input

Two stakeholder meetings and several public events were conducted from Fall 2024 to Summer 2025 to obtain input on transportation needs in the ARTS planning area. Figure 6.1-1 details the locations and transportation issues identified by stakeholders.

Figure 6.1-1: Stakeholder Input

Location	Primary Issues	Needs
Whiskey Road	Congestion issues caused by growth	Capacity expansion
	Intersections between Ray Ln SE and Munday Rd are unsafe. Intersection improvements are needed between the intersection of Powderhouse Road/ Stratfor Hall Drive and Dry Branch Road.	Intersection improvements
I-20 (between Edgefield Rd and SR 230)	Significant truck traffic and traffic delays	Capacity expansion
Robert M Bell Pkwy and University Pkwy (between Hudson Rd and Leadership Dr)	Lack of sidewalks	Bicycle and pedestrian infrastructure (which are recommended as part of the SC 118 Intersection Analysis)
SC 118/ University Pkwy	Heavy congestion during big events; lack of crosswalks	Special event transit service
	Lack of crosswalks	Bicycle and pedestrian infrastructure (which are

Location	Primary Issues	Needs
		recommended as part of the SC 118 Intersection Analysis)
	Unsafe intersection at Hudson Rd and Vaucluse Rd. SCDOT has closed the intersection of Hudson Road/ Croft Mill Road due to high number of crashes.	Safety improvements (which are recommended as part of the SC 118 Intersection Analysis).
Washington Rd (between River Ridge Dr and Acl Railroad)	Inter-county travel dependent on car	Transit service
	Speed limit changes	Speed limit evaluation
	Lack of sidewalks and crosswalks	Bicycle and pedestrian infrastructure
	High volume of crashes	Safety improvements
	Congestion, particularly at Old Evans Rd intersection	Capacity expansion
Hitchcock Pkwy (up to Trolley Run Blvd)	Capacity issues caused by growth	Capacity expansion
Bobby Jones Expy, Washington Rd	Lack of bicycle and pedestrian infrastructure	Bicycle and pedestrian infrastructure
I-20 exits (Edgefield Rd and W Martintown Rd)	Congestion	Capacity expansion
E Pine Log Rd / Whiskey Rd intersection	Unsafe intersection	Safety improvements
I-20 bridge replacement over the Savannah River	Poor bridge condition	Bridge replacement
Robert M Bell Pkwy / Trolley Line Rd intersection	Blind turn	Safety improvements (which are recommended as part of the SC 118 Intersection Analysis)
Furys Ferry Rd	Lack of bicycle and pedestrian lanes	Bicycle and pedestrian infrastructure
Bettis Academy Rd	Congestion from residential growth, schools, and industrial park	Capacity expansion
	Safety concerns	Safety improvements
	Lack of pedestrian infrastructure	Bicycle and pedestrian infrastructure

Location	Primary Issues	Needs
White Oak Business Park	Dependent on car to access	Transit service
Wrightsboro Rd / Katherine St intersection	Railroad conflict with traffic flow	Safety improvements

The MTP 2055 public survey received over 1,350 comments. Participants were asked to select which transportation investments were most important to their community out of the following options:

- Boost economic potential
- Reduce congestion and delay
- Improve safety
- Maintain existing system
- Connect to bike/pedestrian
- Accommodate ridesharing
- Improve access to transit

The public identified the following top transportation investment priorities:

Improve Safety *Reduce Congestion & Delay* *Improve Access to Transit*

This indicates a high need for safety, capacity, and transit improvements throughout the ARTS planning area.

Participants were then asked to select their top transportation challenges out of the following options:

- Traffic congestion
- Safety
- Access to reliable transportation
- Lack of sidewalks/trails
- Lack of access to public transit
- Connectivity

The public identified the following top transportation challenges:

Traffic Congestion	*Lack of Sidewalks/ Trails*

This indicates a need for capacity improvements as well as bicycle and pedestrian improvements.

6.2 Roads and Highways

The roadway network within the ARTS planning area is vital to supporting the region's growth, mobility, and development. As population growth, economic development, and land use patterns continue to evolve, it is essential to regularly assess the capacity, condition, safety, and functionality of the existing road system to meet both current and future needs.

6.2.1 Capacity Needs

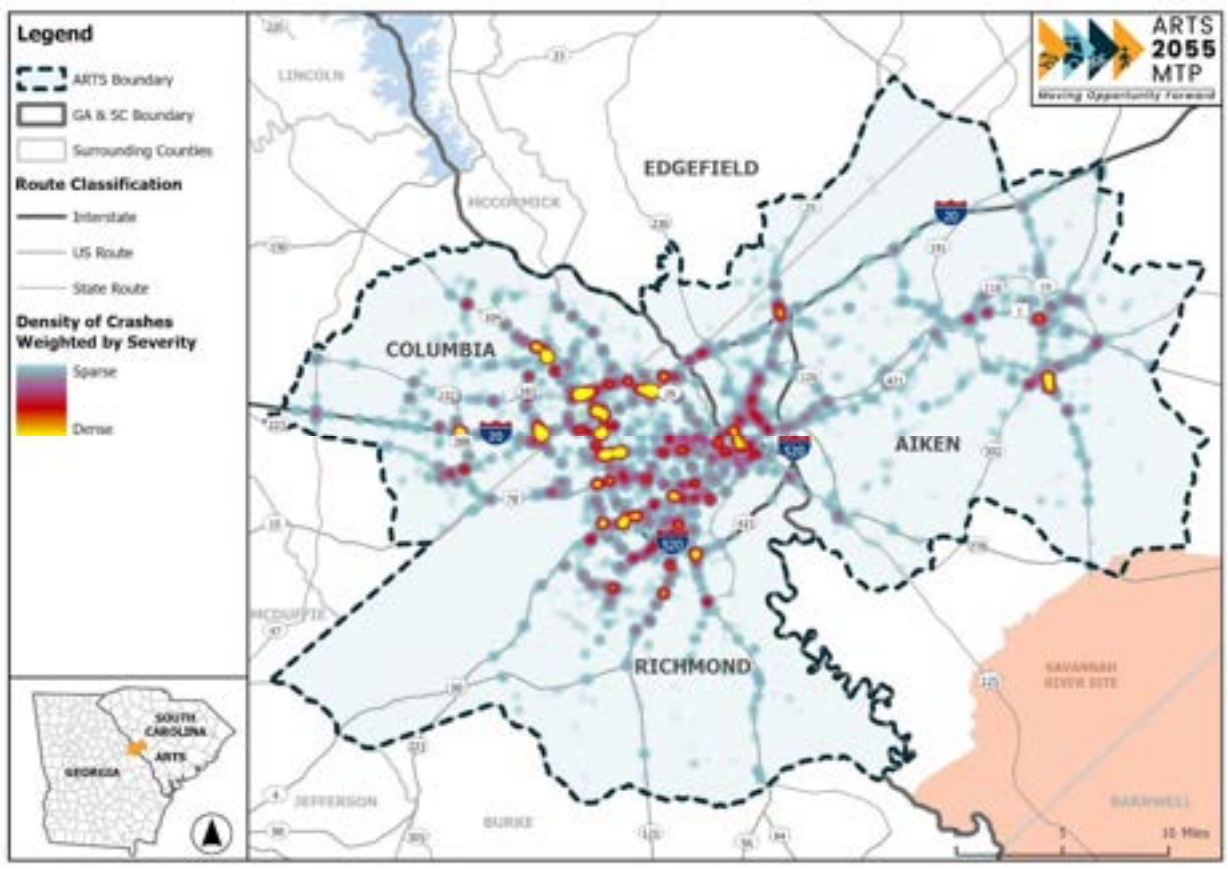
Roadway capacity refers to the maximum number of vehicles that can reasonably pass through a specific section of road within a given time period. When demand exceeds capacity, it leads to congestion, increased travel times, and reduced safety. Understanding and addressing roadway capacity needs is essential for maintaining efficient traffic flow, supporting economic activity, and improving overall mobility in both urban and rural areas. The following lists congested corridors and interchanges within the ARTS MPO:

- SC 19
- US 1
- US 78 (US 78 Corridor Study is currently underway with recommendations to be included in the 2055 MTP Update)
- I-20 / I-520 interchange
- I-520 / Wrightsboro Road interchange
- Washington Road

6.2.2 Safety Needs

Roadway crash data was collected and analyzed for a five-year period from 2019 to 2023 for the four counties that are part of the ARTS planning area. Overall, there were 87,836 crashes recorded in the ARTS planning area during this five-year period, of which 0.5% were fatal crashes and 22.9% involved at least one injury. Figure 6.2-1 shows crashes weighted by severity and Figure 6.2-2 details the intersections and road segments with a higher number of crashes and severe crashes.

Figure 6.2-1: Density of Crashes Weighted by Severity



Source: GDOT and SCDPS

Figure 6.2-2: High Crash Locations

Location	State	County	Notes
I-20 near Exit 194, including on and off ramps	GA	Columbia	High volume of serious injury crashes
William Few Parkway / Lewiston Road Intersection	GA	Columbia	Commercial corridor
South Belair Road, north of I-20 to Columbia Road	GA	Columbia	Commercial corridor
Washington Road, from Faircloth Drive to Davis Drive	GA	Columbia	Commercial corridor
Washington Road, from Tremont Way to Alexander Drive	GA	Richmond	Commercial corridor
Bobby Jones Expressway, from Washington Road to Wheeler Road	GA	Columbia, Richmond	Surrounding commercial use

Location	State	County	Notes
I-520 near Exit 1A-B, including on and off ramps	GA	Richmond	High volume of serious injury crashes
North Led Road / Wrightsboro Road / Jackson Road intersection	GA	Richmond	High volume of serious injury crashes. Near elementary school and Augusta University
Wrightsboro Road and I-520 Vicinity	GA	Richmond	High volume of serious injury crashes along both corridors in this area
Deans Bridge Road, from Meadowbrook Drive to Milledgeville Road	GA	Richmond	High volume of serious injury crashes
Gordon Highway, from Barton Chapel Road to Old Savannah Road	GA	Richmond	High volume of serious injury crashes
Peach Orchard Road, from Reedale Avenue to Silverdale Road	GA	Richmond	Commercial corridor
Mike Padgett Highway, from Wylie Drive to Phinizy Road	GA	Richmond	High volume of serious injury crashes
Windsor Spring Road / Tobacco Road intersection	GA	Richmond	Surrounding commercial use and adjacent to elementary school
Downtown Augusta, particularly Broad Street and 13th Street	GA	Richmond	Downtown district
Whiskey Road, in the vicinity of East Pine Log Road	SC	Aiken	Commercial corridor

6.3 SCDOT Regional Mobility Program

The SCDOT Planning Office is currently working in collaboration with MPOs to identify corridors in need of transportation improvements, with the ultimate goal of pinpointing specific intersection and corridor improvement projects. Figure 6.3-1 details the corridors that were identified by SCDOT through their Regional Mobility Program that are located within the ARTS planning area. These corridors were selected based on factors including delay, growth, vehicle volume, and safety.

Figure 6.3-1: SCDOT Regional Mobility Program Corridors Located in the ARTS Planning Area

Priority Ranking	Corridor Name	Termini
1	Whiskey Rd	Kings Grant Dr (L-2403) to Powderhouse Rd (S-440)
2	Sudlow Lake Rd	Horse Creek to L-843 (Brevard Dr)
3	Richland Ave	SC 118 (Robert Bell Pkwy) to US 1 (York St)
4	Edgefield Rd	Ramp to I-520 to Edgefield County Line
5	Jefferson Davis Hwy	SC-125 (Atomic Rd) to SC 126 (Belvedere Clearwater Rd)
6	Martintown Rd	Jefferson Davis Hwy (US 1) to Georgia Ave (US 25 BUS)
7	Hitchcock Parkway	L-3029 (Wando Ridge Rd) to US 1 (Richland Ave)
8	Atomic Rd	SC 125 (E. Buena Vista Ave) to S-879 (Seymour Dr)
9	Jefferson Davis Hwy	US 25 (Old Martintown Rd) to SC-125 (Atomic Rd)
10	Augusta Aiken Rd	SC 191 (Main St) to SC 118 (Robert Bell Pkwy)
11	Robert M Bell Pkwy	Richland Ave (US 1) to Vaucluse Rd (S-105)
12	Edgefield Hwy	Shiloh Church Rd (SC 191) to Hampton Ave (S-80)
13	Jefferson Davis Hwy	S-254 (Sudlow Lake Rd) to SC 191 (Main St)
14	Pine Log Rd	Silver Bluff Rd (SC 302) to Charleston Hwy (US 78)
15	Ascauga Lake Rd	US 25 (Edgefield Rd) to SC 191 (Canal St.)
16	Martintown Rd	US 25 Business (Georgia Avenue) to I-20

6.4 Corridor Studies

6.4.1 Bettis Academy Road Corridor Study

The Bettis Academy Road Corridor Study, completed in October 2024, analyzed the 7.5-mile section of Bettis Academy Road from Ascauga Lake Road to US 25. This segment has experienced significant residential and commercial growth, leading to traffic congestion and safety issues. Figure 6.4-1 details the recommendations identified as part of the corridor study.

Figure 6.4-1: Bettis Academy Road Corridor Study

Location No.	Location	Improvements
1	Bettis Academy Road at Whaley Pond Road	• Install left-turn and right-turn lanes • Install traffic signal • Widen Bettis Academy Road • Realign Whaley Pond Road
2	Bettis Academy Road at Sage Creek Boulevard	• Install left-turn and right-turn lanes • Install traffic signal
3	Bettis Academy Road at Flat Rock Lane	• Install left-turn and right-turn lanes
4	Bettis Academy Road at Carmine Avenue/ Sage Valley Drive	• Install left-turn lane • Install traffic signal
5	Bettis Academy Road at Spring Dale Road/ Sage Mill Parkway	• Install left-turn lane • Install traffic signal
6	Bettis Academy Road at Giant Tire Parkway	• Install traffic signal
7	Bettis Academy Road at I-20 Eastbound Ramps	• Install left-turn and right-turn lanes • Install 5-lane bridge overpass over I-20
8	Bettis Academy Road at I-20 Westbound Ramps	• Install left-turn and right-turn lanes • Install 5-lane bridge overpass over I-20
9	Bettis Academy Road	• Widen to 3-5 lanes

6.4.2 Whiskey Road Corridor Study

The Whiskey Road Corridor Study, completed in May 2023, analyzed the 4.5-mile section of Whiskey Road from Powderhouse Road to Eagle Road to address concerns related to safety,

capacity, and connectivity. This study examined 11 intersections throughout the corridor and determined that all, but two of the 11 intersections would be operating at a Level of Service F in the No Build Future Year.

Near-term recommendations include turn lanes and intersection improvements at Powderhouse Road / Stratford Hall Drive, Talatha Church Road, Chime Bell Church Road, and Eagle Road / Old Whiskey Road. Intermediate-term recommendations include turn lanes, intersection, raised median, and/or signal improvements recommended at Powderhouse Road / Stratford Hall Drive, Citadel Drive, Chukker Creek Road, and Southmeadows Boulevard, Dominion Drive / Talatha Church Road, Crosby Road, Dry Branch Road, and Eagle Road. Long-term recommendations include intersection improvements at Crosby Road and Eagle Road, as well as a raised concrete median and shared-use path throughout the corridor.

6.4.3 SC 118 Intersection Analysis

The SC 118 Intersection Analysis analyzed the section of SC 118 near the University of South Carolina Aiken. Several project recommendations have been established and are included in the following table.

Figure 6.4-2: SC 118 Intersection Analysis Project Prioritization

Stage	Location	Improvements
1	SC 118 at Trolley Line Rd	• Add 200' EB and WB left-turn lanes • Add protected left-turn phasing • Add 150' NB right-turn lane • Add 100' SB right-turn lane • Signal phasing/ timing modifications • Add 200' WB right-turn lane
1	SC 118 at Trolley Run Blvd	• Add 250' NB left-turn lane
1	SC 118 at Vaucluse Rd	• Extend EB right and left-turn lanes to 250' and optimize traffic signal
1	Trolley Line Rd at College Station Dr	• Convert College State Dr to right-in/right-out
1	SC 118 at Vaucluse Rd	• Add 200' SB right-turn lane
1	SC 118 at Trolley Run Blvd	• Add 250' SB right-turn lane
1	SC 118 at Champion Way/New Connector	• New connection with SC 118 and USC Aiken at Champions Way

Stage	Location	Improvements
2	SC 119 at Trolley Run Blvd/University Pkwy	• Add traffic signal • Extend EB left-turn lane to 150' • Realign University Parkway to Trolley Run Blvd.; add EB thru lane • Add 250' NB dual left-turn lanes
2	Trolley Line Rd at University Pkwy	• Convert intersection to single lane roundabout
2	SC 118 – Trolley Run Blvd to Trolley Line Rd	• Widen to 4-lane divided roadway
2	SC 118 – Trolley Line Rd to Champion Way	• Widen to 5-lane roadway
2	SC 118 – Hudson Road to University Pkwy	• Widen to 5-lane roadway
2	SC 118 – Vaucluse Rd to Hudson Rd	• Widen to 5-lane roadway
2	SC 118 – Champion Way to Proud Pacer Dr	• Widen to 5-lane roadway
2	Trolley Line Rd – College Station Dr to University Pkwy	• Widen to 3-lane roadway

6.4.4 US 78 (Charleston Hwy) Corridor Study

Aiken County is in the midst of the US 78 (Charleston Hwy) Corridor Study and has identified several projects to include as part of the 2055 MTP Update, as outlined in the following table.

Figure 6.4-3: US 78 (Charleston Hwy) Corridor Study Project

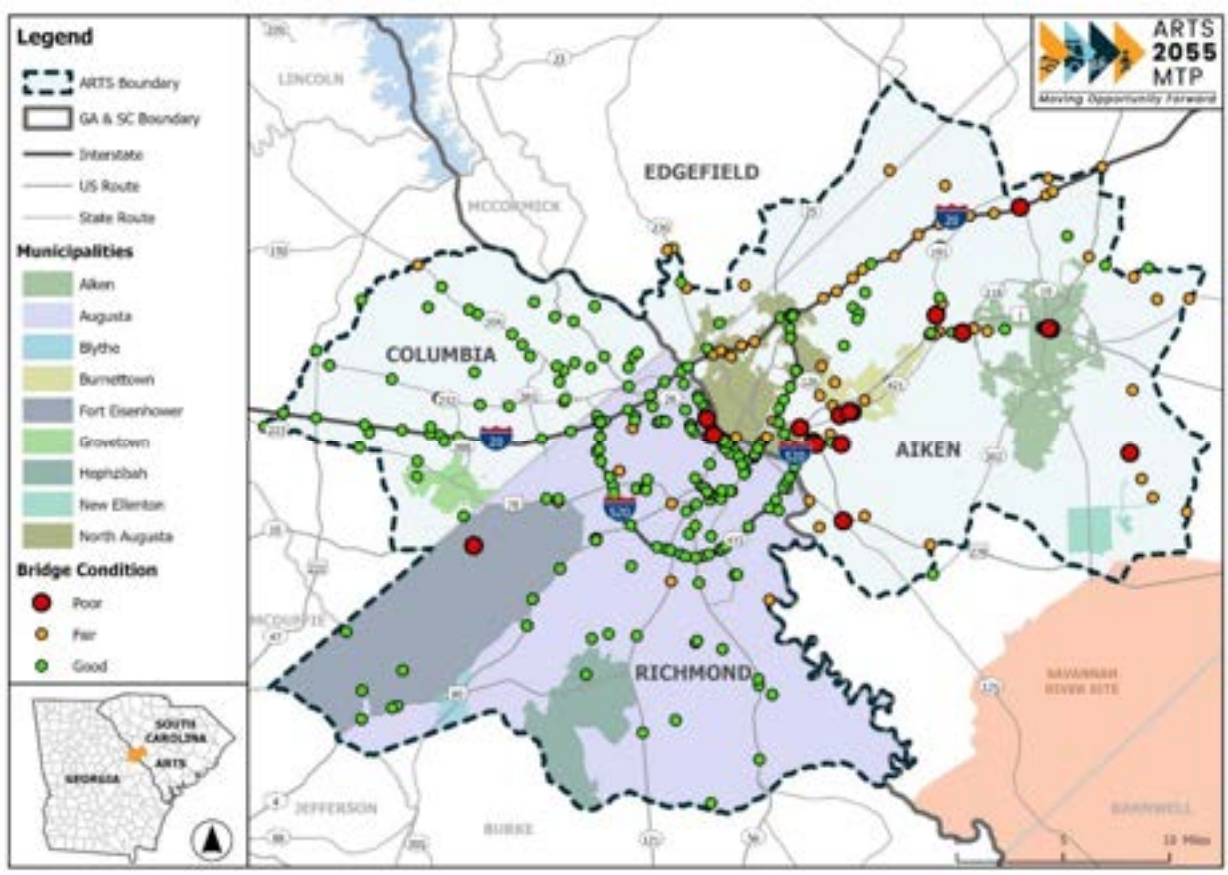
Location	Improvements
Old Barnwell Rd (SC 113) at Woodward Dr (S-2187)/ US 78	• Add right-turn (no turn on red/no right turn blank out); clustered signalized intersections; no access to US 78 from Woodward Drive intersection EB (across from Montmorenci Road intersection(
US 78 at Airco Boulevard (s-2018)	• Add EB left-turn lane

Location	Improvements
US 78 at Old Tory Trail (S-1669)	• Add EB left-turn lane
US 78 at Oakwood Windsor Elementary School	• Add left and right-turn lanes

6.5 Bridge Needs

There are 366 bridges within the ARTS area, of which 231 are located in Georgia and 135 are located in South Carolina. FHWA maintains the National Bridge Inventory (NBI), which tracks various metrics for every bridge in the country. FHWA uses the Bridge Condition Rating to evaluate bridges, which rates bridges from Poor to Good. Figure 6.5-1 shows all bridges in the ARTS area. Seventeen of the 366 bridges have a Bridge Condition rating of Poor – three of which are in Georgia, and 14 of which are in South Carolina. These bridges are shown with a red point in Figure 6.5-1 and detailed further in Figure 6.5-2.

Figure 6.5-1: Bridge Inventory



Source: FHWA

Figure 6.5-2: Bridges with a Poor Rating

Description	State	County	Structure Number	Year Built	Lowest Condition Rating	Notes
Fairfield Street over Norfolk Southern Railroad, in Aiken	SC	Aiken	000000000008506	1992	0	Bridge closed in 2016, and the City of Aiken is planning to rebuild it.
SC 145/Storm Branch Road over Horse Creek tributary, 3 miles north of Beech Island	SC	Aiken	000000000001990	1954	0	This bridge only has a condition rating for the culvert category, which is 0.
Union Street over Norfolk Southern Railroad, in Aiken	SC	Aiken	000000000008317	1990	3	Bridge closed in 2023, and the City of Aiken has no plans to reopen it.
Goodrich Street over Canal Spillway, in Augusta	GA	Richmond	000000024550150	1940	4	
Goodrich Street over Canal Spillway, in Augusta	GA	Richmond	000000024550190	1940	4	
North Range Road over Maxwell Creek, within Fort Gordon	GA	Richmond	DAPTRAGORBRGNRA	1955	4	Owned/maintained by the Army
Marshall Street over Big Horse Creek, in Graniteville	SC	Aiken	000000000001668	1950	4	
US 278/SC 125/Atomic Road over Norfolk Southern Railroad,	SC	Aiken	000000000001774	1951	4	

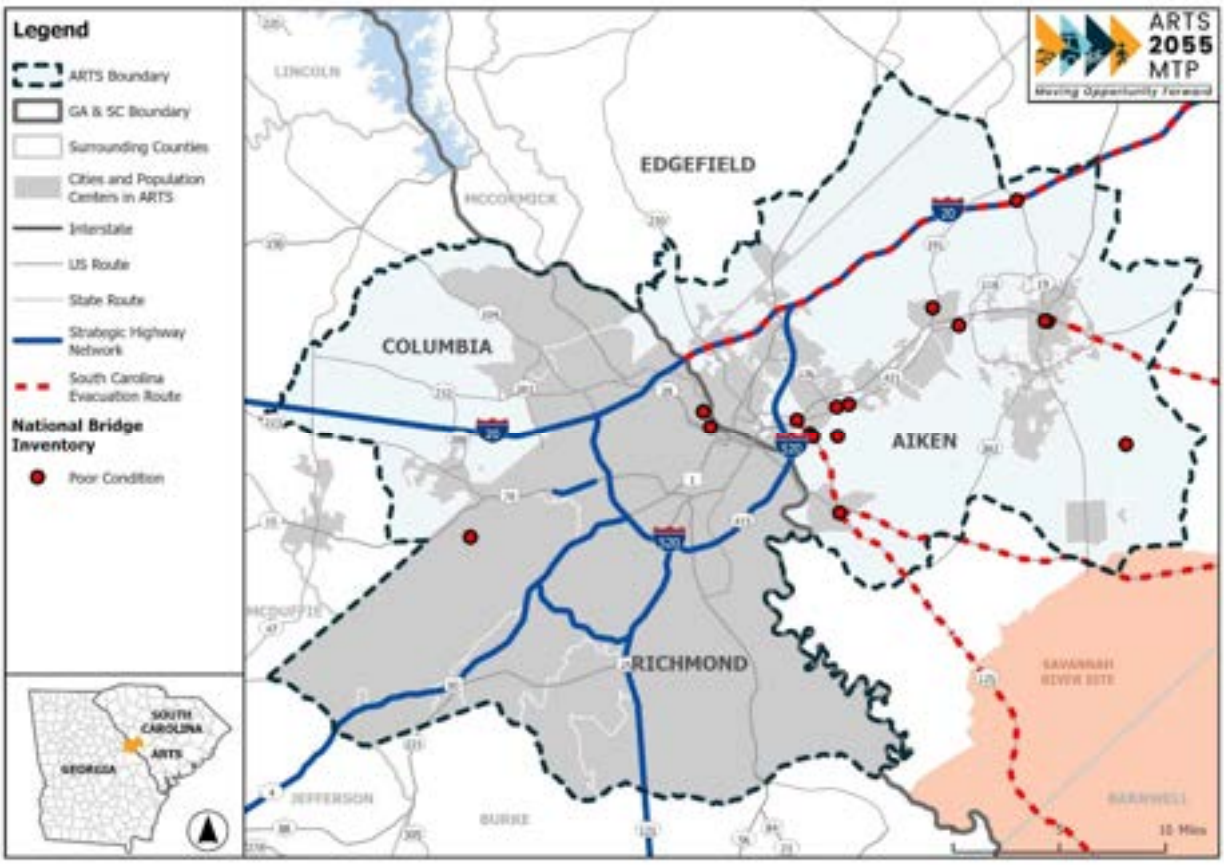
Description	State	County	Structure Number	Year Built	Lowest Condition Rating	Notes
5 miles southeast of North Augusta						
US 278/SC 125/Atomic Road over Horse Creek, 5 miles southeast of North Augusta	SC	Aiken	000000000001775	1951	4	
US 278/SC 125/Atomic Road over US 1/US 78/Jefferson Davis Highway, in Clearwater	SC	Aiken	000000000001846	1952	4	
SC 125/Atomic Road over US 278/SC 28/Willston Road, 10 miles northwest of Jackson	SC	Aiken	000000000001848	1952	4	
SC 421/Augusta Road over Norfolk Southern Railroad, 0.5 mile east of Clearwater	SC	Aiken	000000000002286	1956	4	
SC 421/Augusta Road over Little Horse Creek, 1 mile east of Clearwater	SC	Aiken	000000000002447	1926	4	
SC 421/Augusta Road over Horse Creek, 1 mile east of Clearwater	SC	Aiken	000000000002448	1957	4	
SC 421/Augusta Road over Sand	SC	Aiken	000000000002449	1927	4	

Description	State	County	Structure Number	Year Built	Lowest Condition Rating	Notes
River, 4 miles west of Aiken						
I-20 Westbound over SC 19/Edgefield Highway, 6 miles north of Aiken	SC	Aiken	000000000005193	1968	4	
Banks Mill Road over Cedar Creek, 5 miles south of Aiken	SC	Aiken	000000000006416	1974	4	

Source: FHWA

Figure 6.5-3 illustrates the impacts of bridges in poor condition on the STRAHNET and South Carolina hurricane evacuation routes. In Georgia, bridges in poor condition are not located on high-mobility corridors such as interstates, freeways, or expressways. In South Carolina, however, four bridges in poor condition are located on STRAHNET and designated evacuation route corridors, including US 278 (Atomic Road), US 1 (Jefferson Davis Highway), and I-20 East.

Figure 6.5-3: Network Impacts of Bridges in Poor Condition



6.6 Transit

Public transit plays a critical role in enhancing mobility, supporting economic development, and promoting equitable access to opportunities across the area. As the region experiences continued growth and diversification, there is an increasing need to expand, modernize, and optimize transit services to meet the evolving demands of residents, workers, students, seniors, and individuals with disabilities.

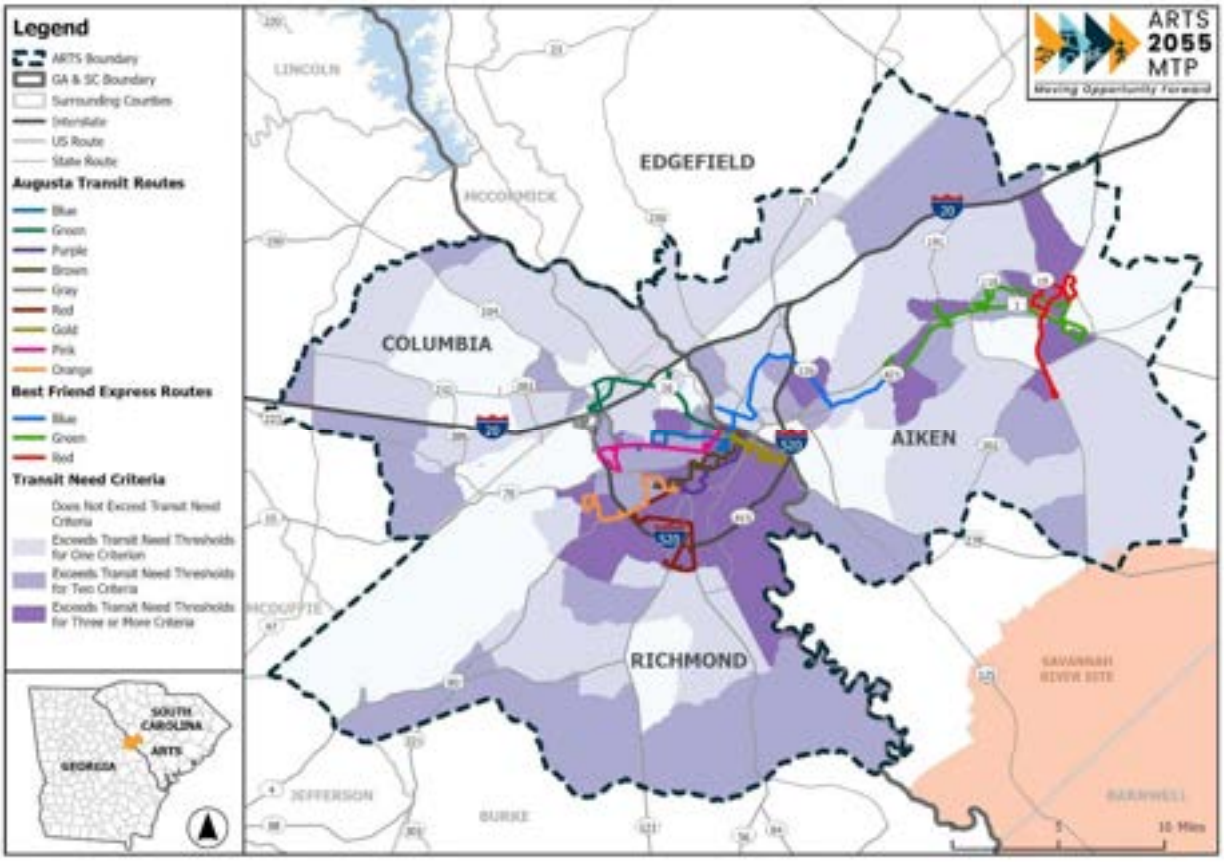
6.6.1 Fixed Transit

There are four transit agencies within the ARTS planning area—Augusta Transit (AT), Columbia County Commission Transit (CCCT), Lower Savannah Council of Governments (LSCOG), and Aiken Senior Life Services. AT and Best Friend Express (BFE), operated under Aiken Senior Life Services, provide fixed route transit in the ARTS planning area.

Transit services are particularly critical for those with limited vehicle availability, individuals under 16 or above 65, low-income households, and disabled individuals. Richmond County has the highest percentage (10%) of households without a vehicle available. Aiken County has the highest population of seniors with 20% of the population aged 65 and older. Census Tracts near the City of Augusta, the City of Aiken, and the western area of Columbia County also have a higher proportion

of senior populations. Richmond and Edgefield County have the highest population of low-income households with 21% and 17% of households below the poverty level in Richmond and Edgefield Counties respectively. Figure 6.6-1 shows the fixed transit routes in the ARTS MPO and populations with high transit needs.

Figure 6.6-1: Transit Need Areas by Census Tracts



Source: 2018-2022 ACS 5-Year Estimate

Generally, individuals are willing to walk ¼ to ½ mile to access a bus stop. This assessment assumes that individuals within a ½ mile of a bus stop have access to transit, although this does not consider the infrastructure which may prohibit these stops from being accessible. Figure 6.6-2 shows the areas within ½ mile of the bus stops in the ARTS MPO and Figure 6.6-3 identifies specific areas of transit need.

Figure 6.6-2: Areas Accessible by Transit Stops

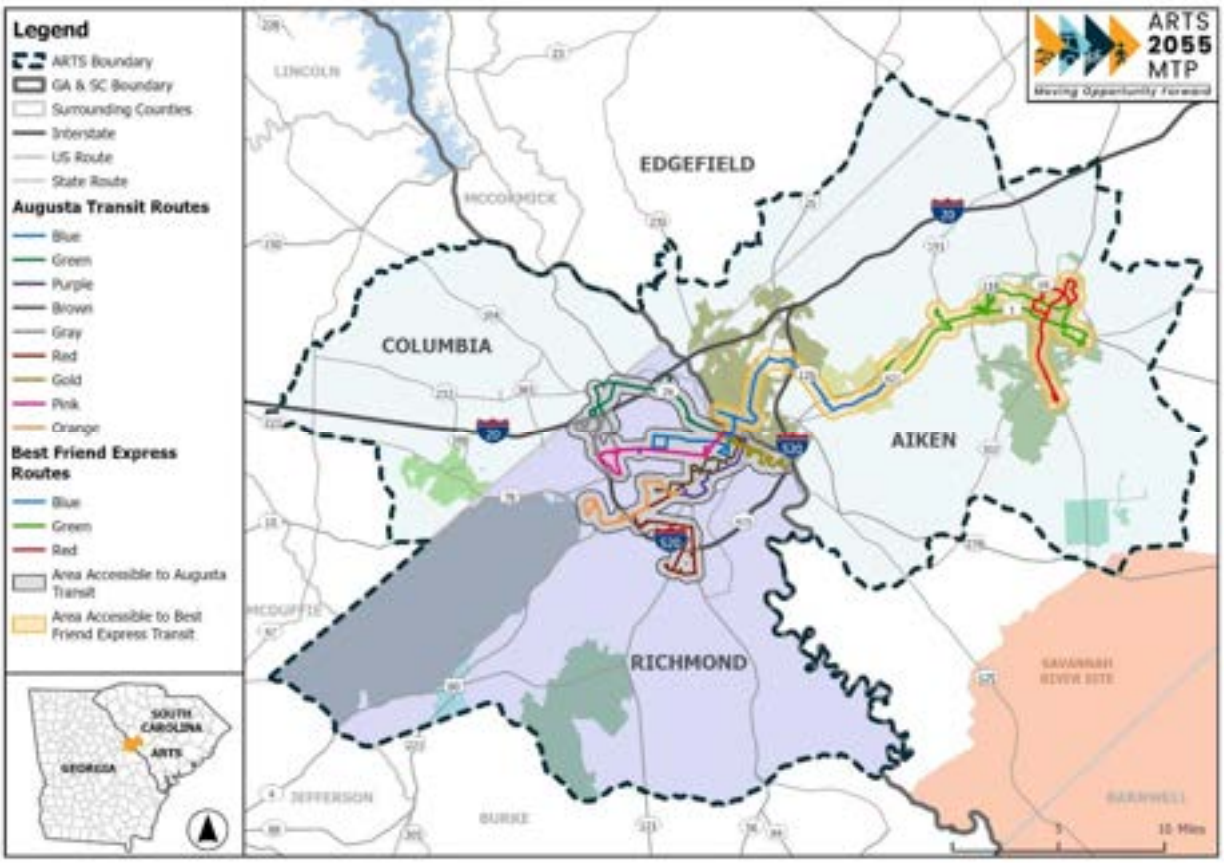


Figure 6.6-3: Transit Areas of Need

Location	Context	Transit Need Population	Service Considerations
Washington Road	Major commercial corridor with retail and employment centers	Low-Moderate	Fixed route
Riverwatch Parkway	Connects Augusta, Martinez, and Evans	Low-Moderate	Commuter route
Augusta Regional Airport	Connect high density areas to the airport	High	Express route
Peach Orchard Road	High density housing areas	High	Fixed route
Windsor Spring Road	High density housing areas	High	Fixed route

Location	Context	Transit Need Population	Service Considerations
Mike Padgett Highway	Industrial corridor with need for worker transportation	Moderate-High	Fixed route
Fort Gordon	Large employment hub	Moderate	Commuter route
White Oak Business Park	Large employment hub, including Amazon Warehouse	High	Commuter route, shuttle service
Shiloh Heights and Hillview Area	High low-income populations	High	Fixed route

Fort Gordon NSA Georgia, WellStar MCG Health Medical Center, Amazon, and John Deere are strong contributors to the region's workforce. These areas have high potential for transit usage with the proper infrastructure in place.

6.6.2 Paratransit and Microtransit

Columbia County Commission Transit (CCCT), Lower Savannah Council of Governments (LSCOG), Augusta Transit, and Aiken Senior Life Services provide demand response transit, including paratransit, in the ARTS planning area. The LSCOG Best Friend Express offers a Dial-A-Ride service for individuals within ¾ mile of a fixed route.

There are also several private transportation providers in the ARTS planning area including:

- **JagExpress:** Augusta University's campus shuttle service.
- **Freeloader Shuttle:** A no-cost ride service in downtown Aiken and Augusta.
- **Master's Transportation Ministry:** Provides low cost to no cost transportation to disabled persons in the Central Savannah River Area.

The ARTS planning area encompasses a mix of urban, suburban, and rural communities across the four counties. As such, microtransit improvements can help fill in some of the existing gaps including first and last-mile connectivity, service gaps in low-density areas, and accessible transit.

6.6.3 Augusta Transit Survey and Bus Stop Inventory

Augusta Transit conducted its most recent transit survey in October 2022 targeting riders and non-riders. Common feedback from the survey included the following:

- Services that run earlier in the morning and later in the evening
- Services on Sundays
- Expand service into south Augusta and west Augusta where development is occurring

- Expand service to include the Augusta Regional Airport
- More fare payment options, including credit card and an online app

Augusta Transit also conducted a bus stop inventory and assessment in July 2022. 617 bus stops in the August Transit system were inventoried. Observations included the following:

- 55.4% of bus stops are positioned nearside at an intersection, which has the potential to impede right-turning vehicles
- 69.7% of bus stops include a sidewalk present at the bus stop
- 41% of bus stops are inaccessible or accessible with difficulty by riders with disabilities
- 31.2% of bus stops do not have a physical sign indicating where the stop was
- 85% of bus stops do not include a shelter

6.6.4 Service Needs

The ARTS 2055 MTP identified service needs to increase transit access within the region. Identified needs for August Transit include expanding weekday service to 10:00 pm, ensuring all stations are ADA compliant, adding additional buses to the network and reducing wait times, creating a new route to serve South Augusta, and replacing bus shelters among others. Identified needs for Best Friend Express including expanding service to 10:00 pm, adding additional buses to the network and reducing wait times, offering service on Saturdays, adding more ADA compatible vehicles, and expanding the service area to Northeast Aiken County.

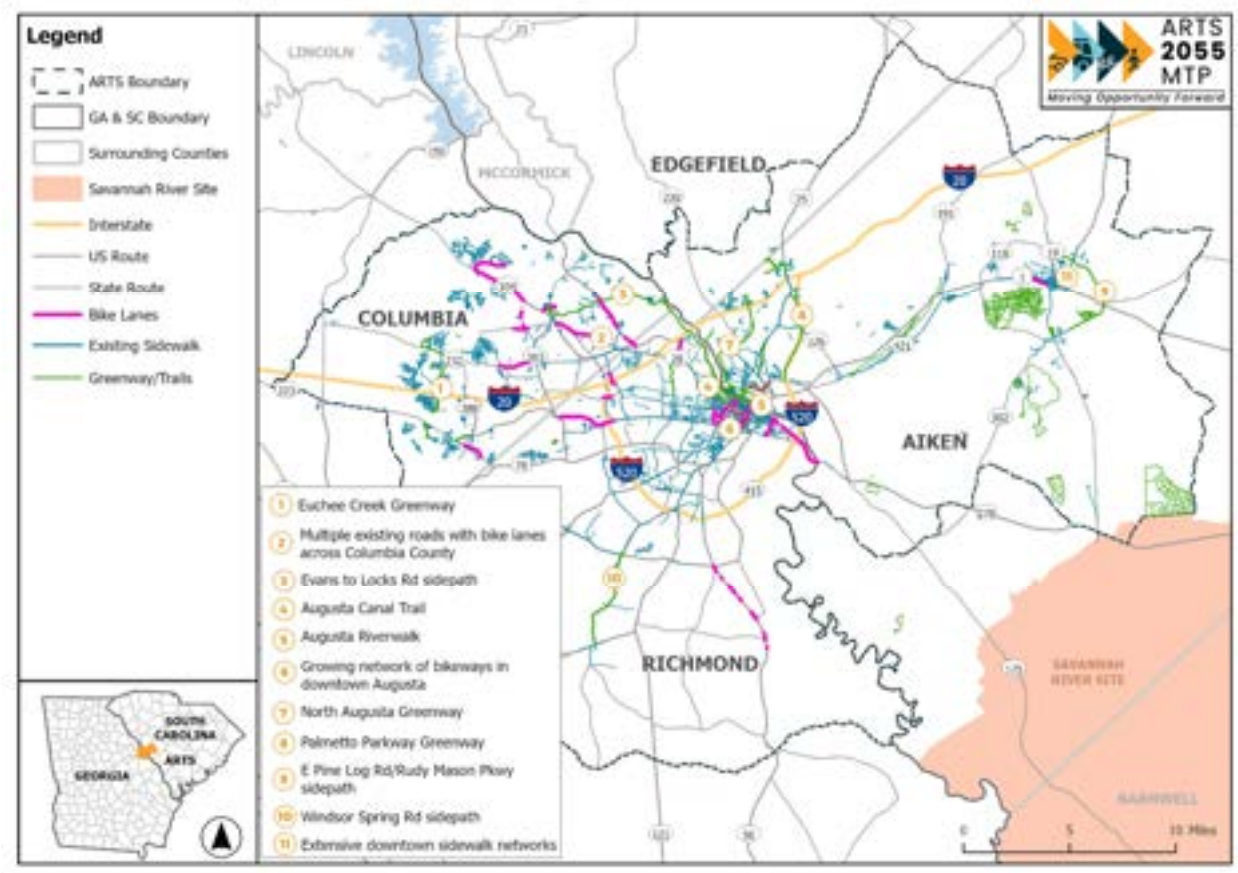
6.7 Active Transportation

Active transportation—comprising walking, bicycling, and emerging forms of micro-mobility—is an essential component of a healthy, connected, and sustainable transportation network. In the ARTS planning area, active transportation infrastructure has grown in recent years, but significant gaps remain that limit safe, convenient, and equitable access for non-motorized users.

6.7.1 Existing Active Transportation Infrastructure

Figure 6.7-1 shows the existing bicycle and pedestrian facilities throughout the ARTS area. It displays a dense network of sidewalks in the urban downtown area of Augusta and the City of Aiken, some clusters of sidewalks throughout Grovetown, and small segments of sidewalks sparsely scattered throughout the region. Compared to sidewalks, bicycle facilities or lanes are not only scarce but also lack continuity. There are only two small segments on the outskirts of the City of Aiken's dense street network, a few segments spread out throughout the City of Augusta, and longer segments that are sparsely scattered throughout Columbia County and some in Richmond County. 6.7-2 also highlights the trails with the Augusta Riverwalk and Canal Trail being the longest urban trail connecting to the Evans to Locks Road sidepath, followed by the Palmetto Parkway Greenway, and the Euchee Creek Greenway and a dense network of trails southwest of the City of Aiken in the Hitchcock Woods area.

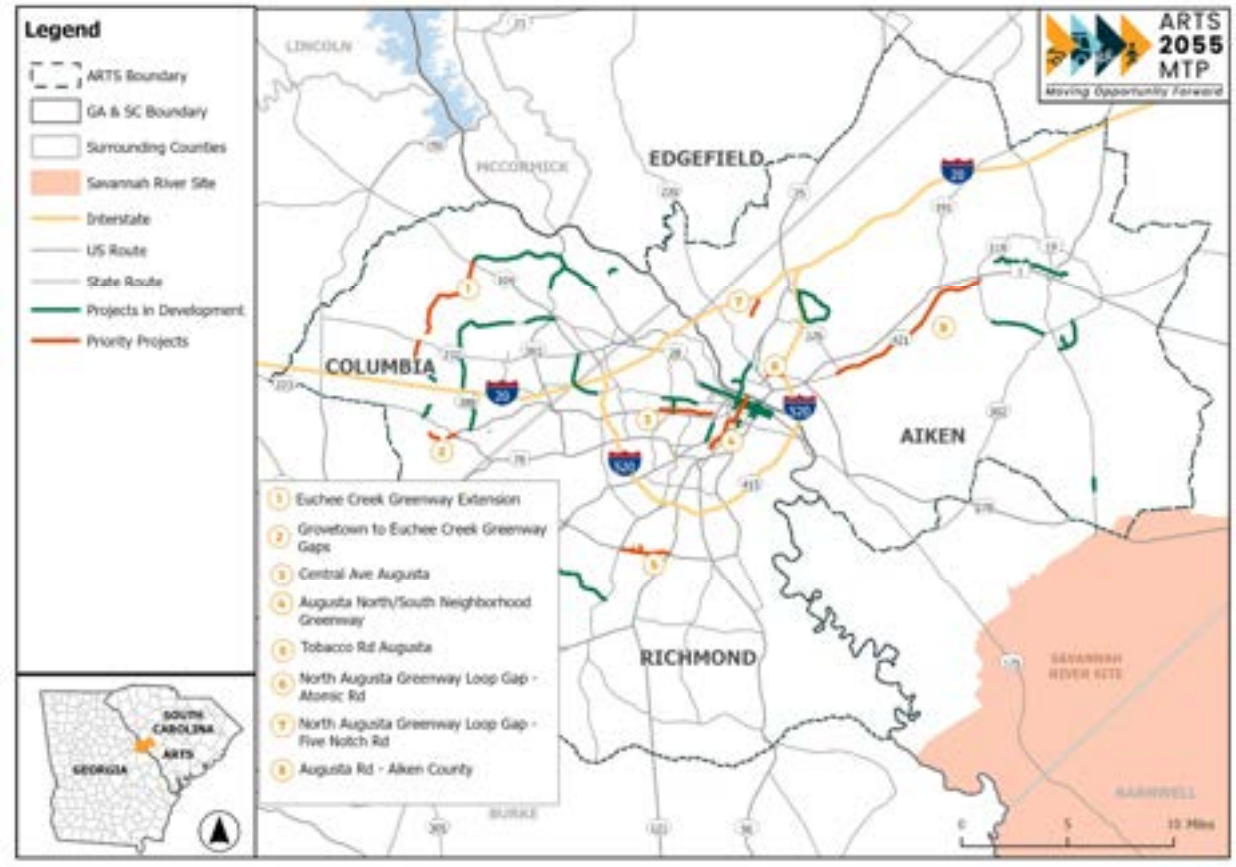
Figure 6.7-1: Existing Bicycle and Pedestrian Facilities



Source: ARTS Bicycle and Pedestrian Plan

Figure 6.7-2 shows the projects currently in development along with projects that have been proposed as priority projects in the ARTS Bicycle and Pedestrian Plan of 2023. Eight projects were listed out in the plan as priority projects that will fill the gaps in the current network and once developed form the base for future projects in the region.

Figure 6.7-2: Bicycle and Pedestrian Facility Priority Projects and Projects in Development

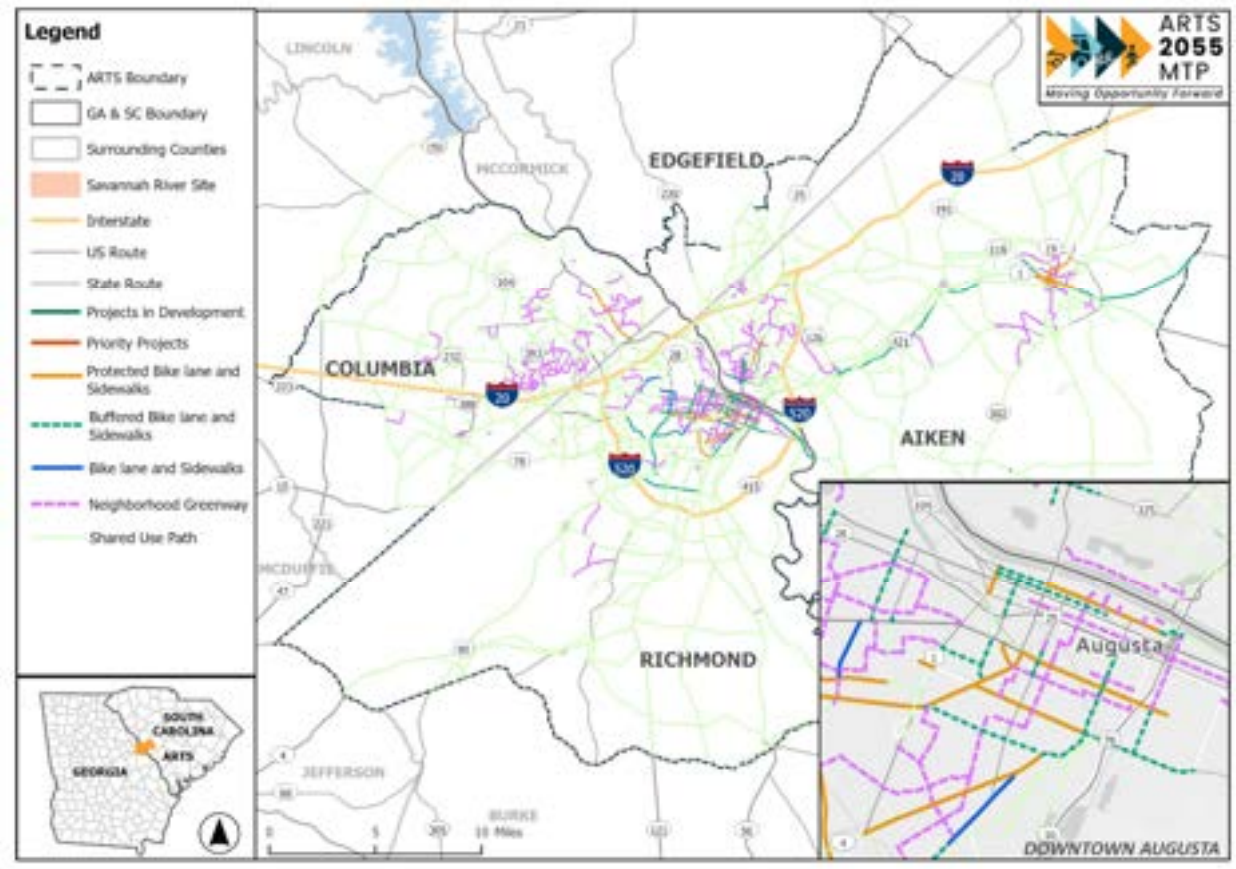


Source: ARTS Bicycle and Pedestrian Plan

6.7.2 Proposed Improvements for Bicycle and Pedestrian Facilities

The ARTS Bicycle and Pedestrian Plan of 2023 recommends several improvements for bicycle and pedestrian facilities in the ARTS area. Figure 6.7-3 presents the recommendations, proposing a large network of shared use paths (trail or sidepath) being suggested throughout the region. There are also several neighborhood greenways recommended in densely populated areas like downtown Aiken and Augusta and in areas north of I-20 in Columbia County.

Figure 6.7-3: Proposed Improvements for Bicycle and Pedestrian Facilities



Source: ARTS Bicycle and Pedestrian Plan

6.7.3 Georgia Avenue Traffic Calming and Pedestrian Access Study

The Georgia Avenue Traffic Calming and Pedestrian Access Study, completed March 2025, analyzed Georgia Avenue (US 25) from Pine Grove Avenue to Carolina Avenue in North Augusta. This study recommends several key improvements to increase connection and pedestrian access in the downtown area. These improvements include:

Narrowing travel lanes | Upgrading crosswalks | Installing landscaped medians | Installing pedestrian crossings

Based on the data collected, discussions with City staff, business owners, and the public, the following projects are recommended to calm traffic, improve pedestrian safety, and add beautification features to Downtown North Augusta in support of the 2021 Comprehensive Plan:

- Narrow travel lanes to 11 feet along Georgia Avenue from Center Street to north of Carolina Avenue

- Upgrade all marked crosswalks to High-Visibility Ladder-Style Crosswalks
- Convert all existing on-street diagonal parking to parallel parking on Georgia Avenue
- Install a raised median with landscaping at the crosswalk south of Pine Grove Avenue, and the block from Pine Grove Avenue to Spring Grove Avenue
- Upgrade the two existing transverse line marking crosswalks across Georgia Avenue near Pine Grove Avenue to Rectangular Rapid-Flashing Beacons (RRFBs) with appropriate signage, advance yield bars, median refuge, and in-road flashing lights
- Install a RRFB pedestrian crossing on the north side of the Georgia Avenue at Clifton Avenue intersection to provide a safe crossing location for pedestrians accessing the North Augusta Greenway, Wade Hampton Veterans Park, and other locations downtown
- Provide a two-way left-turn lane on the block of Georgia Avenue from Spring Grove Avenue to the First Baptist Church access just south of Jackson Avenue
- Coordinate with SCDOT to further explore the feasibility of installing a partial multi-lane roundabout at the intersection of Georgia Avenue at Carolina Avenue/Jackson Avenue/Church Access.

6.7.4 Safe Routes to School

Safe Routes to School (SRTS) is a growing movement across the U.S. that brings together parents, schools, and community leaders to encourage students, including those with disabilities, to walk and bike to school. SRTS activities and resources focus on improving walking and biking conditions around schools while building healthy habits and safety skills.

Several schools in the ARTS MPO region have recently engaged in Safe Routes to School programs to varying degrees. These schools include:

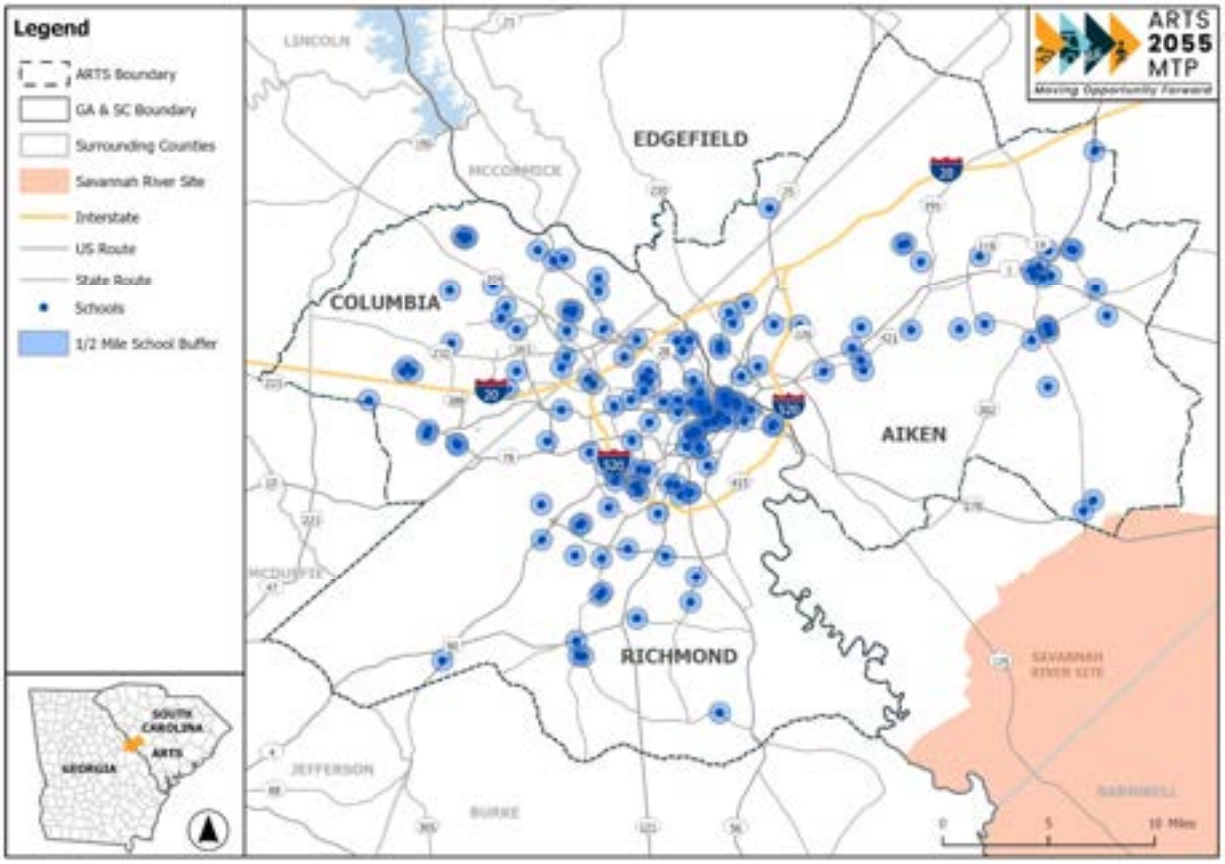
- **Augusta-Richmond County, GA** – A. Brian Merry Elementary School, Freedom Park Elementary School, Lake Forest Hills Elementary School, Meadowbrook Elementary
- **Columbia County, GA** – North Columbia Elementary School, Parkway Elementary School, River Ridge Elementary School, Lewiston Elementary School, Greenbrier Elementary School, and Columbia Middle School

SCDOT created the Safe Routes to School Resource Center in the fall of 2010 to help schools, school districts, and communities throughout South Carolina build and sustain SRTS programs. Partners of the Resource Center receive technical assistance and program support at no cost**.** Individualized plans are developed for each participating school. Currently four Aiken County schools participate in the SRTS program:

- **Aiken County, SC** - Aiken Middle School, East Aiken School of the Arts, Mossy Creek Elementary, and North Aiken Elementary.

Figure 6.7-4 shows a ½ mile buffer around schools, the area typically understood as the walkshed of school from which a higher percentage of students will walk to school.

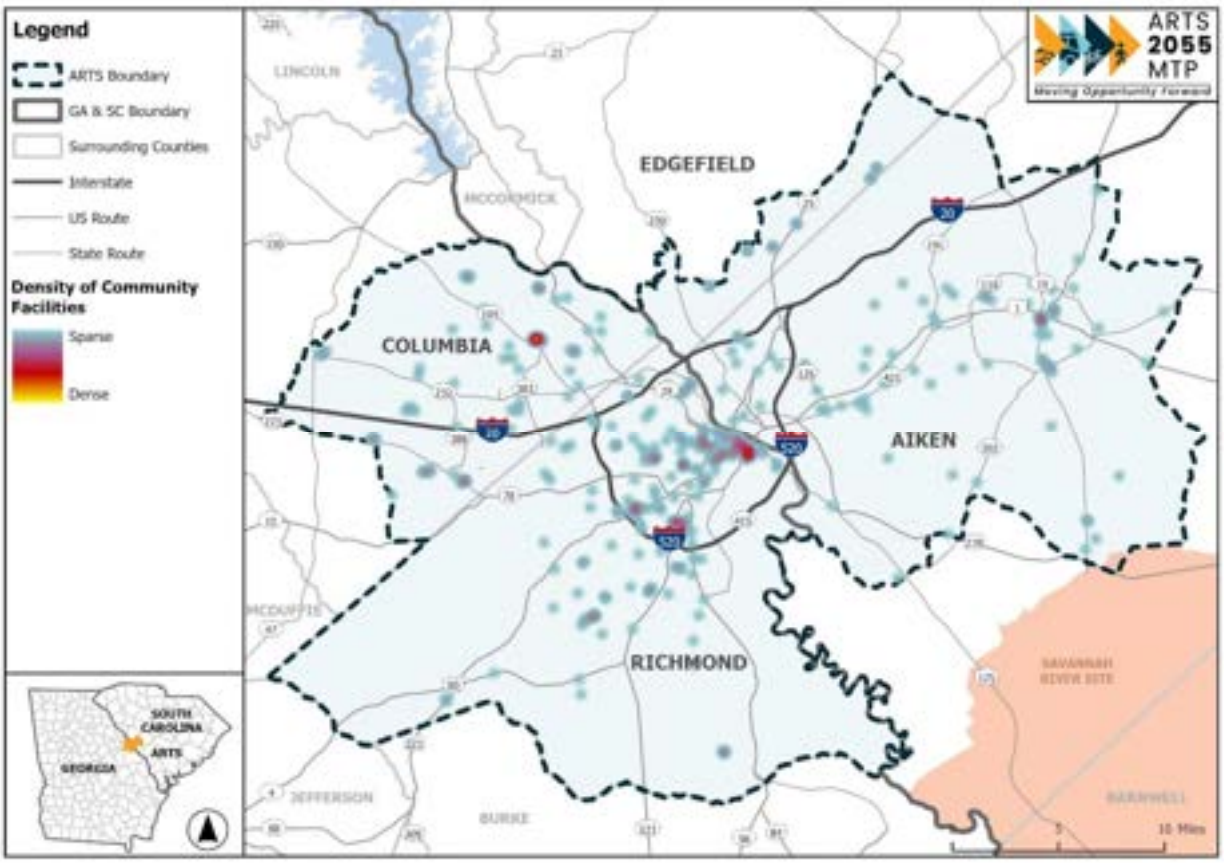
Figure 6.7-4: Half Mile Buffer Area around Schools



6.7.5 High Demand Areas

As communities strive to create more livable and inclusive environments, the demand for bicycle and pedestrian facilities around key community destinations has grown significantly. High-demand areas often include schools, parks, libraries, recreation centers, and local shopping districts—places where residents of all ages regularly travel without a vehicle. Figure 6.7-5 shows high demand areas for active transportation within the ARTS MPO. Downtown Augusta, Aiken, and Evans exhibit the greatest active transportation demand.

Figure 6.7-5: Density of Community Facilities



6.7.6 Bicycle and Pedestrian Safety

Crash data was collected and analyzed for a five-year period from 2019 to 2023 for the ARTS MPO. Overall, there were 784 crashes involving bicyclists or pedestrians recorded during this five-year period, of which 11.7% were fatal crashes. Figure 6.7-6 shows crashes involving bicyclists or pedestrians and Figure 6.7-7 details the areas with a high number of these crashes.

Figure 6.7-6: Density of Bicycle and Pedestrian Crashes

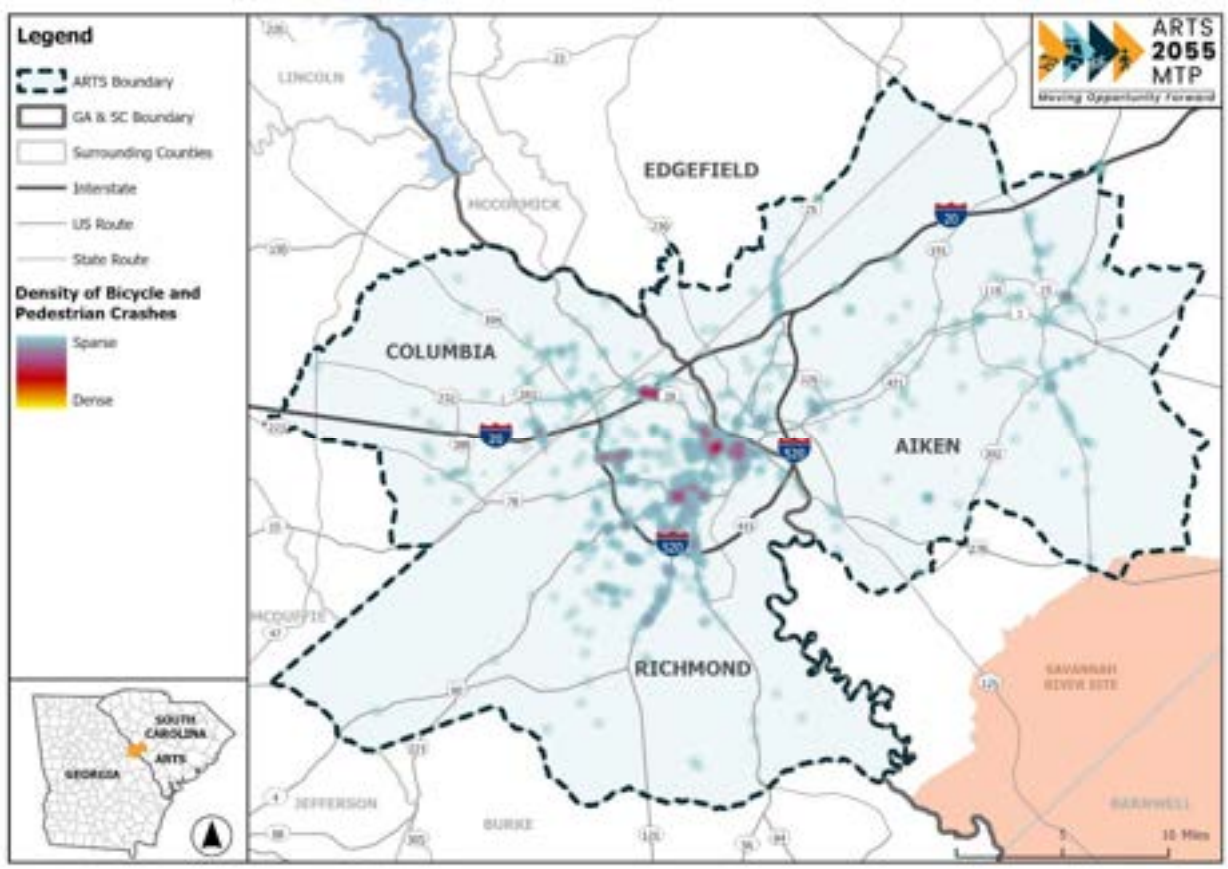


Figure 6.7-7: High Crash Locations

Location	State	County	Notes
Washington Road, in the vicinity of I-20	GA	Richmond	Commercial corridor
Walton Way, in the vicinity of 15th Street	GA	Richmond	Commercial area with medical center and elementary school
Deans Bridge Rd and Gordon Hwy near Southgate Plaza	GA	Richmond	Commercial and industrial land use
Augusta CBD, particularly Walton Way and Greene St	GA	Richmond	Downtown Augusta
Wrightsboro Road, from I-520 to Champagne Avenue	GA	Richmond	Commercial corridor, elementary school nearby

Location	State	County	Notes
S Belair Rd, from S Old Belair Rd to Park 20 W	GA	Columbia	Commercial area

6.7.7 City of Aiken Safe Streets for All Action Plan

The City of Aiken's Safe Streets for All Action Plan, adopted March 2025, provides a framework to traffic-related fatalities and injuries. This plan focuses on a five-system approach: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Through community engagement and data analysis, the City identified the following ten focus areas for safety improvements:

1. Jefferson Davis Highway (US 1) from Mount Arthur Drive to Dyches Street
2. Hitchcock Parkway (SC 118) from 2000' west of Woods End Way to Northwood Drive
3. Pine Log Road/Silver Bluff Road Silver Bluff Road to Centre S. Boulevard; Pine Log Road to Alpha Drive
4. Whiskey Road (SC 19) from Pine Log Road to Talatha Church Road
5. E. Pine Log Road (SC 302) from Powderhouse Road to Banks Mill Road
6. York Street (US 1) from Gun Range Road to Kershaw Street NE
7. Laurens Road NW (SC 19) from Beans Road to Shiloh Heights Road
8. Croft Mill Road (S-1303) from Vaucluse Road to Edgefield Highway
9. Aiken Heights
10. Downtown

6.8 Aviation and Freight

6.8.1 Aviation

Air transportation is a critical component of the ARTS MPO region's economy and mobility framework. With several key aviation facilities supporting both passenger and freight movements, the aviation network plays a vital role in connecting the region to national markets, supporting tourism, business travel, military operations, and regional logistics. Aviation facilities in the ARTS planning area include:

- **Augusta Regional Airport**, which serves as the primary commercial and passenger service airport. It is served by Delta Airlines and American Airlines.
- **Daniel Field**, which serves corporate, private, and medical flights
- **Aiken Regional Airport**, which serves corporate and private aviation

- **Edgefield County Airport**, which is a smaller general airport

The Masters National at Augusta National Golf Club is held annually in Augusta during the first full week of April. This event attracts thousands of visitors from across the world to the Augusta Regional Airport, with airlines adding extra routes to accommodate the demand. In 2025, direct flights were offered to 14 additional cities to serve attendees.

Augusta Regional Airport has received several federal grants and packages over the past five years, including an $8.3 million Federal Aviation Administration (FAA) grant in 2020, a $19.4 million award as part of the COVID-19 economic stimulus package in 2020, a $3 million grant from the FAA's Airport Terminal Project (ATP) in 2023, a $4 million grant from the FAA's ATP in 2024. Grant funds have been used to construct a new taxiway, rehabilitate the long-term parking lot, add new passenger boarding bridges, and increase the size of passenger areas. Its most recent grant funds will be used to add two new screening lanes to the passenger security screening, as well as a TSA office.

6.8.2 Freight

The ARTS Regional Freight Plan Update was completed in October 2024. As part of the planning process, a Freight Advisory Committee (FAC) was formed to provide insight and feedback on the freight conditions and needs within the ARTS planning area. Key input from the FAC included the following:

- The lack of designated truck parking areas raises concerns about inappropriate parking, impacting traffic flow in residential areas.
- Low-clearance bridges pose safety risks for trucks, as seen in incidents like those on Olive Road, necessitating targeted infrastructure solutions.
- Challenges in road design hinder truck navigability, emphasizing the need to align infrastructure planning with future industrial areas.
- Proximity to major ports prompts considerations of traffic implications, despite not being directly within the plan's scope, necessitating an understanding of potential freight-port connections.

Two public meetings and an online survey were also held as part of the planning process. Key input from the public included the following:

- Delays and dangers posed by at-grade railroad crossings.
- Logging trucks pose potential hazards to the vehicles behind them.
- Potential generation of freight traffic from the new business park in Aiken County adjacent to I-20.
- Concerns about air quality relative to freight traffic and activities.

- Safety and delay issues at rail crossings throughout the region, and particularly in Downtown Augusta.
- Trains in Downtown Augusta that idle for extensive periods of time and block roadways during key hours.
- Damage to infrastructure due to freight traffic, particularly in areas where they are not intended to be, such as residential areas.

Regionally significant freight-related projects identified in the plan include the following:

- Freight Corridor Improvements on US 78
- Peach Orchard, Windsor Spring and I-520 Intersection
- Truck Parking Information System Pilots
- Deans Bridge Road Park-and-Ride and Transit Hub
- At-Grade Crossing DMS in Downtown Augusta on Broad Street
- At-Grade Crossing DMS in Downtown Augusta on Walton Way
- EV Charging Station Study for Aiken and Edgefield Counties
- Transit route expansion and hubs for industrial centers

6.9 Emerging Technologies

As the ARTS planning area continues to grow and urbanize, transportation patterns are evolving. This growth is accompanied by new challenges and opportunities in emerging transportation technologies. To ensure the region remains forward-thinking and accessible, planners must proactively address key areas such as ridesharing, electric vehicle (EV) infrastructure, connected and autonomous vehicles (CAVs), and transit-supporting technology like vehicle preemption systems. A strategic and inclusive approach to these topics is vital for long-term mobility, safety, and sustainability across both urban and rural areas.

6.9.1 Ridesharing and Microtransit

Over the past decade, ridesharing and microtransit services such as Uber and Lyft have become essential components of the transportation network. These services offer cost-effective, on-demand alternatives that help bridge gaps in fixed-route transit, especially in areas or times where traditional service is limited. As these modes continue to grow in importance across the ARTS region, key needs to support and expand their use include:

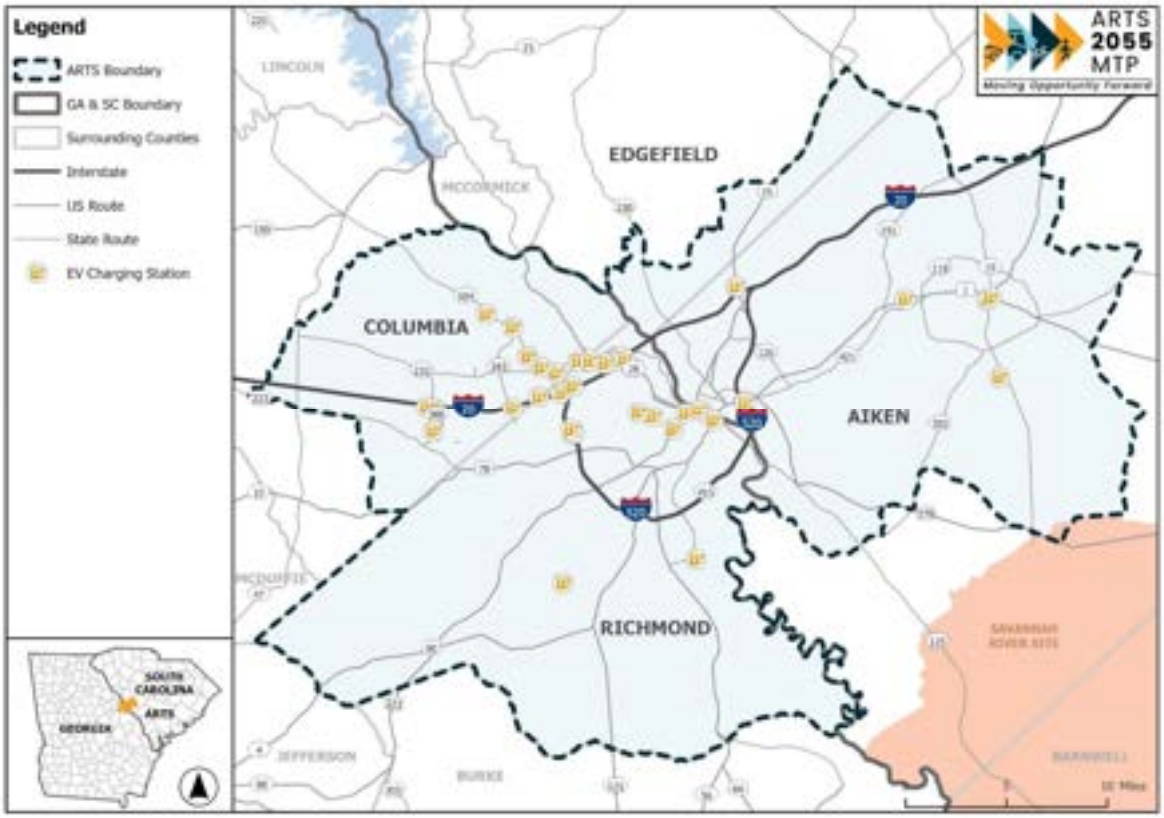
- **Designated Rideshare Pick-up/Drop-off Zones:** Particularly in busy areas like downtown Augusta, hospitals, Fort Gordon, and event venues, creating safe, well-marked rideshare zones will reduce traffic conflicts and improve safety.

- **Partnerships with Rideshare Providers:** Local governments could partner with companies like Uber and Lyft to subsidize rides in areas underserved by traditional transit — especially during off-peak hours or in rural communities.
- **Accessibility Improvements:** Encourage or mandate that rideshare providers include accessible vehicle options for people with disabilities.
- **Integrated Payment Systems:** Explore creating a unified app where users can plan trips across bus, bike-share, and rideshare services, using a single fare system.

6.9.2 Electric Vehicle Infrastructure

The transition to electric vehicles is gaining momentum nationally, and the ARTS MPO should continue to build infrastructure to support it locally. There are currently 58 electric charging stations within the ARTS MPO, as shown in Figure 6.9-1.

Figure 6.9-1: EV Charging Station Locations



Source: US Department of Energy

In August 2025, Augusta Transit welcomed five new Battery Electric Buses, made possible through a $6.2 million Low Emissions No Emissions grant awarded in 2022. This milestone highlights the region's commitment to electrifying public transit, while also emphasizing the broader need to expand electric vehicle infrastructure for personal travel, ridesharing, and public transit fleets. To

fully support this transition, the ARTS region must prioritize investments that create a reliable and accessible EV ecosystem for residents, visitors, and employers.

Critical EV needs for the region include:

- **Public Fast-Charging Stations:** Focus first on installing Level 3 (DC fast chargers) along major travel corridors like I-20, I-520, and arterial roads such as Washington Road and Bobby Jones Expressway. Destination charging at popular shopping centers, hospitals, and downtown hubs should also be prioritized.
- **Workplace and Residential Charging Expansion:**
  Incentivize employers, multi-family housing owners, and developers to install Level 2 chargers. New building codes can require EV-ready wiring in new commercial and residential construction.
- **EV Rideshare Fleet Incentives:**
  Partner with rideshare companies to encourage the deployment of electric vehicles in their local fleets, offering incentives for EV drivers or grants to support the transition.
- **Fleet Electrification for Public and Shared Services:**
  Electrify municipal fleets, transit buses, and even shared shuttles serving downtown Augusta and Fort Gordon.

6.9.3 Connected and Autonomous Vehicle (CAV) Integration

It is likely that by 2055, CAVs will be much more widespread than they are today. Thoughtful planning today will allow the ARTS planning area to safely and efficiently adopt CAV technologies, especially in ways that integrate with ridesharing and EV trends. Planning efforts can include:

- **Install Smart Infrastructure:** Equip major corridors and intersections with vehicle-to-everything communication tools, including roadside units and upgraded traffic signals.
- **Pilot Autonomous Shuttles:** Launch small-scale AV pilots in controlled environments like downtown Augusta, college campuses, or medical districts to test autonomous transit in real-world settings.
- **Update Local Policies:** Develop CAV operational guidelines, address cybersecurity and safety standards, and educate the public on AV technologies through outreach and pilot demonstrations.

6.9.4 Transit Signal Preemption and Emerging Technology

Transit signal preemption technology, which allows buses to extend green lights when running behind schedule, is expected to be implemented soon in the City of Augusta. Augusta Transit has been in active discussions with the City's Engineering department, with Washington Road identified as a priority corridor for deployment. This technology will improve transit reliability and reduce delays, particularly along high-ridership routes, and has the potential to expand in the future to

benefit emergency response vehicles. Coordinated planning and alignment with federal guidance will be critical to maximize these benefits and secure future funding.

6.9.5 Additional Emerging Transit Technology Strategies

The following additional strategies strengthen the region's emerging technology framework by improving transit performance, communication, and multimodal accessibility. Incorporating tools like Automated Vehicle Location (AVL) dispatching, designated rideshare pick-up zones, queue jump lanes, and real-time passenger information displays equips the ARTS region to deliver more responsive, efficient, and rider-friendly transportation services across rural, suburban, and urban areas. Figure 6.9-2 outlines potential emerging transit technology strategies that can be considered and whether the strategies are appropriate for rural, suburban, and/or urban areas.

Figure 6.9-2: EV Charging Station Locations

Strategy	What It Does / Why It Matters	Rural	Suburban	Urban
Emergency Signal Preemption	Allows fire, EMS, and police to preempt signals, sharing infrastructure with transit.	✓	✓	✓
Queue Jump Lanes	Provides buses a head start at traffic signals, often paired with preemption.		✓	✓
AVL & On-Demand Dispatch	GPS-based vehicle tracking and scheduling tools to support microtransit and real-time service management.	✓	✓	✓
Smart Signal Infrastructure	Equips corridors with V2I communication and signal upgrades to support TSP and future AV readiness.		✓	✓
Integrated Corridor Management (ICM)	Optimizes performance across parallel routes (e.g., I-20 and US 78) using coordinated signal timing, traveler info, and incident response.		✓	✓
CCTV & Real-Time Monitoring	Helps with incident detection, system analysis, and live operations oversight.	✓	✓	✓
Real-Time Passenger Info Displays	Digital screens at major stops or hubs showing bus arrival times; builds trust and convenience for riders.			✓

7 Recommendations & Project Development

7.1 Transportation Policy Recommendations

Policies that guide transportation development play a crucial role in shaping the efficiency, safety, and mobility of a region's infrastructure. As areas grow, strategic planning becomes essential to ensure transportation systems can meet current and future demands. Well-crafted policies help align development with multi-modal goals, economic priorities, and safety, ultimately improving access and mobility for all citizens. Figure 7.1-1 details transportation policy recommendations that the ARTS region should pursue and their associated plan references.

Figure 7.7-1: Transportation Policy Recommendations

Roadway Operations and Capacity	Plan
To ensure that infrastructure developments align with evolving transportation needs, work closely with GDOT and SCDOT to optimize roadway design standards for future freight access points. This collaboration will help to guarantee that the design of local transportation assets in the ARTS MPO is being guided by industry best practices and built for increased performance and longevity.	ARTS Regional Freight Plan Update 2024
In conjunction with GDOT, SCDOT, and municipal and county governments in the ARTS MPO, establish a systematic monitoring and assessment protocol for pavement conditions to ensure regular maintenance and safety improvements. Prioritize roadways that have been designated as key freight corridors, (including I-20, I-520, US 1, US 25), as these are the most critical for the functionality of the transportation system and the region's economic performance.	ARTS Regional Freight Plan Update 2024
Continue evaluation and monitoring of bridge conditions to ensure they meet State of Good Repair standards. Collaborate with GDOT and SCDOT to utilize their resources and bridge inventories for more accurate and comprehensive monitoring.	ARTS Regional Freight Plan Update 2024
To ensure community and agency preparedness for disasters and disruptions, develop an ARTS Regional Resiliency Plan that identifies and addresses vulnerabilities in transportation corridors and outlines a proactive approach to mitigating damage, especially for major freight corridors that sustain the local economy. Elements of this may include identifying clusters of hard assets that are critical to protect during a disruption, examining areas with concentrations of aging structures and parcels in poor condition, and forming stakeholder and community coalitions to guide the development of resiliency planning tasks.	ARTS Regional Freight Plan Update 2024

Prioritize operational improvements, including engineering solutions and ITS/ATMS, before implementing road widening projects. Operational improvements tend to be less expensive and decrease impacts to surrounding land uses.	ARTS 2050 MTP
Access Management	**Plan**
Provide minimum driveway spacing requirements based on posted speed limit.	ARTS 2050 MTP
Establish zoning regulations at a local level that identify the maximum number of vehicular access points to public streets that a development requires based on the number of residential units or the number of required parking spaces in the development.	ARTS 2050 MTP
For large developments, require inter-parcel access and/or connectivity to support joint-use driveways.	ARTS 2050 MTP
Truck Access and Parking	**Plan**
Coordinate with GDOT to conduct a truck parking utilization study to understand the current supply and demand of truck parking on the Georgia side of the ARTS region.	ARTS Regional Freight Plan Update 2024
Coordinate with SCDOT to identify potential locations along I-20, I-520, US 1 and US 78 for additional truck parking to address overutilization.	ARTS Regional Freight Plan Update 2024
Implement a Truck Parking Information Systems Pilot Project. Design a truck parking information system along I-20 which would provide quick and reliable information regarding available truck parking; systems would encompass data processing servers, payment processing for parking reservations, and the dissemination of information via dynamic messaging signs, in-cab systems, and online websites.	ARTS Regional Freight Plan Update 2024
Monitor designated truck routes to ensure they are being used as appropriate for freight-related activity. This promotes freight mobility and safety by delineating freight-related traffic from other traffic.	ARTS Regional Freight Plan Update 2024
Encourage freight operators to use truck designated routes and enforce compliance with truck restrictions by developing an outreach campaign. Emphasize the cost-saving benefits and route optimization of truck routing.	ARTS Regional Freight Plan Update 2024
Promote research in innovative transportation technologies by engaging with local industries. Applications of this could include producing more accurate truck route data, providing reliable information on available truck parking spaces, and enhancing transparency regarding truck restrictions.	ARTS Regional Freight Plan Update 2024

Safety	Plan
Address crashes and safety concerns at the three major intersections in the ARTS region identified in the Intersection Safety Analysis via capacity and operations analyses: • I-520 @ Peach Orchard Road • Rutland Drive NW @ York Street NE • Bobby Jones Expressway @ Washington Road	ARTS Regional Freight Plan Update 2024
In addition to these high crash frequency intersections, investigate and perform capacity and operations analyses for other intersections in the region which experience a high rate of injuries related to collisions.	ARTS Regional Freight Plan Update 2024
To educate drivers of commercial and non-commercial vehicles about the primary causes of crashes and how to prevent them, conduct a driving safety awareness campaign.	ARTS Regional Freight Plan Update 2024
Coordinate with railroads owners to assess the potential for utilizing the BIL to obtain railroad crossing elimination grants for at-grade railroad crossings that need to be maintained or upgraded.	ARTS Regional Freight Plan Update 2024
Align the ARTS MPO's efforts with the strategic direction and the emphasis areas identified in the Georgia's latest safety plan. The current plan, 2019-2021 Governor's Strategic Highway Safety Plan, establishes statewide performance goals, objectives, and emphasis areas that describe program strategies to reduce or eliminate safety hazards on Georgia roads.	ARTS 2050 MTP
Continue focusing efforts and resources on improving highway safety with the long-term goal of slowing and eventually reversing recent upward trends in fatalities and serious injuries.	ARTS 2050 MTP
Provide innovative pedestrian safety measures in pedestrian crash hot spots.	ARTS 2050 MTP
Install pedestrian hybrid beacons along pedestrian crash hot spots along identified corridors.	ARTS 2050 MTP
ITS and Signalization	**Plan**
Utilize potential ITS applications in freight transportation by employing an Integrated Corridor Management approach along major freight corridors, particularly I-20 and I-520. Close collaboration with GDOT and SCDOT, as well as various institutional partners, is recommended to ensure more proactive and holistic management of the transportation network.	ARTS Regional Freight Plan Update 2024

To address findings from stakeholder interviews, conduct a study of train delays and traffic congestion in Downtown Augusta: • Encourage the use of existing reporting systems to report delays to monitor and document delays caused by trains in the downtown area. • Coordinate with railroad owners to identify potential solutions to delays caused by rail in downtown area. Potential solutions could include early warning messaging systems in the Downtown Augusta area noting expected times/lengths of delays.	ARTS Regional Freight Plan Update 2024
Mobility-as-a-Service and Ride Hailing	**Plan**
Implement fee structures that incentivize shared, shorter, and less frequent trips. Pricing should penalize inefficient routes and cruising for passengers. Pricing should reward shared trips and serving transit-poor neighborhoods.	ARTS 2050 MTP
Surcharges that can help cities cover the cost of TNC program management, as well as support transit and accessibility improvements.	ARTS 2050 MTP
All vehicle travel should be priced to account for congestion, pollution, etc. Coordinate regionally for better connections.	ARTS 2050 MTP
Utilize rideshare as an extension of the region's transit system to extend trip length and service coverage.	ARTS 2050 MTP
Offer discounts for rides that begin at or terminate at a transit stop.	ARTS 2050 MTP
Bicycle and Pedestrian	**Plan**
Adopt a Complete Streets approach to support beatification and community improvement efforts. These efforts should be coupled with effective and visually appealing signage for wayfinding, additional lighting for safety and security, and roadway restriping.	ARTS 2050 MTP
Create and implement a Complete Streets policy.	ARTS Bicycle and Pedestrian Plan 2023
Develop Complete Street Design Guidelines for a variety of contexts and all street/roadway user groups.	ARTS Bicycle and Pedestrian Plan 2023
Require pedestrian accommodations, including by roadway type during new development or redevelopment or capital roadway projects.	ARTS Bicycle and Pedestrian Plan 2023
Require designated bicycle facilities during new development or redevelopment or capital roadway projects.	ARTS Bicycle and Pedestrian Plan 2023

Require dedication, reservation or development of greenways during new development, redevelopment, or capital roadway projects (where greenways cross or run parallel to roadways).	ARTS Bicycle and Pedestrian Plan 2023
Require new sidewalks, bicycle facilities, greenways, etc., to connect to existing facilities.	ARTS Bicycle and Pedestrian Plan 2023
Require Planting Strips and Street Trees.	ARTS Bicycle and Pedestrian Plan 2023
Require Pedestrian-Scale Street Lighting.	ARTS Bicycle and Pedestrian Plan 2023
Adopt bicycle parking requirements.	ARTS Bicycle and Pedestrian Plan 2023
Block size requirements. Maximum block length in any situation should rarely exceed 800 to 1,000 feet for good connectivity. In areas with highest development density (urbanized, mixed-use centers and high-density neighborhoods) block lengths can be as little as 200 feet. In areas with blocks as long as 800 feet or greater, a pedestrian and/or bicycle path through the block and/or alley should be required.	ARTS Bicycle and Pedestrian Plan 2023
Require connectivity/cross-access between adjacent developments.	ARTS Bicycle and Pedestrian Plan 2023
Limit dead end streets or cul-de-sacs.	ARTS Bicycle and Pedestrian Plan 2023
Alternative Fuel and Air Quality	**Plan**
Capitalize on BIL funding programs which promote integration of electric and autonomous vehicles to mitigate carbon emissions and climate change. Coordinate with GDOT, SCDOT, and local governments to provide the necessary infrastructure along major freight corridors as demand increases.	ARTS Regional Freight Plan Update 2024
Partner with GDOT and SCDOT to align future investments in alternative fuels at public truck parking facilities in the region. As commercial electric vehicles fleets and charging infrastructure proliferate and become cheaper and more efficient in the future, the ARTS MPO can support alternative fuel truck parking needs while also helping to reduce carbon emissions in the region.	ARTS Regional Freight Plan Update 2024
Partner with SCDOT to perform a study that identifies specific locations for public electric vehicle charging stations along corridors in Aiken County and	ARTS Regional Freight Plan Update 2024

Edgefield County such as I-20, I-520, US 78, and US 1 to support SCDOT's South Carolina Electric Vehicle Charging Infrastructure Deployment Plan.	
Continue to monitor air quality and ensure alignment with federal standards established by the Clean Air Act (CAA) and National Ambient Air Quality Standards (NAAQS) using strategies, such as reducing vehicle idling and promoting alternative fuels, to improve regional air quality.	ARTS Regional Freight Plan Update 2024
Support the ongoing efforts by Augusta Transit to electrify their vehicles. It was identified through stakeholder engagement that Augusta Transit has recently purchased several electric buses. Implementation of those buses into the Augusta Transit fleet will help reduce carbon emissions by promoting good air quality.	ARTS Regional Freight Plan Update 2024
Transit and Workforce Access	**Plan**
Partner with Augusta Transit and Best Friend Express to identify industrial centers with high transit propensity – i.e., communities with a greater need of transit services (lower-income, zero car households, etc.) as well as nearby unskilled or semi-skilled labor jobs. The intention is to better serve disadvantaged communities and allow them easier access to existing and future employment opportunities. The region's growth in industry and manufacturing increases the number of available jobs and therefore the demand for transit.	ARTS Regional Freight Plan Update 2024
Expand BFE Green Route to nearby Industrial Park. This project would provide access to a facility with approximately 1,000 jobs.	ARTS Regional Freight Plan Update 2024
Partner with Augusta Transit, Best Friend Express, and employers to create a regional rideshare matching program to help commuters reach their place of work. Currently, 8% of the area's workforce is estimated to use carpooling as a means of transportation to work. More widespread adoption of ridesharing would reduce congestion in the transportation network, improve local air quality, and reduce the cost of transportation for individuals throughout the region.	ARTS Regional Freight Plan Update 2024
Support Augusta Transit in their current effort to reevaluate and upgrade their transit routes to better serve lower-income residents in South Richmond County.	ARTS Regional Freight Plan Update 2024
Support Best Friend Express in their current study that aims to improve transit route efficiency and reduce headways.	ARTS Regional Freight Plan Update 2024

Support the ongoing efforts by Augusta Transit to electrify their vehicles. It was identified through stakeholder engagement that Augusta Transit has recently purchased several electric buses. Implementation of those buses into the Augusta Transit fleet will help reduce carbon emissions by promoting good air quality.	ARTS Regional Freight Plan Update 2024
Coordinate efforts with the local agencies to endorse and put into action both local and regional bike and pedestrian plans. Implement Complete Streets and Shared Use paths to enhance the bike-ped network, particularly in the design and redevelopment of roadways adjacent to industrial and commercial areas.	ARTS Regional Freight Plan Update 2024
Intermodal Facilities / Land Use Development	**Plan**
Conduct a multimodal intermodal freight hub needs study, including potential port needs along the Savannah River and air cargo potential at the AGS airport.	ARTS Regional Freight Plan Update 2024
Prioritize expanding warehouse inventory space and emphasize the redevelopment and reutilization of aging warehouse space.	ARTS Regional Freight Plan Update 2024
Continue to improve and maintain road infrastructure to accommodate vehicles that are critical for freight movement and freight-related industries (this is largely addressed elsewhere in the Work Program).	ARTS Regional Freight Plan Update 2024
Engage with employers in the region by organizing an outreach and visitation program that includes surveys, focus groups, and conferences. The goal is to understand the needs of specific industries and better address current and changing freight, intermodal, and transportation challenges.	ARTS Regional Freight Plan Update 2024
Encourage infill development**.**	Envision Augusta 2035 Comprehensive Plan
Encourage mixed-use development.	Envision Augusta 2035 Comprehensive Plan
Encourage the redevelopment of older commercial centers.	Envision Augusta 2035 Comprehensive Plan
Encourage commercial development on principal arterial highways where commercial and / or industrial development is already established.	Envision Augusta 2035 Comprehensive Plan

Discourage commercial and professional office development on minor arterials and collector roads where such development has not been established, except at major intersections	Envision Augusta 2035 Comprehensive Plan
Develop a Character Area Based Planning approach to determine the intent, general characteristics, application, primary land uses, and design principles for each Character Area.	Columbia County 2035 Comprehensive Plan
Ensure that future projects on major road corridors address access management, inter-parcel connectivity, and land use/transportation relationships, especially where road projects have or will make lots substandard for development or alter the residential character.	Columbia County 2035 Comprehensive Plan
Other Policy Recommendations	**Plan**
Collaborate with local agencies to ensure the development of cohesive, mutually beneficial freight policies. Due to the interconnected nature of the regional freight network, it is critical that intergovernmental and interagency networks are aligned in terms of freight and economic development programs and policies.	ARTS Regional Freight Plan Update 2024
Incorporate considerations for "Last-Mile Delivery" and "Curbside Loading Areas" challenges into freight-related policy decisions, ensuring effective coordination among stakeholders to address these critical issues.	ARTS Regional Freight Plan Update 2024
Support and utilize the ARTS 2023 Bicycle and Pedestrian Plan to develop transportation infrastructure that is pedestrian friendly. Proliferation of and improved access to sidewalks and bike lanes will significantly increase workforce accessibility (particularly in disadvantaged communities in and around industrial areas) which has benefits for the region's economic output and therefore its freight vitality. Additionally, more bike-ped infrastructure will promote safety and crash reduction, improve congestion, and mitigate environmental impacts from vehicle emissions.	ARTS Regional Freight Plan Update 2024
Incorporate context sensitive solutions that emphasize providing transportation facilities that fit the scenic, aesthetic, historic, community, and environmental framework while improving or maintaining safety, mobility, and infrastructure conditions.	ARTS 2050 MTP
Focus on an age-friendly design of the transportation network that encompasses all ages. There is a particular need for ADA compliance, not only through transportation projects that enhance mobility such as public transit, bicycle, and pedestrian infrastructure, but also in developments that ensure citizens can age-in-place through mobility in homes, businesses, and recreational destinations.	ARTS 2050 MTP

7.2 Universe of Projects

Projects from state, regional, and locally published plans were compiled and compared against the needs identified based on public and stakeholder input, as well as current and future conditions. Projects were then added to address unmet, identified needs to create a universe of projects of over 400 projects. From the universe of projects, some of the smaller projects, projects that require further study, or projects for which delivery is dependent on future information, were separated from the list and grouped into project packages to be addressed by lump sum. This approach allows the 2055 MTP to adapt to the changing demand and proactively deliver projects in upcoming amendments to the plan.

The following sections identify the universe of projects by project type. Figure 7.2-1 shows how many projects are included according to the county they are located in.

Figure 7.2-1: Projects by County Location

County	State	# of Projects
Richmond	**GA**	**112**
Columbia	**GA**	**71**
Aiken	**SC**	**175**
Edgefield	**SC**	**2**
Aiken/Richmond	**GA/SC**	**2**
TOTAL		**362**

7.2.1 Corridor Improvements and Widenings

Projects that include roadway widenings, safety, and operational improvements are identified in Figure 7.2-2. The "Source" column identifies the projects source plan, and the "Source ID" column identifies the project ID from that plan. The Source ID does not necessarily reflect the ID of the project in this 2055 MTP.

Figure 7.2-2: Corridor Improvements and Widenings

Project	Project Type	Source	Source ID
13th Street from RA Dent to Reynolds Street	Operational	2050 MTP	Project_2
15th Street improvements Part II from Walton Way to Government Street	Operational	2050 MTP	Project_3
5th Street from Laney Walker Boulevard to Reynolds Street	Operational	2050 MTP	Project_5
6th Street from Laney Walker Boulevard to Reynolds Street	Operational	2050 MTP	Project_8
Aiken-Augusta Highway from Savannah River to I-520 (Palmetto Parkway)	Operational	2050 MTP	Project_14
Appling Harlem Rd between Scotts Ferry Rd & Columbia Rd, widen from 2 to 4 lanes	Widening	2050 MTP	Project_15
Ascauga Lake Rd between US 25/Edgefield Rd & Blanchard Rd, widen from 2/3 to 4 lanes	Widening	2050 MTP	Project_16

Project	Project Type	Source	Source ID
Atomic Rd between Old Edgefield Rd (S-197) and Jefferson Davis Hwy	Operational	2050 MTP	Project_18
Atomic Rd between Jefferson Davis Hwy and Silver Bluff Rd	Operational	2050 MTP	Project_19
Augusta West Parkway Widening from Wrightsboro Road to Wheeler Road	Widening	2050 MTP	Project_22
Barton Chapel Road from Barton Chapel Road to Gordon Highway (SR 10/US 78)	Operational	2050 MTP	Project_23
Barton Chapel Road improvements from Deans Bridge Rd to Augusta West Parkway	Operational	2050 MTP	Project_24
Barton Chapel Road Widening from August West Pkwy to Deans Bridge Road, widen from 2 to 4 lanes	Widening	2050 MTP	Project_25
Baston between Fury's Ferry and Washington	Operational	2050 MTP	Project_26
Belair Rd between Washington Rd and Wrightsboro Rd, widen from 5 to 6 lanes	Widening	2050 MTP	Project_27
Berckmans Road Realignment and Widening from Wheeler Road to Washington Road, widen from 2 to 4 lanes	Widening	2050 MTP	Project_30
Blue Ridge Dr between Riverwatch Pkwy & Evans to Locks Rd, widen from 2 to 4 lanes	Widening	2050 MTP	Project_33
Bobby Jones Expy bn Marsella Ave and Washington Rd	Safety	2050 MTP	Project_34
Broad Street Improvements from Washington Road to Sand Bar Ferry Road	Operational	2050 MTP	Project_35
Celeste Avenue from US 25 (Edgefield Road) to S-45 (Five Notch Road)	Operational	2050 MTP	Project_42
Chamblin Rd / William Few Pkwy bn Columbia Rd & Wrightsboro Rd, widen from 2 to 4 lanes	Widening	2050 MTP	Project_43
Charleston Highway from SC 302 (Pine Log Road) to S-507 (Old Dibble Road)	Widening	2050 MTP	Project_44
Cherokee Dr (S-386) from US 1/78 (Davis Hwy) to SC 126 (Belvedere Clearwater)	Safety	2050 MTP	Project_45
Clanton Road improvements from William Few Pkwy to Washington Rd	Operational	2050 MTP	Project_47
Columbia Rd at N Belair Rd	Safety	2050 MTP	Project_49
Columbia Rd between Davis Rd & Flowing Wells Rd	Safety	2050 MTP	Project_50
Columbia Rd between Hereford Farm Rd & Louisville Rd, widen from 2 to 4 lanes	Widening	2050 MTP	Project_51
Deans Bridge between MLK and Willis Foreman	Operational	2050 MTP	Project_59
Deans Bridge Rd & Richmond Hill Rd	Safety	2050 MTP	Project_60
Deans Bridge Rd at Gordon Hwy	Safety	2050 MTP	Project_61
Deans Bridge Rd from south of Morgan Rd to Lyman St	Safety	2050 MTP	Project_62
Dennis Road widening and improvements	Widening	2050 MTP	Project_63
Doug Barnard Widening from Tobacco Road to Mike Padgett Highway, widen from 2 to 4 lanes	Widening	2050 MTP	Project_64
Doug Bernard Parkway improvements from Gordon Highway to Highway 56	Operational	2050 MTP	Project_65
Dougherty Road improvements	Widening	2050 MTP	Project_67
E Pine Log Rd at Charleston Hwy	Safety	2050 MTP	Project_70
East Buena Vista Ave from Barton Road to Martintown Road	Operational	2050 MTP	Project_71

Project	Project Type	Source	Source ID
East Pine Log Road Widening from Silver Bluff Road to Charleston Hwy	Widening	2050 MTP	Project_74
Edgefield Rd at Bevedere Clearwater Rd	Safety	2050 MTP	Project_75
Edgefield Rd between Ascauga Lake Rd & Sweetwater Rd	Safety	2050 MTP	Project_76
Edgefield Rd from Ridge Rd to Stephens Rd	Safety	2050 MTP	Project_77
Evans to Locks Road Widening and Roundabout from Town Centre Boulevard to Fury's Ferry Road, widen from 2 to 4 lanes	Widening	2050 MTP	Project_78
Five Notch Road from US 25 Business Road (Georgia Avenue) to Walnut Lane, widen from 2 to 4 lanes	Widening	2050 MTP	Project_83
Ft Gordon Access near Tobacco Rd & Deans Bridge Rd	Operational	2050 MTP	Project_86
Fury's Ferry Rd between Savannah River and Evans to Locks Rd, widen from 4 to 6 lanes	Widening	2050 MTP	Project_87
Georgia Ave between Savannah River & Knox Ave	Safety	2050 MTP	Project_88
Gibbs Rd / Cox Rd / Owens Rd bn Washington Rd & Bohler Dr, widen from 2 to 4 lanes	Widening	2050 MTP	Project_90
Gordon between Savannah River and SR 223	Operational	2050 MTP	Project_94
Gordon Highway from Old Louisville Road to SR 223, widen from 2 to 4 lanes	Widening	2050 MTP	Project_95
Gordon Highway improvements	Operational	2050 MTP	Project_96
Gordon Highway US 78 Median Barrier from Us 25 to Walton Way	Operational	2050 MTP	Project_97
Gordon Hwy & Jimmie Dyess Pkwy	Safety	2050 MTP	Project_98
Gordon Hwy & North Leg Rd	Safety	2050 MTP	Project_99
Gordon Hwy at Highland Ave	Safety	2050 MTP	Project_100
Gordon Hwy and I-520	Safety	2050 MTP	Project_101
Bettis Academy Rd at I-20	Safety	2050 MTP	Project_102
Gordon Hwy between Barton Chapel Rd & Milledgeville Rd	Safety	2050 MTP	Project_103
Gordon Hwy between Lionel St & Old Savannah Rd	Safety	2050 MTP	Project_104
Greene Street Improvements from 13th Street to East Boundary Street	Operational	2050 MTP	Project_105
Halali Farm Road Widening and New Alignment from SR 104 (Washington Road) to Hereford Farm Road	Widening	2050 MTP	Project_106
Hardy McManus Road widening, widen from 2 to 4 lanes	Widening	2050 MTP	Project_108
Harlem Grovetown Road Widening from Louisville Road to Wrightsboro Road, widen from 2 to 4 lanes	Widening	2050 MTP	Project_110
Hereford Farms Rd bn Wrightsboro Rd & Washington Rd (Belair & Lewinston/Columbia), widen from 2/3 to 4 lanes	Widening	2050 MTP	Project_113
Highway 88 Widening from Keysville Road to Windsor Spring Road, widen from 2 to 4 lanes	Widening	2050 MTP	Project_115
Hitchcock Parkway (SC-118) Corridor Improvements	Operational	2050 MTP	Project_116
Huntsman Dr bn Pine Log Rd & Hitchcock Pkwy	Operational	2050 MTP	Project_117
I-20 from Exit 1 to US 25 (Edgefield Road), widen to 6 lanes;	Widening	2050 MTP	Project_118
I-20 at Lewiston Rd	Safety	2050 MTP	Project_121

Project	Project Type	Source	Source ID
I-20 between County Line and I-520, widen from 4 to 6 lanes	Widening	2050 MTP	Project_122
I-20 from US 25 (Edgefield Road) to Bettis Academy Road, widen to 6 lanes	Widening	2050 MTP	Project_125
I-20 construct one new HOV Lane in each direction from Louisville Road to Riverwatch Parkway	Widening	2050 MTP	Project_127
I-20 Rehabilitation and Maintenance Work from Mile Marker 1 to Mile Marker 5	Operational	2050 MTP	Project_129
I-520 between Deans Bridge Rd and Laney Walker Blvd	Operational	2050 MTP	Project_134
SR 232 between Richmond County line and Washington Rd, widen from 4 to 6 lanes	Widening	2050 MTP	Project_136
Interstate 20 from SR 47 (Appling Harlem Highway) to SR 383 (Belair Road), widen from 4 to 6 lanes	Widening	2050 MTP	Project_139
Jackson Rd north of Wrightsboro Rd	Safety	2050 MTP	Project_140
James Brown Reconstruction	Operational	2050 MTP	Project_142
Jefferson Davis Hwy between Chalk Bed Rd & Gregg Hwy	Safety	2050 MTP	Project_143
Jefferson Davis Hwy between Savannah River & Belverdere Clearwater Rd	Safety	2050 MTP	Project_144
Jimmie Dyess Pkwy between Powell Rd & Gordon Hwy	Operational	2050 MTP	Project_145
Knox Ave between Lecompte Ave and Martintown Rd	Safety	2050 MTP	Project_148
Lewiston Rd between William Few Pkwy & Wrightsboro Rd	Safety	2050 MTP	Project_153
Louisville Road Widening 4 from Tubman Road to Columbia Road	Widening	2050 MTP	Project_157
Louisville Road Widening and Extension from Gordon Highway to Fort Gordon Gate, widen from 0 to 2 lanes	Widening	2050 MTP	Project_158
Lumpkin Rd & Peach Orchard Rd	Safety	2050 MTP	Project_159
Martintown Road from I-20 to Murrah Road, widen from 2 to 4 lanes	Widening	2050 MTP	Project_163
Mike Padgett Hwy at I-520	Safety	2050 MTP	Project_164
Milledgeville Rd & Olive Rd	Safety	2050 MTP	Project_165
Milledgeville Road improvements from North Leg to Barton Chapel	Operational	2050 MTP	Project_167
Monte Sano Avenue improvements from Wrightsboro Road to Walton Way	Operational	2050 MTP	Project_168
Wrightsboro Road between Jimmie Dyess Pkwy and Harlem Grovetown Road / Robinson Ave	Safety	2050 MTP	Project_169
Edgefield Highway near I-20	Safety	2050 MTP	Project_170
Newmantown Rd between Parham Rd & Gordon Hwy, widen from 2 to 4 lanes	Widening	2050 MTP	Project_180
North Belair Road Widening from Evans-to-Locks Road (SC 11236) to SR 28 (Fury's Ferry Road), widen from 2 to 4 lanes	Widening	2050 MTP	Project_184
North Leg Road Widening from Lumpkin Road to Sibley Road, widen from 2 to 4 lanes	Widening	2050 MTP	Project_186
Old Aiken Rd (S-365) from SC 421 (Augusta Rd) to Carolina Sprs Rd (S-68)	Operational	2050 MTP	Project_187
Old Belair Road from Columbia Road to Belair Road	Operational	2050 MTP	Project_188
Old Evans Rd between Bobby Jones and Washington Rd, widen from 5 to 6 lanes	Widening	2050 MTP	Project_192

Project	Project Type	Source	Source ID
Old Evans Rd between Riverwatch Pkwy & Panacea Ln	Safety	2050 MTP	Project_193
Old Evans Road Widening from Riverwatch Parkway to SR 104 (Washington Road), widen from 4 to 6 lanes	Widening	2050 MTP	Project_194
Old Sudlow Lake Rd (S-1760) from SC 126 (Belvedere Clearwater) to Blanchard Rd (S-1761)	Operational	2050 MTP	Project_196
Old Waynesboro Road from SR 56 (Mike Padgett Highway) to Hephzibah-McBean Road	Operational	2050 MTP	Project_197
Old Wrightsboro Rd to Newmantown Rd realignment and improvements at Robinson Ave	Operational	2050 MTP	Project_199
Parham Rd between Newmantown Rd & Gordon Hwy, widen from 2 to 4 lanes	Widening	2050 MTP	Project_200
Peach Orchard Rd between Byrd Rd & Rosier Rd	Safety	2050 MTP	Project_202
Peach Orchard Rd between Silverdale Rd & Reedale Ave	Safety	2050 MTP	Project_203
Pine Log Rd (S-65) at Storm Branch Rd (S-145)	Safety	2050 MTP	Project_205
Pine Log Rd (S-65) from SC 125 (Atomic Rd) to S-87 (Piney Heights Rd)	Safety	2050 MTP	Project_206
Pine Log Road from US 278 (Williston Road) to S-66 (Huber Clay Road), widen from 2 to 4 lanes	Widening	2050 MTP	Project_208
Pine Log Road Widening from Hillman Street to Town Creek Road, widen from 2 to 4 lanes	Widening	2050 MTP	Project_209
Piney Heights Rd (S-87) at Pine Log Rd (S-65)	Safety	2050 MTP	Project_210
Pleasant Home Rd & Davis Rd	Safety	2050 MTP	Project_211
Pleasant Home Rd between Flowing Wells Rd & Washington Rd, widen from 2 to 4 lanes	Widening	2050 MTP	Project_212
Pleasant Home Road (Riverwatch Parkway to Walton Way Extension)	Operational	2050 MTP	Project_213
Project Rd (S-285) from Pine Log Rd (S-56) to Baker Street (S-1294)	Operational	2050 MTP	Project_216
Richland Avenue West and University Parkway from Richland Avenue West to University Parkway	Operational	2050 MTP	Project_223
Richmond Hill Rd & Windsor Spring Rd	Safety	2050 MTP	Project_224
Richmont Hill Road improvements from Lumpkin to Deans Bridge	Operational	2050 MTP	Project_225
River Watch Pkwy at I-20	Safety	2050 MTP	Project_227
Riverwatch Pkwy between Pleasant Home Rd and Old Evans Road, widen from 4 to 6 lanes	Widening	2050 MTP	Project_231
Robert C Daniel Jr Pkwy between Agerton Ln and Walton Way Ext	Safety	2050 MTP	Project_232
Robinson Ave between Gordon Hwy & Wrightsboro Rd, widen from 2 to 4 lanes	Widening	2050 MTP	Project_233
Rudy Mason Parkway from S-912 (North of Willow Run Road) to S-783 (North of Old Wagener Road), widen from 2 to 4 lanes	Widening	2050 MTP	Project_236
Rudy mason Pkwy at Wagener Rd	Safety	2050 MTP	Project_237
Rudy mason Pkwy at Wire Rd	Safety	2050 MTP	Project_238
S Belair Rd bn S Old Belair Rd & Belair Frontage Rd	Safety	2050 MTP	Project_239
SC 118 Bell Pkwy at Trolley Line safety improvements	Safety	2050 MTP	Project_247
SC 19 (Laurens St) at SC 118 (Rutland Dr)	Safety	2050 MTP	Project_248

Project	Project Type	Source	Source ID
SC 19 10-foot shoulder (6 foot paved, 4-foot grass) from the Aiken/Edgefield County line to south of Shiloh Heights Rd	Operational	2050 MTP	Project_249
SC 19 Add raised median with dedicated left turns at Hedge Rd, Williams Lane, Allan Ave, Sassafras Rd at Mayfield Rd, Reynolds Pond Rd & Good Springs Rd	Operational	2050 MTP	Project_250
SC 19 between S Boundary and I-20	Operational	2050 MTP	Project_251
SC 19 Implement consistent and/or more visible signage / address markers, including deer crossing signs from the Aiken/Edgefield County line to south of Shiloh Heights Rd	Safety	2050 MTP	Project_252
SC 191 (Main) at SC 421 (Augusta)	Safety	2050 MTP	Project_256
SC 230 (W Martintown Road) operational and signal improvements from I-20 to Edgefield County Line	Operational	2050 MTP	Project_257
SC 302 (Silver Bluff Rd) at Gray Mare Hollow Rd (S-146)	Safety	2050 MTP	Project_259
SC 421 (Augusta Hwy) at Old Cherokee Dr (S-385)	Safety	2050 MTP	Project_260
Seymore Dr (S-879) from SC 125 (Atomic Rd) to Old Edgefield Rd (S-197)	Safety	2050 MTP	Project_265
Silver Bluff Road Widening from Richardson Lake Road to Anderson Pond Rd	Widening	2050 MTP	Project_271
Skinner Mill Road widening and improvements from Boy Scout Rd to Walton Way Ext	Widening	2050 MTP	Project_272
SR 104 between Hardy McManus and Pleasant Home, widen from 5 to 6 lanes	Widening	2050 MTP	Project_273
SR 104 from Old Washington Rd to William Few Pkwy, widen from 5 to 6 lanes	Widening	2050 MTP	Project_274
SR 232 between Washington and Hereford, widen from 5 to 6 lanes	Widening	2050 MTP	Project_277
SR 28 between 15th St and Savannah River	Safety	2050 MTP	Project_278
SR 28 between Evans to Locks and 15th St	Safety	2050 MTP	Project_279
SR 388 Widening from CR 571/Wrightsboro Rd to I-20, widen from 2 to 4 lanes	Widening	2050 MTP	Project_281
SR 388 Widening from I-20 to SR 232/Columbia Rd, widen 2 to 4 lanes	Widening	2050 MTP	Project_282
SR 4/ US 1 (Deans Bridge Road) from Meadowbrook Drive to Tobacco Road, widen from 4 to 6 lanes	Widening	2050 MTP	Project_284
SR 4/15th Street Pedestrian Improvements from John C Calhoun Expressway to 15th Street CSX Overpass	Operational	2050 MTP	Project_285
SR 56 between International Blvd and Tobacco Rd	Operational	2050 MTP	Project_293
SR 56 between Lumpkin Rd and Tobacco Rd	Operational	2050 MTP	Project_294
Stevens Creek Rd between Evans to Locks Rd & I-20	Operational	2050 MTP	Project_295
Sudlow Lake Rd between US 1 / US 78 & Brevard Rd / Pride Ave	Operational	2050 MTP	Project_296
Tobacco Rd between Talbot Dr and Windsor Spring Rd	Safety	2050 MTP	Project_298
Tobacco Road improvements from Deans Bridge to Peach Orchard	Operational	2050 MTP	Project_299
Trolley Line Road from Robert M Bell Parkway to Ascauga Lake Road	Operational	2050 MTP	Project_301
Tubman Rd/ Old Washington Rd Widening from Scotts Ferry Rd to Washington Road, widen from 2 to 4 lanes	Widening	2050 MTP	Project_302
University Parkway (S-2131) from US 1/US 78 Richland Avenue to SC 118, widen from 3 to 5 lanes	Widening	2050 MTP	Project_304

Project	Project Type	Source	Source ID
US 1/78 between Martintown and S-67	Operational	2050 MTP	Project_311
US 25 (Edgefield Hwy) at SC 126/S-805	Safety	2050 MTP	Project_313
US 25 (Martintown Rd) at SC 125 (Atomic Rd)	Safety	2050 MTP	Project_314
US 25 between Gordon Hwy and I-520	Operational	2050 MTP	Project_315
US 25 between I-520 and Tobacco Rd	Operational	2050 MTP	Project_316
US 25 Bus (Georgia Ave) at SC 125 (Buena Vista)	Safety	2050 MTP	Project_317
US 25/SR 121(Peach Orchard Road) from Tobacco Road to Brown Road, widen from 4 to 6 lanes	Safety	2050 MTP	Project_318
US 78 / SR 10 from Robinson Avenue to Fort Gordon Gate 1, widen from 4 to 6 lanes	Widening	2050 MTP	Project_321
Wagener Road from US 78 to S-260 (Wright's Mill Road), widen from 2 to 4 lanes	Widening	2050 MTP	Project_323
Walton between Gordon and Milledge	Operational	2050 MTP	Project_324
Jackson Rd between Walton Way and Wrightsboro, widen from 2 to 4 lanes	Widening	2050 MTP	Project_325
Walton Way between Bransford and Jackson	Operational	2050 MTP	Project_327
Walton Way between Chafee Ave & 15th St	Safety	2050 MTP	Project_328
Walton Way between Lake Forest Dr & Highland Ave, widen from 2 to 4 lanes	Widening	2050 MTP	Project_329
Washington between Pleasant and Broad St, widen from 4 to 6 lanes	Widening	2050 MTP	Project_332
Washington Rd at Owens Rd	Safety	2050 MTP	Project_333
Washington Rd between Furys Ferry Rd & Berckmans Rd	Safety	2050 MTP	Project_334
Washington Rd between Halali Farms Rd & Ronald Reagan Dr	Safety	2050 MTP	Project_335
Washington Rd between Riverwatch Pkwy and Ronald Reagan Dr	Safety	2050 MTP	Project_337
Wheeler between Walton and Flowing Wells, widen from 5 to 6 lanes	Widening	2050 MTP	Project_338
Wheeler Rd between Belair Rd & Flowing Wells Rd, widen from 5 to 6 lanes	Widening	2050 MTP	Project_339
Wheeler Rd bn I-20 & Jackson Rd	Safety	2050 MTP	Project_340
Wheeler Rd between Berckmans Rd & Monte Sano Ave, widen from 2 to 4 lanes	Widening	2050 MTP	Project_341
Wheeless Road improvements from Gordon Highway to Deans Bridge Rd	Operational	2050 MTP	Project_345
Whiskey Road additional curb and gutter, plantable median islands from Pine Log Road to Powderhouse Road	Operational	2050 MTP	Project_346
Whiskey Road option 2: convert to two lanes with plantable median and angled parking from Georgia Avenue to US 278	Operational	2050 MTP	Project_348
Widen from 2 to 4 lanes from south of Shiloh Heights Rd to South of I-20 on SC 19	Widening	2050 MTP	Project_354
William Few Pkwy between Columbia Rd & Clanton Rd, widen from 2 to 4 lanes	Widening	2050 MTP	Project_355
William Few Pkwy between Washington Rd & Berkley Hills Pass / Whispering Pines Way	Operational	2050 MTP	Project_356
Willis Foreman Road from SR 4/US 1 to SR 121/US 25 (Peach Orchard Road), widen from 2 to 4 lanes	Widening	2050 MTP	Project_357

Project	Project Type	Source	Source ID
Windsor Spring between SR 25 and Tobacco Rd, widen from 4 to 6 lanes	Widening	2050 MTP	Project_358
Windsor Springs Rd between Nottingham Dr & Peach Orchard Rd	Safety	2050 MTP	Project_363
Wrightsboro between Highland and 15th	Operational	2050 MTP	Project_365
Wrightsboro between Jackson and Highland	Operational	2050 MTP	Project_366
Wrightsboro Rd between Chamblin Rd & Louisville Rd, widen from 2 to 4 lanes	Widening	2050 MTP	Project_368
Wrightsboro Road from SR 388 (Horizon South Parkway) to SR 383 (Jimmie Dyess Parkway), widen from 2 to 4 lanes	Widening	2050 MTP	Project_369
Cr 92/Hardy Mcmanus Rd from William Few Pkwy to Sr 28 - Tia	Widening	2050 MTP	Project_108
Cr 102/Hereford Farm Road from Sr 232 To Sr 383 - Tia	Widening	2050 MTP	Project_277
Interstate 20 from SR 47 (Appling Harlem Highway) to SR 383 (Belair Road), widen from 4 to 6 lanes	Widening	2050 MTP	Project_139
Willis Foreman Road from SR 4/US 1 to SR 121/US 25 (Peach Orchard Road), widen from 2 to 4 lanes	Widening	2050 MTP	Project_357
Wrightsboro Road from SR 388 (Horizon South Parkway) to SR 383 (Jimmie Dyess Parkway), widen from 2 to 4 lanes	Widening	2050 MTP	Project_369
Broad Street Lighting Rehabilitation (5th Street to East Boundary)	Safety	2050 MTP	Project_35
Greene Street Lighting Rehabilitation (13th Street to East Boundary)	Safety	2050 MTP	Project_105
Silver Bluff Road Widening from Anderson Pond Rd to Storm Branch Road	Widening	2050 MTP	Project_271_B
Fury's Ferry Rd between Evans to Locks Rd and Washington, widen from 4 to 6 lanes	Widening	2050 MTP	Project_87_B
Safety improvements at Bobby Jones Expressway and Washington Road	Safety	ARTS Freight Plan 2024	FP-KI-3
Bettis Academy Road - Whaley Pond Road to Weldon Way; Widen to 3-lane	Widening	Bettis Academy Rd Study	
Bettis Academy Road - Ascauga Lake Road to Whaley Pond Road; Widen to 5-lane	Widening	Bettis Academy Rd Study	
Bettis Academy Road - I-20 Bridge; Widen to 5-lane	Widening	Bettis Academy Rd Study	
Bettis Academy Road - Whaley Pond Road to Weldon Way; Widen to 5-lane	Widening	Bettis Academy Rd Study	
Bettis Academy Road - Giant Tire Parkway to US 25; Widen to 3-lane	Widening	Bettis Academy Rd Study	
Bettis Academy Road - Weldon Way to I-20; Widen to 5-lane	Widening	Bettis Academy Rd Study	
Bettis Academy Road - I-20 to Sage Mill Parkway; Widen to 5-lane	Widening	Bettis Academy Rd Study	
Bettis Academy Road - Sage Mill Parkway to Giant Tire Parkway; Widen to 5-lane	Widening	Bettis Academy Rd Study	
Bettis Academy Road at Whaley Pond Road; Add 150-foot EB left-turn lane	Operational	Bettis Academy Rd Study	
Bettis Academy Road at Sage Valley Drive/Carmine Avenue; Add 150-foot WB left-turn lane	Operational	Bettis Academy Rd Study	
Bettis Academy Road at Flat Rock Lane; Add 150-foot NB right-turn lane	Operational	Bettis Academy Rd Study	

Project	Project Type	Source	Source ID
Bettis Academy Road at Sage Creek Boulevard; Add 150-foot NB right-turn lane	Operational	Bettis Academy Rd Study	
Bettis Academy Road at Springdale Road/Sage Mill Parkway; Add 150-foot EB left-turn lane	Operational	Bettis Academy Rd Study	
Bettis Academy Road at Flat Rock Lane; Add 150-foot WB right-turn lane	Operational	Bettis Academy Rd Study	
Bettis Academy Road at I-20 EB ramps; Channelize EB right-turn lane and receiving lane	Operational	Bettis Academy Rd Study	
Bettis Academy Road at I-20 WB ramps; Channelize WN right-turn lane and receiving lane	Operational	Bettis Academy Rd Study	
Bettis Academy Road at I-20 EB ramps; Add 1 EB left-turn lane (dual lefts)	Operational	Bettis Academy Rd Study	
Bettis Academy Road at I-20 WB ramps; Add 1 NB left-turn lane (dual lefts)	Operational	Bettis Academy Rd Study	
SC 118 - Trolley Run Blvd to Trolley Line Road	Widening	SC 118 Intersection Analysis	
SC 118 - Trolley Line Road to Champion Way	Widening	SC 118 Intersection Analysis	
SC 118 - Hudson Road to University Pkwy	Widening	SC 118 Intersection Analysis	
SC 118- Vaucluse Road to Hudson Road	Widening	SC 118 Intersection Analysis	
SC 118 - Champion Way to Proud Pacer Drive	Widening	SC 118 Intersection Analysis	
Trolley Line Rd - College Station Dr to University Pkwy	Widening	SC 118 Intersection Analysis	
Ascauga Lake Rd from US 25 (Edgefield Rd) to SC 191 (Canal St.)	Widening	SCDOT Regional Mobility Program	ARTS_S33
Atomic Rd from SC 125 (E. Buena Vista Ave) to S-879 (Seymour Dr)	Widening	SCDOT Regional Mobility Program	ARTS_SC125
Augusta Aiken Rd from SC 191 (Main St) to SC 118 (Robert Bell Pkwy)	Widening	SCDOT Regional Mobility Program	ARTS_US1_F
Edgefield Hwy from Shiloh Church Rd (SC 191) to Hampton Ave (S-80)	Widening	SCDOT Regional Mobility Program	ARTS_SC19_C
Edgefield Rd from Ramp to I-520 to Edgefield County Line	Widening	SCDOT Regional Mobility Program	ARTS_US25_B
Hitchcock Parkway from L-3029 (Wando Ridge Rd) to US 1 (Richland Ave)	Widening	SCDOT Regional Mobility Program	ARTS_SC118_B
Jefferson Davis Hwy from S-254 (Sudlow Lake Rd) to SC 191 (Main St)	Widening	SCDOT Regional Mobility Program	ARTS_US1_E
Jefferson Davis Hwy from SC-125 (Atomic Rd) to SC 126 (Belvedere Clearwater Rd)	Widening	SCDOT Regional Mobility Program	ARTS_US1_B
Jefferson Davis Hwy from US 25 (Old Martintown Rd) to SC-125 (Atomic Rd)	Widening	SCDOT Regional Mobility Program	ARTS_US1_A
Martintown Rd from Jefferson Davis Hwy (US 1) to Georgia Ave (US 25 BUS)	Widening	SCDOT Regional Mobility Program	ARTS_US25_A
Martintown Rd from US 25 Business (Georgia Avenue) to I-20	Widening	SCDOT Regional Mobility Program	ARTS_SC230

Project	Project Type	Source	Source ID
Pine Log Rd from Silver Bluff Rd (SC 302) to Charleston Hwy (US 78)	Widening	SCDOT Regional Mobility Program	ARTS_SC302_A
Richland Ave from SC 118 (Robert Bell Pkwy) to US 1 (York St)	Widening	SCDOT Regional Mobility Program	ARTS_US1_G
Robert M Bell Pkwy from Richland Ave (US 1) to Vaucluse Rd (S-105)	Widening	SCDOT Regional Mobility Program	ARTS_SC118_D
Sudlow Lake Rd from Horse Creek to L-843 (Brevard Dr)	Widening	SCDOT Regional Mobility Program	ARTS_S254
Whiskey Rd from Kings Grant Dr (L-2403) to Powderhouse Rd (S-440)	Widening	SCDOT Regional Mobility Program	ARTS_SC19_B
Whiskey Road, from Powderhouse Road to Talatha Church Road	Safety	Whiskey Road Corridor Study 2023	L-1
Whiskey Road, from Talatha Church Road to Eagle Road	Safety	Whiskey Road Corridor Study 2023	L-2

7.2.2 New Roadway

Projects that include new roadway construction are identified in Figure 7.2-3.

Figure 7.2-3: New Roadway

Project	Type	Source	Source ID
Ascauga Lake Road from US 25 (Edgefield Road) to S 80 (Canal Street)	New Road / Interchange	2050 MTP	Project_17
Bergen-Five Notch Collector from Bergen Road to Gregory Lake Road	New Road / Interchange	2050 MTP	Project_31
East Gate Connector from Dougherty Road to East Gate Drive	New Road / Interchange	2050 MTP	Project_72
I-20 Frontage Collector from Five Notch Road to US 25 (Edgefield Road)	New Road / Interchange	2050 MTP	Project_126
Louisville Road and I-20 New Interchange	New Road / Interchange	2050 MTP	Project_154
Reynolds Farm Road Paving from Old Louisville Road to Old Berzelia Road	New Road / Interchange	2050 MTP	Project_222
South Centennial Connector from Centennial Parkway to East Gate Drive	New Road / Interchange	2050 MTP	Project_215
Powderhouse Road Connector	New Road / Interchange	2050 MTP	Project_215
Pawnee-Neilson Connector from Tyler St to Pawnee Street	New Road / Interchange	2050 MTP	Project_201

7.2.3 Intersection Improvements

Projects that include intersection improvements are identified in Figure 7.2-4.

Figure 7.2-4: Intersection Improvements

Project	Type	Source	Source ID
Adaptive signal timing at Whiskey Road at Powderhouse Road, Citadel Drive, Chukker Creek Road	Intersection	Whiskey Road Corridor Study 2023	I-4
Bettis Academy Road (S-144) from Ascauga Lake Road (S-33) to Aiken/Edgefield County line	Intersection	2050 MTP	Project_32
Clary Cut Rd/Old Union Rd alignment with Intersection at 221	Intersection	2050 MTP	Project_48
Five Notch Road and Pisgah Road	Intersection	2050 MTP	Project_81
Five Notch Road and Walnut Lane	Intersection	2050 MTP	Project_82
Georgia/Knox Ave and Five Notch/Bradyville Road from Georgia/Knox Avenue to Five Notch/Bradyville Road	Intersection	2050 MTP	Project_89
I-20 and Martintown Road from I-20 to Martintown Road	Intersection	2050 MTP	Project_119
I-520 and Wrightsboro Road Interchange Improvements from I-520 to Wrightsboro Road	Intersection	2050 MTP	Project_133
Intersection SC 118 and S-1303 Croft Mill Road/Hudson Road	Intersection	2050 MTP	Project_138
Johnson Highway realignment with SC 19from the Aiken/Edgefield County line to south of Shiloh Heights Rd on SC 19	Intersection	2050 MTP	Project_146
Knox Avenue and Martintown Road	Intersection	2050 MTP	Project_149
Lake Shore northbound turn lane on SC 19from the Aiken/Edgefield County line to south of Shiloh Heights Rd on SC 19	Intersection	2050 MTP	Project_150
Laney Walker Road/RA Dent Boulevard/Augusta Avenue Intersection	Intersection	2050 MTP	Project_151
Old Berzalia Road and Harlem Grovetown Road Roundabout	Intersection	2050 MTP	Project_189
Old Edgefield Road (S-197) from US 25 (Knox Ave) to SC 230 (Martintown Rd)	Intersection	2050 MTP	Project_191
Old Friar Road northbound left turn lane on SC 19from the Aiken/Edgefield County line to south of Shiloh Heights Rd on SC 19	Intersection	2050 MTP	Project_195
Peach Orchard, Windsor Spring and I-520 Intersection	Intersection	2050 MTP	Project_204

Project	Type	Source	Source ID
Pine Log Road and Collier Street	Intersection	2050 MTP	Project_207
Reconstruct Whiskey Rd from Wrightsboro Road project improvements to Guy Drive intersection	Intersection	2050 MTP	Project_220
Roundabout at intersection of Evans Town Center Blvd and Evans to Locks Rd.	Intersection	2050 MTP	Project_234
Roundabout at intersection of North Belair Rd and Ronald Reagan Dr/Industrial Park	Intersection	2050 MTP	Project_235
S-144 Bettis Academy at S-780 Whaley Pond, realign at 90 degrees	Intersection	2050 MTP	Project_241
SC 19 Improve intersection turning radii for all ramp termini from south of Shiloh Heights Rd to South of I-20	Intersection	2050 MTP	Project_253
SC-19 Edgefield Hwy Intersection	Intersection	2050 MTP	Project_263
Shiloh Church/ SC 19 intersection improvement with traffic signal/turn lane and roundabout	Intersection	2050 MTP	Project_266
Georgia Avenue/Knox Avenue (US-25) and Five Notch Road/Bradleyville Road (S-45)	Intersection	ARTS Regional Freight Plan 2024, ARTS-SC TIP	EC-10-36
SR 56 at Apple Valley Drive Safety Improvements	Intersection	2050 MTP	Project_289
SR 56 at Dixon Airline Road Safety Improvements	Intersection	2050 MTP	Project_290
SR 56 at Marvin Griffin Road Safety Improvements from SR 56 (Mike Padgett Highway) to Marvin Griffin Road	Intersection	2050 MTP	Project_291
SR 56 at Old Waynesboro Road Safety Improvements from SR 56 (Mike Padgett Highway) to Old Waynesboro Road	Intersection	2050 MTP	Project_292
US 1 at Highland Ave, add left-turn lane	Intersection	2050 MTP	Project_307
US 1 at SC 421	Intersection	2050 MTP	Project_312
US 78 (Charleston Highway) from SC-302 (East Pine Log Rd) to Aiken/Barnwell County line	Intersection	2050 MTP	Project_319
Wheeler Road Intersection at Robert C Daniel Parkway	Intersection	2050 MTP	Project_343
Whiskey Road Intersection from Twin Lakes Drive to George Avenue	Intersection	2050 MTP	Project_347
Wrightsboro Road/RA Dent Boulevard intersection improvement	Intersection	2050 MTP	Project_372
York St./Columbia Hwy and Rutland Ave/Aldrich St from York Street to Rutland Avenue	Intersection	2050 MTP	Project_373

Project	Type	Source	Source ID
Robert M Bell Parkway (SC-118) at Trolley Line Road (S-80) Intersection Improvements	Intersection	ARTS Regional Freight Plan 2024, ARTS-SC TIP	EC-10-33
SR 28 from SR 104 Conn to Old Berckmans Road	Intersection	ARTS Regional Freight Plan 2024, GDOT	EC-10-02
SR 383 from CR 573/Wheeler Road to CR 1501/Wrightsboro Rd	Intersection	ARTS Regional Freight Plan 2024, GDOT	EC-10-03
Whiskey Road at Chime Bell Church Road	Intersection	Whiskey Road Corridor Study 2023	N-3
Whiskey Road at Chukker Creek Road	Intersection	Whiskey Road Corridor Study 2023	I-3
Whiskey Road at Citadel Drive	Intersection	Whiskey Road Corridor Study 2023	I-2
Whiskey Road at Crosby Road	Intersection	Whiskey Road Corridor Study 2023	I-7
Whiskey Road at Dominion Drive / Talatha Church Road	Intersection	Whiskey Road Corridor Study 2023	I-6
Whiskey Road at Dry Branch Road, Eagle Road	Intersection	Whiskey Road Corridor Study 2023	I-8
Whiskey Road at Eagle Road / Old Whiskey Road	Intersection	Whiskey Road Corridor Study 2023	N-4
Whiskey Road at Eagle Road	Intersection	Whiskey Road Corridor Study 2023	L-4
Whiskey Road at Powderhouse Road / Stratford Hall Drive	Intersection	Whiskey Road Corridor Study 2023	N-1
Whiskey Road at Southmeadows Boulevard	Intersection	Whiskey Road Corridor Study 2023	I-5
Whiskey Road at Talatha Church Road	Intersection	Whiskey Road Corridor Study 2023	N-2
US 78 Intersection Analysis Projects Lump Sum	Intersection	US 78 (Charleston Highway) Intersection Analysis Project	
SC 118 at Trolley Line Road	Intersection	SC 118 Intersection Analysis	
SC 118 at Trolley Run Boulevard	Intersection	SC 118 Intersection Analysis	
SC 118 at Vaucluse Road	Intersection	SC 118 Intersection Analysis	
Trolley Line Road at College Station Drive	Intersection	SC 118 Intersection Analysis	
SC 118 at Vaucluse Road	Intersection	SC 118 Intersection Analysis	
SC 118 at Trolley Run Boulevard	Intersection	SC 118 Intersection Analysis	
SC 118 at Champion Way/New Connector	Intersection	SC 118 Intersection Analysis	

Project	Type	Source	Source ID
SC 118 at Trolley Run Boulevard/University Parkway	Intersection	SC 118 Intersection Analysis	
Trolley Line Road at University Parkway	Intersection	SC 118 Intersection Analysis	

7.2.4 Bridge Projects

Projects that include bridge rehabilitation and/or replacement are identified in Figure 7.2-5.

Figure 7.2-5: Bridge Improvements

Project	Type	Source	Source ID
15th Street over Augusta Canal (Bridge Repair and Restoration)	Bridge	2050 MTP	Project_4
5th Street at Savannah River at the South Carolina state line	Bridge	2050 MTP	Project_6
5th Street Bridge (Bridge Repair and Replacement)	Bridge	2050 MTP	Project_7
Berckmans Road over Rae's Creek	Bridge	2050 MTP	Project_29
Broad Street over Rae's Creek (Bridge repair and restoration)- 1	Bridge	2050 MTP	Project_37
Broad Street over Rae's Creek (Bridge repair and restoration)- 2	Bridge	2050 MTP	Project_38
Goodrich Road at Canal Spillway, 13.2 miles northeast of Hephzibah	Bridge	2050 MTP	Project_91
Goodrich Road at Canal Spillway, 13.7 miles northeast of Hephzibah	Bridge	2050 MTP	Project_92
Goodrich Road at Canal Spillway, 13.9 miles northeast of Hephzibah	Bridge	2050 MTP	Project_93
Highland Avenue Bridge Repair and Restoration Over CSX Railroad	Bridge	2050 MTP	Project_114
I-20 Bridge at Savannah River and Widening from Richmond to Aiken	Bridge	2050 MTP	Project_123
I-20 Bridge over Savannah River from GA to SC	Bridge	2050 MTP	Project_124
I-20 WB over abandoned railroad bridge replacement	Bridge	2050 MTP	Project_130
I-20 WB over SC 19 bridge replacement	Bridge	2050 MTP	Project_131
I-20/SR 47 Bridge Replacement	Bridge	2050 MTP	Project_132
Bridge Replacement US 1 over Horse Creek	Bridge	ARTS Freight Plan 2024	EC-BR-13
Marks Church Road at Rae's Creek, 11 miles north of Hephzibah	Bridge	2050 MTP	Project_161
S-1304 over Shaw's Creek	Bridge	2050 MTP	Project_240
S-2-144 Bridge Rehabilitation/ Maintenance from S-2-144 to Bettis Academy	Bridge	2050 MTP	Project_242
S-2-145 at tributary to Horse Creek 3 miles north of Beach Island	Bridge	2050 MTP	Project_243
S-2-166 at NS Railroad at Union Street in Aiken	Bridge	2050 MTP	Project_244

Project		Type	Source	Source ID
S-2-180 at abandoned railroad at Fairfield Street in Aiken	Bridge		2050 MTP	Project_245
S-2-33 at Gregg Canal at Graniteville	Bridge		2050 MTP	Project_246
SC 19 Install wildlife friendly culvert at Long Branch Stream crossing from south of Shiloh Heights Rd to South of I-20	Bridge		2050 MTP	Project_255
SC 28 Bridge Replacement/Rehabilitation from SC 28 to Savannah River	Bridge		2050 MTP	Project_258
SC 421 at Little Horse Creek, 1 mile east of Clearwater	Bridge		2050 MTP	Project_261
SR 4/US 1 at North Fork Spirit Creek Bridge Replacement	Bridge		2050 MTP	Project_286
SR 4/US 1 Bridge Replacement from SR 4/US 1 to South Prong Creek	Bridge		2050 MTP	Project_287
SR 4/US 25 BU at Savannah River Bridge Replacement	Bridge		2050 MTP	Project_288
US 1 at Savannah River at the Georgia/South Carolina state line	Bridge		2050 MTP	Project_308
US 1 over Big Horse Creek bridge replacement	Bridge		2050 MTP	Project_309
US 1 over Shaw's Creek bridge replacement	Bridge		2050 MTP	Project_310
Walton Way over Hawks Gully (Bridge Repair and Restoration)	Bridge		2050 MTP	Project_331
I-520 @ CR 145/Milledgeville Road 9.1 Mile NW of Hephzibah	Bridge		ARTS Freight Plan 2024	EC-BR-04
I-520 @ SR 10	Bridge		ARTS Freight Plan 2024	EC-BR-08
SR 10/US1 @ NS #732964Y 10.8 Mi NE of Hephzibah	Bridge		ARTS Freight Plan 2024	EC-BR-06
SR 4/US 25BU @ Savannah River @ South Carolina State Line - TIA	Bridge		ARTS Freight Plan 2024	EC-BR-01
SR 56 @ Butler Creek 7.1 Mi NE of Hephzibah	Bridge		ARTS Freight Plan 2024	EC-BR-05
Bridge Rehabilitation Lump Sum, Various locations	Bridge		2050 MTP	Bridge Rehabilitation Lump Sum
I-20 East Bound (EB) & West Bound (WB) Bridges over S-980	Bridge		ARTS Freight Plan 2024	EC-BR-09
Intersection Improvement - S-494 Short Cut Road and US 25	Bridge		ARTS Freight Plan 2024	EC-IO-08
SR 104 @ Little Kiokee Creek	Bridge			
Sr 104 @ Kiokee Creek	Bridge			
Sr 4/Us 1 @ Rocky Creek 9.4 Mi Ne of Hephzibah	Bridge			
S-732 (Cooper Pond Rd) over Goodland Creek	Bridge			

7.2.5 Transit

Projects that include new or enhanced transit service are identified in Figure 7.2-6.

Figure 7.2-6: Transit Projects

Project	Type	Source	Source ID
Transit Hub at Walmart on Wrightsboro Rd	Transit	2050 MTP	Project_179
Relocate the primary Augusta Transit hub from Broad Street to downtown Augusta	Transit	ARTS Freight Plan 2024	FP-TR-20
Deans Bridge Transit Hub Park-and-Ride	Transit	ARTS Freight Plan 2024	FR-TR-21
US 78 Park-and-Ride	Transit	ARTS Freight Plan 2024	FP-TR-23
I-20 – US 1 Park-and-Ride	Transit	ARTS Freight Plan 2024	FP-TR-2
Red Route Re-alignment	Transit	Best Friends Express Transit Improvement Study	
Green Route Re-alignment	Transit	Best Friends Express Transit Improvement Study	
Blue Route Re-alignment	Transit	Best Friends Express Transit Improvement Study	
Saturday Service Green/Red Route Combination	Transit	Best Friends Express Transit Improvement Study	
Saturday Service Blue Route	Transit	Best Friends Express Transit Improvement Study	
Red-Purple Route	Transit	Best Friends Express Transit Improvement Study	
Green-Orange Route	Transit	Best Friends Express Transit Improvement Study	
Aiken-Augusta Connector	Transit	Best Friends Express Transit Improvement Study	

7.2.6 Active Transportation

Projects that include new or improved active transportation/ bicycle and pedestrian infrastructure are identified in Figure 7.2-7.

Figure 7.2-7: Active Transportation/ Bicycle and Pedestrian Projects

Project	Type	Source	Source ID
Aiken County Recreation Center Walking Track	Pedestrian/Bicycle	2050 MTP	Project_12
City of Aiken Bike Infrastructure Phase 1	Pedestrian/Bicycle	2050 MTP	Project_46
Crosland Park Sidewalks	Pedestrian/Bicycle	2050 MTP	Project_53
Harlem Grovetown Rd Sidewalk Construction from Old Berzelia Road to Elementary School Campus	Pedestrian/Bicycle	2050 MTP	Project_109
Hereford Farm Road	Pedestrian/Bicycle	2050 MTP	Project_111
James Brown Blvd. Streetscape Phase III from Twiggs Street to Laney Walker Boulevard	Pedestrian/Bicycle	2050 MTP	Project_141
Kissingbower Road sidewalk installation between Marschalk Road and White Road	Pedestrian/Bicycle	2050 MTP	Project_147
Main Street (SC 19) Pedestrian Walkways Phase II (New Ellenton)	Pedestrian/Bicycle	2050 MTP	Project_160

Project	Type	Source	Source ID
River Levee Trail Extension 3D from Augusta Levee to Hawk's Gully	Pedestrian/Bicycle	2050 MTP	Project_226
Walton Way Accessible Sidewalk Renovation from 7th Street to 11th Street	Pedestrian/Bicycle	2050 MTP	Project_326
Wheeler Road Multimodal corridor improvements from I-20 to CR 804 Augusta West Pkwy	Pedestrian/Bicycle	2050 MTP	Project_344
Pedestrian/Bicycle Lump Sum, Various locations	Pedestrian/Bicycle		
10th St/11th St (Augusta Riverwalk to CT Walker Magnet School greenway): Neighborhood Greenway (Bike Boulevard) connection - Traffic volumes and speeds are relatively low along this corridor (where the speed limit is 30 mph, consider lowering to 25 mph)	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	53
Aiken Tech connector: A short, shared use path from Aiken Tech campus walkways to the recently improved US 78 intersection is an opportunity to connect to Langley Pond Park via the recent development along the south side of US 78.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	28
Atomic Rd from Old Edgefield Rd (and existing sidepath) to the Palmetto Pkwy Trail: Filling this gap in the shared use path network would close the southern part of the developing North Augusta greenway loop, creating a ~13 mile continues greenway.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	15
Augusta Rd from Clearwater St to Howlandville Rd: Consider implementing a 4-2 road reconfiguration, creating buffered bike lanes (5,500-8,800 AADT). An analysis would need to be conducted to see if there may be any specific locations along the roadway.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	26
Barton Chapel Road Elementary neighborhood greenway: Short links could be created along school property to Zurich Rd and Munich Dr to formally connect the adjacent neighborhoods to the school.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	47
Belair K-8 School to MM Scott Park neighborhood greenway: A formal connection could be created through one currently vacant parcel (coordination/agreement needed with landowner) that would connect the school and the park, also utilizing Ruth St.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	46
Belvedere Rd from Elm St to Augusta Rd: Utilizing the wide pavement width, buffered bike lanes could be striped, which would also enhance the buffer space and pedestrian environment. Combined with Seminole St, this could create a walking/biking corridor.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	24
Bergen Rd from Martintown Rd to the North Augusta Greenway: Constructing a sidepath along this section would link multiple neighborhoods north of I-20 to the greenway system.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	20

Project	Type	Source	Source ID
Bergen Rd from the North Augusta Greenway to Five Notch Rd: Constructing a sidepath along this section would link multiple neighborhoods north of I-20 to the greenway system, and could potentially serve as a way to close the northern loop in the development.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	21
Blanchard Woods Park to William Few Pkwy: This proposed corridor would partially follow the power line corridor as well as Euchee Creek, utilizing mostly Columbia County property. Trailhead opportunity at William Few Pkwy.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	1
Blue Ridge Dr: Sidewalk gap - if connected, would enhance connectivity for large residential area as well as toward Lakeside HS and Blue Ridge ES.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	5
Butler Creek Greenway: The City of Augusta owns significant tracts of land along Butler Creek - constructing a greenway along this corridor would connect multiple neighborhoods, parks, and potentially Fort Gordon to Phinizy Swamp and Lock and Dam Park.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	51
Carolina Bay Nature Preserve/Virginia Acres Park/South Aiken High School connectivity: Space along the west side of Two Notch Rd along the edge of Carolina Bay Nature Preserve could be utilized for a sidepath (existing goat path visible from imagery).	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	40
Central Ave (Monte Sano Ave to Troupe St): 4-2 road reconfiguration, creating buffered bike lanes (AADT is 10,200), consider lowering the speed limit from 35 mph to 25 mph.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	58
Central Ave (Troupe St to Druid Park Ave): 4-2 road reconfiguration, creating protected bike lanes (AADT is 7,320). An analysis would need to be conducted to see if there may be any specific locations along the roadway that might make the provision of a road diet.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	57
Clearwater Elementary School to ballfields and Old Cherokee Dr/Parker Dr: A short greenway link north of ballfields (public ROW) would provide better neighborhood connectivity to the school and ballfields.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	23
Continuing the signed bike route that is in development from USC Aiken to Perry Memorial Park, Abbeville Ave, Hampton Ave, and Orangeburg St (low traffic volume, low speed neighborhood streets) connect to Hammond Williams Park.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	39
Copeland Elementary School neighborhood links: Several short links utilizing public ROW could make formal connections to the school from the adjacent neighborhoods.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	50
Deans Bridge Rd from south of Gordon Hwy to existing sidewalk: Sidewalk gap along otherwise continuous section.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	66

Project	Type	Source	Source ID
Diamond Lakes Elementary School to Diamond Lakes Regional Park: HOA land and utility owned land could be utilized to make a more direct connection. Additionally, short sidewalk links needed to complete the sidewalk connection from Diamond Lakes ES to Diamond Lakes Regional Park.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	70
Diamond Lakes Regional Park: Bike/ped connectivity needed through Diamond Lakes Regional Park between Willis Foreman Rd and Windsor Spring Rd.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	71
E. Telfair St/Japonica Ave/Wallace St/Aiken St (E Boundary to Eastview Community Center and Park): Neighborhood Greenway (Bike Boulevard) connection - Remove simple fence to connect eastern terminus of Telfair St and western terminus of Japonica Ave.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	59
Edisto Dr to Palmetto Pkwy Trail: Utilizing public ROW, a short, shared use path would link this neighborhood to the nearby trail.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	17
Euchee Creek Greenway connectors: Several short links could be made utilizing County owned property to link adjacent neighborhoods to the Euchee Creek Greenway.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	43
Five Notch Rd: from the North Augusta Greenway to Expedition Dr: While much of Five Notch Rd needs bike/ped facilities, this segment could be a first phase that could also serve as part of a northern loop closure of the greenway system.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	18
Future development in this area should include bike/ped connectivity to USC Aiken and surrounding neighborhoods/destinations.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	30
Georgia Ave from Martintown Rd to Edgefield Rd: AADT is 13,200. Road reconfiguration from five lanes to three could be considered, which would create space for bike lanes (with buffer striping or physical barrier) and add buffer space for the sidewalks.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	16
Gibbs Rd: gap between Washington Rd sidewalk terminus (and bike lane) and existing Gibbs Rd sidewalk - alternative option to connect northwest Columbia County toward the center of Evans.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	3
Glenn Hills High School and Elementary School: Construct a sidepath from Glenn Hills Dr to Deans Bridge Rd, connect the two schools and shopping center.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	49
Glenn Hills Middle School: Short gaps in the sidewalk network, if filled, could improve connectivity to the school.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	48
Gordon Hwy/Milledgeville Rd intersection: Sidewalk gap and no pedestrian crossing facilities - very dangerous crossing, complete sidewalk gaps and install pedestrian crossing facilities.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	65

Project	Type	Source	Source ID
Hampton Ave from Laurens St to the existing bike lanes past York St: Reconfigure roadway from two lanes in each direction to one, replacing the outside lanes with buffered bike lanes (AADT is 8,600).	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	34
Harlem Grove Rd/Robinson Ave: Short gaps in the sidewalk network along Robinson Ave and Harlem Grove Rd, if completed with sidewalks (ideally sidepaths long-term) would provide a sidewalk connection from the Grovetown sidewalk network to the Euchee Creek path.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	44
Hayne Ave from Trafalgar St to Park Ave: Very wide existing pavement width, plenty of space to create protected bike lanes (could be phased by starting with buffered bike lane striping). Consider lowering the speed limit from 35 mph to 30.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	32
Highland Ave from Wrightsboro Rd to Milledgeville Rd: AADT is 11,100-15,100; consider 4-2 road reconfiguration with buffered bike lanes (engineering analysis needed to determine where short left turn pockets are needed - buffer spacing for bike lane needed.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	63
Lake Olmstead Park Trail connection: When the Broad St project is completed, a short, shared use path connection from the Broad St/Milledge Rd intersection directly into Lake Olmstead Park (alongside the inner part of the brick wall at along the edge of trail).	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	10
Laney Walker Blvd (RA Dent Blvd to E. Boundary St): 4-2 road reconfiguration, creating protected bike lanes (AADT is 5,150-9,550). An analysis would need to be conducted to see if there may be any specific locations along the roadway that might make the conversation difficult.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	56
Langley Pond Park connectivity: Short walking/biking links both south of Langley Park (around the Allnex property) and north to the Food Lion and US 78 corridor (and eventually to the neighborhoods north of US 78) would make this park and existing trails connected.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	27
Laurens St from Park Ave to Hampton Ave: AADT is 5,300. Reconfigure roadway from two lanes in each direction to one, replacing the outside lanes with buffered bike lanes. Crossing improvements needed at the Laurens St/Hampton Ave intersection.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	33
Laurens St/Richland Ave/Newberry St/Park Ave in downtown Aiken: This series of blocks in the downtown area each has on-street parking and two lanes in each direction. Reconfigure these corridors with one lane for motorists, making space for a buffered bike lanes.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	36
Levee Trail from Augusta Riverwalk to the Lock and Dam Park: Most of the ROW is currently in	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	60

Project	Type	Source	Source ID
public ROW. The Sandbar Ferry intersection crossing would need further study.			
Lewiston Elementary School connector: Opportunity to make short link between neighborhoods via HOA property (and existing sidewalk/trail) and additional connectivity to Lewiston Elementary.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	4
Live Oaks subdivision connection to Euchee Creek Greenway: Potential neighborhood connectors via public or HOA ROW; additionally, pavement width along entrance to subdivision is wide enough to stripe bike lanes (Long Creek Falls).	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	6
Lumpkin Rd (Deans Bridge Rd to Mike Padgett Hwy): 4-2 road reconfiguration, creating separated bike lanes (AADT is 7,080-12,800). An analysis would need to be conducted to see if there may be any specific locations along the roadway that might make the conversion difficult.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	68
Mill St/Grand Blvd (CT Walker Magnet School greenway to Carrie J Mays Park and Jenkins-White Elementary School): Neighborhood Greenway (Bike Boulevard) connection - Lower speed limit on Mill St from 35 mph to 25 mph and on Grand Blvd from 30 to 25 mph.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	54
Neighborhood greenways: Several short gaps between neighborhoods and a series of schools and parks in this area (Brookwood Elementary; Crawford Creek Park; Westmont Elementary; and Blanchard Park) could utilize public ROW in making improvements to walking.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	45
New Ellenton Main St: Current sidewalk project will extend from Porter Ave to Sanders Ave. Future phases should include at least south to S Boundary Ave and north to Eagle Rd. Furthermore, AADT is 12,600 north of downtown.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	69
North Augusta Community Center/Edenfield Park/North Augusta Elementary: A short greenway should be created to link these three destinations (property boundaries connect). Additionally, an RRFB at the E. Buena Vista Ave and Mealing Ave intersection would be needed.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	14
North Augusta Greenway extension from Mayfield Dr to the old golf course site: With the future conversion of the old golf course to a park (the future park will be a regional destination), this could serve as a natural next phase in extending the North Augusta Greenway.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	22
North Augusta greenway loop: As development fills in, creating neighborhood connectivity with short greenways and neighborhood street links could be an option for closing the northern part of the developing greenway loop.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	19
North side sewer project: A current sewer project from the Generations Park area north along Shaw Creek to the reservoir north of I-20 is an	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	42

Project	Type	Source	Source ID
opportunity for creating a greenway as part of the project. This could serve as a regional connection.			
North/South neighborhood greenway: Utilizing public ROW, a short, shared use path link from Bluff Ave to Lake Ave could create additional connectivity to the North Augusta Greenway, as well as a north/south alternative to connect to Martintown Rd.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	12
Old Savannah Rd/Olive Rd/Gordon Hwy/Peach Orchard Rd area: Several short gaps in the sidewalk network are found in this area, including no pedestrian signals at either the Olive Rd and the Old Savannah Rd intersections (numerous informal paths visible).	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	62
RA Dent Blvd (Walton Way to Emmet St): 5/4-3 road reconfiguration, consistent with the section of 13th St to the north that will be reconfigured (this section has a similar AADT - 13,000). The outside travel lanes could be converted to protected bike lanes.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	55
Regional greenway connection: Utilizing shoreline Dr and E Railroad Ave and public ROW, a formal connection could be made from the 5th St bike/ped bridge and the North Augusta Greenway system, ultimately creating a regional trail connection.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	11
Richland Ave from downtown Aiken to the Rudy Mason Pkwy sidepath: East of downtown, traffic volumes are 6,100-9,800 AADT and the corridor widens to five lanes. Reconfigure the roadway from five lanes to three, creating buffered bike lanes.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	37
Sand Bar Ferry Rd: Re-striping the lanes to 11' width could create space for 5-6' bike lanes where they are currently lacking from Oak St to Cedar St. at- also consider reconfiguring the corridor from 5 lanes to three to create an overall safer transportation system.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	61
Stevens Creek Elementary connection: The Bay Pt roadway ROW connects to the Stevens Creek Elementary property - this is an opportunity to create a formal connection linking the neighborhood to the school as well as the Evans to Locks Rd path.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	8
Stevens Creek Rd - Evans to Locks Rd to Saint Andrews Way (and Palmadeo Ct): A short sidepath along this section would connect many residences safely to the Evans to Locks Rd path. Roundabout to be installed at Stevens Creek Rd/Evans to Locks Rd intersection.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	9
Still owned by Norfolk Southern, a vacant rail bed exists (no existing RR tracks or facilities) from Atomic Rd to the Harrison-Caver Park property. A trail along this corridor could serve the adjacent	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	25

Project	Type	Source	Source ID
neighborhoods and park, and potentially serve as a regional connection.			
This shortline rail with trail opportunity is a potential critical link from downtown Aiken toward Augusta Rd and the southwest part of Aiken. It follows a relatively flat grade and would make for an excellent greenway connection into downtown.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	38
Tobacco Rd from Windsor Spring Rd to Peach Orchard Rd: Construct a sidepath to connect to the existing Windsor Spring Rd sidepath to provide links for these neighborhoods to Diamond Lakes Elementary as well as Diamond Lakes Regional Park and other neighborhoods.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	52
Trolley Line Rd from the existing sidewalk to USC Aiken: A sidepath along this road would connect not only the neighborhood to USC Aiken, but also the Family Y and neighborhood parks.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	29
Vaucluse Rd from Hampton Ave to US 78: Very wide existing pavement width, plenty of space to stripe buffered bike lanes. Consider lowering the speed limit from 35 mph to 30. AADT is 2,800. This would also serve the USC Aiken/ downtown Aiken bike route connection.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	31
W. Buena Vista Ave from West Ave to Riverview Park Dr: Pavement width is wide enough to stripe buffered bike lanes. The angled parking at Lions Park would need further analysis to create an appropriate bike facility west of Alta Vista Ave.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	13
Washington Rd makes a key regional connection toward multiple regional parks and recreation areas and rural, lower traffic volume roads. Many of these destinations are in and around Clarks Hill Lake and the Savannah River to the northwest.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	7
Wheeless Rd from Milledgeville Rd to Lee St: Long-term, when sidewalks need replaced, widen to a sidepath with improved buffer (vegetation/trees); short-term, stripe bike lanes (with buffer striping where possible) utilizing extra pavement width.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	64
Whiskey Rd south of Corporate Pkwy: This section of Whiskey Rd does not have bicycle and pedestrian facilities. Because of drainage issues and the nature of the current corridor configuration, implementing bike/ped facilities along this stretch of the road.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	41
William Few Pkwy from Washington Rd to Patriots Park (and further south): Sidepath construction to continue the Euchee Creek Greenway north to connect to future Hardy Mcmanus sidepath.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	2
Windsor Spring Rd from I-520 to Rosier Rd: Sidewalk gap needs completed - this would otherwise be a continuous sidewalk from south Augusta to Hephzibah. Additionally, as	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	67

Project	Type	Source	Source ID
development fills in along the east side of Windsor Spring Rd toward Tobacco Rd, sidepath can be constructed.			
York St from Richland Ave to Rutland Dr/sidepath: Consider reconfiguring roadway from four/five lanes to three creating buffered bike lanes. AADT is 10,000 north of downtown (downtown York St AADT unknown).	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	35
Buena Vista Avenue to Pine Grove Avenue Traffic Calming and Pedestrian Access.	Pedestrian/Bicycle	Georgia Avenue Traffic Calming and Pedestrian Access Study	2
Center Street to Buena Vista Avenue Traffic Calming and Pedestrian Access.	Pedestrian/Bicycle	Georgia Avenue Traffic Calming and Pedestrian Access Study	4
Georgia Avenue at Jackson Avenue / Carolia Avenue Intersection Traffic Calming and Pedestrian Access.	Pedestrian/Bicycle	Georgia Avenue Traffic Calming and Pedestrian Access Study	5
Pine Grove Avenue to Spring Grove Avenue Traffic Calming and Pedestrian Access.	Pedestrian/Bicycle	Georgia Avenue Traffic Calming	1
Spring Grove Avenue to Jackson Avenue Traffic Calming and Pedestrian Access.	Pedestrian/Bicycle	Georgia Avenue Traffic Calming	3
Whiskey Road, from Powderhouse Road to Talatha Church Road, SUP.	Pedestrian/Bicycle	Whiskey Road Corridor Study 2023	L-1
Whiskey Road, from Talatha Church Road to Eagle Road, SUP.	Pedestrian/Bicycle	Whiskey Road Corridor Study 2023	L-2

7.2.7 Aviation and Freight

Projects that include improvements to aviation or freight are identified in Figure 7.2-8.

Figure 7.2-8: Aviation and Freight Projects

Project	Project Type	Source	Source ID
6th Street Rail Corridor Improvements - Quiet Zone from Taylor Street to Savannah River.	Railroad	2050 MTP	Project_9
Augusta Regional Airport apron expansion.	Aviation	2050 MTP	Project_20
Augusta Regional Airport runway rehabilitation.	Aviation	2050 MTP	Project_21
CSX at 15th Street Rail Crossing Safety Improvements.	Railroad	2050 MTP	Project_54
CSX at Broad Street Rail Crossing Safety Improvements.	Railroad	2050 MTP	Project_55
CSX at Walton Way/12th Street Rail Crossing Improvements.	Railroad	2050 MTP	Project_56
Daniel Field Airport airfield improvements.	Aviation	2050 MTP	Project_57
Daniel Field Airport commercial hanger development.	Aviation	2050 MTP	Project_58
Norfolk Southern at Doug Barnard Pkwy Rail Crossing Safety Improvements.	Railroad	2050 MTP	Project_181
Norfolk Southern at Park Avenue SE/WIlliamsburg Lane/ Staubes Lane.	Railroad	2050 MTP	Project_182
North Belair Road at CSX Railroad.	Railroad	2050 MTP	Project_183

Project	Project Type	Source	Source ID
Signal at ramp entrance/exits from south of Shiloh Heights Rd to South of I-20 on SC 19.	ATMS/ITS	2050 MTP	Project_268
Traffic signal at Kroger site.	ATMS/ITS	2050 MTP	Project_300
Freight corridor improvements on U.S. 78.	Freight	2050 MTP, ARTS Freight Plan 2024	Project_85, FP-IT-26
Adaptive Signal Control along SR 28.	ATMS/ITS	ARTS Freight Plan 2024	FP-IT-25
Freight Signal Priority along US highway 78.	Freight	ARTS Freight Plan 2024	FP-IT-24
I-520 @ SR 10.	Freight	ARTS Freight Plan 2024	EC-BR-08
Olive Road Over-Height Detection System.	Freight	ARTS Freight Plan 2024	FP-IT-15
SR 10/US1 @ NS #732964Y 10.8 Mi NE of Hephzibah.	Freight	ARTS Freight Plan 2024	EC-BR-06
Truck Parking Information System Pilot at Aiken Truck Parking Area going EB on I-20.	Freight	ARTS Freight Plan 2024	FP-IT-4
Truck Parking Information System Pilot at Aiken Truck Parking Area going WB on I-20.	Freight	ARTS Freight Plan 2024	FP-IT-3
Truck Parking Information system Pilot at Columbia County Rest Area #62 going EB on I-20.	Freight	ARTS Freight Plan 2024	FP-IT-12
Truck Parking Information System Pilot at Columbia County Rest Area #63 going WB on I-20.	Freight	ARTS Freight Plan 2024	FP-IT-11
Truck Parking Information System Pilot at Georgia Welcome Center going WB on I-20.	Freight	ARTS Freight Plan 2024	FP-IT-7
Truck Parking Information System Pilot at South Carolina Welcome Center going EB on I-20.	Freight	ARTS Freight Plan 2024	FP-IT-6
Truck Parking Information System Pilot at Weigh Station going EB on I-20.	Freight	ARTS Freight Plan 2024	FP-IT-10
Truck Parking Information System Pilot at Weigh Station going WB on I-20.	Freight	ARTS Freight Plan 2024	FP-IT-9

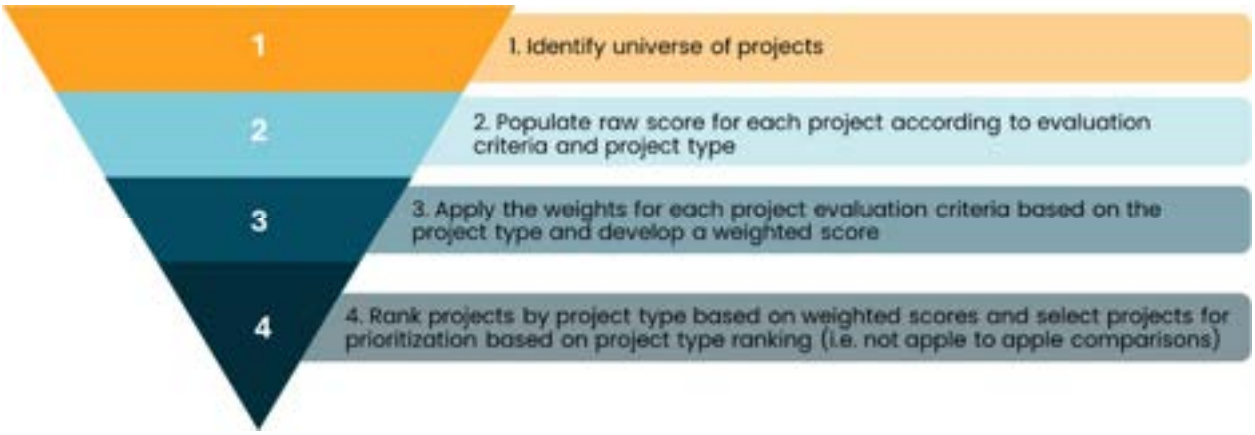
8 Project Prioritization Process

8.1 Purpose

As part of the ARTS 2055 MTP Update, a performance-based project prioritization process has been implemented to ensure consistency and strategic alignment with regional, state, and federal transportation goals. The prioritization tool integrates evaluation metrics, goal-based scoring, and a structured ranking methodology to guide decision-making and investment in transportation infrastructure.

Project prioritization for the ARTS 2055 MTP was carried out using a four-step process known as the Project Prioritization Framework, summarized in Figure 8.1-1. This framework establishes a systematic, transparent, and performance-based methodology for advancing the most impactful transportation projects within the ARTS planning area. First, the project team, ARTS MPO, and partner counties identified the draft universe of projects based on a data-driven needs assessment and a comprehensive review of previous studies. The universe of projects is an unconstrained list of potential improvements addressing the needs identified throughout the planning process. Since the initial universe of projects is not fiscally constrained, the Project Prioritization Framework allows stakeholders to distinguish which projects offer the highest benefits and align most closely with the long-range regional goals.

Figure 8.1-1: Project Prioritization Framework



To evaluate the projects, a scoring methodology was developed with project evaluation criteria and performance metrics that align with the nine goals of the MTP, shown in Figure 8.1-2. Each infrastructure or operational project was assigned a project type based on the facility and intention of the improvement, and then each project received raw scores for each of the performance metrics associated with the relevant project type. Each project type has different weights for the different evaluation criteria and corresponding performance metrics, which were determined based on the South Carolina Planning Directive 15 (PD-15), later in this chapter, and the priorities identified through the stakeholder and public input process. These weights were applied to the raw scores for each performance metric based on the project type to develop an overall weighted score.

Then, under each project type, projects were ranked based on the weighted scores to select projects for prioritization based on anticipated funding per project type.

Figure 8.1-2: ARTS 2055 MTP Goals



8.2 Step 1: Identify Universe of Projects

The project team compiled projects from state, regional, and locally published plans. These projects were compared against the needs identified based on public and stakeholder input, as well as existing and future conditions. Further projects were then added to address unmet, identified needs to create a draft universe of projects. The needs assessment and full universe of projects is described in further detail in Chapter 7. The universe of projects is a fiscally unconstrained list of potential improvements that address the needs identified throughout the planning process. The following steps in the project prioritization process evaluate the relative benefits of each project under each project type to develop a fiscally constrained plan that includes the highest performing projects at the top of the list.

8.2.1 Development of Scoring Methodology

The project evaluation criteria were developed to measure each project's ability to address the nine MTP goals, which align with national planning factors and state goals, as shown in Figures 8.2-1 and 8.2-2. These criteria are based on the six major project types used in this framework, which include:

1. Bicycle and Pedestrian
2. Bridges
3. Corridor Improvements and Widenings
4. Intersection Improvements
5. New Roadway
6. Transit

A total of 26 performance metrics were identified. This framework recognizes that different project types serve different goals for the MTP and not all evaluation criteria apply to each, hence the 26 metrics help evaluate different criteria for each project type**.** The specific scoring thresholds for the project evaluation criteria were established by looking at the raw data for the projects and setting tiers based on the range of the data.

Figure 8.2-1: ARTS 2055 MTP Goals Alignment with National Planning Factors and States' Goals

National Planning Factors	GDOT Goals	SCDOT Goals	ARTS 2055 MTP Goals
Increase **accessibility and mobility** of people and freight	Provide Multimodal Transportation and Development	Mobility and System Reliability	Mobility, Accessibility and Connectivity
Enhance the integration and **connectivity** of the transportation system, across and between modes, for people and freight			
Promote efficient **system management and operation**	Utilize Performance-based Management, Innovation and Public-Private Partnerships		Reduce Traffic Congestion and Delay
Increase the **safety** of the transportation system for motorized and non-motorized users	Put Georgians' Safety First	Safety and Security	Safety and Security
Increase the **security** of the transportation system for motorized and non-motorized users			
Emphasize the **preservation** of the existing transportation system	Provide Multimodal Transportation and Development	Infrastructure Condition	Maintenance and System Preservation
Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Streamline Processes and Improve Access	Economic and Community Vitality	Economic Vitality
	Utilize Performance-based Management, Innovation and Public-Private Partnerships		Financial Feasibility
Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local		Environment; Equity	Environmental Stewardship

planned growth and economic development patterns			
Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Land Use and Transportation Integration
			Effective Engagement and Coordination

Figure 8.2-2: ARTS 2055 MTP Goals Alignment with the Evaluation Criteria

ARTS 2055 MTP Goals	Evaluation Criteria
1. Mobility, Accessibility and Connectivity	Located on a Priority Network
	Alternative Transportation Solutions
	Potential Ridership or Use
	Service to Transit Dependent Riders
	Connectivity to Activity Centers
2. Reduce Traffic Congestion and Delay	Traffic Volume and Congestion
	Truck Traffic
3. Safety and Security	Public Safety
4. Maintenance and System Preservation	Pavement Quality Index (PQI)
	Integration with Existing System
	Bridge Sufficiency
5. Economic Vitality	Economic Development
6. Environmental Stewardship	Environmental Impacts
7. Land Use and Transportation Integration	Consistency with Land Use Plans
8. Financial Feasibility	Financial Viability

8.3 Step 2: Populate Raw Scores for Each Project

Each project received a raw score determined by the evaluation criteria and metrics associated with its project type. The project evaluation metrics have numerical values, and projects gain points based on how well they meet each evaluation criteria. Table 8.3-1 lays out the raw score calculation for the 26 metrics.

Figure 8.3-1: Raw Score Calculations for Performance Metrics

Performance Metric	Calculation of Raw Score
PM 1: Improves Operational Efficiency and Reliability	**Qualitative:** 0 or 10, based on project type
PM 2: LOS & AADT (Future No-Build)	**Low (2.5):** V/C Ratio <= 0.75 (i.e., LOS C or Better) **Medium-Low (5):** V/C Ratio is <1 1 & V/C Ratio >= 0.75 **Medium-High (7.5):** V/C Ratio is >= 1 & AADT < 10,000 **High (10):** V/C Ratio is >= 1 & AADT >= 10,000
PM 3: Travel Demand Management and Congestion Mitigation	**Qualitative:** 0 or 10, based on project type
PM 4: Intercity Transportation	**Qualitative:** 0 or 10, based on project type
PM 5: Within Urban Area	Based on whether a project is primarily within the urbanized area boundary. **Yes (10):** The project is primarily located in the 2020 UAB **No (0):** The project is not primarily located in the 2020 UAB
PM 6: Access to Public Transportation	**Qualitative:** 0 or 10, based on project type
PM 7: Supports Bicycle and Pedestrian Network	**Qualitative:** 0 or 10, based on project type
PM 8: Public Safety	Derived from either the crash rate or total fatalities within the given timeframe.
PM 9: Critical Transportation Network	Based on whether a project is located on a STRAHNET facility. **Yes (10):** The project is located on a STRAHNET facility. **No (0):** The project is not located on a STRAHNET facility.
PM 10: Improvement to Existing Facilities	**Qualitative:** 0 or 10, based on project type
PM 11: Bridge Sufficiency Rating	**(0):** Bridge Sufficiency Rating is > 50

Performance Metric	Calculation of Raw Score
	(2): Bridge Sufficiency Rating is <= 50 and > 40 **(4):** Bridge Sufficiency Rating <= 40 and > 30 **(6):** Bridge Sufficiency Rating <= 30 and > 20 **(8):** Bridge Sufficiency Rating <= 20 and > 10 **(10):** Bridge Sufficiency Rating <= 10
PM 12: New or Improved Public Transit	**Qualitative:** 0 or 10, based on project type
PM 13: Pavement Quality Index	**(10):** International Roughness Index (IRI) is < 170 **(0):** International Roughness Index (IRI) is >= 170
PM 14: Employment Density	**(0):** Employment Density <= 0.2 **(2):** Employment Density > 0.2 and <= 0.5 **(4):** Employment Density > 0.5 and <= 1 **(6):** Employment Density > 1 and <= 2 **(8):** Employment Density > 2 and <= 3 **(10):** Employment Density > 3
PM 15: Freight Volume	**Low (1):** <= 2,500 Trucks per Day **Medium (3):** > 2,500 and <= 10,000 Trucks per Day **High (5):** > 10,000 Trucks per Day
PM 16: Travel and Tourism	**Qualitative:** 0 or 1, based on project type
PM 17: Historical Site, Religious Site, and Cemetery	**No (0):** The project does not intersect a historical site, religious site, or cemetery **Yes (10):** The project does intersect a historical site, religious site, or cemetery
PM 18: Environmental Feature	**Yes (10):** The project does not intersect an environmental feature (e.g., wetlands, creek, river, endangered species, etc.) **No (0):** The project does intersect an environmental feature (e.g., wetlands, creek, river, endangered species, etc.)
PM 19: Air Quality	**Qualitative:** 0 or 1, based on project type
PM 20: Area of Persistent Poverty	**No (0):** The project does not intersect a census tract designated as an area of persistent poverty

Performance Metric	Calculation of Raw Score
	Yes (10): The project does intersect a census tract designated as an area of persistent poverty
PM 21: Stormwater Impacts	**Qualitative:** 0 or 10, based on project type
PM 22: Growth Rates	**(0):** Total Population and Employment Growth <= 100 **(2):** Total Population and Employment Growth > 100 and <= 500 **(4):** Total Population and Employment Growth > 500 and <= 1,000 **(6):** Total Population and Employment Growth > 1,000 and <= 2,500 **(8):** Total Population and Employment Growth > 2,500 and <= 5,000 **(10)** Total Population and Employment Growth > 10,000
PM 23: Project Cost	**Low (0):** <= $1 Million **Medium (5):** Between $1 Million and $10 Million **High (10): >** $10 Million
PM 24: Local Share	**No (0):** <= Project does not have local funds committed **Yes (10):** > Project has local funds committed
PM 25: Project Readiness	**High (10):** The project has committed funds or completed permits **Medium (5):** The project was included in previous plans, studies, or has significant stakeholder interest **Low (0):** The project has not been previously identified
PM 26: Benefit-Cost Analysis (BCA)	**High (10):** > 2.0 **Medium (5):** >1.0 & <= 2.0 **Low (0):** <=1.0

8.4 Step 3: Apply Weights

Once these raw scores are populated, the value for each performance metric is weighed based on the project type as summarized in the following figures. Stakeholder and public input in the planning process, and the guidelines provided through PD-15, helped to determine these weights. Input methods include survey responses, input received in public meetings, and stakeholder recommendations. Each project received an overall score, which is the sum of the weighted scores for relevant project evaluation criteria and associated performance metrics. Descriptions of the project types and their associated criteria and weights are provided in the sections below.

8.4.1 Corridor Improvements and Widening

Corridor improvement and widening projects represent the largest category of roadway capacity improvements, encompassing roadway widening, operational improvements, and capacity enhancements along existing alignments. This project type includes subtypes such as adding travel lanes, implementing managed lanes, constructing auxiliary lanes, making railroad and freight improvements, and enhancing traffic flow and safety through geometric improvements. The criteria and performance metrics for evaluating these projects were directly informed by PD-15 requirements to ensure compliance with South Carolina's project prioritization mandates.

Figure 8.4-1: Weights for Corridor Improvements and Widening

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
Traffic Volume and Congestion	35.0%	Improves Operational Efficiency and Reliability	11.67%
		LOS & AADT (Future Build & No-Build)	11.67%
		Travel Demand Management and Congestion Mitigation	11.67%
Located on a Priority Network	25.0%	Critical Transportation Network	25.00%
Public Safety	10.0%	Public Safety	10.00%
Economic Development	7.0%	Access to Public Transportation	1.17%
		Supports Bicycle and Pedestrian Network	1.17%
		Employment Density	1.17%
		Within Urban Area	1.17%
		Growth Projections	1.17%
		BCA	1.17%
Truck Traffic	10.0%	Freight Volumes	10.00%
Financial Viability	5.0%	Project Readiness	1.67%
		Cost	1.67%
		Local Share	1.67%
Pavement Quality Index (PQI)	3.0%	Pavement Quality Index (PQI)	3.00%

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
Environmental Impacts	5.0%	Historical Site, Religious Site, and Cemetery	1.67%
		Environmental Feature	1.67%
		Area of Persistent Poverty	1.67%
Alternative Transportation Solutions	Considered, Not Scored	Travel Demand Management and Congestion Mitigation	Considered, Not Scored
		Supports Bicycle and Pedestrian Network	Considered, Not Scored
		Addresses Public Transportation Improvements	Considered, Not Scored
Consistency with Land Use Plans	Considered, Not Scored	Growth Projections	Considered, Not Scored

8.4.2 New Roadway

This project type represents roadway extension projects which are aimed at reducing traffic congestion in the transportation network while maintaining or enhancing connectivity. The criteria and performance metrics for evaluating these projects were directly informed by PD-15 requirements to ensure compliance with South Carolina's project prioritization mandates.

Figure 8.4-2: Weights for New Roadway Projects

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
Traffic Volume and Congestion	40.0%	Improves Operational Efficiency and Reliability	13.33%
		LOS & AADT (Future Build & No-Build)	13.33%
		TDM and Congestion Mitigation	13.33%
Connectivity to Priority Network	15.0%	Critical Transportation Network	15.00%
Economic Development	20.0%	Access to Public Transportation	3.33%
		Supports Bicycle and Pedestrian Network	3.33%
		Employment Density	3.33%
		Within Urban Area	3.33%

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
		Growth Projections	3.33%
		BCA	3.33%
Financial Viability	10.0%	Project Readiness	3.33%
		Cost	3.33%
		Local Share	3.33%
Environmental Impacts	15.0%	Historical Site, Religious Site, and Cemetery	3.75%
		Environmental Feature	3.75%
		Area of Persistent Poverty	3.75%
		Stormwater Impacts	3.75%
Alternative Transportation Solutions	Considered, Not Scored	TDM and Congestion Mitigation	Considered, Not Scored
		Supports Bicycle and Pedestrian Network	Considered, Not Scored
		Addresses Public Transportation Improvements	Considered, Not Scored
Consistency with Land Use Plans	Considered, Not Scored	Growth Projections	Considered, Not Scored

8.4.3 Intersection Improvements

Intersection improvement projects encompass a wide range of upgrades to improve safety, traffic flow, and multimodal access at intersections. These include improvements to traffic signals, geometric changes to intersections, and traffic calming measures. The criteria and performance metrics for evaluating these projects were directly informed by PD-15 requirements to ensure compliance with South Carolina's project prioritization mandates.

Figure 8.4.3: Weights for Intersection Improvements

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
Traffic Volume and Congestion	35.0%	Improves Operational Efficiency and Reliability	11.67%
		LOS & AADT (Future Build & No-Build)	11.67%
		TDM and Congestion Mitigation	11.67%
Public Safety	25.0%	Public Safety	25.00%

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
Truck Traffic	10.0%	Freight Volumes	10.00%
Connectivity to Priority Network	15.0%	Critical Transportation Network	15.00%
Economic Development	5.0%	Supports Bicycle and Pedestrian Network	1.00%
		Employment Density	1.00%
		Within Urban Area	1.00%
		Growth Projections	1.00%
		BCA	1.00%
Financial Viability	5.0%	Project Readiness	1.67%
		Cost	1.67%
		Local Share	1.67%
Environmental Impacts	5.0%	Historical Site, Religious Site, and Cemetery	1.67%
		Environmental Feature	1.67%
		Area of Persistent Poverty	1.67%
Alternative Transportation Solutions	Considered, Not Scored	Travel Demand Management and Congestion Mitigation	Considered, Not Scored
		Supports Bicycle and Pedestrian Network	Considered, Not Scored
Consistency with Land Use Plans	Considered, Not Scored	Growth Projections	Considered, Not Scored

8.4.4 Bridge Projects

The 2055 MTP recommends projects to improve, maintain, and operate bridges throughout the ARTS planning area. The criteria and performance metrics for evaluating these projects were informed by GDOT and SCDOT goals as well as SCDOT's Engineering Directives 80 and 81 which provide guidance for prioritization of bridges on primary and secondary routes respectively. Prioritization for bridge projects considers factors such as the bridge's ability to carry load, reduce congestion and accommodate freight.

Figure 8.4.4: Weights for Bridge Projects

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
Bridge Sufficiency	30.0%	Bridge Sufficiency Rating	30.00%
Traffic Volume and Congestion	20.0%	LOS & AADT	20.00%
Public Safety	15.0%	Crashes	15.00%
Located on a Priority Network	15.0%	Critical Transportation Network	15.00%
Financial Viability	10.0%	Project Readiness	3.33%
		Cost	3.33%
		Local Share	3.33%
Economic Development	5.0%	Employment Density	2.50%
		Freight Volumes	2.50%
Environmental Impact	5.0%	Environmental Feature	2.50%
		Area of Persistent Poverty	2.50%

8.4.5 Transit Projects

Public transit projects play a vital role in reducing congestion and increasing access for transit-dependent riders. The 2055 MTP recommends projects to improve, maintain, and operate public transit. These projects include transit expansion, dedicated lanes or priority signals, intermodal integration, maintenance, system planning, and modernization of the fleet. The criteria and performance metrics for evaluating these projects were informed by GDOT and SCDOT goals.

Figure 8.4.5: Weights for Transit Projects

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
Potential Ridership or Use	25.0%	Travel Demand Management and Congestion Mitigation	12.50%
		LOS & AADT	12.50%
Service to Transit-Dependent Riders	20.0%	Addresses Public Transportation Improvements	10.00%
		Area of Persistent Poverty	10.00%
Connectivity to Activity Centers	15.0%	Urban Core Proximity	7.50%
		Intercity Transportation	7.50%

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
Integration with Existing System	15.0%	New or Improved Public Transit	15.00%
Financial Viability	20.0%	Project Readiness	6.67%
		Cost	6.67%
		Local Share	6.67%
Environmental Impact	5.0%	Air Quality	5.00%

8.4.6 Bicycle and Pedestrian Projects

2055 MTP recommends improving, maintaining, and operating multi-use trails, sidewalks, and other bicycle and pedestrian infrastructure. Bicycle and Pedestrian projects, which also include sidewalk repairs and widening, curb ramps, bike lanes, crosswalks, signal improvements, and median refuge islands, all focus on enabling the use of active transportation while ensuring public safety and connectivity to key locations. The criteria and performance metrics for evaluating these projects were informed by GDOT and SCDOT goals.

Figure 8.4.6: Weights for Bicycle and Pedestrian Projects

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
Located on a Priority Network	25.0%	Supports Bicycle and Pedestrian Network	12.50%
		Within Urban Area	12.50%
Public Safety	20.0%	Public Safety	20.00%
Connectivity to Activity Centers	15.0%	Within Urban Area	7.50%
		Travel and Tourism	7.50%
Potential Ridership or Use	15.0%	Travel Demand Management and Congestion Mitigation	7.50%
		Employment Density	7.50%
Environmental Impact	10.0%	Historical Site, Religious Site, and Cemetery	3.33%
		Environmental Feature	3.33%
		Area of Persistent Poverty	3.33%
Financial Viability	10.0%	Project Readiness	3.33%

Criteria	Criteria Weight (%)	Performance Metric (PM)	PM Weight (%)
		Cost	3.33%
		Local Share	3.33%
Consistency with Land Use Plans	5.0%	Growth Projections	5.00%

8.5 Step 4: Rank the Projects in Order by Score

The final step in the project prioritization process was to rank each project. Under each of the six project types, projects were ranked based on their weighted score. Then, the highest ranked projects were selected from each project type to create a prioritized list. The number of projects selected from each project type was determined based on the anticipated budget allocation. Results of the project prioritization are provided in Chapter 10.

8.6 South Carolina Planning Directive 15

The ARTS MPO, as a bi-state MPO, must consider and meet project evaluation and prioritization guidelines between Georgia and South Carolina. The South Carolina General Assembly requires SCDOT to establish a project prioritization process. Hence, for South Carolina, the MTP project prioritization/ranking process must comply with South Carolina Act 114 (Section 57-1-370 of the South Carolina Code of Laws) and PD-15, which was used to guide the prioritization framework. The state of Georgia has no similar guidance for directing the prioritization process for MPOs. Therefore, the 2055 MTP has aligned the project prioritization process to ensure it addresses the South Carolina requirements and does not conflict with any Georgia regulations.

PD-15, issued in July 2020, provides the most recent guidance for scoring and ranking processes to conduct project prioritization for MPOs and Council of Governments (COG) for the following project type classifications:

1. Corridor improvement/road widening
2. New-location roadway
3. Functional intersection

MPOs and COGs may choose to adopt the state-defined ranking templates or define a similar methodology compliant with the South Carolina General Assembly's Act 114 (2007) to prioritize projects. Any changes to the MPO and COG ranking procedures are required to be ratified by the SCDOT Commission.

PD-15 requires MPOs and COGs to consider the following criteria, with varying weights as shown in Figure 8.6-1, for the three specified project types:

1. Financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project
2. Public safety
3. Potential for economic development
4. Traffic volume and congestion
5. Truck traffic
6. The pavement quality index
7. Environmental impact
8. Alternative transportation solutions
9. Consistency with local land use plans

The prioritization framework takes these requirements into account and appropriately assigns weightage for each of these criteria for each project type to satisfy the requirements of PD-15.

Figure 8.6.1: PD-15 Scoring Criteria

PD-15 Criteria	Calculation	Corridor Improvements/ Widening Projects	New Location Roadway Improvements	Intersection Improvement Projects
Traffic Volume and Congestion	Differs for each project type	Based on current and future traffic volumes and the associated level-of-service condition. (35%)	Based on a comparison of network hours of delay between build and no-build scenarios. (40%)	Based on current and future traffic volumes and the associated level-of-service condition. (35%)
Located on a priority network	Based on a project's location in relationship to defined priority networks (national highway system (NHS), freight, and strategic corridors).	25%	15%	15%
Public Safety	Based on crash rates	10%	-	25%
Economic Development	Based on an assessment of livability, regional economic development, benefit-cost & cost	7%	20%	5%

PD-15 Criteria	Calculation	Corridor Improvements/ Widening Projects	New Location Roadway Improvements	Intersection Improvement Projects
	effectiveness, and system performance			
Truck Traffic	Based on current and projected truck percentages.	10%	-	10%
Financial Viability	Based on estimated project cost in comparison to the ten-year Statewide Transportation Improvement Program (STIP) budget.	5%	10%	5%
Pavement Quality Index	Based on pavement condition assessments	3%	-	-
Environmental Impacts	Based on an assessment of potential impacts to natural, social, and cultural resources.	5%	15%	5%
Alternative transportation solutions	Confirmed during the NEPA process	Considered but not scored	Considered but not scored	Considered but not scored
Consistency with local land use plans	Verified during project evaluation	Considered but not scored	Considered but not score	Considered but not scored

9 Financial Plan

The Financial Plan is a critical component of the ARTS 2055 MTP, ensuring that the region's transportation vision is both fiscally responsible and achievable. This section provides a comprehensive overview of the revenues expected to be available over the 30-year planning horizon. The MTP demonstrates fiscal constraint, meaning that all proposed projects and programs are funded with reasonably anticipated revenues. It reflects coordination with local, state, and federal partners, incorporates historical funding trends, and accounts for inflation, operations and maintenance costs and project delivery schedules. The MTP will further outline how these funds will be allocated to the region's transportation priorities, including roadway, transit, freight, and active transportation.

By presenting a transparent and realistic forecast of financial resources, this plan helps to understand the trade-offs and investments necessary to maintain and improve the transportation system. This approach ensures that the region can implement a balanced and sustainable strategy that meets current needs while supporting future growth and mobility.

In Chapter 10, projects are listed according to project tiers as a way of identifying which projects are prioritized in the near-term, as funding allows, versus those projects that are longer-term. To align anticipated funding with the project tiers, funding resources outlined in this chapter are summarized by tiers as well, as follows:

- **Tier I:** Projects already programmed in the existing Transportation Improvement Program (TIP). These projects already have funding identified through 2027. The South Carolina portion of the TIP includes a 10-year plan of projects, however only projects through 2027 are programmed for funding, thus the projects in the TIP beyond 2027 are included in later Tiers.
- **Tier II:** Projects with the highest prioritization ranking to be funded in the mid-term beyond the projects identified in the TIP. Tier II covers projects slated for 2028-2040 and covers as many projects as can be funded during this time period with anticipated revenues.
- **Tier III:** Projects with later prioritization rankings to be funded in the longer term. These projects are not able to be funded in the 2028-2040 timeframe and thus are included in the 2041-2055 timeframe and cover as many projects as can be funded during this time period with anticipated revenues.

9.1 Federal Grant Programs and Revenue Sources for Transportation Improvements

Federal funding plays a foundational role in supporting transportation improvements across the ARTS region. This section outlines the primary federal grant programs and revenue sources that contribute to the planning, development, and implementation of transportation projects. Administered primarily through the U.S. Department of Transportation, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), these programs provide essential resources for transportation infrastructure.

- **National Highway Performance Program (NHPP):** The NHPP provides funding to support the condition and performance of the National Highway System, a network of strategic highways. Eligible uses of NHPP funds include reconstruction, resurfacing, bridge improvements, safety enhancements, and performance-based management efforts that maintain or improve the system's reliability and efficiency. Projects funded under this program must support national goals related to infrastructure condition, system reliability, freight movement, and congestion reduction.
- **Surface Transportation Block Grant Program (STBG):** The STBG is a flexible and broadly applicable program that supports a wide range of surface transportation projects. This program provides funds to states and MPOs for improvements to highways, bridges, transit capital projects, and active transportation infrastructures. The program's flexibility allows metropolitan regions to tailor investments to meet diverse local and regional needs, including congestion mitigation, safety enhancements, complete streets initiatives, and transportation alternatives.
- **Highway Safety Improvement Program (HSIP):** The HSIP is designed to achieve significant reductions in traffic fatalities and serious injuries on roadways. It is a data-driven, performance-based program that emphasizes strategic investment in safety projects with proven effectiveness. Eligible activities include roadway safety infrastructure improvements such as intersection upgrades, rumble strips, guardrails, pedestrian crossings, lighting, and signage enhancements. Projects funded through HSIP must be identified through a safety analysis that demonstrates a clear safety need and expected crash reduction benefits.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** CMAQ provides funds to projects that help reduce traffic congestion and improve air quality, particularly in areas that do not meet or are at risk of not meeting National Ambient Air Quality Standards. This program supports projects that reduce vehicle emissions through improved traffic flow, enhanced transit services, bicycle and pedestrian infrastructure, diesel engine retrofits, and alternative fuel technologies. In metropolitan areas, CMAQ plays a critical role in advancing cleaner, more efficient transportation systems by funding projects that align with regional air quality goals and greenhouse gas reduction strategies.
- **Transportation Alternatives (TA):** TA provides funding for smaller-scale transportation projects that enhance mobility, accessibility, and quality of life—particularly for non-motorized users. TA funds are used for a variety of community-based projects, including the construction of sidewalks, bike lanes, trails, safe routes to schools, and other infrastructure that improves pedestrian and bicycle safety. A portion of TA funds is suballocated to urban areas based on population.
- **Capital Investment Grants (CIG) Program:** The CIG Program provides funding for major transit capital projects that expand or improve public transportation systems. This includes heavy rail, commuter rail, light rail, streetcar, and bus rapid transit (BRT) projects. The program includes three categories: large-scale projects requesting over $150 million (New Starts), smaller projects requesting less than $150 million, and projects that increase capacity in existing corridors that are at or near capacity (Core Capacity). These grants are awarded based on mobility improvements, environmental benefits, cost-effectiveness, and economic development potential.

- **Airport Improvement Program (AIP):** The AIP, administered by the Federal Aviation Administration (FAA), provides funds to airports for the planning and development of airport infrastructure that enhances safety, capacity, security, and environmental sustainability. Eligible projects include runway and taxiway construction and rehabilitation, lighting and signage improvements, navigational aids, terminal development, and noise mitigation measures.
- **Infrastructure for Rebuilding America (INFRA) Grants:** The INFRA Grant Program provides funding to significant freight and highway projects that improve safety, enhance economic competitiveness, reduce congestion, and facilitate efficient movement of goods and people. These grants are often used for major infrastructure improvements such as freight corridors, intermodal facilities, bridges, highway expansions, and grade separation projects. The program prioritizes projects that demonstrate strong public and private investment, innovation in project delivery and financing, and alignment with national goals.
- **Better Utilizing Investments to Leverage Development (BUILD) Grants:** The BUILD Grant Program provides funds to projects with significant local or regional impact. The program emphasizes innovation, improved safety, economic development, and quality of life, especially in rural and underserved communities.
- **Safe Streets and Roads for All (SS4A) Grants:** The SS4A Grant Program is designed to reduce traffic fatalities and serious injuries on roads and streets nationwide. This program supports the development and implementation of comprehensive safety action plans and targeted infrastructure projects that promote safer, more equitable, and more accessible transportation networks for all users. The program prioritizes strategies that address high-crash locations, systemic safety improvements, equity considerations, and community engagement.
- **Safe Routes to School (SRTS) Grants:** The SRTS Grant Program provides funding for infrastructure improvements, education, encouragement, enforcement, and evaluation efforts that enhance safety and accessibility around schools. Eligible projects include the construction of sidewalks, crosswalks, traffic calming measures, bicycle lanes, and pedestrian signals, as well as programs that promote active transportation among students.
- **Bridge Investment Program (BIP):** The BIP was created under the IIJA and provides funding for aging bridge infrastructure. This program supports bridge replacement, rehabilitation, preservation, and protection. Eligible projects include replacing aging or unsafe bridges, modernizing bridges to accommodate freight and multimodal use, and adding safety and resiliency features to bridges.
- **National Infrastructure Project Assistance (Mega) Program:** The Mega Program was created under the 2021 IIJA to provide funding for large, high-cost regionally and nationally significant projects. This program funds a range of transportation projects including highway and bridges on the National Highway System, freight and intermodal facilities, passenger rail, and public transportation projects.
- **Active Transportation Infrastructure Investment Program (ATIIP):** ATIIP was created under the 2021 IIJA to build and improve safe, connected active transportation systems.

This program was designed to fund large-scale, connected active transportation projects rather than standalone bicycle and pedestrian projects.

- **Charging and Fueling Infrastructure (CFI) Program:** The CFI Program was created under the 2021 IIJA to expand publicly accessible EV charging and alternative fuel stations. The program seeks to ensure that EV and alternative fuel infrastructure is available in neighborhoods, schools, and rural areas.
- **Carbon Reduction Program (CRP):** CRP was created under the 2021 IIJA to reduce transportation-related carbon emissions. Funds can be used for projects that reduce carbon emissions like EV charging infrastructure, public transportation improvements, bicycle and pedestrian facilities, and TDM programs.

9.2 State Grant Programs and Revenue Sources for Transportation Improvements

State funding sources play a critical role in financing transportation improvement projects, providing essential support for maintaining and expanding infrastructure such as highways, public transit systems, and active transportation facilities. These funds are typically generated through mechanisms like fuel taxes, vehicle registration fees, toll revenues, and dedicated transportation bonds. By leveraging state resources, agencies can implement projects that enhance mobility, safety, and economic development while addressing local and regional transportation needs.

9.2.1 Georgia

- **Local Maintenance and Improvement Grant (LMIG):** Administered by GDOT, this program provides annual funding to cities and counties for projects such as road resurfacing, bridge repairs, sidewalk improvements, and traffic signal upgrades. The program aims to streamline project delivery, increase local flexibility, and ensure that critical infrastructure needs are met efficiently. Funding is allocated based on a formula that considers both the population and the total centerline mileage of local road systems, ensuring equitable distribution across the state.
- **Georgia Transportation Infrastructure Bank (GTIB):** The GTIB is a state-funded investment program administered by the State Road and Tollway Authority to provide financial assistance for critical transportation projects across Georgia. GTIB offers low-interest loans and grants to governments to support transportation infrastructure that promote economic development, safety, and mobility. Projects eligible for funding include road and bridge improvements, intersection upgrades, streetscapes, pedestrian and bicycle facilities, and transit enhancements. GTIB prioritizes projects that are construction-ready and demonstrate measurable local benefits, strong local financial commitment, and the potential to stimulate private investment.
- **Transportation Special Purpose Local Option Sales Tax (TSPLOST):** TSPLOST is a voter-approved funding mechanism in Georgia that allows counties or regions to levy a 1% sales tax for a set period—typically five or ten years—to fund transportation-specific capital projects. Established under the Georgia Transportation Investment Act of 2010, TSPLOST provides a flexible, local-source revenue stream to support a wide range of transportation

improvements, including road resurfacing, intersection upgrades, bridge repairs, transit expansions, sidewalks, trails, and other multimodal infrastructure. TSPLOST initiatives can be pursued by individuals or by regions through coordinated efforts among multiple jurisdictions.

- **Georgia Transit Trust Fund:** The Georgia Transit Trust Fund is a dedicated state funding source established to support public transit projects across Georgia. This program is funded by fees collected from for-hire ground transportation services, such as rideshare companies, and are allocated annually to agencies. Allocations are determined using a population-based formula, ensuring equitable distribution to counties with existing transit services. Funds can be utilized for a variety of purposes, including capital projects like the purchase of buses and facility upgrades, as well as operational expenses such as driver retention programs and service expansions. Funds can also serve as a local match for federal grants, enhancing the capacity of transit agencies to secure additional funding.

9.2.2 South Carolina

- **Infrastructure Maintenance Trust Fund:** The Infrastructure Maintenance Trust Fund was established under the Infrastructure and Economic Development Reform Act of 2017 (Act 40). to finance the repair, maintenance, and improvement of South Carolina's existing roads and bridges. Act 40 introduced a phased increase in the gas tax, by 12 cents per gallon over six years. These funds are strictly allocated for infrastructure projects that address the state's deteriorating transportation network.
- **South Carolina Transportation Infrastructure Bank (SCTIB)**: The SCTIB provides loans and other financial assistance to government units and private entities for constructing and improving highway and transportation facilities necessary for public purposes. The bank evaluates applications based on criteria outlined in its operating guidelines and relevant legislation, ensuring that projects align with the state's transportation priorities. SCTIB has committed $250 million to the Rural Project Program over the next ten years, which aims to provide financial assistance to eligible rural transportation projects.

9.3 Local Funding Sources

In addition to federal and state funding, local revenue sources play a critical role in advancing transportation projects within the ARTS MPO area. These sources provide essential matching funds, help leverage larger investments, and allow for greater flexibility and responsiveness to regional transportation needs. General revenues from property taxes, sales taxes, business licenses, and utility fees can be used for a broad range of services and allocated directly to transportation projects.

- **Development Impact Fees:** Development impact fees are one-time charges assessed by local governments on new residential, commercial, or industrial developments to help offset the costs of public infrastructure needed to support growth. These fees are used to fund improvements such as road expansions, intersection upgrades, new traffic signals, sidewalks, and bicycle infrastructure. The goal is to ensure that new development contributes its fair share to the increased demand it places on the transportation network.

They can be a predictable and scalable source of local funding, especially in rapidly growing communities.

- **Penny Sales Tax:** A penny sales tax is a voter-approved funding mechanism that adds an extra one-cent tax on every dollar of eligible sales. This tax can generate significant revenue for transportation infrastructure projects and other capital improvements. Penny sales taxes are popular with voters when they are tied to clear, transparent project lists and include strong accountability measures. It is a proven and scalable solution to fund critical infrastructure while maintaining local control over investment priorities.
- **County Transportation Funds (C-Funds):** C-Funds are a key local funding source for transportation improvements in South Carolina. These funds are allocated from the state gas tax revenue and distributed to each county based on a formula that considers population, land area, and road mileage. The purpose of C-Funds is to assist counties in maintaining and improving their local transportation networks. C-Funds are managed by each county's Transportation Committee and be used for a wide range of transportation-related projects, including road paving, resurfacing, drainage improvements, intersection upgrades, bridge repairs, and traffic signal enhancements.

9.4 Projected Federal and State Revenues

9.4.1 Georgia

Figure 9.4-1 lists the Georgia federal and state revenue amount anticipated for the period of 2026 to 2055. These estimates were provided by Georgia Department of Transportation (GDOT) and are based on historical data. An inflation factor of two percent was applied to year 2026. After 2026, an inflation rate of one percent was applied to produce revenues to 2055. The cumulative revenue estimate for transportation capital projects totals **$1,686,769,967**, and cumulative revenue estimate for transportation maintenance projects totals **$150,803,184**. The total Georgia federal and state revenue funds for the Georgia portion of the ARTS planning area to 2055 is estimated to be **$1,837,573,152**.

Figure 9.4-1: Projected Georgia Federal and State Funding

Tier	Projects Estimate	Maintenance Estimate	Total Estimate
Tier 1 (2026 to 2027)	$97,467,823	$52,870,114	$101,846,483
Tier 2 (2028 to 2040)	$683,094,047	$106,114,703	$739,742,617
Tier 3 (2041 to 2055)	$906,208,098	$81,018,200	$930,929,226
TOTAL	**$1,686,769,967**	**$150,803,184**	**$1,837,573,152**

Source: GDOT

9.4.2 South Carolina

Figure 9.4-2 lists the South Carolina federal and state revenue amount anticipated for the period of 2026 to 2055. These estimates were provided by Lower Savannah Council of Government (LSCOG) and SCDOT based on historical data. An inflation factor of two percent was applied to the year 2026. After 2026, an inflation rate of one percent was applied to produce revenues to 2055. The total amount of South Carolina federal and state revenue funds estimated for the South Carolina portion of the ARTS planning area to 2055 is **$672,634,097**.

SCDOT distributes funds to the state's MPOs and COGs through the Guideshare funding program. The Guideshare funding amounts for FY2026 to 2055 are estimated to be **$242,867,048**.

Other federal and state revenue funds for South Carolina, accounting for interest, are as follows:

- Federal: Transportation Alternatives (TA) = **$12,350,485**
- State: State Infrastructure Bank (SIB) = **$34,450,388**

State funding for maintenance in Aiken County was assumed to be **$17,002,078**. Funding for part of the County within the ARTS boundary was estimated to be 68.85 percent of the total state funding for maintenance.

Figure 9.4-2: Projected South Carolina Federal and State Funding

Tier	Project Estimate (Guideshare)	State Infrastructure Bank	Transportation Alternatives	Resurfacing/ Preservation/ Operations	Total Estimate
Tier 1 (thru 2027)	$14,033,758	$2,000,000	$713,657	$23,411,337	$40,158,752
Tier 2 (2028 to 2040)	$98,354,273	$13,947,421	$720,793	$155,517,653	$272,820,944
Tier 3 (2041 to 2055)	$130,479,016	$18,502,966	$728,001	$204,037,188	$359,654,402
TOTAL	**$242,867,048**	**$34,450,388**	**$2,162,452**	**$382,966,177**	**$672,634,097**

Source: Coordination with LSCOG and SCDOT

9.4.3 Carbon Reduction Program Funds

The Carbon Reduction Program provides formula funding nationally for federal Fiscal Years (FY) 2022 through 2026. Figure 9.4-3 lists the allocated Carbon Reduction Program funding amount for ARTS from FY 2022 to FY 2026. These funds are in the process of being allocated to specific projects across the ARTS region.

Figure 9.4-3: Carbon Reduction Program Funds

Fiscal Year	Funding Amount
2022	$315,169
2023	$321,473
2024	$313,191
2025	$319,455
2026	$325,844

9.5 Projected Local Revenues

9.5.1 Local Match for Federal or State Funds in Georgia

The previous section presents federal and state funding estimates for highway related investments in the Georgia portion of the ARTS planning area. The total estimated allocation for Columbia and Richmond Counties is $1,837,573,152, of which about $1,349,415,974 are federal grants that require a 20 percent local match. The 20 percent local match is applied to the total project estimate of $1,686,769,967, of which 80 percent are federal grants of $1,686,769,967 and 20 percent are local match of $337,353,993.

To receive the maximum federal and state grants, Columbia and Richmond Counties are expected to provide **$337,353,993** from local funding sources. The required pro rata population distributions from each county are based on the American Community Survey's 2022 population 5-Year Estimates, as listed in Figure 9.5-1. Figure 9.5-2 presents the projected yearly local matching funds through 2055. Figure 9.5-3 includes GDOT's local Maintenance and Improvement Grant (LMIG) funding available for Columbia and Richmond Counties and an assumed local match of 10 percent.

Figure 9.5-1: Columbia and Richmond County 2022 Population and Share of Local Georgia Matching Funds

	2022 Population	Shares of ARTS GA Population	Share of Local Match
Columbia County	156,921	43%	$145,062,217
Richmond County	206,153	57%	$192,291,776
TOTAL	**363,074**	**100%**	**$337,353,993**

Source: 2018 – 2022 ACS 5-Year Estimate

Figure 9.5-2: Projected Georgia Annual Local Matching Funds through 2055

Tier	Federal Grant	Assumed Local Match	Local Columbia County Match	Local Richmond County Match
Tier 1 (2026 to 2027)	$77,974,258	$19,493,565	$8,382,233	$11,111,332
Tier 2 (2028 to 2040)	$546,475,237	$136,618,809	$58,746,088	$77,872,721
Tier 3 (2041 to 2055)	$724,966,478	$181,241,620	$77,933,896	$103,307,723
TOTAL	**$1,349,415,974**	**$337,353,993**	**$145,062,217**	**$192,291,776**

Source: Coordination with ARTS

Figure 9.5-3: LMIG Grant and Local Match in Columbia and Richmond Counties

Tier	LMIG Grant	Assumed Local Match	Local Columbia County Match	Local Richmond County Match
Tier 1 (2026 to 2027)	$12,680,758	$1,268,076	$719,464	$548,612
Tier 2 (2028 to 2040)	$88,871,897	$8,887,190	$5,042,295	$3,844,895
Tier 3 (2041 to 2055)	$117,899,480	$11,789,948	$6,689,224	$5,100,725
TOTAL	**$219,452,136**	**$21,945,214**	**$12,450,983**	**$9,494,231**

Source: Coordination with ARTS

9.5.2 South Carolina

Figure 9.5-4 outlines the project local revenues for the South Carolina portion of the ARTS planning area. Estimates of local revenues for the South Carolina portion were derived from the Lower Savannah COG. Local match base figures were held constant from 2026 to 2029. After 2029, an inflation rate of one percent was applied to produce local revenues to year 2055.

Local estimated CPST amounts for South Carolina during 2026 to 2055 is estimated to be $44,095,972. Aiken County Transportation Committee (Aiken CTC) is assumed to provide $3,800,000 each fiscal year. Of the funding available, funding for part of the County within the ARTS boundary was estimated to be 68.85 percent of the total state funding for maintenance. Funding available from Aiken CTC is estimated to be $100,318,006 from 2026 to 2055.

Figure 9.5-4: Projected Local Revenues, South Carolina

Year	CPST (Total Local)	Aiken CTC - Resurfacing	Total Local Funding
Tier 1 (2026 to 2027)	$2,300,000	$5,232,483	$7,532,483
Tier 2 (2028 to 2040)	$16,573,903	$37,705,505	$54,279,408
Tier 3 (2041 to 2055)	$25,222,069	$57,380,018	$82,602,087
TOTAL	**$44,095,972**	**$100,318,006**	**$144,413,978**

Source: Coordination with LSCOG and SCDOT

9.6 Transit Funding

FTA issues various competitive grants and cooperative agreements to fund public transit operations, maintenance programs, and capital purchases. Depending on the grant, the FTA may fund up to 100% of the project cost. FTA grants disbursed to MPOs or public transit providers in the ARTS planning area are presented in the next section.

9.6.1 Federal Transit Administration Grants

- **Section 5303 – Urban Planning:** Section 5303 grants from the FTA go to MPOs for planning activities. MPOs may be engaged in planning activities that increase the accessibility and mobility of people, enhance the integration and connectivity of the transportation system, or promote efficient management and operation of transportation systems. In SC, all federal funds under this program are consolidated with FHWA metropolitan planning funds.
- **Section 5307 – Large Urban Public Transportation:** The Urbanized Area Formula Funding program makes federal resources available to urbanized areas (population of 50,000+) for transit capital and operating assistance and transportation related planning. Public transit providers may use Section 5307 grants to provide mobility management services to members of the public. Contracted mobility services may also be funded by Section 5307 grants.
- **Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities:** Section 5310 grants are available to transit agencies that provide public transit services improving the mobility for seniors and disabled persons. Section 5310 grants enable public transit providers to go beyond meeting the mobility requirements of the Americans with Disabilities Act (ADA). Eligible projects include capital projects that improve access to transit for seniors and persons with disabilities, e.g., specialized vehicle purchase and communication equipment, such as two-way radios.
- **Section 5311 – Other than Urbanized Areas:** Section 5311 grants are available to transit agencies that provide service in rural areas with population of less than 50,000. Section 5311 grants seek to: 1) Enhance the access of people in rural areas to health care, shopping, education, employment, public services, and recreation; 2) Assist in the maintenance, development, improvement, and use of public transit in rural areas; 3) Assist in the development and support of intercity bus transportation; and, 4) Provide for the participation of private transportation providers in rural transportation. Eligible activities using these grant funds include acquisition of public transportation services and capital, operating, and administrative expenses on providing public transit services in rural areas.
- **Section 5339 – Bus and Bus Facilities Program:** Section 5339 discretionary funds provide funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Grant funds can be used to purchase shelters and bus stop signs, bicycle infrastructure tied to transit, and electronic communications. This program requires a 20 percent local match.

9.6.2 Transit Funding in Georgia

Transit funding in Georgia was developed through coordination with ARTS staff, August Transit (AT) staff, and the 2024-2027 TIP.

Figure 9.6-1 outlines the projected funding for Augusta Transit from 2026 to 2055. AT is expected to receive a total of $135,908,360 over the next 30 years. In addition to these formula-based funds, Augusta Transit has also been actively applying for discretionary grants to supplement its funding and accelerate the purchase of critical capital assets. Figure 9.6-2 outlines the projected funding for rural areas in Columbia and Richmond Counties from 2026 to 2055. These communities are expected to receive a total of $15,303,683 over the next 30 years. Figure 9.6-3 outlines the projected state and local funding match for rural areas in Columbia and Richmond Counties. The projected state and local match for these areas is $11,830,024 over the next 30 years. Figure 9.6-4 provides a summary of all expected transit funding in Georgia, which amounts to $163,042,067 for the period from 2026–2055.Funding assumptions for Figure 9.6-1 include:

- GA Federal FTA Section 5303: $137,999/year based on average apportionment per 2024-2027 TIP
- GA Federal FTA Section 5307 Capital: $1,263,846/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029
- GA Federal FTA Section 5307 Safety and Security: $22,579/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029
- GA Federal FTA Section 5339: $252,163/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029
- GA State Match FTA Section 5303: $17,175/year based on average apportionment per 2024-2027 TIP (10 percent match of total funding)
- GA Local Match FTA Section 5303: $17,175/year based on average apportionment per 2024-2027 TIP (10 percent match of total funding)
- GA Local Match FTA Sections 5307 Capital, Safety and Security and 5339: 5307 - $321,606/year based on average apportionment per 2024-2027 TIP (20 percent match of total funding); 5339 - $63,041/year based on average apportionment per 2024-2027 TIP (20 percent match of total funding); Total - $384,647/year with one percent inflation per year after 2029
- GA Federal FTA Section 5307 Operations: $971,447/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029
- GA Local Match FTA Section 5307 Operations: $971,447/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029 (50 percent match of total funding)

Funding assumptions for Figure 9.6-2 include:

- GA Federal FTA Section 5311 Capital Rural Richmond County: $56,008/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029
- GA Federal FTA Section 5311 Operating Rural Richmond County: $142,000/year based on average apportionment per 2024-2027 TIP
- GA Federal FTA Section 5311 Capital Rural Columbia County: $81,008/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029
- GA Federal FTA Section 5311 Operating Rural Columbia County: $213,656/year based on average apportionment per 2024-2027 TIP

Funding assumptions for Figure 9.6-3 include:

- GA State Match FTA Section 5311 Capital Rural Richmond County: $7,001/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029 (10 percent match of total funding)
- GA Local Match FTA Section 5311 Capital Rural Richmond County: $7,001/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029 (10 percent match of total funding)
- GA Local Match FTA Section 5311 Operating Rural Richmond County: $142,000/year based on average apportionment per 2024-2027 TIP (50 percent match of total funding)
- GA State Match FTA Section 5311 Capital Rural Columbia County: $10,153/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029 (10 percent match of total funding)
- GA Local Match FTA Section 5311 Capital Rural Columbia County: $10,153/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029 (10 percent match of total funding)
- GA Local Match FTA Section 5311 Operating Rural Columbia County: $213,656/year based on average apportionment per 2024-2027 TIP (50 percent match of total funding)

Figure 9.6-1: Federal, State, and Local Funding for Augusta Transit

Year	FTA Section 5303 Planning	FTA Section 5307 Capital	FTA Section 5307 Transit Safety and Security	FTA Section 5339	Federal Transit Capital, Bus, and Bus Facilities Total	State Match for Section 5303	Local Match for 5303	Local Match 5307 and 5339	FTA 5307 Operations	Local Match Section 5307 Operating	Total Funding
2026	$137,399	$1,263,846	$22,579	$252,163	$1,675,987	$17,175	$17,175	$384,647	$971,447	$971,447	$4,037,877
2027	$137,399	$1,263,846	$22,579	$252,163	$1,675,987	$17,175	$17,175	$384,647	$971,447	$971,447	$4,037,877
2028	$137,399	$1,263,846	$22,579	$252,163	$1,675,987	$17,175	$17,175	$384,647	$971,447	$971,447	$4,037,877
2029	$137,399	$1,263,846	$22,579	$252,163	$1,675,987	$17,175	$17,175	$384,647	$971,447	$971,447	$4,037,877
2030	$137,399	$1,276,485	$22,805	$254,685	$1,691,373	$17,175	$17,175	$388,493	$981,161	$981,161	$4,076,539
2031	$137,399	$1,289,250	$23,033	$257,231	$1,706,913	$17,175	$17,175	$392,378	$990,973	$990,973	$4,115,586
2032	$137,399	$1,302,142	$23,263	$259,804	$1,722,608	$17,175	$17,175	$396,302	$1,000,883	$1,000,883	$4,155,025
2033	$137,399	$1,315,163	$23,496	$262,402	$1,738,460	$17,175	$17,175	$400,265	$1,010,891	$1,010,891	$4,194,858
2034	$137,399	$1,328,315	$23,730	$265,026	$1,754,470	$17,175	$17,175	$404,268	$1,021,000	$1,021,000	$4,235,089
2035	$137,399	$1,341,598	$23,968	$267,676	$1,770,641	$17,175	$17,175	$408,310	$1,031,210	$1,031,210	$4,275,722
2036	$137,399	$1,355,014	$24,207	$270,353	$1,786,974	$17,175	$17,175	$412,393	$1,041,522	$1,041,522	$4,316,762
2037	$137,399	$1,368,564	$24,450	$273,056	$1,803,469	$17,175	$17,175	$416,517	$1,051,938	$1,051,938	$4,358,212
2038	$137,399	$1,382,250	$24,694	$275,787	$1,820,130	$17,175	$17,175	$420,682	$1,062,457	$1,062,457	$4,400,077
2039	$137,399	$1,396,073	$24,941	$278,545	$1,836,957	$17,175	$17,175	$424,889	$1,073,082	$1,073,082	$4,442,360
2040	$137,399	$1,410,033	$25,190	$281,330	$1,853,953	$17,175	$17,175	$429,138	$1,083,812	$1,083,812	$4,485,066

Year	FTA Section 5303 Planning	FTA Section 5307 Capital	FTA Section 5307 Transit Safety and Security	FTA Section 5339	Federal Transit Capital, Bus, and Bus Facilities Total	State Match for Section 5303	Local Match for 5303	Local Match 5307 and 5339	FTA 5307 Operations	Local Match Section 5307 Operating	Total Funding
2041	$137,399	$1,424,134	$25,442	$284,144	$1,871,118	$17,175	$17,175	$433,430	$1,094,651	$1,094,651	$4,528,199
2042	$137,399	$1,438,375	$25,697	$286,985	$1,888,456	$17,175	$17,175	$437,764	$1,105,597	$1,105,597	$4,571,764
2043	$137,399	$1,452,759	$25,954	$289,855	$1,905,966	$17,175	$17,175	$442,142	$1,116,653	$1,116,653	$4,615,764
2044	$137,399	$1,467,286	$26,213	$292,753	$1,923,652	$17,175	$17,175	$446,563	$1,127,820	$1,127,820	$4,660,204
2045	$137,399	$1,481,959	$26,475	$295,681	$1,941,514	$17,175	$17,175	$451,029	$1,139,098	$1,139,098	$4,705,088
2046	$137,399	$1,496,779	$26,740	$298,638	$1,959,556	$17,175	$17,175	$455,539	$1,150,489	$1,150,489	$4,750,422
2047	$137,399	$1,511,747	$27,008	$301,624	$1,977,777	$17,175	$17,175	$460,094	$1,161,994	$1,161,994	$4,796,209
2048	$137,399	$1,526,864	$27,278	$304,640	$1,996,181	$17,175	$17,175	$464,695	$1,173,614	$1,173,614	$4,842,453
2049	$137,399	$1,542,133	$27,550	$307,687	$2,014,769	$17,175	$17,175	$469,342	$1,185,350	$1,185,350	$4,889,160
2050	$137,399	$1,557,554	$27,826	$310,764	$2,033,542	$17,175	$17,175	$474,036	$1,197,203	$1,197,203	$4,936,334
2051	$137,399	$1,573,129	$28,104	$313,871	$2,052,504	$17,175	$17,175	$478,776	$1,209,175	$1,209,175	$4,983,980
2052	$137,399	$1,588,861	$28,385	$317,010	$2,071,655	$17,175	$17,175	$483,564	$1,221,267	$1,221,267	$5,032,102
2053	$137,399	$1,604,749	$28,669	$320,180	$2,090,997	$17,175	$17,175	$488,399	$1,233,480	$1,233,480	$5,080,706
2054	$137,399	$1,620,797	$28,956	$323,382	$2,110,533	$17,175	$17,175	$493,283	$1,245,814	$1,245,814	$5,129,796
2055	$137,399	$1,637,005	$29,245	$326,616	$2,130,265	$17,175	$17,175	$498,216	$1,258,273	$1,258,273	$5,179,376
TOTAL	**$4,121,970**	**$42,744,402**	**$763,633**	**$8,528,377**	**$56,158,382**	**$515,250**	**$515,250**	**$13,009,095**	**$32,855,192**	**$32,855,192**	**$135,908,360**

Source: ARTS

Figure 9.6-2: Federal Transit Funding for Rural Areas in Columbia and Richmond Counties

Year	FTA Section 5311 Capital Rural Richmond	FTA Section 5311 Operating Rural Richmond	FTA Section 5311 Richmond Total	FTA Section 5311 Capital Rural Columbia	FTA Section 5311 Operating Rural Columbia	FTA Section 5311 Columbia Total	GA Federal Rural Transit Total
2026	$56,008	$142,000	$198,008	$81,008	$213,656	$294,664	$492,672
2027	$56,008	$142,000	$198,008	$81,008	$213,656	$294,664	$492,672
2028	$56,008	$142,000	$198,008	$81,008	$213,656	$294,664	$492,672
2029	$56,008	$142,000	$198,008	$81,008	$213,656	$294,664	$492,672
2030	$56,568	$142,000	$198,568	$81,818	$213,656	$295,474	$494,042
2031	$57,134	$142,000	$199,134	$82,636	$213,656	$296,292	$495,426
2032	$57,705	$142,000	$199,705	$83,463	$213,656	$297,119	$496,824
2033	$58,282	$142,000	$200,282	$84,297	$213,656	$297,953	$498,235
2034	$58,865	$142,000	$200,865	$85,140	$213,656	$298,796	$499,661
2035	$59,454	$142,000	$201,454	$85,992	$213,656	$299,648	$501,101
2036	$60,048	$142,000	$202,048	$86,852	$213,656	$300,508	$502,556
2037	$60,649	$142,000	$202,649	$87,720	$213,656	$301,376	$504,025
2038	$61,255	$142,000	$203,255	$88,597	$213,656	$302,253	$505,508
2039	$61,868	$142,000	$203,868	$89,483	$213,656	$303,139	$507,007
2040	$62,486	$142,000	$204,486	$90,378	$213,656	$304,034	$508,520
2041	$63,111	$142,000	$205,111	$91,282	$213,656	$304,938	$510,049
2042	$63,742	$142,000	$205,742	$92,195	$213,656	$305,851	$511,593
2043	$64,380	$142,000	$206,380	$93,117	$213,656	$306,773	$513,152

Year	FTA Section 5311 Capital Rural Richmond	FTA Section 5311 Operating Rural Richmond	FTA Section 5311 Richmond Total	FTA Section 5311 Capital Rural Columbia	FTA Section 5311 Operating Rural Columbia	FTA Section 5311 Columbia Total	GA Federal Rural Transit Total
2044	$65,024	$142,000	$207,024	$94,048	$213,656	$307,704	$514,727
2045	$65,674	$142,000	$207,674	$94,988	$213,656	$308,644	$516,318
2046	$66,331	$142,000	$208,331	$95,938	$213,656	$309,594	$517,925
2047	$66,994	$142,000	$208,994	$96,898	$213,656	$310,554	$519,547
2048	$67,664	$142,000	$209,664	$97,866	$213,656	$311,522	$521,186
2049	$68,340	$142,000	$210,340	$98,845	$213,656	$312,501	$522,842
2050	$69,024	$142,000	$211,024	$99,834	$213,656	$313,490	$524,513
2051	$69,714	$142,000	$211,714	$100,832	$213,656	$314,488	$526,202
2052	$70,411	$142,000	$212,411	$101,840	$213,656	$315,496	$527,907
2053	$71,115	$142,000	$213,115	$102,859	$213,656	$316,515	$529,630
2054	$71,826	$142,000	$213,826	$103,887	$213,656	$317,543	$531,370
2055	$72,545	$142,000	$214,545	$104,926	$213,656	$318,582	$533,127
TOTAL	**$1,894,240**	**$4,260,000**	**$6,154,240**	**$2,739,762**	**$6,409,680**	**$9,149,442**	**$15,303,683**

Source: ARTS

Figure 9.6-3: State and Local Transit Funding Match for Rural Areas in Columbia and Richmond Counties

Year	State FTA Section 5311 Capital Rural Richmond	Local FTA Section 5311 Capital Rural Richmond	Local FTA Section 5311 Operating Rural Richmond	State and Local Richmond Total	State FTA Section 5311 Capital Rural Columbia	Local FTA Section 5311 Capital Rural Columbia	Rural FTA Section 5311 Local Operating Columbia	Total State and Local Match for Columbia	Total
2026	$7,001	$7,001	$142,000	$156,002	$10,153	$10,153	$213,656	$233,963	$389,965
2027	$7,001	$7,001	$142,000	$156,002	$10,153	$10,153	$213,656	$233,963	$389,965
2028	$7,001	$7,001	$142,000	$156,002	$10,153	$10,153	$213,656	$233,963	$389,965
2029	$7,001	$7,001	$142,000	$156,002	$10,153	$10,153	$213,656	$233,963	$389,965
2030	$7,071	$7,071	$142,000	$156,142	$10,255	$10,255	$213,656	$234,166	$390,308
2031	$7,142	$7,142	$142,000	$156,283	$10,357	$10,357	$213,656	$234,371	$390,654
2032	$7,213	$7,213	$142,000	$156,426	$10,461	$10,461	$213,656	$234,578	$391,004
2033	$7,285	$7,285	$142,000	$156,571	$10,566	$10,566	$213,656	$234,787	$391,358
2034	$7,358	$7,358	$142,000	$156,716	$10,671	$10,671	$213,656	$234,998	$391,715
2035	$7,432	$7,432	$142,000	$156,863	$10,778	$10,778	$213,656	$235,212	$392,075
2036	$7,506	$7,506	$142,000	$157,012	$10,886	$10,886	$213,656	$235,427	$392,439
2037	$7,581	$7,581	$142,000	$157,162	$10,995	$10,995	$213,656	$235,645	$392,807
2038	$7,657	$7,657	$142,000	$157,314	$11,104	$11,104	$213,656	$235,865	$393,179
2039	$7,733	$7,733	$142,000	$157,467	$11,216	$11,216	$213,656	$236,087	$393,554
2040	$7,811	$7,811	$142,000	$157,622	$11,328	$11,328	$213,656	$236,311	$393,933
2041	$7,889	$7,889	$142,000	$157,778	$11,441	$11,441	$213,656	$236,538	$394,316

Year	State FTA Section 5311 Capital Rural Richmond	Local FTA Section 5311 Capital Rural Richmond	Local FTA Section 5311 Operating Rural Richmond	State and Local Richmond Total	State FTA Section 5311 Capital Rural Columbia	Local FTA Section 5311 Capital Rural Columbia	Rural FTA Section 5311 Local Operating Columbia	Total State and Local Match for Columbia	Total
2042	$7,968	$7,968	$142,000	$157,936	$11,555	$11,555	$213,656	$236,767	$394,702
2043	$8,047	$8,047	$142,000	$158,095	$11,671	$11,671	$213,656	$236,998	$395,093
2044	$8,128	$8,128	$142,000	$158,256	$11,788	$11,788	$213,656	$237,231	$395,487
2045	$8,209	$8,209	$142,000	$158,418	$11,905	$11,905	$213,656	$237,467	$395,885
2046	$8,291	$8,291	$142,000	$158,583	$12,025	$12,025	$213,656	$237,705	$396,288
2047	$8,374	$8,374	$142,000	$158,748	$12,145	$12,145	$213,656	$237,946	$396,694
2048	$8,458	$8,458	$142,000	$158,916	$12,266	$12,266	$213,656	$238,188	$397,104
2049	$8,543	$8,543	$142,000	$159,085	$12,389	$12,389	$213,656	$238,434	$397,519
2050	$8,628	$8,628	$142,000	$159,256	$12,513	$12,513	$213,656	$238,682	$397,938
2051	$8,714	$8,714	$142,000	$159,429	$12,638	$12,638	$213,656	$238,932	$398,360
2052	$8,801	$8,801	$142,000	$159,603	$12,764	$12,764	$213,656	$239,185	$398,787
2053	$8,889	$8,889	$142,000	$159,779	$12,892	$12,892	$213,656	$239,440	$399,219
2054	$8,978	$8,978	$142,000	$159,957	$13,021	$13,021	$213,656	$239,698	$399,654
2055	$9,068	$9,068	$142,000	$160,136	$13,151	$13,151	$213,656	$239,958	$400,094
TOTAL	**$236,780**	**$236,780**	**$4,260,000**	**$4,733,560**	**$343,392**	**$343,392**	**$6,409,680**	**$7,096,464**	**$11,830,024**

Source: ARTS

Figure 9.6-4: Summary of Federal, State, and Local Transit Funding in Georgia

	Urbanized Areas			Rural			By County		
Year	GA Federal Transit	Total State & Local Transit	Total	GA Federal Rural Transit	Rural Total State & Local Transit	Total	Federal, State, and Local by Richmond	Federal, State, and Local by Columbia	Grand Total
2026	$2,647,434	$1,390,444	$4,037,877	$492,672	$389,965	$882,637	$4,391,887	$528,627	$4,920,514
2027	$2,647,434	$1,390,444	$4,037,877	$492,672	$389,965	$882,637	$4,391,887	$528,627	$4,920,514
2028	$2,647,434	$1,390,444	$4,037,877	$492,672	$389,965	$882,637	$4,391,887	$528,627	$4,920,514
2029	$2,647,434	$1,390,444	$4,037,877	$492,672	$389,965	$882,637	$4,391,887	$528,627	$4,920,514
2030	$2,672,534	$1,404,004	$4,076,539	$494,042	$390,308	$884,350	$4,431,249	$529,640	$4,960,888
2031	$2,697,885	$1,417,701	$4,115,586	$495,426	$390,654	$886,080	$4,471,004	$530,663	$5,001,667
2032	$2,723,490	$1,431,534	$4,155,025	$496,824	$391,004	$887,828	$4,511,156	$531,696	$5,042,853
2033	$2,749,351	$1,445,506	$4,194,858	$498,235	$391,358	$889,593	$4,551,710	$532,740	$5,084,451
2034	$2,775,471	$1,459,618	$4,235,089	$499,661	$391,715	$891,376	$4,592,670	$533,795	$5,126,464
2035	$2,801,851	$1,473,871	$4,275,722	$501,101	$392,075	$893,176	$4,634,039	$534,859	$5,168,898
2036	$2,828,496	$1,488,266	$4,316,762	$502,556	$392,439	$894,995	$4,675,822	$535,935	$5,211,757
2037	$2,855,407	$1,502,805	$4,358,212	$504,025	$392,807	$896,832	$4,718,023	$537,021	$5,255,044
2038	$2,882,587	$1,517,489	$4,400,077	$505,508	$393,179	$898,687	$4,760,645	$538,118	$5,298,764
2039	$2,910,039	$1,532,321	$4,442,360	$507,007	$393,554	$900,561	$4,803,694	$539,226	$5,342,921
2040	$2,937,765	$1,547,301	$4,485,066	$508,520	$393,933	$902,453	$4,847,174	$540,345	$5,387,519
2041	$2,965,769	$1,562,430	$4,528,199	$510,049	$394,316	$904,365	$4,891,088	$541,476	$5,432,564
2042	$2,994,053	$1,577,711	$4,571,764	$511,593	$394,702	$906,295	$4,935,441	$542,617	$5,478,059

Year	Urbanized Areas			Rural			By County		
	GA Federal Transit	Total State & Local Transit	Total	GA Federal Rural Transit	Rural Total State & Local Transit	Total	Federal, State, and Local by Richmond	Federal, State, and Local by Columbia	Grand Total
2043	$3,022,619	$1,593,145	$4,615,764	$513,152	$395,093	$908,245	$4,980,238	$543,770	$5,524,009
2044	$3,051,471	$1,608,732	$4,660,204	$514,727	$395,487	$910,214	$5,025,483	$544,935	$5,570,418
2045	$3,080,612	$1,624,476	$4,705,088	$516,318	$395,885	$912,203	$5,071,181	$546,111	$5,617,292
2046	$3,110,044	$1,640,378	$4,750,422	$517,925	$396,288	$914,212	$5,117,335	$547,299	$5,664,634
2047	$3,139,771	$1,656,438	$4,796,209	$519,547	$396,694	$916,241	$5,163,951	$548,499	$5,712,450
2048	$3,169,794	$1,672,659	$4,842,453	$521,186	$397,104	$918,291	$5,211,033	$549,711	$5,760,744
2049	$3,200,118	$1,689,042	$4,889,160	$522,842	$397,519	$920,360	$5,258,586	$550,935	$5,809,521
2050	$3,230,746	$1,705,589	$4,936,334	$524,513	$397,938	$922,451	$5,306,614	$552,171	$5,858,785
2051	$3,261,679	$1,722,301	$4,983,980	$526,202	$398,360	$924,562	$5,355,123	$553,420	$5,908,542
2052	$3,292,922	$1,739,181	$5,032,102	$527,907	$398,787	$926,695	$5,404,116	$554,681	$5,958,797
2053	$3,324,477	$1,756,229	$5,080,706	$529,630	$399,219	$928,849	$5,453,600	$555,955	$6,009,555
2054	$3,356,348	$1,773,448	$5,129,796	$531,370	$399,654	$931,024	$5,503,579	$557,241	$6,060,820
2055	$3,388,537	$1,790,839	$5,179,376	$533,127	$400,094	$933,221	$5,554,057	$558,540	$6,112,597
TOTAL	**$89,013,574**	**$46,894,786**	**$135,908,360**	**$15,303,683**	**$11,830,024**	**$27,133,707**	**$146,796,160**	**$16,245,906**	**$163,042,067**

9.6.3 Transit Funding in South Carolina

Transit funding in South Carolina was developed with staff from ARTS, Lower Savannah COG, and the 2024-2033 TIP.

Figure 9.6-5 outlines the projected federal funding for transit in South Carolina from 2026 to 2055. South Carolina is expected to receive a total of $70,432,499 over the next 30 years. Figure 9.6-6 outlines the projected state and local funding for transit in South Carolina from 2026 to 2055. The projected state and local match for these areas is $28,595,222 over the next 30 years. Figure 9.6-7 provides a summary of all expected transit funding in South Carolina, which amounts to **$99,027,721** for the period from 2026-2055.

Funding assumptions for Figure 9.6-5 include:

- SC Federal FTA Section 5303 Planning: $50,965/year based on average apportionment per 2024-2027 TIP
- SC Federal Section 5307 Operating: $281,25/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029
- SC Federal Section 5307 Capital: $797,750/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029
- SC Federal FTA Section 5307 Planning: assumed need for future transit studies every five years
- SC Federal FTA Section 5310: $615,067/year based on FY24 apportionment; one percent inflation per year after 2029
- SC Federal FTA Section 5339: $81,000/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029
- SC Federal FTA Section 5311: $244,500/year based on FY24 and FY25 apportionment; one percent inflation per year after 2029

Funding assumptions for Figure 9.6-6 include:

- SC Local Match FTA Section 5303 Planning: $10,193/year based on average apportionment per 2024-2027 TIP (20 percent match of total funding)
- SC Local Match FTA Section 5307 Operating and Capital: $444,507/year based on FY24 apportionment; one percent inflation per year after 2029 (40 percent of total funding)
- SC Local Match FTA Section 5307 Planning: $25,000 every five years (25 percent of total funding)
- SC Local Match FTA Section 5310: $123,013/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029 (20 percent match of total funding)

- SC Local Match FTA Section 5339: $20,000/year based on average apportionment per 2024-2027 TIP; one percent inflation per year after 2029 (20 percent match of total funding)
- SC Local Match FTA Section 5311: $244,500/year based on FY24 and FY25 apportionment; one percent inflation per year after 2029 (50 percent match of total funding)

Figure 9.6-5: Federal Transit Funding in South Carolina

Year	FTA Section 5303 Planning	FTA Section 5307 Operating	FTA Section 5307 Capital	FTA Section 5307 Planning	FTA Section 5310	FTA Section 5339	FTA Section 5311	Total SC Federal Transit
2026	$50,965	$281,250	$797,750	$0	$615,067	$81,000	$244,500	$2,070,532
2027	$50,965	$281,250	$797,750	$0	$615,067	$81,000	$244,500	$2,070,532
2028	$50,965	$281,250	$797,750	$0	$615,067	$81,000	$244,500	$2,070,532
2029	$50,965	$281,250	$797,750	$0	$615,067	$81,000	$244,500	$2,070,532
2030	$50,965	$284,063	$805,728	$100,000	$621,218	$81,810	$246,945	$2,190,728
2031	$50,965	$286,903	$813,785	$0	$627,430	$82,628	$249,414	$2,111,125
2032	$50,965	$289,772	$821,923	$0	$633,704	$83,454	$251,909	$2,131,727
2033	$50,965	$292,670	$830,142	$0	$640,041	$84,289	$254,428	$2,152,535
2034	$50,965	$295,597	$838,443	$0	$646,442	$85,132	$256,972	$2,173,550
2035	$50,965	$298,553	$846,828	$100,000	$652,906	$85,983	$259,542	$2,294,776
2036	$50,965	$301,538	$855,296	$0	$659,435	$86,843	$262,137	$2,216,214
2037	$50,965	$304,553	$863,849	$0	$666,029	$87,711	$264,758	$2,237,867
2038	$50,965	$307,599	$872,487	$0	$672,690	$88,589	$267,406	$2,259,736
2039	$50,965	$310,675	$881,212	$0	$679,417	$89,474	$270,080	$2,281,823
2040	$50,965	$313,782	$890,024	$100,000	$686,211	$90,369	$272,781	$2,404,132
2041	$50,965	$316,920	$898,925	$0	$693,073	$91,273	$275,509	$2,326,664
2042	$50,965	$320,089	$907,914	$0	$700,004	$92,186	$278,264	$2,349,421
2043	$50,965	$323,290	$916,993	$0	$707,004	$93,107	$281,046	$2,372,405

Year	FTA Section 5303 Planning	FTA Section 5307 Operating	FTA Section 5307 Capital	FTA Section 5307 Planning	FTA Section 5310	FTA Section 5339	FTA Section 5311	Total SC Federal Transit
2044	$50,965	$326,523	$926,163	$0	$714,074	$94,038	$283,857	$2,395,620
2045	$50,965	$329,788	$935,425	$100,000	$721,214	$94,979	$286,695	$2,519,066
2046	$50,965	$333,086	$944,779	$0	$728,427	$95,929	$289,562	$2,442,747
2047	$50,965	$336,416	$954,227	$0	$735,711	$96,888	$292,458	$2,466,665
2048	$50,965	$339,781	$963,769	$0	$743,068	$97,857	$295,383	$2,490,822
2049	$50,965	$343,178	$973,407	$0	$750,499	$98,835	$298,336	$2,515,221
2050	$50,965	$346,610	$983,141	$100,000	$758,004	$99,824	$301,320	$2,639,863
2051	$50,965	$350,076	$992,972	$0	$765,584	$100,822	$304,333	$2,564,752
2052	$50,965	$353,577	$1,002,902	$0	$773,239	$101,830	$307,376	$2,589,890
2053	$50,965	$357,113	$1,012,931	$0	$780,972	$102,849	$310,450	$2,615,279
2054	$50,965	$360,684	$1,023,060	$0	$788,782	$103,877	$313,555	$2,640,922
2055	$50,965	$364,291	$1,033,291	$100,000	$796,669	$104,916	$316,690	$2,766,822
TOTAL	**$1,528,950**	**$9,512,125**	**$26,980,613**	**$600,000**	**$20,802,112**	**$2,739,492**	**$8,269,207**	**$70,432,499**

Source: Coordination with LSCOG and Best Friend Express

Figure 9.6-6: State and Local Funding for Transit in South Carolina

Year	FTA 5303 Planning Local Match	FTA 5307 Local Match	FTA 5307 Planning Local Match	FTA 5310 Local Match Capital	FTA 5339 Local Match	FTA 5311 Local Match	SC Transit State & Local Total
2026	$10,193	$444,500	$0	$123,013	$20,000	$244,500	$842,206
2027	$10,193	$444,500	$0	$123,013	$20,000	$244,500	$842,206
2028	$10,193	$444,500	$0	$123,013	$20,000	$244,500	$842,206
2029	$10,193	$444,500	$0	$123,013	$20,000	$244,500	$842,206
2030	$10,193	$448,945	$25,000	$124,244	$20,200	$246,945	$875,527
2031	$10,193	$453,434	$0	$125,486	$20,402	$249,414	$858,930
2032	$10,193	$457,969	$0	$126,741	$20,606	$251,909	$867,417
2033	$10,193	$462,548	$0	$128,008	$20,812	$254,428	$875,989
2034	$10,193	$467,174	$0	$129,288	$21,020	$256,972	$884,647
2035	$10,193	$471,846	$25,000	$130,581	$21,230	$259,542	$918,392
2036	$10,193	$476,564	$0	$131,887	$21,443	$262,137	$902,224
2037	$10,193	$481,330	$0	$133,206	$21,657	$264,758	$911,144
2038	$10,193	$486,143	$0	$134,538	$21,874	$267,406	$920,154
2039	$10,193	$491,005	$0	$135,883	$22,092	$270,080	$929,253
2040	$10,193	$495,915	$25,000	$137,242	$22,313	$272,781	$963,444
2041	$10,193	$500,874	$0	$138,615	$22,537	$275,509	$947,727
2042	$10,193	$505,882	$0	$140,001	$22,762	$278,264	$957,102
2043	$10,193	$510,941	$0	$141,401	$22,989	$281,046	$966,571

Year	FTA 5303 Planning Local Match	FTA 5307 Local Match	FTA 5307 Planning Local Match	FTA 5310 Local Match Capital	FTA 5339 Local Match	FTA 5311 Local Match	SC Transit State & Local Total
2044	$10,193	$516,051	$0	$142,815	$23,219	$283,857	$976,135
2045	$10,193	$521,211	$25,000	$144,243	$23,452	$286,695	$1,010,794
2046	$10,193	$526,423	$0	$145,685	$23,686	$289,562	$995,550
2047	$10,193	$531,688	$0	$147,142	$23,923	$292,458	$1,005,404
2048	$10,193	$537,004	$0	$148,614	$24,162	$295,383	$1,015,356
2049	$10,193	$542,374	$0	$150,100	$24,404	$298,336	$1,025,407
2050	$10,193	$547,798	$25,000	$151,601	$24,648	$301,320	$1,060,560
2051	$10,193	$553,276	$0	$153,117	$24,894	$304,333	$1,045,813
2052	$10,193	$558,809	$0	$154,648	$25,143	$307,376	$1,056,169
2053	$10,193	$564,397	$0	$156,194	$25,395	$310,450	$1,066,629
2054	$10,193	$570,041	$0	$157,756	$25,649	$313,555	$1,077,194
2055	$10,193	$575,741	$25,000	$159,334	$25,905	$316,690	$1,112,864
TOTAL	**$305,790**	**$15,033,385**	**$150,000**	**$4,160,422**	**$676,418**	**$8,269,207**	**$28,595,222**

Source: Coordination with LSCOG and Best Friend Express

Figure 9.6-7: Summary of Federal, State, and Local Transit Funding in South Carolina

Year	Total SC Federal Transit Total	SC Transit State & Local Total	Grand Total
2026	$2,070,532	$842,206	$2,912,738
2027	$2,070,532	$842,206	$2,912,738
2028	$2,070,532	$842,206	$2,912,738
2029	$2,070,532	$842,206	$2,912,738
2030	$2,190,728	$875,527	$3,066,254
2031	$2,111,125	$858,930	$2,970,055
2032	$2,131,727	$867,417	$2,999,144
2033	$2,152,535	$875,989	$3,028,524
2034	$2,173,550	$884,647	$3,058,198
2035	$2,294,776	$918,392	$3,213,168
2036	$2,216,214	$902,224	$3,118,438
2037	$2,237,867	$911,144	$3,149,011
2038	$2,259,736	$920,154	$3,179,889
2039	$2,281,823	$929,253	$3,211,077
2040	$2,404,132	$963,444	$3,367,576
2041	$2,326,664	$947,727	$3,274,390
2042	$2,349,421	$957,102	$3,306,522
2043	$2,372,405	$966,571	$3,338,976
2044	$2,395,620	$976,135	$3,371,754
2045	$2,519,066	$1,010,794	$3,529,860
2046	$2,442,747	$995,550	$3,438,297
2047	$2,466,665	$1,005,404	$3,472,069
2048	$2,490,822	$1,015,356	$3,506,178
2049	$2,515,221	$1,025,407	$3,540,628
2050	$2,639,863	$1,060,560	$3,700,423

Year	Total SC Federal Transit Total	SC Transit State & Local Total	Grand Total
2051	$2,564,752	$1,045,813	$3,610,565
2052	$2,589,890	$1,056,169	$3,646,059
2053	$2,615,279	$1,066,629	$3,681,908
2054	$2,640,922	$1,077,194	$3,718,116
2055	$2,766,822	$1,112,864	$3,879,686
TOTAL	**$70,432,499**	**$28,595,222**	**$99,027,721**

10 Fiscally-Constrained Project Plan

This section offers the fiscally-constrained list of projects that can be funded with anticipated revenues throughout the life of this plan- 2026-2055, ensuring estimated project costs don't exceed revenues. Limited funding is available over time, and the constrained project tiers are meant to balance projects between funding and goals.

The fiscally-constrained project list is based off of the universe of projects list identified in Chapter 7, Project Prioritization Framework in Chapter 8, and the financial analysis identified in Chapter 9. Projects that are not able to be funded with anticipated revenues through 2055 are placed into an unfunded list, where they are still identified in the ARTS planning area MTP in case additional funding sources are secured in the future that would allow for their future programming.

10.1 Cost Estimation Methodology

The cost estimation methodology was developed using project costs from other planning studies, the SCDOT pricing tool for South Carolina projects, and by escalating project costs from the 2050 MTP (based on 2019 dollars) to the year 2025 for projects located in Georgia. The costs developed for projects located in Georgia for the 2050 MTP were developed using the Atlanta Regional Commission (ARC)'s Cost Estimation Tool, which is in turn founded on GDOT's statewide Right-of-Way and Utility Relocation Cost Estimation Tool (RUCEST). Although the tool has its origins in the Atlanta Metropolitan area, RUCEST originates from statewide historical bid data for projects funded throughout Georgia wholly or in part from federal, state, and county funds.

Federal planning regulations require that all project cost estimates include the cost of the total project inclusive of preliminary design, Right-of Way (ROW) acquisition, and construction. Where project costs are based on 2050 MTP costs, an escalation was used to bring cost estimates to year 2025 dollars. For this document's cost estimation, all baseline project cost estimates account for inflation and are in 2025 dollars. Once programmed by funding availability, project costs are further escalated to the median year of the Tier in which they are identified to better reflect Year of Expenditure (YOE) dollars in the financial plan.

The 2055 MTP financial strategy provides cost estimates for individual projects as well as project bundles, which groups smaller, similar projects that help keep the number of projects in the plan manageable and scalable at the regional level.

Figure 10.1-1 includes a summary of the total cost of the universe of projects in this plan by project type. Safety and Pavement projects were added because of their inclusion in the TIP.

Figure 10.1-1: Summary of Costs for Universe of Projects

Project Type	Cost for all Projects		Total Cost for Projects not in TIP/ Tier I	
	Georgia	South Carolina	Georgia	South Carolina
Bicycle/ Pedestrian	$225,679,720.40	$117,656,697.18	$221,142,104.29	$117,656,697.18
Bridges	$111,413,385.19	$113,256,814.00	$48,493,940.60	$58,601,590.00
Corridors & Widenings	$2,052,797,156.76	$500,761,982.98	$1,926,273,796.18	$484,461,982.98
Intersections	$66,239,417.00	$86,618,797.01	$59,984,945.00	$84,918,797.01
New Roadways	$50,606,100.00	$61,223,169.22	$50,606,100.00	$52,211,336.22
Operational	$715,684,131.35	$169,945,668.35	$716,827,934.35	$169,945,668.35
Transit	$30,856,129.00	$14,621,439.60	$28,105,000.00	$14,621,439.60
Pavement	N/A	$34,003,156.00	N/A	N/A
Safety	N/A	$1,574,629.00	N/A	N/A
TOTAL	**$3,253,276,039.70**	**$1,099,662,353.34**	**$3,051,433,820.42**	**$982,417,511.34**

10.2 Fiscally-Constrained Project List

The fiscally-constrained project list is offered in three tiers:

- **Tier I:** Projects already programmed in the existing Transportation Improvement Program (TIP). These projects already have funding identified through 2027. The South Carolina portion of the TIP includes a 10-year plan of projects, however only projects through 2027 are programmed for funding, thus the projects in the TIP beyond 2027 are included in later Tiers.
- **Tier II:** Projects with the highest prioritization ranking to be funded in the mid-term beyond the projects identified in the TIP. Tier II covers projects slated for 2028-2040 and covers as many projects as can be funded during this time period with anticipated revenues.
- **Tier III:** Projects with later prioritization rankings to be funded in the longer term. These projects are not able to be funded in the 2028-2040 timeframe and thus are included in the 2041-2055 timeframe and cover as many projects as can be funded during this time period with anticipated revenues.

Figure 10.2-1 includes a summary of the total cost of fiscally-constrained projects and expected revenues for highway and bicycle/ pedestrian projects. This figure validates that the total cost of projects proposed under each tier falls within the revenue anticipated to be available to fund projects.

Figure 10.2-1: Summary of Costs and Revenues for Highway and Bicycle/Pedestrian Projects

Project Tier	Cost for Financially Constrained Projects		Total Revenues	
	Georgia	South Carolina	Georgia	South Carolina
Tier 1[1]	$200,791,090.28	$115,544,842	$200,791,090.28	$115,544,842
Tier 2	$828,595,217.30	$133,837,920.11	$828,600,044	$133,877,193
Tier 3	$1,099,214,426.79	$180,767,498.43	$1,099,239,667	$180,839,287
TOTAL	**$2,128,600,734.37**	**$430,150,260.54**	**$2,128,630,801.28**	**$430,261,322.00**

Tier 1 projects costs were derived from the TIP, which allocates cost and funding based on the years 2024-2027. As such, revenues were determined to reflect these costs.

Figure 10.2-2 includes a summary of the total cost of fiscally-constrained projects and expected revenues for transit projects.

Figure 10.2-2: Summary of Costs and Revenues for Transit Projects

Project Year	Cost for Financially Constrained Projects		Total Revenues	
	Georgia	South Carolina	Georgia	South Carolina
Tier 1	$2,751,129.00	$0	$3,309,298.99	$5,012,161
Tier 2	$21,235,500.00	$10,820,576.15	$22,723,982.93	$34,289,453
Tier 3	$26,129,400.00	$10,597,799.58	$30,124,338.08	$45,456,250
TOTAL	**$50,116,029.00**	**$21,418,375.73**	**$56,157,620.00**	**$84,757,864.00**

Projects that aren't listed in one of the project tiers are placed into an **unfunded projects list**, meaning they are still a priority for the region but cannot be funded through the life of the plan with anticipated revenues.

Carbon Reduction Fund projects are programmed for funding and detailed separately in Section 10.3.

10.2.1 Tier I Projects (TIP Projects)

Figure 10.2-3 identifies the projects located in Georgia that are already programmed for funding in the current TIP and fall within Tier I projects. Figure 10.2-4 identifies the projects located in South Carolina that are already programmed for funding in the current TIP and fall within Tier I projects. Figure 10.2-5 shows the location of projects across the ARTS planning area that fall under Tier I.

Figure 10.2-3: Georgia Tier I Projects (TIP Projects)

Project ID	Project	Project Description	County	Project Type	Amount (2025)
Bridges					
359	**I-520 @ CR 145/Milledgeville Road 9.1 MI NW Of Hephzibah**	Bridge Replacement with no added capacity	Richmond	Bridges	$1,025,000.00
360	**I-520 @ Sr 10**	Bridge Replacement with no added capacity at I-520 @ SR 10	Richmond	Bridges	$1,175,000.00
413	**Sr 10/Us 1 @ Ns #732964 10.8 Mi Ne of Hephzibah**	Bridge Replacement with no added capacity	Richmond	Bridges	$1,175,000.00
504	**Sr 104 @ Kiokee Creek**	Bridge Replacement of SR 104 over Kiokee Creek in Columbia County (Structure Number 073-0014-0) located 6.2 miles NE of Appling. The proposed design will provide two 12' lanes with 8'shoulders. Construction will need to be coordinated with 0017931 located within a mile south of this project along SR 104.	Columbia	Bridges	$300,000.00
503	**Sr 104 @ Little Kiokee Creek**	Bridge Replacement of SR 104 over Little Kiokee Creek in Columbia County (Structure Number 073-0013-0) located 6.6 miles NE of Appling. The proposed design will provide two 12' lanes with 8'shoulders. Construction will need to be coordinated with 0017932 located within a mile north of this project.	Columbia	Bridges	$300,000.00
505	**Sr 4/Us 1 @ Rocky Creek 9.4 Mi Ne of Hephzibah**	Bridge Replacement with no added capacity at SR 4/US 1 @ ROCKY CREEK 9.4 MI NE OF HEPHZIBAH	Richmond	Bridges	$1,175,000.00
417	**Sr 4/US 25BU @ Savannah River @South Carolina State Line-Tia**	This project will replace the existing bridge using staged construction to maintain two lanes of traffic open at all times. The new bridge will be 4 travel lanes with a center median, sidewalk on the east side, and 10-foot shared use of sidewalk on the west side with barrier separation from the outer southbound travel lane. The project team is working on incorporating out of scope trail connection and aesthetic elements.	Richmond	Bridges	$56,694,444.59
418	**Sr 56 @ Butler Creek 7.1 Mi Ne of Hephzibah**	Bridge Replacement with no added capacity	Richmond	Bridges	$1,075,000.00
Corridors & Widenings					

506	**Cr 92/Hardy Mcmanus Rd from William Few Pkwy to Sr 28 - Tia**	The Hardy McManus Road widening project will expand the roadway from William Few Parkway to SR 28/Furys Ferry Road. The proposed improvements include a three-lane section with 10-foot travel lanes and a 14-foot flush median. Roundabouts will be constructed at the intersections of Halali Farm Road/Jamestown Avenue, Aylesbury Drive, and Dolphin Way. Additional turn lanes will be added alongside roads to improve traffic flow. Pedestrian and cyclist accommodations will include a 5-foot sidewalk on the north side of the roadway and a 10-foot shared-use path on the south side. The total project length is approximately 3.1 miles.	Columbia	Corridors & Widenings	$35,024,191.00
507	**Sr 104 From William Few Pkwy to Tubman Road**	This roadway improvement project consists of widening an approximately 2.4-mile section of Washington Rd (SR 104), from William Few Pkwy to Tubman Rd, from two lanes to four lanes. The four-lane section will consist of two mainline travel lanes in each direction and select right turn decel lanes to serve side streets with high traffic volumes.	Columbia	Corridors & Widenings	$2,538,900.00
508	**Cr 102/Hereford Farm Road from Sr 232 To Sr 383 - Tia**	Widen from two to three lanes through lanes from SR 383 (Belair Road) to SR 232 (Columbia Road) with urban or rural design. From CR 102/Hereford Farm RD from SR 232 to SR 38. - TIA.	Columbia	Corridors & Widenings	$39,279,078.58
509	**Electric Vehicle (Ev) Charging Station Park Upgrades**	Upgrading various parks throughout Columbia County with Electric Vehicle (EV) Charging Stations to improve access to electric vehicle charging stations and encourage the use of EVs to promote carbon reduction. Parks to receive dual port EV Charging Stations include: Savannah Rapids Park (2), Lakeside Park (2), Blanchard Park (1), Patriots Park (3), Riverside Park (1), Blanchard Woods Park (2), Lady A Park (2), and Evans Towne Center Park (3). Total dual-port charging stations: 16.	Columbia	Operational	$556,197.00
510	**I-20 From Sr 388 To Cr 573/Wheeler Road**	This project will widen I-20 (SR 402) from four to six lanes from US 221/SR 47 to east of SR 383 at the I-20 interchange. The project will address the need for additional roadway capacity in the I-20 corridor. The project is proposed to be split into two phases, with the first phase being from SR 388 to CR 573/Wheeler Road for a total length of 5.29 miles and the second phase being from US 221/SR 47 to SR 47 to SR 388 for a total length of 6.83 miles. The project will also replace existing lane 2 (future lane 3) in the Eastbound and Westbound directions due to the existing condition of the subgrade and concrete.	Columbia	Corridors & Widenings	$2,884,426.00
511	**Willis Foreman Road**	CR 1515/WILLIS FOREMAN RD FROM SR 4/US 1 TO SR 121/US 25-TIA	Richmond	Corridors & Widenings	$8,696,765.00
512	**Wrightsboro Rd Widening from**	This roadway improvement project consists of widening an approximately 4.1-mile section of Wrightsboro Rd, from Jimmie Dyess Pkwy (SR 383) to	Columbia	Corridors & Widenings	$38,100,000.00

	Jimmie Dyess Pkwy (Sr 383) To Horizon South Pkwy to Horizon South Pkwy (Sr 388)	Horizon South Pkwy (SR 388), from two lanes to three-lanes with sidewalks on both sides. The three-lane section will consist of one mainline travel lane in each direction, a two way left turn lane throughout, and select right turn decel lanes to serve side streets with high traffic volumes. Wrightsboro Rd is posted at 45 and 55 MPH with no sidewalks, is currently seeing traffic volumes in excess of 16,000 vehicles per day, and traffic accidents are on the rise. This project would significantly improve vehicular safety along this corridor, provide pedestrian-friendly connectivity, and greatly improve traffic movement for motorists traveling between Richmond and Columbia Counties.			
Intersection					
344	**Wheeler Road /CR 601 From I-20 To Augusta West Parkway**	This project aims to improve pedestrian and vehicular mobility and safety, and reduce the congestion along Wheeler Road/CR 601 from I-20 to Augusta West Parkway/CR 804. Different approaches shall be analyzed during the concept development phase, including the possibility to add another left turn lane at an intersection, provide pedestrian facilities, and upgrade traffic signals. The project needs and development of alternative solutions will be further established based on traffic studies conducted during the Concept Development phase. The project limits begin at the intersection with I 20 to the intersection with Augusta West Parkway/Medical Center Drive	Richmond	Intersections	$6,254,472.00
Bicycle and Pedestrian					
326	**Cr 2509/Walton Way from Cr 2688/7th St to Cr 2472/11th St**	Walton Way between 7th and 11th Streets. The project will include the renovation, replacement and widening of sidewalks and curb cuts in the public right-of-way along Walton Way between 7th Street and 11th Street.	Richmond	Bicycle & Pedestrian	$711,372.11
141	**James Brown Blvd. Streetscape- Phase 3**	The project will replace existing sidewalks on the east side of James Brown Blvd (9th St) in Augusta. The project limits begin at Twiggs Street & end at Laney Walker Blvd. Existing sidewalks on the east side of James Blvd need to be replaced and meet Americans with Disabilities Act (ADA) requirements. Pedestrian lighting will be installed. Striping will be revised to provide one travel in each direction with a northbound bike lane & parallel parking lane. Project length is approximately 0.3 mile.	Richmond	Bicycle & Pedestrian	$1,213,315.00
513	**Broad Street Lighting Rehabilitation (5th Street to East Boundary)**	Use of LED light in order to reduce Carbon Footprint. This project aims to upgrade the lights that was built 50 years ago within old city limits. The construction aims to replace above ground system.	Richmond	Bicycle & Pedestrian	$1,630,674.00

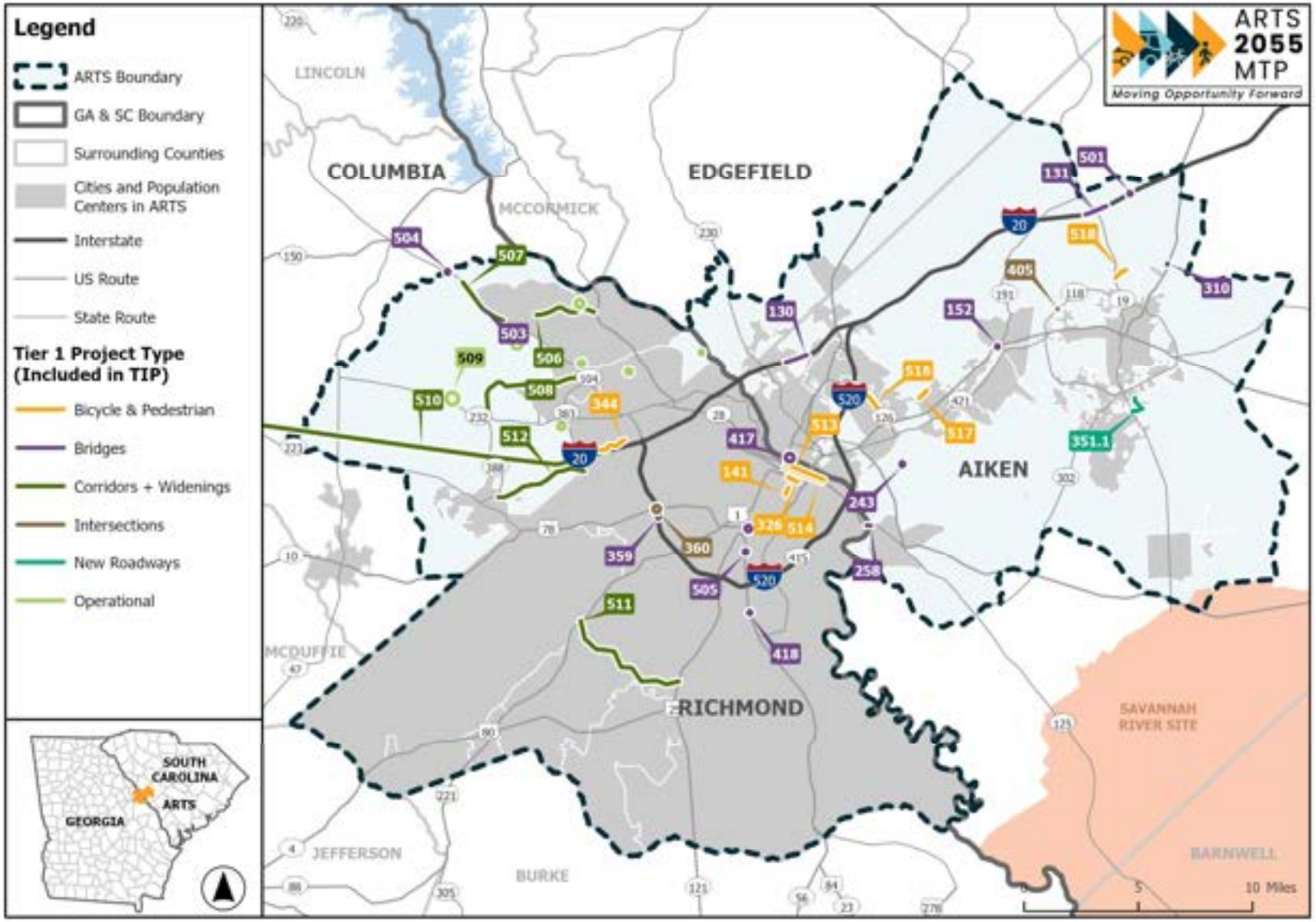
514	**Greene Street Lighting Rehabilitation (13th Street to East Boundary)**	Use of LED light in order to reduce Carbon Footprint. This project aims to upgrade the lights that was built 50 years ago within old city limits. The construction aims to replace above ground system.	Richmond	Bicycle & Pedestrian	$982,255.00
Transit					
	Fy 2025-Augusta MPO-Sec. 5303-Planning	Augusta MPO Section 5303 Planning	Richmond / Columbia	Transit	$235,455.00
	Fy 2025-Augusta-Sec.5311- Capital and Operations	Fy 2025-Augusta-Sec.5311- Capital and Operations	Richmond	Transit	$435,642.00
	Fy 2025-Columbia Countysec.5311-Capital and Operations	Fy 2025-Columbia Countysec.5311-Capital and Operations	Columbia	Transit	$245,946.00
	Fy 2026-Augusta MPO-Sec. 5303-Planning	Fy 2026-Augusta MPO-Sec. 5303-Planning	Richmond / Columbia	Transit	$235,455.00
	Fy 2026-Augusta-Sec.5311- Capital and Operations	Fy 2026-Augusta-Sec.5311- Capital and Operations	Richmond	Transit	$435,642.00
	Fy 2026-Columbia Countysec.5311-Capital and Operations	Fy 2026-Columbia Countysec.5311-Capital and Operations	Columbia	Transit	$245,946.00
	Fy 2027-Augusta MPO-Sec. 5303-Planning	Fy 2027-Augusta MPO-Sec. 5303-Planning	Richmond / Columbia	Transit	$235,455.00
	Fy 2027-Augusta-Sec.5311- Capital and Operations	Fy 2027-Augusta-Sec.5311- Capital and Operations	Richmond	Transit	$435,642.00
	Fy 2027-Columbia Countysec.5311-Capital and Operations	Fy 2027-Columbia Countysec.5311-Capital and Operations	Columbia	Transit	$245,946.00

Figure 10.2-4: South Carolina Tier I Projects (TIP Projects)

Project ID	Project	Project Description	County	Project Type	Amount (2025)
Bridges					
152	**US 1 Over Horse Creek Bridge Replacement**	Bridge replacement at US 1 over Horse Creek	Aiken	Bridge	$18,179,625
310	**US 1 Over Shaws Creek Bridge Replacement**	Bridge replacement at US 1 over Shaws Creek	Aiken	Bridge	$14,288,850
515	**S-732 (Cooper Pond Road) Over Goodland Creek**	S-732 (Cooper Pond Road) over Goodland Creek Bridge Replacement	Aiken	Bridge	$800,000
501	**I-20 EB And WB Over S-980 And Abandoned Railroad Bridge Replacement**	Bridge replacement on I 20 EB and WB over S 980 and Abandoned RR	Aiken	Bridge	$2,300,000
130	**I-20 WB Over Abandoned Railroad Bridge Replacement**	Bridge replacement on I-20 WB over Abandoned Railroad	Aiken	Bridge	$1,100,000
131	**I-20 WB Over SC 19 Bridge Replacement**	Bridge replacement on I-20 WB over SC 19	Aiken	Bridge	$1,096,079
243	**S-145 (Storm Branch Road) Over Tributary to Horse Creek**	FA Non-NHS Bridge Replacement	Aiken	Bridge	$5,550,000
258	**SC 28 Bridge Rehabilitation/Maintenance**	Bridge replacement/rehab on SC 28 at Savannah River	Aiken	Bridge	$11,340,670
Corridors & Widenings					
516	**SC-126 (Belvedere Clearwater Road) corridor improvements**	Widen from 2-lane to 5-lane C/G, with bike/ped accommodations	Aiken	Corridors & Widenings	$16,300,000
New Roadway					
351.1	**South Centennial Connector**	Connects South Centennial Avenue off of Corporate Parkway to Whiskey Road at East Gate	Aiken	New Roadway	$9,011,833
Pavement					
	Aiken County Pavements - FA Secondaries	Aiken County Pavements - FA Secondaries	Aiken	Pavement	$11,037,258

	FY25 Aiken County Pavements - Non- FA Secondaries	Aiken County Pavements – Non FA Secondaries	Aiken	Pavement	$5,976,124
	FY25 Aiken County Pavements - Non-NHS Primary	Aiken County Pavements - Non FA Secondaries	Aiken	Pavement	$16,989,774
Safety					
517	**Mustang Drive (S-1920) Sidewalk Improvement Project**	Installation of approximately 1,650 linear feet of new sidewalk	Aiken	Safety	$924,927
518	**Shiloh Heights Road (S-600) Sidewalk Improvement Project**	Installation of approximately 1,650 linear feet of new sidewalk	Aiken	Safety	$649,702

Figure 10.2-5: ARTS Planning Area Tier I Projects (TIP)



10.2.2 Tier II Projects (2028-2040)

Figure 10.2-6 identifies the projects located in Georgia that are prioritized as Tier II projects, ranked according to the project prioritization results by project type. These are the projects that can be reasonably funded with the anticipated total revenue anticipated from 2028-2040. Figure 10.2-7 identifies the projects located in South Carolina that are included as Tier II projects, ranked according to the project prioritization results. Figure 10.2-8 shows the projects located in the ARTS planning area that are included as Tier II projects. All projects are color coded by project type.

Since several project types do not compete against each other for funding – such as bicycle and pedestrian projects don't compete with roadway projects and transit projects don't compete with bridge projects – when the TIP is updated and funding sources better identified, projects may be moved up from Tier III or the unfunded list as additional funds become available for those project types. This project list is simply the results of the project prioritization ranked against total anticipated revenue.

Figure 10.2-6: Georgia Tier II Projects (2028-2040)

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Escalated Cost
Bridges						
132	**I-20/SR 47 Bridge**	Bridge Replacement	Richmond	Bridges	15	$10,107,747.00
Corridors & Widenings						
318	**US 25/SR 121(Peach Orchard Road) from Tobacco Road to Brown Road**	Widen from 4 to 6 lanes	Richmond	Corridors + Widenings	1	$27,084,095.06
284	**SR 4/ US 1 (Deans Bridge Road) from Meadowbrook Drive to Tobacco Road**	Widen from 4 to 6 lanes	Richmond	Corridors + Widenings	5	$63,910,294.27
127	**I-20 from Louisville Road to Riverwatch Parkway**	I-20 construct one new HOV Lane in each direction from Louisville Road to River Watch Parkway	Columbia	Corridors + Widenings	6	$304,134,342.20
139	**Interstate 20 from SR 47 (Appling Harlem Highway) to SR 383 (Belair Road)**	Widen from 4 to 6 lanes	Columbia	Corridors + Widenings	7	$238,790,873.98
Operational						
59	**Deans Bridge between MLK and Willis Foreman**	Deans Bridge between MLK and Willis Foreman	Richmond	Operational	2	$63,439,875.00
316	**US 25 between I-520 and Tobacco Rd**	US 25 between I-520 and Tobacco Rd	Richmond	Operational	3	$51,998,895.00
134	**I-520 between Deans Bridge Rd and Laney Walker Blvd**	I-520 between Deans Bridge Rd and Laney Walker Blvd	Richmond	Operational	8	$4,887,270.00
Intersections						
204	**Peach Orchard, Windsor Spring and I-520 Intersection**	Peach Orchard, Windsor Spring and I-520 Intersection	Richmond	Intersections	4	$2,623,101.00
343	**Wheeler Road Intersection from Wheeler Road to Robert C Daniel Parkway**	Wheeler Road Intersection from Wheeler Road to Robert C Daniel Parkway including intersection improvements and turn lanes	Richmond	Intersections	32	$1,038,784.50

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Escalated Cost
Bicycle and Pedestrian						
1	**10th St/11th St (Augusta Riverwalk to CT Walker Magnet School greenway)**	Neighborhood greenway (bike boulevard) connection; Traffic volumes and speeds are relatively low along this corridor (where the speed limit is 30 mph, consider lowering to 25 mph)	Richmond	Bicycle & Pedestrian	10	$10,294,735.49
399	**RA Dent Blvd (Walton Way to Emmet St)**	5/4-3 road reconfiguration, consistent with the section of 13th St to the north that will be reconfigured (this section has a similar AADT - 13,000). The outside travel lanes could be converted to protected bike lanes	Richmond	Bicycle & Pedestrian	11	$1,872,699.48
375	**Laney Walker Blvd (RA Dent Blvd to E. Boundary St)**	4-2 road reconfiguration, creating protected bike lanes (AADT is 5,150-9,550) – would require additional analysis	Richmond	Bicycle & Pedestrian	13	$3,290,558.61
320	**Highland Ave from Wrightsboro Rd to Milledgeville Rd**	AADT is 11,100-15,100; consider 4-2 road reconfiguration with buffered bike lanes	Richmond	Bicycle & Pedestrian	14	$3,098,991.03
173	**Central Ave (Troupe St to Druid Park Ave)**	Consider a 4-2 road reconfiguration, creating protected bike lanes (AADT is 7,320).	Richmond	Bicycle & Pedestrian	16	$2,086,500.00
172	**Central Ave (Monte Sano Ave to Troupe St)**	4-2 road reconfiguration, creating buffered bike lanes (AADT is 10,200), consider lowering the speed limit from 35 mph to 25 mph.	Richmond	Bicycle & Pedestrian	17	$2,843,204.00
178	**Deans Bridge Rd from south of Gordon Hwy to existing sidewalk**	Sidewalk gap along otherwise continuous section.	Richmond	Bicycle & Pedestrian	24	$995,438.68
Transit						
155	**Augusta Transit Hub**	Relocate the primary Augusta Transit hub from Broad Street to downtown Augusta	Richmond	Transit	30	$19,305,000.00
185	**Deans Bridge Transit Hub**	New Transit Hub at Walmart on Deans Bridge Road	Richmond	Transit	31	$1,930,500.00

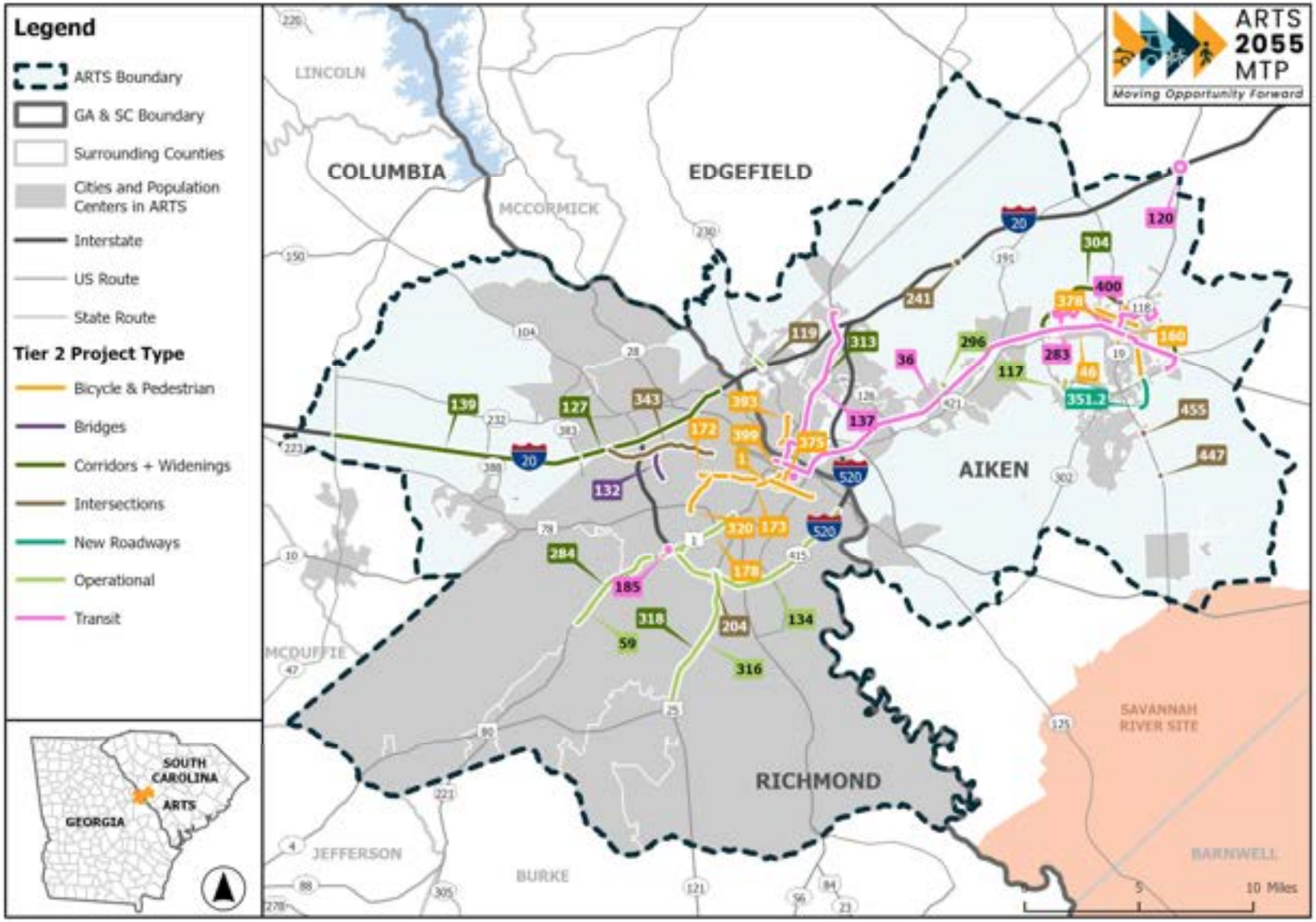
Figure 10.2-7: South Carolina Tier II Projects (2028-2040)

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Escalated Cost
Corridors & Widenings						
313	**US 25 (Edgefield Hwy) at Belvedere Clearwater Rd (SC 126/S-805)**	US 25 (Edgefield Hwy) at Belvedere Clearwater Rd (SC 126/S-805)	Aiken	Corridors + Widenings	1	$128,760.00
304	**University Parkway (S-2131) from US 1/US 78 Richland Avenue to SC 118 (Robert M Bell Pkwy)**	Widen from 3 to 5 lanes	Aiken	Corridors + Widenings	63	$51,612,384.16
236	**Rudy Mason Parkway from S-912 (North of Willow Run Road) to S-783 (North of Old Wagener Road)**	Corridor Improvement along Rudy Mason Parkway to widen from two lanes to four lanes from S-912 (North of Willow Run Road) to S-783 (North of Old Wagener Road)	Aiken	Corridors + Widenings	115	$13,689,002.21
Operational						
296	**Sudlow Lake Rd between US 1 / US 78 and Brevard Rd / Pride Ave**	Corridor Improvements for Sudlow Lake Road (S-254) between US-1 /US-78 and Brevard Drive/Pride Avenue	Aiken	Operational	100	$3,278,728.80
257	**SC 230 (W Martintown Road) from I-20 to Edgefield County Line**	SC 230 (W Martintown Road) operational and signal improvements from I-20 to Edgefield County Line	Aiken	Operational	130	$1,182,200.40
Intersections						
119	**I-20 and Martintown Road from I-20 to Martintown Road**	I-20 and Martintown Road from I-20 to Martintown Road	Aiken	Intersections	4	$5,144,288.40
269	**Georgia Avenue/Knox Avenue (US-25) and Five Notch Road/Bradleyville Road (S-45)**	Intersection Improvement at Georgia Avenue/Knox Avenue (US-25) and Five Notch Road/Bradleyville Road (S-45)	Aiken	Intersections	38	$6,103,285.60
455	**Whiskey Road at Powderhouse Road / Stratford Hall Drive**	Add NB right-turn lane (Whiskey); dual WB left-turn lane (Powderhouse); Restripe WB to shared thru/right-turn (Powderhouse); extend NB and SB left-turn lanes (Whiskey); Remove split phase operation	Aiken	Intersections	46	$3,492,480.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Escalated Cost
241	**S-144 Bettis Academy at S-780 Whaley Pond**	Realign at 90 degrees	Aiken	Intersections	95	$3,126,891.60
481	**SC 118 (Robert M Bell Pkwy) at Trolley Line Road**	Safety improvements at the intersection of Robert M. Bell Parkway (SC-118) and Trolley Line Road (S-80). Add 200 foot EB and WB left-turn lanes; Add protected left-turn phasing; Add 150 foot NB right-turn lane; Add 100 foot SB right-turn lane; Signal phasing/timing modifications; Add 200 foot WB right-turn lane	Aiken	Intersections	105	$3,400,000.00
447	**Whiskey Road at Chime Bell Church Road**	Add traffic signal; NB left-turn lane (Whiskey); SB right-turn lane (Whiskey); EB right-turn lane (Chime Bell Church Road)	Aiken	Intersections	108	$4,039,907.20
New Roadway						
351.2	**Powderhouse Road Connector**	Construct a new connector between Powderhouse Road SE (S-440) and the South Centennial Avenue Connector	Aiken	New Roadways	36	$33,704,390.40
Operational						
117	**Huntsman Dr between Pine Log Rd and Hitchcock Pkwy**	Huntsman Dr between Pine Log Rd and Hitchcock Pkwy	Aiken	Operational	146	$2,701,857.60
Bicycle & Pedestrian						
46	**City of Aiken Bike Infrastructure Phase 1**	City of Aiken Bike Infrastructure Phase 1	Aiken	Bicycle & Pedestrian	5	$452,390.40
378	**Laurens St from Park Ave to Hampton Ave**	Reconfigure roadway to provide buffered bike lanes. Crossing improvements needed at the Laurens St/Hampton Ave intersection.	Aiken	Bicycle & Pedestrian	13	$1,268,884.94
160	**Main Street (SC 19) Pedestrian Walkways Phase II (New Ellenton)**	Main Street (SC 19) Pedestrian Walkways Phase II (New Ellenton)	Aiken	Bicycle & Pedestrian	14	$202,510.80
393	**North/South neighborhood greenway**	Utilizing public ROW, provide a shared use path link from Bluff Ave to Lake Ave, as well as a north/south alternative to connect to Martintown Rd.	Aiken	Bicycle & Pedestrian	40	$309,957.60
Transit						
36	**Aiken-Augusta Connector**	Aiken-Augusta Connector	Aiken	Transit	3	$2,164,115.23
137	**Blue Route Re-alignment**	Blue Route Re-alignment	Aiken	Transit	7	$2,164,115.23

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Escalated Cost
283	**Green Route Re-alignment**	Green Route Re-alignment	Aiken	Transit	8	$2,164,115.23
400	**Red Route Re-alignment**	Red Route Re-alignment	Aiken	Transit	9	$2,164,115.23
120	**Park and Ride in Aiken County**	I-20 and US 1 (Columbia Highway) Park and Ride in Aiken County (Exit 22) from I-20 to US 1	Aiken	Transit	52	$2,164,115.23

Figure 10.2-8: ARTS Planning Area Tier II Projects (2028-2040)



10.2.3 Tier III Projects (2041-2055)

Figure 10.2-9 identifies the projects located in Georgia that are included as Tier III projects, ranked according to the project prioritization results by project type. These are the projects that can be funded with the revenue anticipated from 2041-2055. Figure 10.2-10 identifies the projects located in South Carolina that are included as Tier III projects, ranked according to the project prioritization results. Figure 10.2-11 shows the projects located in the ARTS planning area that are included as Tier III projects. All projects are color coded by project type.

Since several project types do not compete against each other for funding – such as bicycle and pedestrian projects don't compete with roadway projects and transit projects don't compete with bridge projects – when the TIP is updated and funding sources better identified, projects may be moved up from the unfunded list as additional funds become available for those project types. This project list is simply the results of the project prioritization ranked against total anticipated revenue.

Figure 10.2-9: Georgia Tier III Projects (2041-2055)

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Escalated Cost
Bridges						
124	**I-20 Bridge over Savannah River from GA to SC**	Bridge Replacement	Richmond	Bridges	51	$108,791.10
Corridors & Widenings						
122	**I-20 between County Line and I-520**	Widen from 4 to 6 lanes	Richmond	Corridors + Widenings	9	$65,537,954.00
357	**Willis Foreman Road from SR 4/US 1 to SR 121/US 25 (Peach Orchard Road)**	Widen from 2 to 4 lanes	Richmond	Corridors + Widenings	25	$130,616,289.05
273	**SR 104 (Washington Rd) between William Few Pkwy and Pleasant Home Rd**	Widen from 5 to 6 lanes	Columbia	Corridors + Widenings	50	$217,842,616.79
281	**SR 388 (Horizon South Pkwy) widening from Wrightsboro Rd to I-20**	Widen from 2 to 4 lanes	Richmond	Corridors + Widenings	53	$26,967,721.11
395	**Olive Road**	Over-Height Detection System	Richmond	Corridors + Widenings	108	$190,032.00
New Roadways						
154	**Louisville Road and I-20**	New Interchange	Columbia	New Roadways	12	$71,928,000.00
Operational						
97	**Gordon Hwy/ US 78 Median Barrier from US 25 to Walton Way**	Gordon Hwy/ US 78 Median Barrier from US 25 to Walton Way	Richmond	Operational	47	$47,842,010.10
3	**15th Street improvements (Walton Way to Government Street) Part II from Walton Way to Government Street**	15th Street improvements (Walton Way to Government Street) Part II from Walton Way to Government Street	Richmond	Operational	48	$24,842,432.70

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Escalated Cost
94	**Gordon Hwy between Savannah River and SR 223**	Gordon Hwy between Savannah River and SR 223	Richmond	Operational	49	$86,500,612.80
35	**Broad Street Improvements from Washington Road to Sand Bar Ferry Road**	Broad Street Improvements from Washington Road to Sand Bar Ferry Road	Richmond	Operational	52	$51,065,583.30
528	**SR 104 (Washington Rd) between Market View Pkwy and William Few Pkwy**	SR 104 (Washington Rd) Operational Improvements between Market View Pkwy and William Few Pkwy	Columbia	Operational	54	$5,994,000.00
Intersections						
133	**I-520 and Wrightsboro Road from I-520 to Wrightsboro Road**	Interchange improvements	Richmond	Intersections	18	$8,226,765.00
415	**S. Belair Rd (SR 383) from Wheeler Road to Wrightsboro Rd**	S. Belair Rd (SR 383) from Wheeler Road to Wrightsboro Rd	Richmond	Intersections	20	$3,651,700.20
414	**SR 28 (Fury's Ferry Rd) from Washington Rd (SR 104) Conn to Old Berckmans Road**	SR 28 (Fury's Ferry Rd) from Washington Rd (SR 104) Conn to Old Berckmans Road	Richmond	Intersections	30	$28,026,856.20
527	**Intersection Improvements at Columbia Rd. (SR 232) and Belair Rd, (SR 383)**	Intersection Improvements	Columbia	Intersections	31	$3,418,800.00
234	**Intersection of Evans Town Center Blvd and Evans to Locks Rd**	Roundabout at intersection	Columbia	Intersections	40	$4,652,243.10
151	**Laney Walker Road/R.A. Dent Boulevard/Augusta Avenue Intersection**	Laney Walker Road/R.A. Dent Boulevard/Augusta Avenue Intersection	Richmond	Intersections	43	$11,484,803.70

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Escalated Cost
526	**Washington Rd (SR 104) and Old Evans/Bobby Jones Expressway**	Intersection Improvements at Washington Rd (SR 104) and Old Evans/Bobby Jones Expressway	Columbia	Intersections	45	$3,774,000.00
289	**Mike Padgett Hwy (SR 56) at Apple Valley Drive**	Safety Improvements	Richmond	Intersections	85	$822,676.50
Bicycle and Pedestrian						
441	**Wheeless Rd from Milledgeville Rd to Lee St**	Long-term, when sidewalks need replaced, widen to a sidepath with improved buffer (vegetation/trees); short-term, stripe bike lanes (with buffer striping where possible) utilizing extra pavement width.	Richmond	Bicycle & Pedestrian	19	$9,130,369.78
383	**Lumpkin Rd (Deans Bridge Rd to Mike Padgett Hwy)**	Reconfiguration road to provide separated bike lanes.	Richmond	Bicycle & Pedestrian	21	$8,480,682.81
463	**Windsor Spring Rd from I-520 to Rosier Rd**	Fill in sidewalk gaps to create a continuous sidewalk from south Augusta to Hephzibah.	Richmond	Bicycle & Pedestrian	22	$3,841,273.26
111	**Hereford Farm Road sidepath**	Sidepath	Columbia	Bicycle & Pedestrian	23	$130,570,598.70
462	**William Few Pkwy from Washington Rd to Patriots Park (and further south)**	Sidepath construction to continue the Euchee Creek Greenway north to connect to future Hardy Mcmanus sidepath.	Columbia	Bicycle & Pedestrian	26	$45,882,215.52
280	**Gordon Hwy/Milledgeville Rd intersection**	Fill sidewalk gaps and provide pedestrian crossings.	Richmond	Bicycle & Pedestrian	33	$363,161.99
386	**Mill St/Grand Blvd (CT Walker Magnet School greenway to Carrie J Mays Park and Jenkins-White Elementary School)**	Neighborhood Greenway (Bike Boulevard) connection - Lower speed limit on Mill St from 35 mph to 25 mph and on Grand Blvd from 30 to 25 mph.	Richmond	Bicycle & Pedestrian	34	$15,057,168.18
275	**Glenn Hills High School and Elementary School**	Construct a sidepath from Glenn Hills Dr to Deans Bridge Rd to connect the two schools and shopping center.	Richmond	Bicycle & Pedestrian	35	$4,291,796.57
109	**Harlem Grovetown Rd Sidewalk Construction from Old Berzelia Road to Elementary School Campus**	Sidewalk Construction	Columbia	Bicycle & Pedestrian	36	$13,677,408.90

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Escalated Cost
394	**Old Savannah Rd/Olive Rd/Gordon Hwy/Peach Orchard Rd area**	Fill sidewalk gaps and provide pedestrian signals at the Olive Rd and the Old Savannah Rd intersections.	Richmond	Bicycle & Pedestrian	37	$1,541,917.38
424	**Tobacco Rd from Windsor Spring Rd to Peach Orchard Rd**	Construct a sidepath to connect to the existing Windsor Spring Rd sidepath to provide links for these neighborhoods to Diamond Lakes Elementary as well as Diamond Lakes Regional Park.	Richmond	Bicycle & Pedestrian	38	$3,020,561.02
147	**Kissingbower Road between Marschalk Road and White Road**	Sidewalk installation	Richmond	Bicycle & Pedestrian	39	$1,007,291.70
270	**Gibbs Rd**	Fill sidewalk gaps between Washington Rd sidewalk terminus (and bike lane) and existing Gibbs Rd sidewalk.	Columbia	Bicycle & Pedestrian	41	$1,103,221.36
409	**Sand Bar Ferry Rd**	Re-striping the lanes to 11' could create space for bike lanes between Oak St and Cedar St.	Richmond	Bicycle & Pedestrian	42	$1,438,972.65
305	**Harlem Grove Rd/Robinson Ave**	Fill sidewalk gaps along Robinson Ave and Harlem Grove Rd.	Columbia	Bicycle & Pedestrian	44	$2,812,675.93
215	**E. Telfair St/Japonica Ave/Wallace St/Aiken St (E Boundary to Eastview Community Center and Park)**	Neighborhood Greenway (Bike Boulevard) connection.	Richmond	Bicycle & Pedestrian	46	$7,425,183.61
162	**Butler Creek Greenway along Butler Creek**	This corridor would connect multiple neighborhoods, parks, and potentially Fort Gordon to Phinizy Swamp and Lock and Dam Park.	Richmond	Bicycle & Pedestrian	55	$56,076,039.78
Transit						
179	**Transit Hub at Walmart on Wrightsboro Rd**	Transit Hub at Walmart on Wrightsboro Rd	Richmond	Transit	31	$26,129,400.00

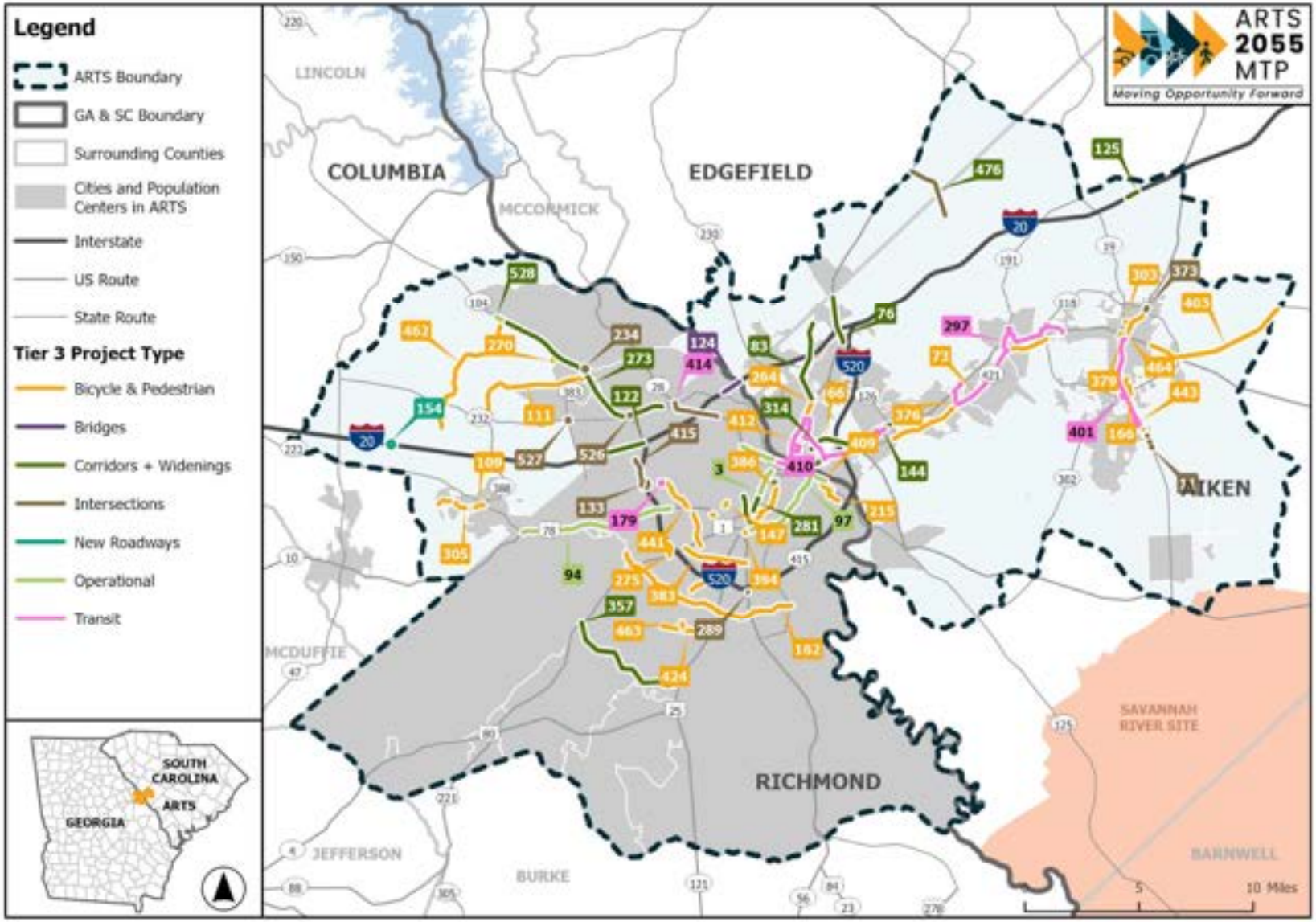
Figure 10.2-10: South Carolina Tier III Projects (2041-2055)

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Escalated Cost
Corridors & Widenings						
125	**I-20 from US 25 (Edgefield Road) to Bettis Academy Road**	Widen to 6 lanes	Aiken	Corridors + Widenings	17	$19,065,694.71
144	**Jefferson Davis Hwy between Savannah River and Belverdere Clearwater Rd**	Jefferson Davis Hwy between Savannah River and Belverdere Clearwater Rd	Aiken	Corridors + Widenings	42	$475,080.00
76	**Edgefield Rd between Ascauga Lake Rd and Sweetwater Rd**	Edgefield Rd between Ascauga Lake Rd and Sweetwater Rd	Aiken	Corridors + Widenings	50	$266,400.00
314	**US 25 (Martintown Rd) at SC 125 (Atomic Rd)**	US 25 (Martintown Rd) at SC 125 (Atomic Rd)	Aiken	Corridors + Widenings	60	$128,760.00
83	**Five Notch Road from US 25 Business Road (Georgia Avenue) to Walnut Lane**	Widen from 2 to 4 lanes	Aiken	Corridors + Widenings	93	$64,005,580.64
Intersections						
373	**York St./Columbia Hwy and Rutland Ave/Aldrich St from York Street to Rutland Avenue**	York St./Columbia Hwy and Rutland Ave/Aldrich St from York Street to Rutland Avenue	Aiken	Intersection	44	$1,504,793.70
11	**Whiskey Road at Powderhouse Road, Citadel Drive, Chukker Creek Road**	Adaptive signal timing at Whiskey Road at Powderhouse Road, Citadel Drive, Chukker Creek Road	Aiken	Intersections	23	$712,620.00
476	**Bettis Academy Road: Giant Tire Parkway to US 25**	Widen to 3-lane and intersection improvements to add a traffic signal	Aiken	Intersections	134	$31,201,349.66
Bicycle and Pedestrian						
464	**York St from Richland Ave to Rutland Dr/sidepath**	Consider reconfiguring roadway to provide buffered bike lanes.	Aiken	Bicycle & Pedestrian	6	$4,159,152.46

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Escalated Cost
403	**Richland Ave from downtown Aiken to the Rudy Mason Pkwy sidepath**	Reconfigure roadway to provide buffered bike lanes.	Aiken	Bicycle & Pedestrian	11	$14,844,484.35
264	**Georgia Ave from Martintown Rd to Edgefield Rd**	Road reconfiguration to create space for bike lanes and add buffer space for the sidewalks.	Aiken	Bicycle & Pedestrian	12	$4,152,179.26
166	**Carolina Bay Nature Preserve/Virginia Acres Park/South Aiken High School**	Carolina Bay Nature Preserve/Virginia Acres Park/South Aiken High School bike/ped connectivity	Aiken	Bicycle & Pedestrian	15	$8,027,860.61
66	**Atomic Rd from Old Edgefield Rd (and existing sidepath) to the Palmetto Pkwy Trail**	Filling this gap in the shared use path network would close the southern part of the developing North Augusta greenway loop, creating a ~13 mile continues greenway	Aiken	Bicycle & Pedestrian	16	$1,389,031.91
376	**Langley Pond Park connectivity**	Bike/ped links both south of Langley Park (around the Allnex property) and north to the Food Lion and US 78 corridor.	Aiken	Bicycle & Pedestrian	18	$2,886,542.08
443	**Whiskey Rd south of Corporate Pkwy**	This section of Whiskey Rd does not have bicycle and pedestrian facilities. Because of drainage issues and the nature of the current corridor configuration, construct bike/ped facilities along this stretch.	Aiken	Bicycle & Pedestrian	19	$10,802,244.43
379	**Laurens St/Richland Ave/Newberry St/Park Ave in downtown Aiken**	This series of blocks in the downtown area each has on-street parking and two lanes in each direction. Reconfigure these corridors to provide a buffered bike lanes.	Aiken	Bicycle & Pedestrian	21	$1,467,804.02
396	**Pine Grove Avenue to Spring Grove Avenue**	Narrow travel lanes to 11 feet; Convert on-street angle parking to parallel parking (14 spaces on east side, 9 spaces on west side); Install 12 foot raised median with landscaping; Upgrade intersection crosswalks to High-Visibility Ladder-Style crosswalks; Upgrade crosswalk north of Pine Grove Avenue to Rectangular Rapid-Flashing Beacon (RRFB) with advance yield bars, 12 foot median refuge, and in-road flashing lights	Aiken	Bicycle & Pedestrian	24	$2,641,800.00
412	**Spring Grove Avenue to Jackson Avenue**	Widen the roadway to accommodate additional median width; Narrow travel lanes to 11 feet; Convert on-street	Aiken	Bicycle & Pedestrian	25	$1,065,600.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Escalated Cost
		angle parking to parallel parking (13 spaces on east side, 4 spaces on west side); Provide a 12-foot two-way left-turn lane median that ties into the proposed northbound left-turn lane at Jackson Avenue/Carolina Avenue; Upgrade intersection crosswalks to High-Visibility Ladder-Style crosswalks				
73	**Augusta Rd from Clearwater St to Howlandville Rd**	Consider implementing a 4-2 road reconfiguration, creating buffered bike lanes (5,500-8,800 AADT). An analysis would need to be conducted to see if there may be any specific locations along the roadway.	Aiken	Bicycle & Pedestrian	26	$1,801,289.57
402	**Shoreline Dr and E Railroad Ave**	Utilizing Shoreline Dr and E Railroad Ave, a formal connection could be made from the 5th St bike/ped bridge and the North Augusta Greeneway system.	Aiken	Bicycle & Pedestrian	27	$7,517,219.92
156	**Buena Vista Avenue to Pine Grove Avenue Traffic Calming and Pedestrian Access**	Narrow travel lanes to 11 feet; Upgrade crosswalk south of Pine Grove Avenue to Rectangular Rapid-Flashing Beacon (RRFB) with advance yield bars, 12 foot median refuge, and in-road flashing lights; Provide a 12 foot two-way left-turn lane median that ties into the southbound left-turn lane at Buena Vista Avenue; Upgrade intersection crosswalks to High-Visibility Ladder-Style crosswalks	Aiken	Bicycle & Pedestrian	31	$475,080.00
303	**Hampton Ave from Laurens St**	Extend bike lanes.	Aiken	Bicycle & Pedestrian	41	$2,176,931.11
Transit						
410	**Saturday Service Blue Route**	Saturday Service Blue Route	Aiken	Transit	10	$3,532,599.86
297	**Green-Orange Route**	Green-Orange Route	Aiken	Transit	22	$3,532,599.86
401	**Red-Purple Route**	Red-Purple Route	Aiken	Transit	33	$3,532,599.86

Figure 10.2-11: ARTS Planning Area Tier III Projects (2041-2055)



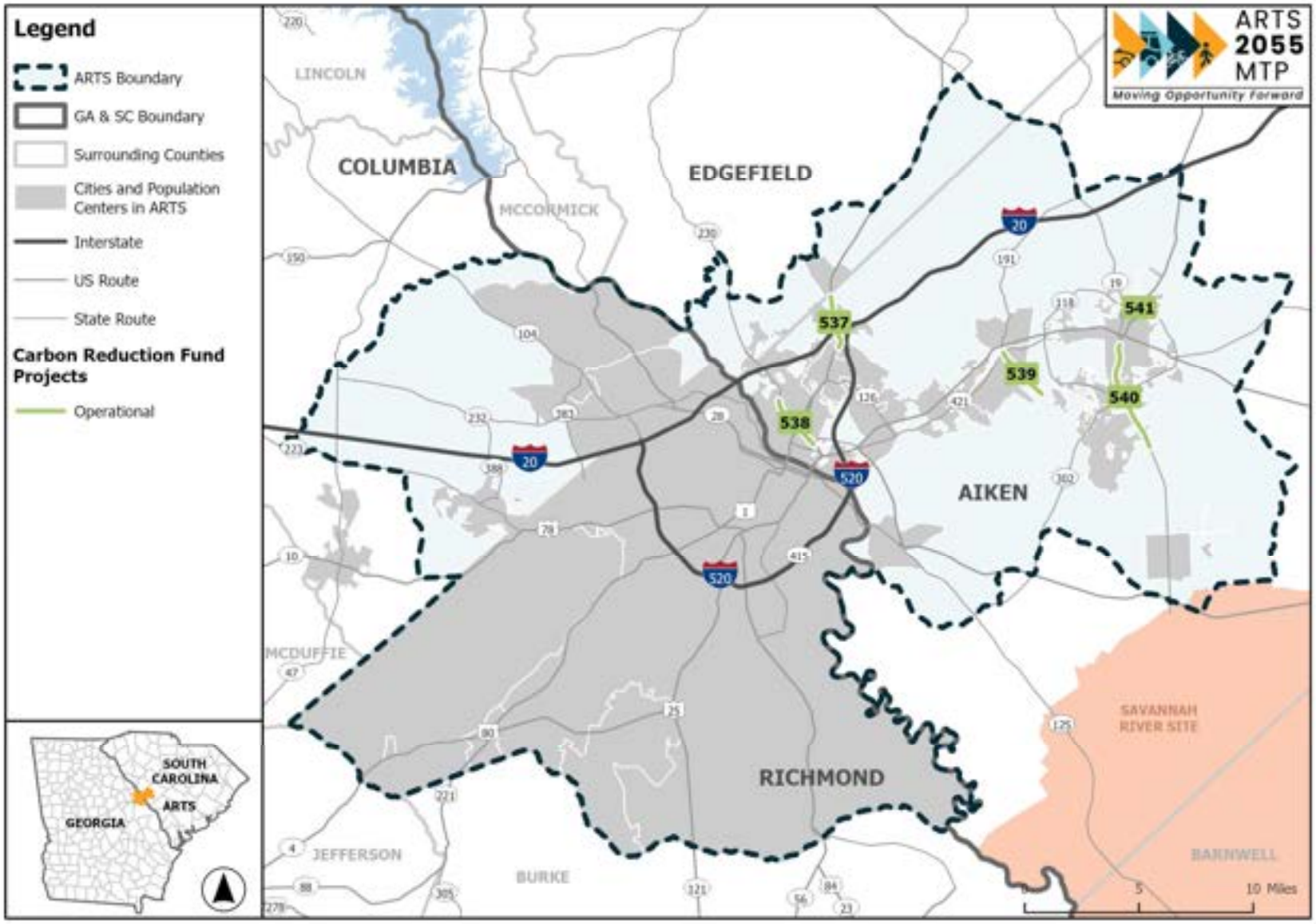
10.3 Carbon Reduction Fund Projects

Figure 10.3-1 identifies the projects that are programmed for funding under the Carbon Reduction Fund. Figure 10.3-2 shows the projects located in the ARTS planning area that are included as Carbon Reduction Fund projects. All projects fall under the operational project type.

Figure 10.3-1: Carbon Reduction Fund Projects

Project ID	Project	Project Description	County	Project Type	Cost
537	**Edgefield Rd (US-25) Traffic Signal Upgrades**	Retiming of traffic signals at eight intersections in the Exit 5 area	Aiken	Operational	$125,000
538	**Martintown Rd (SC-230) Traffic Signal Upgrades**	Retiming of traffic signals at eight intersections in the Martintown Road area	Aiken	Operational	$125,000
539	**Main Street (SC-191) / Howlandville Road (S-81) Traffic Signal Upgrades**	Retiming of the traffic signals at 2 intersections on Main Street / Howlandville Road, from Augusta Road to Pine Log Road (S-87)	Aiken	Operational	$30,000
540	**Whiskey Rd (SC-19) Radar Detection Upgrades**	Installation of radar detection at the 17 intersections along Whiskey Road from South Boundary Avenue to Chukker Creek Road	Aiken	Operational	$625,000
541	**Rutland Dr / Rudy Mason Pkwy (SC-118) Traffic Signal Upgrades**	Traffic signal modification design and retiming of traffic signals at four intersections in the Rutland Drive/Rudy Mason Parkway area from Laurens Street to Wire Road	Aiken	Operational	$200,000

Figure 10.3-2: ARTS Carbon Reduction Fund Projects



10.4 Unfunded Projects

Current funding forecasts for the life of the 2055 MTP do not permit inclusion of all identified transportation improvement projects in the fiscally-constrained Tiers I, II, or III. Despite the current lack of anticipated funding for these projects, future availability of funds may result in their progression through the transportation planning process and facilitate construction at a future date, thus their inclusion into the 2055 MTP as unfunded project priorities.

Figure 10.4-1 identifies the projects located in Georgia that are included as unfunded project priorities, ranked according to the project prioritization results. Figure 10.4-2 identifies the projects located in South Carolina that are included as unfunded project priorities, ranked according to the project prioritization results. Figure 10.4-3 shows the projects located in the ARTS planning area that are included as unfunded project priorities. All projects are color coded by project type.

Figure 10.4-1: Georgia Unfunded Projects

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
Bridges						
91	**Goodrich Road at Canal Spillway, 13.2 miles northeast of Hephzibah**	Goodrich Road at Canal Spillway, 13.2 miles northeast of Hephzibah	Richmond	Bridges	86	$252,900.00
4	**15th Street over Augusta Canal**	Bridge Repair and Restoration	Richmond	Bridges	110	$2,255,445.00
286	**SR 4/US 1 at North Fork Spirit Creek**	Bridge Replacement	Richmond	Bridges	147	$4,015,170.00
92	**Goodrich Road at Canal Spillway, 13.7 miles northeast of Hephzibah**	Goodrich Road at Canal Spillway, 13.7 miles northeast of Hephzibah	Richmond	Bridges	151	$265,600.00
38	**Broad Street over Rae's Creek (Bridge repair and restoration)- 2**	Broad Street over Rae's Creek (Bridge repair and restoration)- 2	Richmond	Bridges	163	$3,366,765.00
37	**Broad Street over Rae's Creek (Bridge repair and restoration)- 1**	Broad Street over Rae's Creek (Bridge repair and restoration)- 1	Richmond	Bridges	169	$4,415,310.00
114	**Highland Avenue BridgeOver CSX Railroad**	Highland Avenue Bridge Repair and Restoration Over CSX Railroad	Richmond	Bridges	173	$2,417,445.00
7	**5th Street Bridge**	Bridge Repair and Replacement	Richmond	Bridges	175	$13,840,605.00
93	**Goodrich Road at Canal Spillway, 13.9 miles northeast of Hephzibah**	Goodrich Road at Canal Spillway, 13.9 miles northeast of Hephzibah	Richmond	Bridges	176	$186,600.00
287	**SR 4/US 1from SR 4/US 1 to South Prong Creek**	Bridge Replacement	Richmond	Bridges	177	$1,223,640.00
331	**Walton Way over Hawks Gully**	Bridge Repair and Restoration	Richmond	Bridges	178	$740,955.60
161	**Marks Church Road at Rae's Creek, 11 miles north of Hephzibah**	Marks Church Road at Rae's Creek, 11 miles north of Hephzibah	Richmond	Bridges	180	$125,800.00
29	**Berckmans Road over Rae's Creek**	Berckmans Road over Rae's Creek	Richmond	Bridges	182	$7,563,510.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
Corridors & Widenings						
999	**Fury's Ferry Rd between Evans to Locks Rd and Washington**	Widen from 4 to 6 lanes	Columbia	Corridors + Widenings	59	$19,711,720.57
358	**Windsor Spring between SR 25 and Tobacco Rd**	Widen from 4 to 6 lanes	Richmond	Corridors + Widenings	63	$22,467,357.93
332	**Washington Rd between Pleasant Home Rd and Broad St**	Widen from 4 to 6 lanes	Richmond	Corridors + Widenings	64	$36,494,219.65
338	**Wheeler between Walton Way and Flowing Wells Rd**	Widen from 5 to 6 lanes	Richmond	Corridors + Widenings	65	$38,350,585.47
87	**Fury's Ferry Rd between Savannah River and Evans to Locks Rd**	Widen from 4 to 6 lanes	Columbia	Corridors + Widenings	67	$43,956,282.15
231	**River Watch Pkwy between Pleasant Home Rd and Old Evans Road**	Widen from 4 to 6 lanes	Columbia	Corridors + Widenings	68	$22,004,957.32
192	**Old Evans Rd between Bobby Jones Expsy and Washington Rd**	Widen from 5 to 6 lanes	Columbia	Corridors + Widenings	69	$11,174,486.91
30	**Berckmans Road Realignment and Widening from Wheeler Road to Washington Road**	Widen from 2 to 4 lanes	Richmond	Corridors + Widenings	71	$22,832,145.04
27	**Belair Rd between Washington Rd and Wrightsboro Rd**	Widen from 5 to 6 lanes	Columbia	Corridors + Widenings	76	$43,334,292.14
321	**US 78 / SR 10 from Robinson Avenue to Fort Gordon Gate 1**	Widen from 4 to 6 lanes	Richmond	Corridors + Widenings	77	$24,325,015.51
25	**Barton Chapel Road Widening from Augusta West Pkwy to Deans Bridge Road**	Widen from 2 to 4 lanes	Richmond	Corridors + Widenings	79	$34,369,731.26

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
325	**Jackson Rd between Walton Way and Wrightsboro Rd**	Widen from 2 to 4 lanes	Richmond	Corridors + Widenings	81	$10,984,189.16
90	**Gibbs Rd / Cox Rd / Owens Rd between Washington Rd and Washington Rd**	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	83	$20,118,590.02
186	**North Leg Road widening from Lumpkin Road to Sibley Road**	Widen from 2 to 4 lanes	Richmond	Corridors + Widenings	84	$23,398,608.43
277	**Columbia Rd (SR 232) between Washington Rd and Hereford Farm Rd**	Widen from 5 to 6 lanes	Columbia	Corridors + Widenings	89	$47,055,859.67
369	**Wrightsboro Road from SR 388 (Horizon South Parkway) to SR 383 (Jimmie Dyess Parkway)**	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	90	$33,926,537.18
136	**SR 232 between Richmond County line and Washington Rd**	Widen from 4 to 6 lanes	Columbia	Corridors + Widenings	92	$5,662,815.10
43	**Chamblin Rd / William Few Pkwy bn Columbia Rd & Wrightsboro Rd**	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	93	$39,245,268.23
113	**Hereford Farms Rd between Wrightsboro Rd & Washington Rd (Belair & Lewiston/Columbia)**	Widen from 2/3 to 4 lanes	Columbia	Corridors + Widenings	94	$45,370,464.89
78	**Evans to Locks Road Widening and Roundabout from Town Centre Boulevard to Fury's Ferry Road**	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	95	$21,351,431.79
212	**Pleasant Home Rd between Flowing Wells Rd & Washington Rd**	Widen from 2 to 4 lanes	Richmond	Corridors + Widenings	96	$14,513,133.78

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
282	SR 388 (Horizon South Pkwy) widening from I-20 to SR 232/Columbia Rd	Widen 2 to 4 lanes	Columbia	Corridors + Widenings	97	$20,701,163.80
274	SR 104 (Washington Rd) from Old Washington Rd to William Few Pkwy	Widen from 5 to 6 lanes	Columbia	Corridors + Widenings	100	$8,989,758.84
22	Augusta West Parkway from Wrightsboro Road to Wheeler Road	Augusta West Parkway Widening from Wrightsboro Road to Wheeler Road	Richmond	Corridors + Widenings	101	$9,018,781.36
110	Harlem Grovetown Road Widening from Louisville Road to Wrightsboro Road	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	103	$27,897,727.47
33	Blue Ridge Dr between Riverwatch Pkwy & Evans to Locks Rd	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	105	$12,600,386.35
339	Wheeler Rd between Belair Rd and Flowing Wells Rd	Widen from 5 to 6 lanes	Columbia	Corridors + Widenings	107	$13,220,643.62
529	SR 104 (Washington Rd) From Tubman Rd. to Market View Pkwy	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	112	$23,000,000.00
15	Appling Harlem Rd between Scotts Ferry Rd & Columbia Rd	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	113	$8,767,915.29
184	North Belair Road widening from Evans-to-Locks Road (SC 11236) to SR 28 (Fury's Ferry Road)	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	115	$23,296,304.34
194	Old Evans Road Widening from River Watch Parkway to SR 104 (Washington Road)	Widen from 4 to 6 lanes	Columbia	Corridors + Widenings	117	$14,242,457.47
95	Gordon Hwy from Old Louisville Road to SR 223	Widen from 2 to 4 lanes	Richmond	Corridors + Widenings	118	$42,154,703.65

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
368	**Wrightsboro Rd between Chamblin Rd and Louisville Rd**	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	121	$25,116,416.65
51	**Columbia Rd between Hereford Farm Rd & Louisville Rd**	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	127	$41,792,344.49
108	**Hardy McManus Road widening**	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	128	$27,023,640.87
106	**Halali Farm Road from SR 104 (Washington Road) to Hereford Farm Road**	Halali Farm Road Widening and New Alignment from SR 104 (Washington Road) to Hereford Farm Road	Columbia	Corridors + Widenings	136	$13,767,210.99
521	**Louisville Road from Columbia Road to Old Louisville Rd**	Louisville Road Widening from Columbia Road to Old Louisville Rd	Columbia	Corridors + Widenings	137	$40,000,000.00
233	**Robinson Ave between Gordon Hwy & Wrightsboro Rd**	Widen from 2 to 4 lanes	Richmond	Corridors + Widenings	141	$24,838,822.54
355	**William Few Pkwy between Columbia Rd & Clanton Rd**	Widen from 2 to 4 lanes	Columbia	Corridors + Widenings	142	$23,564,539.82
115	**Highway 88 Widening from Keysville Road to Windsor Spring Road**	Highway 88 Widening from Keysville Road to Windsor Spring Road, widen from from 2 to 4 lanes	Richmond	Corridors + Widenings	144	$12,120,922.27
158	**Louisville Road from Gordon Highway to Fort Gordon Gate**	Louisville Road Widening and Extension from Gordon Highway to Fort Gordon Gate	Columbia	Corridors + Widenings	145	$86,922,450.00
64	**Doug Barnard from Tobacco Road to Mike Padgett Highway**	Doug Barnard Widening from Tobacco Road to Mike Padgett Highway, widen from 2 to 4 lanes	Richmond	Corridors + Widenings	146	$33,189,550.13
329	**Walton Way between Lake Forest Dr & Highland Ave**	Walton Way between Lake Forest Dr & Highland Ave, widen from 2 to 4 lanes	Richmond	Corridors + Widenings	148	$3,618,370.50
180	**Newmantown Rd between Parham Rd & Gordon Hwy**	Newmantown Rd between Parham Rd & Gordon Hwy, widen from 2 to 4 lanes	Columbia	Corridors + Widenings	157	$13,159,792.57

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
200	**Parham Rd between Newmantown Rd & Gordon Hwy**	Parham Rd between Newmantown Rd & Gordon Hwy, widen from 2 to 4 lanes	Columbia	Corridors + Widenings	158	$7,992,030.06
341	**Wheeler Rd between Berckmans Rd and Monte Sano Ave**	Wheeler Rd between Berckmans Rd and Monte Sano Ave, widen from 2 to 4 lanes	Richmond	Corridors + Widenings	161	$4,815,927.51
302	**Tubman Rd/ Old Washington Rd widening from Scotts Ferry Rd to Washington Road**	Tubman Rd/ Old Washington Rd widening from Scotts Ferry Rd to Washington Road, widen from 2 to 4 lanes	Columbia	Corridors + Widenings	162	$46,967,830.64
157	**Louisville Road from Tubman Road to Columbia Road**	Louisville Road Widening from Tubman Road to Columbia Road	Columbia	Corridors + Widenings	166	$31,701,962.85
63	**Dennis Road**	Dennis Road widening and improvements	Richmond	Corridors + Widenings	172	$8,895,690.00
519	**Appling Harlem Rd from Existing 4-lane Section (approximately at Lonergan-Hulme Rd) to Wrightsboro Rd**	Appling Harlem Rd from Existing 4-lane Section (approximately at Lonergan-Hulme Rd) to Wrightsboro Rd, widen to 4 lanes	Columbia	Corridors + Widenings	174	$9,900,000.00
New Roadway						
222	**Reynolds Farm Road Paving from Old Louisville Road to Old Berzelia Road**	Reynolds Farm Road Paving from Old Louisville Road to Old Berzelia Road	Columbia	New Roadways	130	$18,206,100.00
Intersections						
291	**Mike Padgett Hwy (SR 56) at Marvin Griffin Road**	Safety Improvements	Richmond	Intersections	57	$576,800.00
220	**Reconstruct Whiskey Rd from Wrightsboro Road to Guy Drive intersection**	Reconstruct Whiskey Rd from Wrightsboro Road project improvements to Guy Drive intersection	Columbia	Intersections	70	$3,199,095.00
372	**Wrightsboro Road/R.A. Dent Boulevard**	Wrightsboro Road/R.A. Dent Boulevard intersection improvement	Richmond	Intersections	119	$6,848,820.00
292	**Mike Padgett Hwy (SR 56) at Old Waynesboro Road**	Mike Padgett Hwy (SR 56) at Old Waynesboro Road Safety Improvements	Richmond	Intersections	120	$5,422,140.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
235	**North Belair Rd and Ronald Reagan Dr/Industrial Park**	Roundabout at intersection of North Belair Rd and Ronald Reagan Dr/Industrial Park	Columbia	Intersections	152	$3,143,340.00
290	**Mike Padgett Hwy (SR 56) at Dixon Airline Road**	Mike Padgett Hwy (SR 56) at Dixon Airline Road Safety Improvements	Richmond	Intersections	154	$7,584,030.00
189	**Old Berzalia Road and Harlem Grovetown Road**	Old Berzalia Road and Harlem Grovetown Road Roundabout	Columbia	Intersections	168	$1,539,000.00
Operational						
294	**Mike Padgett Hwy (SR 56) between Lumpkin Rd and Tobacco Rd**	Mike Padgett Hwy (SR 56) between Lumpkin Rd and Tobacco Rd	Richmond	Operational	56	$20,903,670.00
24	**Barton Chapel Road from Deans Bridge Rd to Augusta West Parkway**	Barton Chapel Road improvements from Deans Bridge Rd to Augusta West Parkway	Richmond	Operational	58	$27,953,235.00
315	**US 25 between Gordon Hwy and I-520**	US 25 between Gordon Hwy and I-520	Richmond	Operational	60	$20,056,680.00
366	**Wrightsboro Rd between Jackson St and Highland Ave**	Wrightsboro Rd between Jackson St and Highland Ave	Richmond	Operational	61	$10,901,385.00
324	**Walton between Gordon and Milledge**	Walton between Gordon and Milledge	Richmond	Operational	62	$21,028,410.00
345	**Wheeless Road from Gordon Highway to Deans Bridge Rd**	Wheeless Road improvements from Gordon Highway to Deans Bridge Rd	Richmond	Operational	66	$8,954,415.00
105	**Greene Streetfrom 13th Street to East Boundary Street**	Greene Street Improvements from 13th Street to East Boundary Street	Richmond	Operational	72	$14,946,525.00
356	**William Few Pkwy between Washington Rd & Clanton Rd**	William Few Pkwy between Washington Rd & Clanton Rd	Columbia	Operational	73	$11,109,150.00
365	**Wrightsboro Rd between Highland Ave and 15th St**	Wrightsboro Rd between Highland Ave and 15th St	Richmond	Operational	74	$11,525,085.00
225	**Richmont Hill Road improvements from**	Richmont Hill Road improvements from Lumpkin to Deans Bridge Rd	Richmond	Operational	75	$12,869,955.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
	Lumpkin to Deans Bridge Rd					
167	**Milledgeville Road from North Leg Rd to Barton Chapel Rd**	Milledgeville Road improvements from North Leg Rd to Barton Chapel Rd	Richmond	Operational	78	$1,998,270.00
145	**Jimmie Dyess Pkwy between Powell Rd & Gordon Hwy**	Jimmie Dyess Pkwy between Powell Rd & Gordon Hwy	Richmond	Operational	80	$1,278,855.00
23	**Barton Chapel Road from Barton Chapel Road to Gordon Highway (SR 10/US 78)**	Barton Chapel Road from Barton Chapel Road to Gordon Highway (SR 10/US 78)	Richmond	Operational	82	$2,964,600.00
523	**Evans to Locks Road from Fury's Ferry Road to Stevens Creek Rd**	Operational Improvements	Columbia	Operational	88	$21,500,000.00
2	**13th Street (R.A. Dent to Reynolds Street) from R.A. Dent to Reynolds Street**	13th Street (R.A. Dent to Reynolds Street) from R.A. Dent to Reynolds Street	Richmond	Operational	91	$4,630,095.00
96	**Gordon Hwy**	Gordon Hwy improvements	Richmond	Operational	98	$20,863,575.00
188	**Old Belair Road from Columbia Road to Belair Road**	Old Belair Road from Columbia Road to Belair Road	Columbia	Operational	99	$19,768,050.00
168	**Monte Sano Avenue from Wrightsboro Road to Walton Way**	Monte Sano Avenue improvements from Wrightsboro Road to Walton Way	Richmond	Operational	104	$12,432,285.00
327	**Walton Way between Bransford Rd and Jackson Rd**	Walton Way between Bransford Rd and Jackson Rd	Richmond	Operational	106	$11,200,140.00
213	**Pleasant Home Road (River Watch Parkway to Walton Way Extension)**	Pleasant Home Road (River Watch Parkway to Walton Way Extension)	Richmond	Operational	109	$457,650.00
295	**Stevens Creek Rd between Evans to Locks Rd and I-20**	Stevens Creek Rd between Evans to Locks Rd and I-20	Columbia	Operational	116	$16,303,680.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
524	**Baker Place Rd. from William Few Pkwy to Wrightsboro Rd.**	Operational Improvements	Columbia	Operational	122	$25,600,000.00
65	**Doug Bernard Parkway from Gordon Highway to Highway 56**	Doug Bernard Parkway improvements from Gordon Highway to Highway 56	Richmond	Operational	124	$5,165,235.00
293	**Mike Padgett Hwy (SR 56) between International Blvd and Tobacco Rd**	Mike Padgett Hwy (SR 56) between International Blvd and Tobacco Rd	Richmond	Operational	125	$1,888,084.35
26	**Baston Rd between Fury's Ferry and Washington Rd**	Baston Rd between Fury's Ferry and Washington Rd	Columbia	Operational	126	$5,048,865.00
8	**6th Street from Laney Walker Boulevard to Reynolds Street**	6th Street from Laney Walker Boulevard to Reynolds Street	Richmond	Operational	129	$10,352,745.00
522	**Old Louisville Road from Louisville Rd to Reynolds Farm Rd**	Old Louisville Road Widening from Louisville Rd to Reynolds Farm Rd	Columbia	Operational	132	$26,400,000.00
5	**5th Street from Laney Walker Boulevard to Reynolds Street**	5th Street from Laney Walker Boulevard to Reynolds Street	Richmond	Operational	134	$7,742,250.00
142	**James Brown Blvd**	James Brown Blvd Reconstruction	Richmond	Operational	135	$9,369,540.00
299	**Tobacco Road from Deans Bridge Rd to Peach Orchard Rd**	Tobacco Road improvements from Deans Bridge Rd to Peach Orchard Rd	Richmond	Operational	138	$25,911,765.00
197	**Old Waynesboro Road from SR 56 (Mike Padgett Highway) to Hephzibah-McBean Road**	Old Waynesboro Road from SR 56 (Mike Padgett Highway) to Hephzibah-McBean Road	Richmond	Operational	139	$47,954,295.00
520	**Wrightsboro Rd between Louisville Rd & Appling Harlem Rd. (SR 221)**	Widen from 2 to 4 lanes	Columbia	Operational	143	$23,500,000.00
525	**North Belair Road between Washington Rd. and Evans to Locks**	North Belair Road Operational Improvements between Washington Rd. and Evans to Locks	Columbia	Operational	149	$3,000,000.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
285	**SR 4/15th Street from John C Calhoun Expressway to 15th Street CSX Overpass**	SR 4/15th Street Pedestrian Improvements from John C Calhoun Expressway to 15th Street CSX Overpass	Richmond	Operational	153	$4,435,560.00
86	**Ft Gordon Access near Tobacco Rd & Deans Bridge Rd**	Ft Gordon Access near Tobacco Rd & Deans Bridge Rd	Richmond	Operational	155	$3,912,030.00
199	**Old Wrightsboro Rd to Newmantown Rd at Robinson Ave**	Old Wrightsboro Rd to Newmantown Rd realignment and improvements at Robinson Ave	Columbia	Operational	164	$13,283,190.00
47	**Clanton Road from William Few Pkwy to Washington Rd**	Clanton Road improvements from William Few Pkwy to Washington Rd	Columbia	Operational	165	$11,885,130.00
Bicycle and Pedestrian						
374	**Lake Olmstead Park Trail connection**	Shared use path connection from the Broad St/Milledge Rd intersection directly into Lake Olmstead Park.	Richmond	Bicycle & Pedestrian	87	$704,838.98
176	**Copeland Elementary School neighborhood links**	Several short links utilizing public ROW could make formal connections to the school from the adjacent neighborhoods.	Richmond	Bicycle & Pedestrian	102	$430,743.90
190	**Bike/ped connectivity between Diamond Lakes Elementary School and Diamond Lakes Regional Park.**	Bike/ped connectivity between Diamond Lakes Elementary School and Diamond Lakes Regional Park.	Richmond	Bicycle & Pedestrian	111	$2,537,746.10
135	**Blue Ridge Dr**	Fill in sidewalk gaps	Columbia	Bicycle & Pedestrian	114	$584,790.26
382	**Live Oaks subdivision connection to Euchee Creek Greenway.**	Live Oaks subdivision connection to Euchee Creek Greenway.	Columbia	Bicycle & Pedestrian	123	$964,959.94
387	**Neighborhood greenways**	Several short gaps between neighborhoods and a series of schools and parks in this area (Brookwood Elementary; Crawford Creek Park; Westmont Elementary; and Blanchard Park)	Columbia	Bicycle & Pedestrian	131	$1,562,137.50
228	**Euchee Creek Greenway connectors**	Link adjacent neighborhoods to the Euchee Creek Greenway.	Columbia	Bicycle & Pedestrian	133	$2,771,952.67

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
380	**Levee Trail from Augusta Riverwalk to the Lock and Dam Park.**	Levee Trail from Augusta Riverwalk to the Lock and Dam Park.	Richmond	Bicycle & Pedestrian	140	$24,305,136.08
128	**Blanchard Woods Park to William Few Pkwy**	This proposed corridor would partially follow the power line corridor as well as Euchee Creek.	Columbia	Bicycle & Pedestrian	150	$4,269,641.81
79	**Barton Chapel Road Elementary**	Barton Chapel Road Elementary neighborhood greenway	Richmond	Bicycle & Pedestrian	156	$806,596.73
276	**Glenn Hills Middle School**	Short gaps in the sidewalk network, if filled, could improve connectivity to the school.	Richmond	Bicycle & Pedestrian	159	$194,756.77
420	**Stevens Creek Rd - Evans to Locks Rd to Saint Andrews Way (and Palmadeo Ct)**	A short sidepath along this section would connect many residences safely to the Evans to Locks Rd path. Roundabout to be installed at Stevens Creek Rd/Evans to Locks Rd intersec	Columbia	Bicycle & Pedestrian	160	$712,625.54
381	**Lewiston Elementary School**	Lewiston Elementary School bike/ped connector.	Columbia	Bicycle & Pedestrian	167	$308,881.45
419	**Stevens Creek Elementary connection**	Create a bike/ped connection linking the neighborhood to the school as well as the Evans to Locks Rd path.	Columbia	Bicycle & Pedestrian	170	$207,915.90
440	**Washington Rd**	Washington Rd bike/ped facility to connect multiple regional parks and recreation areas and rural, lower traffic volume roads.	Columbia	Bicycle & Pedestrian	171	$19,179,523.49
198	**Diamond Lakes Regional Park between Willis Foreman Rd and Windsor Spring Rd.**	Bike/ped connectivity through Diamond Lakes Regional Park between Willis Foreman Rd and Windsor Spring Rd.	Richmond	Bicycle & Pedestrian	179	$3,823,768.57
80	**Belair K-8 School to MM Scott Park**	Belair K-8 School to MM Scott Park neighborhood greenway	Richmond	Bicycle & Pedestrian	181	$1,231,728.43

Figure 10.4-2: South Carolina Unfunded Projects

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
Bridges						
123	**I-20 Bridge at Savannah River from Richmond to Aiken**	I-20 Bridge at Savannah River and widening from Richmond to Aiken	Aiken	Bridges	30	$10,731,285.00
6	**5th Street at Savannah River at the South Carolina state line**	5th Street at Savannah River at the South Carolina state line	Aiken	Bridges	45	$10,720,350.00
261	**SC 421 at Little Horse Creek, one mile east of Clearwater**	SC 421 at Little Horse Creek, one mile east of Clearwater	Aiken	Bridges	70	$320,220.00
245	**S-2-180 at abandoned railroad at Fairfield Street in Aiken**	S-2-180 at abandoned railroad at Fairfield Street in Aiken	Aiken	Bridges	91	$511,515.00
244	**S-2-166 at NS Railroad at Union Street in Aiken**	S-2-166 at NS Railroad at Union Street in Aiken	Aiken	Bridges	106	$632,475.00
246	**S-2-33 at Gregg Canal at Graniteville**	S-2-33 at Gregg Canal at Graniteville	Aiken	Bridges	110	$510,030.00
308	**US 1 at Savannah River at the Georgia/South Carolina state line**	US 1 at Savannah River at the Georgia/South Carolina state line	Aiken	Bridges	133	$4,746,060.00
242	**S-2-144 Bridge Rehabilitation/ Maintenance from S-2-144 to Bettis Academy**	S-2-144 Bridge Rehabilitation/ Maintenance from S-2-144 to Bettis Academy	Aiken	Bridges	155	$1,027,755.00
255	**SC 19 from south of Shiloh Heights Rd to south of I-20**	Install wildlife friendly culvert at Long Branch Stream crossingfrom south of Shiloh Heights Rd to south of I-20	Aiken	Bridges	160	$32,940.00
288	**SR 4/US 25 at Savannah River**	Bridge Replacement	Aiken	Bridges	176	$27,239,220.00
502	**Short Cut Road and US 25**	Intersection Improvement	Edgefield	Bridges	177	$1,060,000.00
240	**S-1304 over Shaw's Creek**	S-1304 over Shaw's Creek	Aiken	Bridges	178	$1,069,740.00
Corridors & Widenings						

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
118	**I-20 from Exit 1 to US 25 (Edgefield Road)**	Widen to 6 lanes	Aiken	Corridors + Widenings	2	$106,129,302.71
474	**Bettis Academy Road/ I-20 Bridge**	Widen to 5-lane	Aiken	Corridors + Widenings	29	$3,605,000.00
323	**Wagener Road from US 78 to S-260 (Wright's Mill Road)**	Widen from 2 to 4 lanes	Aiken	Corridors + Widenings	53	$31,949,160.76
85	**U.S. 78**	Freight corridor improvements on U.S. 78	Aiken	Corridors + Widenings	54	$14,267,745.00
248	**SC 19 (Laurens St) at SC 118 (Rutland Dr)**	SC 19 (Laurens St) at SC 118 (Rutland Dr)	Aiken	Corridors + Widenings	65	$1,750,000.00
143	**Jefferson Davis Hwy between Chalk Bed Rd and Gregg Hwy**	Jefferson Davis Hwy between Chalk Bed Rd and Gregg Hwy	Aiken	Corridors + Widenings	67	$162,000.00
74	**East Pine Log Road from Silver Bluff Road to Charleston Hwy**	East Pine Log Road Widening from Silver Bluff Road to Charleston Hwy	Aiken	Corridors + Widenings	69	$29,166,310.53
208	**Pine Log Road from US 278 (Williston Road) to S-66 (Huber Clay Road)**	Widen from 2 to 4 lanes	Aiken	Corridors + Widenings	76	$40,811,278.48
998	**Silver Bluff Roadfrom Anderson Pond Rd to Storm Branch Road**	Silver Bluff Road widening from Anderson Pond Rd to Storm Branch Road	Aiken	Corridors + Widenings	77	$25,950,142.52
237	**Rudy Mason Pkwy at Wagener Rd**	Rudy Mason Pkwy at Wagener Rd	Aiken	Corridors + Widenings	78	$58,000.00
209	**Pine Log Road Widening from Hillman Street to Town Creek Road**	Widen from 2 to 4 lanes	Aiken	Corridors + Widenings	81	$21,712,221.00
44	**Charleston Highway from SC 302 (Pine Log Road) to S-113 Old Barnwell Road**	Charleston Highway from SC 302 (Pine Log Road) to S-113 Old Barnwell Road	Aiken	Corridors + Widenings	85	$22,266,717.82
67	**Dougherty Road**	Dougherty Road improvements	Aiken	Corridors + Widenings	86	$5,165,235.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
16	**Ascauga Lake Rd between US 25/Edgefield Rd & Blanchard Rd**	Widen from 2/3 to 4 lanes	Aiken	Corridors + Widenings	94	$5,994,394.59
477	**Bettis Academy Road: Weldon Way to I-20**	Widen to 5-lane	Aiken	Corridors + Widenings	96	$11,377,035.44
354	**SC 19 from south of Shiloh Heights Rd to South of I-20**	SC 19: Widen from 2 to 4 lanes from south of Shiloh Heights Rd to South of I-20	Aiken	Corridors + Widenings	99	$8,479,823.05
70	**E Pine Log Rd at Charleston Hwy**	E Pine Log Rd at Charleston Hwy	Aiken	Corridors + Widenings	102	$58,000.00
473	**Bettis Academy Road: Ascauga Lake Road to Whaley Pond Road**	Widen to 5-lane	Aiken	Corridors + Widenings	104	$2,156,302.80
271	**Silver Bluff Roadfrom Richardson Lake Road to Anderson Pond Rd**	Silver Bluff Road widening from Richardson Lake Road to Anderson Pond Rd	Aiken	Corridors + Widenings	116	$11,334,829.55
75	**Edgefield Rd at Belvedere Clearwater Rd**	Edgefield Rd at Belvedere Clearwater Rd	Aiken	Corridors + Widenings	117	$58,000.00
427	**Aiken Truck Parking Area going WB on I-20**	Truck Parking Information System Pilot at Aiken Truck Parking Area going WB on I-20	Aiken	Corridors + Widenings	118	$108,000.00
472	**Bettis Academy Road: Whaley Pond Road to Weldon Way**	Widen to 3-lane	Aiken	Corridors + Widenings	120	$1,281,010.41
475	**Bettis Academy Road: Whaley Pond Road to Weldon Way**	Widen to 5-lane	Aiken	Corridors + Widenings	121	$3,757,630.52
478	**Bettis Academy Road: I-20 to Sage Mill Parkway**	Widen to 5-lane	Aiken	Corridors + Widenings	122	$4,037,740.74
163	**Martintown Road from I-20 to Murrah Road**	Widen from 2 to 4 lanes	Edgefield	Corridors + Widenings	124	$27,031,476.02
468	**SC 118 (University Pkwy): Hudson Road to University Pkwy**	Widen to 5-lane two-way left-turn lane (TWLTL)	Aiken	Corridors + Widenings	125	$4,798,912.50

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
469	**SC 118 (University Pkwy): Vaucluse Road to Hudson Road**	Widen to 5-lane two-way left-turn lane (TWLTL)	Aiken	Corridors + Widenings	126	$1,500,398.27
471	**Trolley Line Rd: College Station Dr to University Pkwy**	Widen to 3-lane two-way left-turn lane (TWLTL)	Aiken	Corridors + Widenings	131	$372,352.03
466	**SC 118 (Robert M Bell Pkwy): Trolley Run Blvd to Trolley Line Road**	Widen to 4-lane divided	Aiken	Corridors + Widenings	140	$571,851.84
467	**SC 118 (Robert M Bell Pkwy): Trolley Line Road to Champion Way**	Widen to 5-lane two-way left-turn lane (TWLTL)	Aiken	Corridors + Widenings	147	$611,677.42
431	**South Carolina Welcome Center going EB on I-20**	Truck Parking Information System Pilot at South Carolina Welcome Center going EB on I-20	Aiken	Corridors + Widenings	162	$189,000.00
479	**Bettis Academy Road: Sage Mill Parkway to Giant Tire Parkway**	Widen to 5-lane	Aiken	Corridors + Widenings	166	$10,979,265.32
470	**SC 118 (Robert M Bell Pkwy): Champion Way to Proud Pacer Drive**	Widen to 5-lane two-way left-turn lane (TWLTL)	Aiken	Corridors + Widenings	169	$817,949.99
426	**Aiken Truck Parking Area going EB on I-20**	Truck Parking Information System Pilot at Aiken Truck Parking Area going EB on I-20	Aiken	Corridors + Widenings	170	$68,000.00
39	**Ascauga Lake Rd from S-1761 (Blanchard Rd) to SC 191 (Canal St.)**	Ascauga Lake Rd from S-1761 (Blanchard Rd) to SC 191 (Canal St.)	Aiken	Corridors + Widenings	73	TBD
Operational						
14	**Aiken-Augusta Highway from Savannah River to I-520 (Palmetto Parkway)**	Aiken-Augusta Highway from Savannah River to I-520 (Palmetto Parkway)	Aiken	Operational	43	$14,605,380.00
311	**US 1/78 between Martintown and S-67**	US 1/78 between Martintown and S-67	Aiken	Operational	49	$30,037,095.00
18	**Atomic Rd between Old Edgefield Rd (S-197) and Jefferson Davis Hwy**	Atomic Rd between Old Edgefield Rd (S-197) and Jefferson Davis Hwy	Aiken	Operational	56	$12,765,898.35

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
346	**Whiskey Road from Pine Log Road to Powderhouse Road**	Whiskey Road additional curb and gutter, plantable median islands from Pine Log Road to Powderhouse Road	Aiken	Operational	58	$1,342,575.00
348	**Whiskey Road option 2**	Convert to two lanes with plantable median and angled parking from Georgia Avenue to US 278	Aiken	Operational	68	$5,839,020.00
19	**Atomic Rd between Jefferson Davis Hwy and Silver Bluff Rd**	Atomic Rd between Jefferson Davis Hwy and Silver Bluff Rd	Aiken	Operational	72	$55,514,835.00
249	**SC 19 from the Aiken/Edgefield County line to south of Shiloh Heights Rd**	SC 19: 10-foot shoulder (6 foot paved, 4 foot grass) from the Aiken/Edgefield County line to south of Shiloh Heights Rd	Aiken	Operational	74	$9,048,915.00
250	**SC 19 at Hedge Rd, Williams Lane, Allan Ave, Sassafras Rd, Mayfield Rd, Reynolds Pond Rd, and Good Springs Rd**	SC 19: Add raised median with dedicated left turns at Hedge Rd, Williams Lane, Allan Ave, Sassafras Rd, Mayfield Rd, Reynolds Pond Rd, and Good Springs Rd	Aiken	Operational	84	$1,563,030.00
187	**Old Aiken Rd (S-365) from SC 421 (Augusta Rd) to Carolina Sprs Rd (S-68)**	Old Aiken Rd (S-365) from SC 421 (Augusta Rd) to Carolina Sprs Rd (S-68)	Aiken	Operational	114	$3,407,670.00
301	**Trolley Line Road from Robert M Bell Parkway to Ascauga Lake Road**	Trolley Line Road from Robert M Bell Parkway to Ascauga Lake Road	Aiken	Operational	119	$15,588,450.00
71	**East Buena Vista Ave from Barton Road to Martintown Road**	East Buena Vista Ave from Barton Road to Martintown Road	Aiken	Operational	123	$2,647,755.00
196	**Old Sudlow Lake Rd (S-1760) from SC 126 (Belvedere Clearwater Rd) to Blanchard Rd (S-1761)**	Old Sudlow Lake Rd (S-1760) from SC 126 (Belvedere Clearwater Rd) to Blanchard Rd (S-1761)	Aiken	Operational	127	$2,953,935.00
493	**Bettis Academy Road at Flat Rock Lane**	Add-150 foot NB right-turn lane	Aiken	Operational	128	$150,000.00
496	**Bettis Academy Road at Flat Rock Lane**	Add-150 foot WB right-turn lane	Aiken	Operational	129	$150,000.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
497	**Bettis Academy Road at I-20 EB ramps**	Channelize EB right-turn lane and receiving lane	Aiken	Operational	135	$550,000.00
500	**Bettis Academy Road at I-20 WB ramps**	Add 1 NB left-turn lane (dual lefts)	Aiken	Operational	136	$550,000.00
498	**Bettis Academy Road at I-20 WB ramps**	Channelize WN right-turn lane and receiving lane	Aiken	Operational	137	$650,000.00
494	**Bettis Academy Road at Sage Creek Boulevard**	Add 150 foot NB right-turn lane	Aiken	Operational	138	$150,000.00
42	**Celeste Avenue from US 25 (Edgefield Road) to S-45 (Five Notch Road)**	Celeste Avenue from US 25 (Edgefield Road) to S-45 (Five Notch Road)	Aiken	Operational	141	$2,318,355.00
530	**Georgia Avenue at Jackson Avenue / Carolina Avenue**	Partial multi-lane roundabout; Narrow Carolina Avenue on the approach to the roundabout and provide on-street parking north of the intersection; Mark on-street parking spaces on Carolina Avenue just north of the realigned segment (9 spaces); Realign Jackson Avenue to tie into the roundabout and mark on-street parking spaces (5 spaces); Install RRFB pedestrian crossings on the Georgia Avenue and Carolina Avenue approaches on the north side of the intersection.	Aiken	Operational	143	$3,746,000.00
499	**Bettis Academy Road at I-20 EB ramps**	Add 1 EB left-turn lane (dual lefts)	Aiken	Operational	145	$450,000.00
491	**Bettis Academy Road at Whaley Pond Road**	Add-150 foot EB left-turn lane	Aiken	Operational	151	$200,000.00
492	**Bettis Academy Road at Sage Valley Drive/Carmine Avenue**	Add-150 foot WB left-turn lane	Aiken	Operational	156	$225,000.00
495	**Bettis Academy Road at Springdale Road/Sage Mill Parkway**	Add-150 foot EB left-turn lane	Aiken	Operational	157	$225,000.00
New Roadway						
31	**Bergen-Five Notch Collector from Bergen**	Bergen-Five Notch Collector from Bergen Road to Gregory Lake Road	Aiken	New Roadways	71	$11,012,760.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
	Road to Gregory Lake Road					
126	**I-20 Frontage Collector from Five Notch Road to US 25 (Edgefield Road)**	I-20 Frontage Collector from Five Notch Road to US 25 (Edgefield Road)	Aiken	New Roadways	83	$8,258,736.22
490	**Pawnee-Neilson Connector from Tyler St to Pawnee Street**	Pawnee-Neilson Connector from Tyler St to Pawnee Street	Aiken	New Roadways	89	$8,157,200.00
Intersections						
149	**Knox Avenue and Martintown Road**	Knox Avenue and Martintown Road	Aiken	Intersections	47	$2,410,290.00
191	**Old Edgefield Road (S-197) from US 25 (Knox Ave) to SC 230 (Martintown Rd)**	Old Edgefield Road (S-197) from US 25 (Knox Ave) to SC 230 (Martintown Rd)	Aiken	Intersections	48	$3,077,325.00
150	**SC 19 from the Aiken/Edgefield County line to south of Shiloh Heights Rd on SC 19**	Lake Shore northbound turn lane on SC 19 from the Aiken/Edgefield County line to south of Shiloh Heights Rd on SC 19	Aiken	Intersections	61	$246,780.00
532	**US 78 (Charleston Highway) at Old Tory Trail (S-1669)**	Left-turn lane from US 78 EB to Old Tory Trail	Aiken	Intersections	62	$1,132,500.00
457	**Whiskey Road at Talatha Church Road**	Install a traffic signal for the southbound left-turns only on Whiskey Road	Aiken	Intersections	75	$344,540.00
488	**SC 118 (Robert M Bell Pkwy) at Trolley Run Boulevard/University Parkway**	Add traffic signal; Extend EB left-turn lane to 150 feet; Realign University Parkway to Trolley Run Boulevard; Add EB thru lane	Aiken	Intersections	79	$2,250,000.00
253	**SC 19 from south of Shiloh Heights Rd to South of I-20**	SC 19 Improve intersection turning radii for all ramp termini from south of Shiloh Heights Rd to South of I-20	Aiken	Intersections	92	$493,560.00
266	**Shiloh Church/ SC 19**	Shiloh Church/ SC 19 intersection improvement with traffic signal/turn lane and roundabout	Aiken	Intersections	97	$411,345.00
307	**US 1 at Highland Ave**	Add left-turn lane	Aiken	Intersections	98	$3,824,955.00
531	**Old Barnwell Road (S-113) at Woodward Drive (S-**	Right-turn lane (no turn on red/no right turn blank out); clustered signalized intersections; no access to US 78 from	Aiken	Intersections	101	$604,000.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
	2187) / US 78 (Charleston Highway)	Woodward Drive intersection EB (across from Montmorenci Road intersection)				
480	**US 78 (Charleston Highway) at Airco Boulevard (S-2018)**	Left-turn lane from US 78 EB to Airco Boulevard	Aiken	Intersections	109	$2,070,000.00
482	**SC 118 (Robert M Bell Pkwy) at Trolley Run Boulevard**	Add 250-foot NB left-turn lane	Aiken	Intersections	111	$750,000.00
484	**Trolley Line Road at College Station Drive**	Convert College Station to right-in right-out (RIRO)	Aiken	Intersections	112	$250,000.00
486	**SC 118 (Robert M Bell Pkwy) at Trolley Run Boulevard**	Add 200-foot SB right-turn lane	Aiken	Intersections	113	$400,000.00
489	**Trolley Line Road at University Parkway**	Convert intersection to single lane roundabout	Aiken	Intersections	139	$3,500,000.00
449	**Whiskey Road at Citadel Drive**	Construct a westbound left-turn lane on Citadel Drive (225 feet storage); Construct a northbound right-turn lane on Whiskey Road (450 feet storage); Extend southbound left-turn lane on Whiskey Road (250 feet storage)	Aiken	Intersections	142	$2,782,000.00
452	**Whiskey Road at Dry Branch Road, Eagle Road**	Install a raised concrete median with grass in the middle to facilitate right-in/right-out at Dry branch Road; Install a northbound U-turn bulb-out lane on Whiskey Road (150 feet storage) approximately 600 feet to the north of Dry Branch Road; Extend the southbound left-turn lane on Whiskey Road at Eagle Road (200 feet storage); Install a northbound right-turn lane on Whiskey Road at Eagle Road (300 feet storage); provide room for southbound U-turn at Eagle Road	Aiken	Intersections	144	$2,033,000.00
483	**SC 118 (University Pkwy) at Vaucluse Road**	Extend EB right and left-turn lanes to 250 feet and optimize signal	Aiken	Intersections	153	$550,000.00
485	**SC 118 (University Pkwy) at Vaucluse Road**	SC 118 (University Pkwy) at Vaucluse Road: Add 200-foot SB right-turn lane	Aiken	Intersections	154	$360,000.00
81	**Five Notch Road and Pisgah Road**	Five Notch Road and Pisgah Road	Aiken	Intersections	158	$2,589,840.00

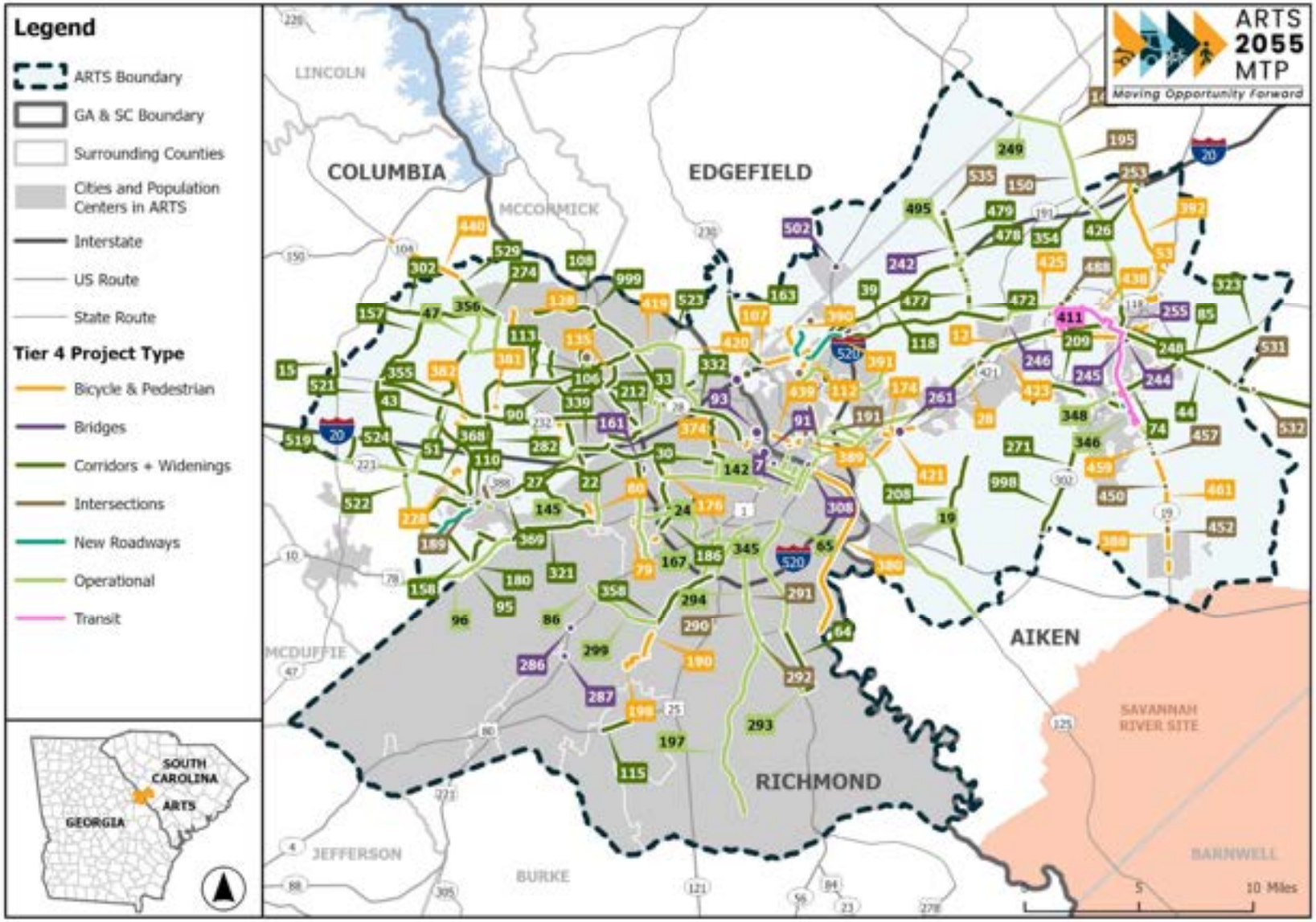
Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
450	**Whiskey Road at Crosby Road**	Install a traffic signal; Install a northbound right-turn lane on Whiskey Road (150 feet storage); Install a southbound left-turn lane on Whiskey Road (150 feet storage); Install a westbound right-turn lane on Crosby Road (150 feet storage)	Aiken	Intersections	159	$2,889,000.00
195	**SC 19 at Old Friar Rd.**	Northbound left turn lane on SC 19 at Old Friar Rd.	Aiken	Intersections	161	$246,780.00
448	**Whiskey Road at Chukker Creek Road**	Install eastbound dual left-turn lane on Chukker Creek Road (280 feet storage); Install a southbound right-turn lane on Whiskey Road (250 feet storage); Extend northbound left-turn lane on Whiskey Road (250 feet storage); Restripe westbound approach on Hunters Glen Road to a left-turn lane and shared through/right-turn lane	Aiken	Intersections	163	$2,568,000.00
451	**Whiskey Road at Dominion Drive / Talatha Church Road**	Install a reduced conflict intersection (150 foot northbound left-turn lane on Whiskey Road at Dominion Drive); Realign Talatha Church Road with Whiskey Road to a 90-degree angle; Install a traffic signal; Install a northbound right-turn lane on Whiskey Road (150 feet storage); Install a westbound left-turn lane on Talatha Church Road (150 feet storage); Install a northbound U-turn lane on Whiskey Road (150 feet storage); Install two southbound left-turn lanes on Whiskey Road (400 feet storage) and end one left-turn at Brailsford Drive	Aiken	Intersections	164	$3,745,000.00
146	**Johnson Highway AT SC 19**	Johnson Highway realignment with SC 19	Aiken	Intersections	165	$246,780.00
535	**Bettis Academy Road at Giant Tire Parkway**	Bettis Academy Road at Giant Tire Parkway - Install traffic signal	Aiken	Intersections	167	$528,500.00
82	**Five Notch Road and Walnut Lane**	Five Notch Road and Walnut Lane	Aiken	Intersections	168	$6,358,095.00
487	**SC 118 (Robert M Bell Pkwy) at Champion Way/New Connector**	New connection with SC 118 and USC Aiken at Champions Way.	Aiken	Intersections	171	$2,500,000.00
456	**Whiskey Road at Southmeadows Boulevard**	Install a reduced conflict intersection (150 feet northbound left-turn storage on Whiskey Road with a U-turn bulb-out approximately 600 feet north of the intersection; Extend	Aiken	Intersections	172	$887,030.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
		southbound left-turn lane on Whiskey Road (300 feet storage)				
533	**US 78 (Charleston Highway) at Oakwood Windsor Elementary School (west of Tolt Trail P-1607)**	Left and right-turn lanes from US 78 to Oakwood Windsor Elementary School	Aiken	Intersections	174	$1,736,500.00
Bicycle and Pedestrian						
423	**Downtown Aiken toward Augusta Rd and the southwest part of Aiken.**	Construct rail trail from downtown Aiken toward Augusta Rd and the southwest part of Aiken.	Aiken	Bicycle & Pedestrian	20	$21,033,101.67
107	**Bergen Rd from Martintown Rd to the North Augusta Greeneway**	Constructing a sidepath along this section would link multiple neighborhoods north of I-20 to the greenway system.	Aiken	Bicycle & Pedestrian	28	$4,604,010.83
425	**Trolley Line Rd from the existing sidewalk to USC Aiken**	Construct a sidepath along this road to connect the neighborhoods to USC Aiken, the Family YMCA, and neighborhood parks.	Aiken	Bicycle & Pedestrian	32	$6,778,919.56
262	**Robert M. Bell Parkway**	Bike/ped facilities	Aiken	Bicycle & Pedestrian	35	$1,750,922.49
438	**Vaucluse Rd from Hampton Ave to US 78**	Stripe buffered bike lanes and consider lowering the speed limit from 35 mph to 30 mph.	Aiken	Bicycle & Pedestrian	37	$1,587,794.95
112	**Bergen Rd from the North Augusta Greenway to Five Notch Rd**	Constructing a sidepath along this section would link multiple neighborhoods north of I-20 to the greenway system, and could potentially serve as a way to close the northern loop in the development.	Aiken	Bicycle & Pedestrian	39	$2,005,644.64
171	**Center Street to Buena Vista Avenue Traffic Calming and Pedestrian Access**	Resurface and narrow travel lanes to 11 feet; Install a RRFB pedestrian crossing on the north side of the Clifton Avenue intersection with advance yield bars and in-road flashing lights	Aiken	Bicycle & Pedestrian	51	$420,000.00
439	**W. Buena Vista Ave from West Ave to Riverview Park Dr**	Stripe buffered bike lanes.	Aiken	Bicycle & Pedestrian	55	$973,408.41

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
459	**Whiskey Road, from Powderhouse Road to Talatha Church Road**	Construct a raised concrete median within the existing Two-Way Left-turn Lane; Install 2 build-outs and with associated U-turn lanes; Construct a shared-use path on the west side of the road	Aiken	Bicycle & Pedestrian	57	$5,921,945.61
267	**Georgia Avenue at Jackson Avenue / Carolina Avenue**	Left-turn lane at Georgia Avenue at Carolina Avenue and Realignment of Carolina Avenue at Georgia Avenue	Aiken	Bicycle & Pedestrian	59	$319,000.00
391	**North Augusta greenway loop**	As development fills in, creating neighborhood connectivity with short greenways and neighborhood street links could be an option for closing the northern part of the developing greenway loop.	Aiken	Bicycle & Pedestrian	64	$665,117.35
229	**Five Notch Rd: from the North Augusta Greeneway to Expedition Dr**	Bike/ped facilities.	Aiken	Bicycle & Pedestrian	66	$2,361,591.52
175	**USC Aiken to Perry Memorial Park, Abbeville Ave, Hampton Ave, and Orangeburg St.**	Continuing the signed bike route that is in development from USC Aiken to Perry Memorial Park, Abbeville Ave, Hampton Ave, and Orangeburg St.	Aiken	Bicycle & Pedestrian	80	$3,204,746.03
174	**Clearwater Elementary School to ballfields and Old Cherokee Dr/Parker Dr**	Construct greenway link north of the of ballfields.	Aiken	Bicycle & Pedestrian	82	$1,216,861.59
306	**Hayne Ave from Trafalgar St to Park Ave**	Add protected bike lanes. Consider lowering the speed limit from 35 mph to 30 mph.	Aiken	Bicycle & Pedestrian	87	$585,513.88
389	**North Augusta Community Center/Edenfield Park/North Augusta Elementary**	A short greenway should be created to link these three destinations. Additionally, install an RRFB at the E. Buena Vista Ave and Mealing Ave intersection.	Aiken	Bicycle & Pedestrian	88	$387,271.37
12	**Alken County Recreation Center**	Aiken County Recreation Center Walking Track	Aiken	Bicycle & Pedestrian	90	$56,025.00
53	**Crosland Park**	Crosland Park Sidewalks	Aiken	Bicycle & Pedestrian	103	$332,640.00
84	**Belvedere Rd from Elm St to Augusta Rd**	Utilizing the wide pavement width, buffered bike lanes could be striped, which would also enhance the buffer	Aiken	Bicycle & Pedestrian	107	$474,747.88

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
		space and pedestrian environment. Combined with Seminole St, this could create a walking/biking corridor.				
461	**Whiskey Road, from Talatha Church Road to Eagle Road**	Construct a 16 foot raised concrete median with grass in the middle and widen Whiskey Road symmetrically; Install approximately 15 bulb-outs and with associate U-turn lanes; Construct a shared-use path on the east side of road	Aiken	Bicycle & Pedestrian	132	$9,425,567.26
28	**Aiken Tech connector**	Shared use path from Aiken Tech campus walkways to the recently improved US 78 intersection to connect to Langley Pond Park via the recent development along the south side of US 78.	Aiken	Bicycle & Pedestrian	148	$1,640,617.20
221	**Edisto Dr to Palmetto Pkwy Trail**	Utilizing public ROW, a shared use path would link this neighborhood to the nearby trail.	Aiken	Bicycle & Pedestrian	149	$1,075,693.70
390	**North Augusta Greeneway from Mayfield Dr to the old golf course site.**	North Augusta Greeneway extension from Mayfield Dr to the old golf course site.	Aiken	Bicycle & Pedestrian	150	$2,879,241.63
421	**Abandoned railroad from Atomic Rd to the Harrison-Caver Park property.**	Construct trail along abandoned railroad from Atomic Rd to the Harrison-Caver Park property.	Aiken	Bicycle & Pedestrian	152	$6,955,523.90
388	**New Ellenton Main St**	Current sidewalk project will extend from Porter Ave to Sanders Ave. Future phases should include at least south to S Boundary Ave and north to Eagle Rd.	Aiken	Bicycle & Pedestrian	173	$1,760,901.57
392	**North side sewer project bike/ped facilities**	A current sewer project from the Generations Park area north along Shaw Creek to the reservoir north of I-20 is an opportunity for creating a greenway as part of the project.	Aiken	Bicycle & Pedestrian	175	$13,901,495.69
Transit						
411	**Saturday Service Green/Red Route Combination**	Saturday Service Green/Red Route Combination	Aiken	Transit	34	$1,591,261.20

Figure 10.4-3: ARTS Planning Area Unfunded Projects



10.5 Fiscally-Constrained Project Capacity Results

The capacity projects (corridors and widening, new roadways) recommended in Tiers I, II, III, and in the unfunded project list are modeled in the Travel Demand Model (TDM) in order to determine the projects' effectiveness on improving the Level of Service (LOS) of the ARTS planning area roadways. The LOS grades the quality of the roadway based on the amount of vehicles it handles on a daily basis (measured in volume/capacity). Generally, levels A through D are considered acceptable, LOS E is nearing capacity, and F is considered at or over capacity and failing.

10.5.1 ARTS Area Roadways 2020 and 2055 LOS

Figure 10.5-1 shows LOS of the existing transportation network taken from year 2020. Several roadways, especially in Columbia and Richmond Counties experience a LOS F, shown in red, meaning they are experiencing congestion and travel reliability issues.

Figure 10.5-1: LOS of the Existing Transportation Network in 2025

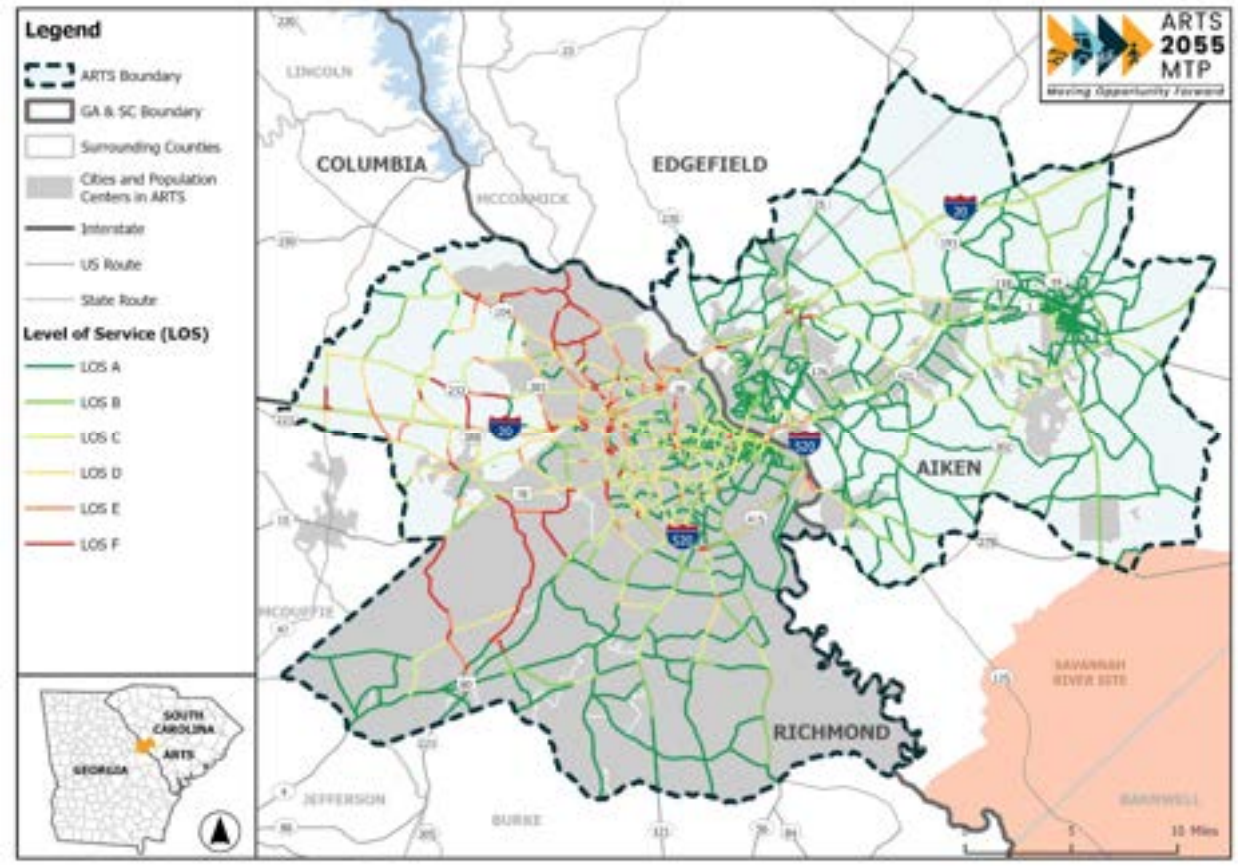


Figure 10.5-2 shows LOS of the transportation network in 2055 if no capacity improvements are made beyond projects identified in the TIP/ Tier I that have committed funding. With no additional transportation improvements, the region's roadway network begins to experience an abundance of roadways with LOS F, meaning several roadways would experience congestion and travel reliability issues.

Figure 10.5-2: LOS of the 2055 Transportation Network with only TIP/ Tier I Projects Implemented

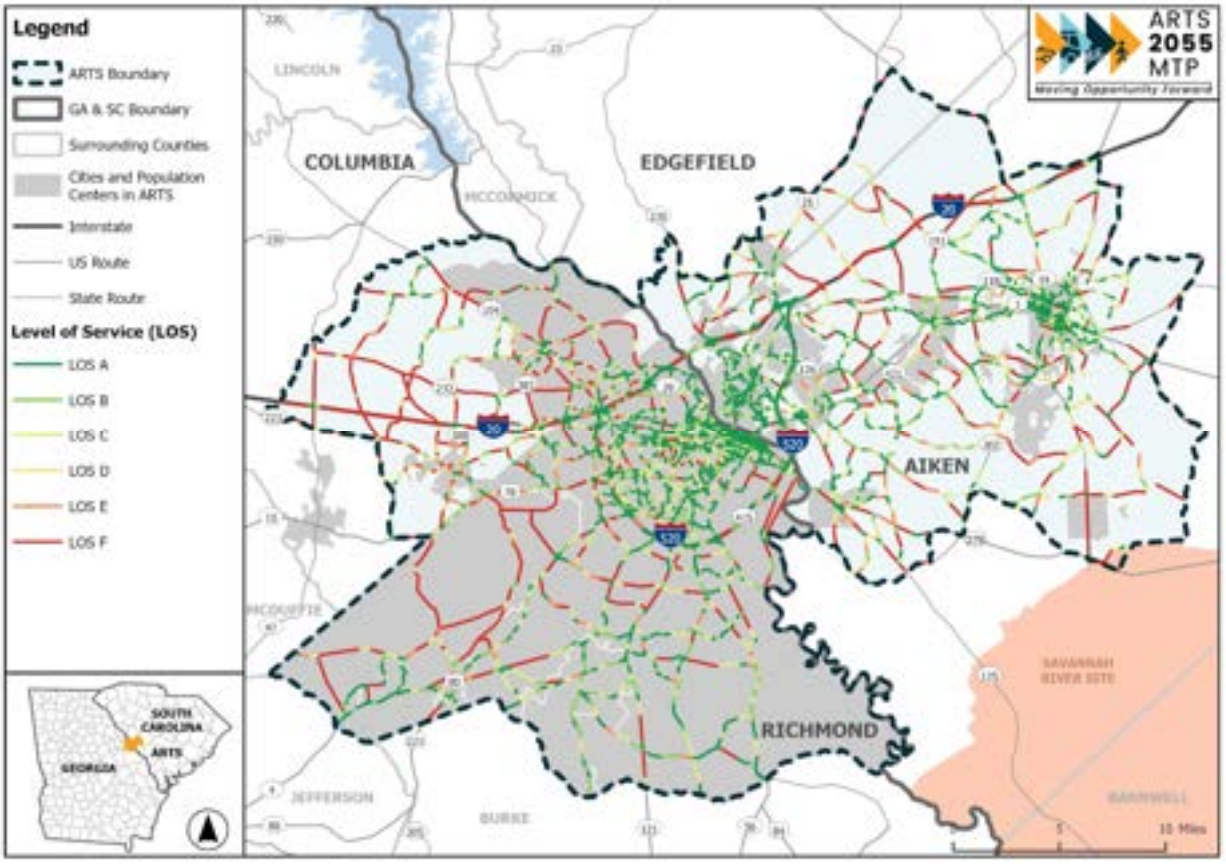
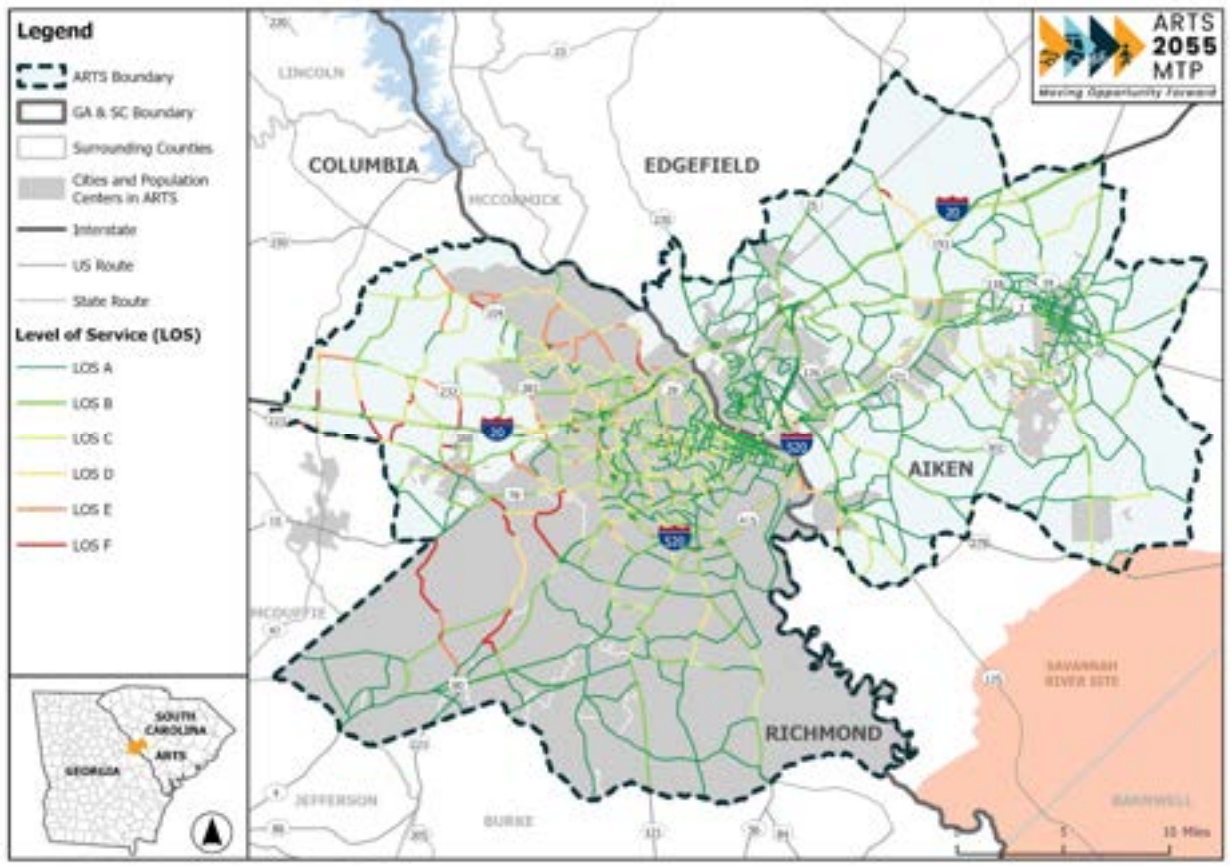


Figure 10.5-3 shows the transportation network LOS in 2055 when all projects identified in the universe of projects list (Tiers II and III, and Unfunded List) are implemented. As shown in Figure 10.5-3, these projects will improve the ARTS planning area's LOS, reducing the amount of roadways operating at LOS E or F, versus the transportation network in 2055 with no MTP projects implemented. Implementing these projects in Tiers II and III will help reduce congestion and improve travel reliability.

Figure 10.5-3: LOS of the Transportation Network in 2055 with Universe of Projects Implemented



10.5.2 Conclusion

The ARTS 2055 MTP presents a multi-modal list of projects aimed at improving transportation in the ARTS planning region. Implementation of this plan would increase connectivity, reduce congestion, and provide a more diverse range of transportation options for residents. By aligning with regional growth patterns and economic development goals, the MTP ensures that transportation investments will meet the long-term needs of residents.

APPENDIX

ARTS 2055

Metropolitan Transportation Plan Update

Moving Opportunity Forward



Appendix A

Public Engagement

Phase I Public Engagement Summary

ARTS 2055

Metropolitan Transportation Plan Update

Moving Opportunity Forward

Technical Memorandum #2

Public Involvement

JUNE 2025

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1 Introduction

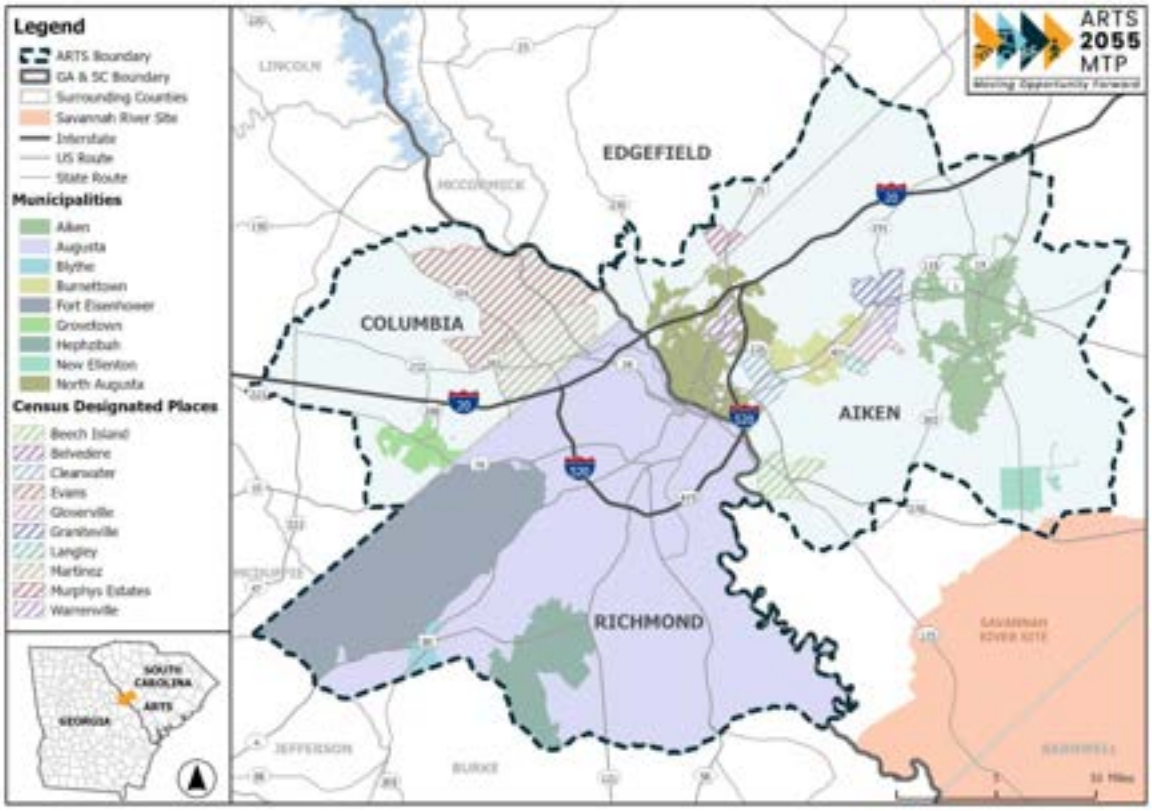
Augusta Regional Transportation Study (ARTS) is a bi-state Metropolitan Planning Organization (MPO) that serves the Augusta-Richmond County, GA and Aiken County, SC urbanized areas. The ARTS planning area covers approximately 806 square miles and has a population of 492,796 (U.S. Census 2020). The area includes all of Richmond County and parts of Columbia County in Georgia, as well as portions of Aiken and Edgefield counties in South Carolina, as shown in Figure 1.1-1.

The ARTS MPO is responsible for adopting and updating a Metropolitan Transportation Plan (MTP), which must be updated at least every five years. The MTP is the official multimodal transportation plan for the region. It recommends transportation projects to improve, maintain, and operate roadways, bridges, public transit, aviation, freight, and bicycle and pedestrian facilities. To be eligible for federal funding, projects must be included in the MTP first, then in the Transportation Improvement Program. The ARTS MPO MTP update is called the *2055 MTP – Moving Opportunity Forward*.

This document:

1. Outlines the key partner and stakeholder engagement process,
2. Reviews the outreach activities, tools, and techniques, and
3. Reviews the survey and findings.

Figure 1.1-1: ARTS MPO Area



2 Public Participation Goals

Public participation goals were established at the onset of the study. In keeping with the ARTS Public Participation Plan (PIP) Update, the engagement goals and the methods for achieving each are listed below in Figure 2.1-1.

Figure 2.1-1: ARTS 2055 MTP Public Participation Goals

Goal	Method of Achievement
Gather meaningful input from stakeholders and the public to gain an understanding of the transportation needs of area residents.	Stakeholder retreat Public survey
Provide opportunities for early and continuing engagement through in-person and virtual platforms.	Monthly engagement via stakeholder outreach/retreat, social media, pop-up events, and transit center tabling
Make engagement accessible, particularly to existing transit users and traditionally underserved communities.	Transit center tabling
Provide complete information that gives the public full access to key decisions.	Website updates

3 Phase 1 Public Engagement – Public Involvement, Education and Outreach

Phase 1 of public engagement focused on outreach efforts within the ARTS planning area. It consisted of branding, stakeholder engagement, a public survey, and promotion and public outreach.

3.1 Branding



Branding is a critical component of any public project, as it establishes the project's identity. A strong brand is consistent and recognizable, fostering public trust. Phase 1 of public engagement involved creating a logo, tagline, and website. Following an interactive branding workshop, the logo and tagline were finalized.

The ARTS 2055 MTP logo features four modes of transportation that are mainstays within the ARTS project area and are key to the MTP: car, transit, bicycle, and walking. The tagline, "Moving Opportunity Forward," was adopted to build on the progress of previous MTPs while

identifying new opportunities for workforce and economic development, resiliency, innovation, and equity.

The logo and tagline were prominently featured on the website, survey, and promotional materials.

3.2 Stakeholder and Key Partner Engagement

Stakeholders and key partners play a vital role in the public involvement process. Stakeholders serve as representatives of the communities and organizations they are part of, offering valuable insights into local priorities and concerns. As active community members, they are well-positioned to share project information — such as public meeting invitations, surveys, and updates — through their networks. Their input helps inform decisions by highlighting community-specific trade-offs, priorities, and needs.

Key partners include representatives from government agencies, organizations, and community boards. Many of these partners were actively engaged through stakeholder and committee meetings. Representation included the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Georgia Department of Transportation (GDOT), South Carolina Department of Transportation (SCDOT), Augusta Transit, and Savannah River Site. The Policy Coordinating Committee, Technical Coordinating Committee, and Citizens Advisory Committee were also included.

3.2.1 Stakeholder Recruitment

Stakeholders and key partners from across the ARTS MPO region were invited to serve on the stakeholder committee. Participants represented a broad spectrum of federal, state, county, and municipal government agencies.

Intentional efforts were made to ensure inclusive representation by engaging stakeholders from diverse segments of the community. This included advocates and representatives of populations that are often underrepresented or marginalized in public planning processes.

- Minority; Black and Hispanic populations
- Low-income; Public housing residents
- College students, millennials, youth
- Disabled
- Senior citizens
- Chambers of Commerce; Business associations
- Environmental organizations
- Homeless shelters
- Homeowner's associations
- Veterans
- Running clubs
- Historical societies and museums

The stakeholder recruitment campaign was conducted from January 9 to January 31, 2025. During this period, 62 individuals from across the ARTS MPO planning area committed to serving on the stakeholder committee. Representation was secured from each of the four counties within the MPO study area, ensuring broad geographic coverage and diverse perspectives. Some participants, like Salvation Army and Mental Health America of Aiken County represented more than one county. Figure 3.2-1 outlines stakeholder participation by county.

Figure 3.2-1: Counties Represented on ARTS Stakeholder Committee

County	# Representatives
Aiken County	28
Columbia County	12
Edgefield County	3
Richmond County	17
Other	8

3.2.2 Stakeholder Retreat

The stakeholder retreat was held on Thursday, February 20, and Friday, February 21, 2025. To accommodate participants residing and working across both Georgia and South Carolina, two in-person meetings were organized — one in each state. Stakeholders were encouraged to attend the session most convenient for their location. For those unable to participate in person, a virtual option was provided to ensure full accessibility and engagement.

Georgia Meeting
February 20, 2025, 6:00 p.m. to 7:30 p.m.
Augusta Municipal Building
535 Telfair St., 1st Floor
Augusta, GA 30901

South Carolina Meeting
February 21, 2025, 9:00 a.m. to 10:30 a.m.
Lower Savannah Council of Governments
2748 Wagener Rd.
Aiken, SC 29801

The Georgia session welcomed 14 in-person attendees and three virtual participants, while the South Carolina session saw 19 stakeholders attend in person, with an additional two joining online. Stakeholders actively contributed valuable insights based on their personal experiences and those of the communities they represent.

During the retreat, the facilitator provided an overview of the study and led a series of interactive activities designed to foster collaboration and idea-sharing. The use of Poll Everywhere allowed for real-time input from participants, including information about their organizational affiliations and modes of travel to the retreat.

Three breakout sessions were conducted, each featuring brainstorming exercises focused on key questions and themes relevant to the study.

Following the conclusion of the stakeholder retreat, participants were encouraged to actively support public engagement efforts by sharing the ARTS 2055 MTP website and survey. They were asked to distribute these resources through their personal and professional networks, including listservs and social media platforms, to help broaden community participation and input.

Georgia Stakeholder Meeting



South Carolina Stakeholder Meeting



3.3 Promotion and Public Outreach

Phase 1 of the ARTS 2055 MTP public engagement campaign centered on a public survey to gather input on transportation investment priorities, travel behaviors and preferences, and key transportation challenges across the region. A comprehensive outreach strategy was implemented to maximize participation and ensure broad community representation.

To promote the survey, a combination of digital and traditional outreach methods was employed. Stakeholders and municipal partners within the ARTS MPO shared the survey through their official social media channels, significantly increasing visibility and participation. Additionally, printed flyers with a QR code linking to the survey were distributed and posted on public buses and in transit terminals to reach transit-dependent populations.

3.4 Website

The ARTS 2055 MTP website, arts2055mtp.com launched on January 9, 2025, as a central hub for project information and public engagement. Designed to address the fundamental questions of Who, What, When, Where, and Why, the site provided comprehensive information about ARTS, the MTP process, and the role of MPOs.

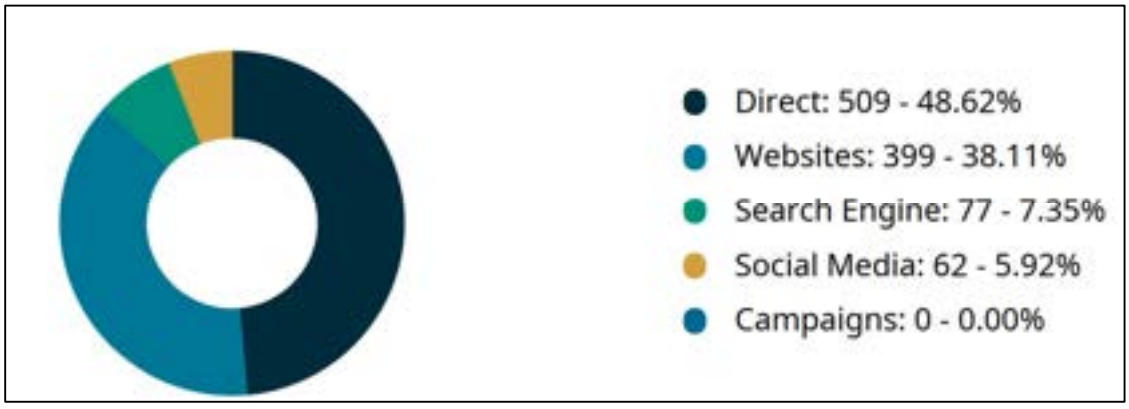
Key features of the website included an "About" page detailing the background of the ARTS 2055 update, a "Documents" page with access to technical memorandums and other publicly available materials, and a public engagement section with event listings, a survey link, and a sign-up form for project updates.

As of May 21, 2025, the website recorded 1,303 page views, 1,047 visits, and 604 unique visitors.

1,303 Views	1,047 Visits	604 Visitors

Nearly half of the traffic originated from direct visits or untracked links, such as those shared via email. Referrals from external websites accounted for 38% of traffic, while search engines and social media contributed less than 15%. Technical Memorandum #1, *Review of Data and Existing Conditions* was downloaded 48 times.

Figure 3.4-1: ARTS Website Traffic Analytics



3.5 Social Media

To extend the campaign's reach, ARTS MPO coordinated with municipal governments, affiliated offices, and stakeholders to promote the MTP update through social media. Customized content calendars were developed for the MPO, municipalities, and stakeholders to ensure messaging was tailored to each audience.

Nine municipal entities, including the Augusta Regional Transportation Study, City of Aiken, South Carolina Government, City of New Ellenton, and Aiken Transit, were confirmed to have shared the prepared content. These posts were shared 21 times and received 24 likes. While additional shares by stakeholder committee members were likely, they could not be independently verified.



3.6 Popup Events

To ensure inclusive participation in the ARTS 2055 MTP, Phase 1 of public engagement included a series of pop-up events strategically held at community festivals and gatherings. These events were designed to reach individuals who may not typically attend formal public meetings, including members of minority groups, senior adults, unhoused individuals, and residents of low-income communities. These voices are often underrepresented in planning processes, yet their perspectives are essential to shaping equitable transportation solutions.

3.6.1 Arts in the Heart of Augusta Festival

At the Arts in the Heart of Augusta Festival, held September 20–22, 2024, ARTS staff engaged with attendees in the family area of the event. The festival's vibrant atmosphere, featuring entertainment stages, international cuisine, and family-friendly activities, provided an ideal setting for outreach.

Surveys were collected using paper forms, tablets, and mobile devices, with a QR code available for self-guided participation. To encourage engagement, participants received promotional items such as electric fans, Bluetooth speakers, bags, and lanyards. A total of 607 surveys were collected during the three-day event.



3.6.2 Jack-O-Lantern Jubilee

The Jack-O-Lantern Jubilee, held October 25–26, 2024, in downtown North Augusta, offered another opportunity to connect with the public. This event, featuring live music, food trucks, and artisan vendors, resulted in the collection of 96 surveys.

3.6.3 District 2 Community Breakfast

On February 15, 2025, ARTS participated in the District 2 Community Breakfast, hosted by Commissioner Stacy Pulliam at the Carrie J. Mays Community Center in Augusta. The event focused on local and state issues, including recovery efforts following Hurricane Helene. ARTS staff collected 25 surveys during the event.

3.6.4 Project Refresh Shower

The Project Refresh Shower @ May Park event, held on March 31, 2025, provided services to the unhoused and low-income residents of Augusta. This event, organized by a nonprofit offering mobile hygiene services, included health screenings, food distribution, personal care items, and grooming services. ARTS staff engaged directly with attendees, collecting 78 surveys from this key target audience.

3.7 Tabling Events

Tabling events were conducted at high-traffic transit hubs to engage riders during their daily routines. These events provided a convenient opportunity for individuals to learn about the MTP and share their input.

3.7.1 Lessie B. Price Aiken Senior & Youth Center Transit Tabling

At the Lessie B. Price Aiken Senior & Youth Center, a key stop for Aiken County's Best Friends Express transit system, ARTS staff hosted a tabling event on April 21, 2025. Although transit rider engagement was limited, a concurrent AARP Driver Safety course provided access to senior adults and retirees — an important demographic. All 21 course attendees completed the survey, contributing to a total of 53 surveys collected at the event.

3.7.2 Augusta Transit – Broad St. Transfer Facility Transit Tabling

ARTS hosted another tabling event at the Broad Street Transfer Facility in Augusta, a major transit hub serving numerous routes and connected to local colleges and regional transit systems. A total of 94 surveys were collected from transit riders at this location.

3.8 Speakers Bureau

The ARTS Speakers Bureau is composed of individuals authorized to represent the MTP update. They seek opportunities to educate the public about the project and respond to requests for project updates.

3.8.1 Aiken Rotary Club

On April 28, 2025, the project was presented at the Aiken Rotary Club meeting at Newberry Hall. Although only three surveys were completed during the event, the presentation helped raise awareness of the MTP. The meeting was covered by the Augusta Business Daily, which published an article featuring a summary of the presentation, a quote from Aiken County Transportation Planner Saralyn Yarborough, and a link to the project website.



4 Efforts to Engage Hard-to-Reach Populations

Recognizing the importance of inclusive engagement, ARTS made a concerted effort to reach populations often considered hard-to-reach, including minority groups, unhoused individuals, millennials, senior adults, people with disabilities, and residents of low-income communities. These groups were prioritized in both event planning and stakeholder recruitment.

4.1 Engagement via Stakeholder Representation

During the stakeholder engagement process, individuals who represent or advocate for these communities were intentionally recruited to ensure their perspectives were reflected in the planning process.

Figure 4.1-1: Stakeholder Organizations Representing Hard-to-Reach Communities

Organization	Target Audience
100 Black Men of Augusta, Inc.	Black/African American; Youth; Millennials
Aiken County Branch NAACP	Black/African American

Organization	Target Audience
Aiken Housing Authority	Low-income
Aiken Youth Empowerment	Youth
Greater Augusta Black Chamber of Commerce	Black/African American
Hispanic American Cultural Association of the CSRA	Hispanic; Limited English Proficiency
Housing Authority of the City of Augusta, GA	Low-income
Mental Health America of Aiken County	Mental health, Substance abuse advocacy
New Bethlehem Community Center, Inc.	Youth; Senior adults
The Salvation Army of Aiken	Unhoused; Low-income
USC – Aiken	Millennials; Hispanic
Walton Options for Independent Living	Disabled

4.2 Engagement via Public Events

Throughout Phase 1, four of the seven engagement events provided direct interaction with traditionally marginalized or underrepresented populations. This intentional outreach strategy contributed to a more representative and inclusive public input process. The chart below outlines the seven events and the target audiences that were reached.

Figure 4.2-1: Public Events by Location and Audience

Event	County	Targeted Audience
Arts in the Heart of Augusta Festival	Richmond	General, Millennials
Jack-O-Lantern Jubilee	Aiken	General
District 2 Community Breakfast	Richmond	General; Minority
Project Refresh Shower @May Park	Richmond	Unhoused; Low Income
Lessie B Price Community Center Transit	Aiken	Senior adults; Retirees
Broad St. Transfer Facility Transit	Richmond	Transit riders; Minority
Aiken Rotary Club	Aiken	General; Senior adults

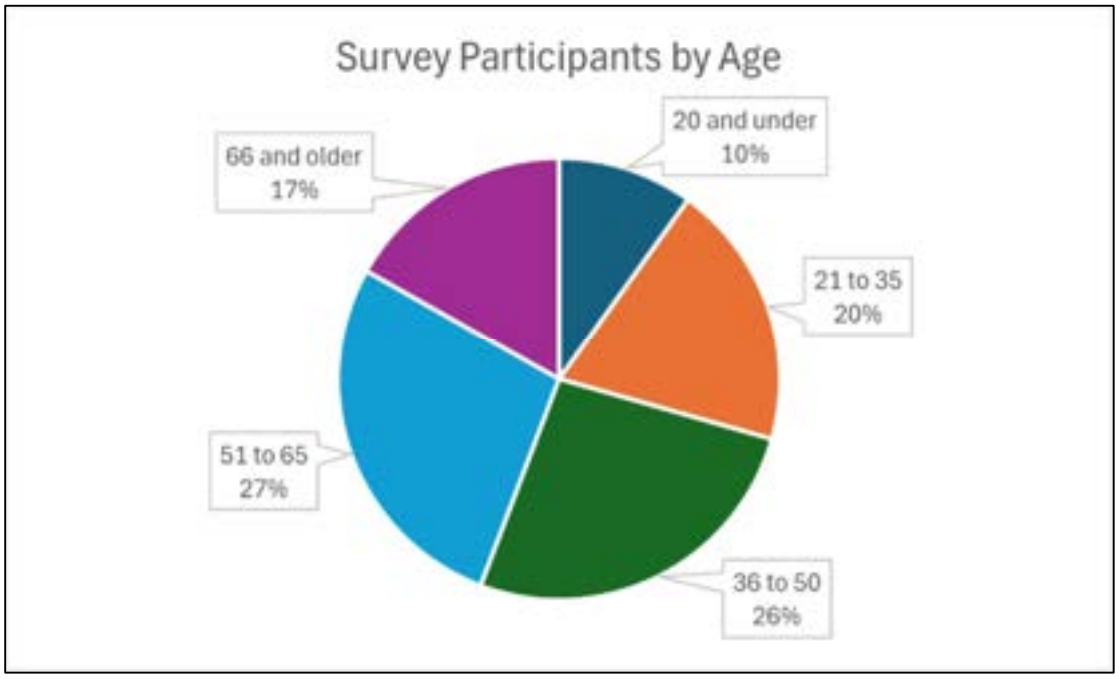
5 Public Survey

The Phase 1 public survey was conducted from September 20, 2024, through May 31, 2025, and served as a foundational tool for gathering community input on regional transportation priorities, challenges, and preferences. The survey was available in both electronic and paper formats and offered in English and Spanish to ensure accessibility. Hosted online via SurveyHero, the survey also circulated widely at in-person events, where paper responses accounted for more than 700 of the 1,203 total submissions.

5.1 Survey Demographics

The ARTS 2055 MTP survey received responses from a diverse cross-section of the community. Adults aged 51 to 65 represented the largest share of respondents at 27%. However, younger adults — ages 21 to 35 and 36 to 50 — also participated at notable rates, comprising 20 % and 26% of responses, respectively. This level of engagement from millennials, a group often considered difficult to reach, reflects the effectiveness of the outreach strategy.

Figure 5.1-1: Survey Participation by Age



Additionally, survey results indicated that responses from minority groups were generally proportional to their representation in the population, further evidence of the inclusion effort.

It is noted that response from the Hispanic/Latino community was underrepresented, which indicates additional outreach efforts are needed to engage this audience.

Figure 4.3-2: Survey Response Rate by Ethnic Group

Race/Ethnicity	Responses	% Share	Total Population	% Share
White	573	53.5%	295,686	52.9%
Black/African American	386	36.0%	190,245	34.0%
Hispanic/Latino	35	3.3%	34,733	6.2%
Asian	28	2.6%	11,580	2.1%
Other	50	4.7%	26,876	4.8%

5.2 Distribution of Responses

Survey responses were geographically diverse and closely aligned with the population distribution across the ARTS MPO region. This balance reflects the effectiveness of outreach efforts and provides a strong foundation for future engagement strategies. The data will be used to refine outreach approaches in subsequent phases to ensure continued regional representation.

Figure 5.2-1: Survey Response Rate by County

County	Population	% of Four Counties	# Responses	% Responses
Richmond County	206,153	36.9%	513	42.6%
Aiken County	169,865	30.4%	315	26.2%
Edgefield County	26,181	4.7%	53	4.4%
Columbia County	156,921	28.1%	222	18.5%
Other	--	--	100	8.3%

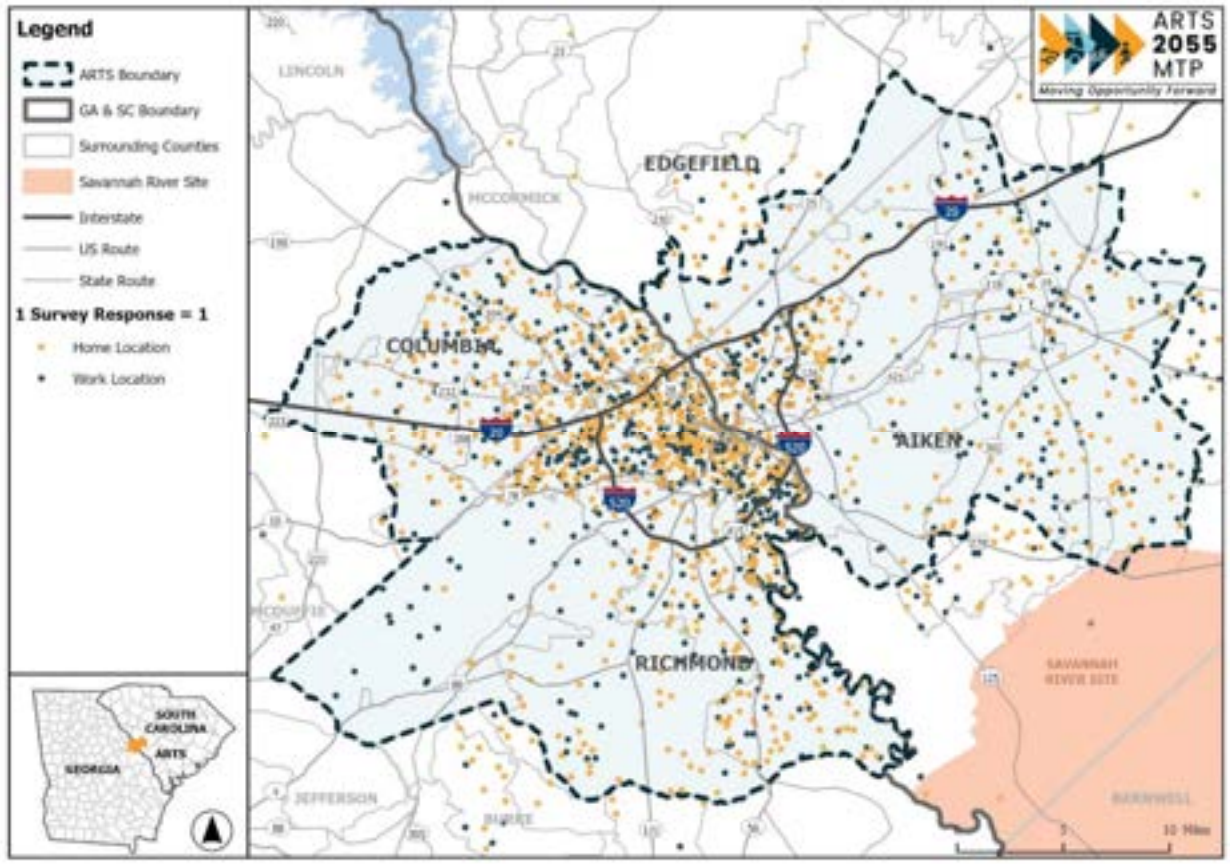
5.3 Survey Questions and Responses

The survey was designed to assess the transportation needs and priorities of residents across the ARTS MPO area. Below are the survey questions and responses.

Question: What is your home zip code? What is your work/school zip code?

Respondents were first asked to provide their home and work or school ZIP codes, which helped identify the areas where they live, work, and commute. A significant concentration of responses came from areas near the Georgia–South Carolina border, particularly around Augusta and North Augusta, though responses were received from across the entire MPO region.

Figure 5.3-1: Where Survey Respondents Live and Work



Question: Which transportation investments are most important to your community?

Answer	Count	%
Improve Safety – Improve safety for all through design and programs.	697	18.2%
Reduce Congestion & Delay – Improve traffic by reducing congestion and delay.	623	16.3%
Improve Access to Transit – Improve transit options to ensure better access to services.	610	15.9%
Boost Economic Potential - Support the economy and increase job opportunity.	579	15.1%
Maintain Existing System – Maintain the region's existing roads, bridges, and services.	475	12.4%
Connect to Bike/Pedestrian – Improve the connections to bike, pedestrian, and trail facilities.	469	12.2%
Accommodate Ridesharing – Accommodate ridesharing services like Uber/Lyft to provide connections between services.	245	6.4%
Other	133	3.5%

When asked to identify the most important transportation investments for their communities, respondents prioritized the following:

- **Improving safety** emerged as the top priority, cited by 18% of respondents.
- **Reducing congestion and delay** and **improving access to transit** followed closely, each receiving 16% of responses.
- Other priorities included **boosting economic potential**, **maintaining existing infrastructure, enhancing bike and pedestrian connectivity**, and **accommodating ridesharing services**.

More than 130 respondents provided additional written comments under the "Other" category. These comments revealed recurring themes, including:

- **Expanded transit service:** Requests for more routes, extended service hours, and weekend operations.
- **Infrastructure improvements:** Calls for better-maintained buses, shelters, sidewalks, and benches.
- **Connectivity and accessibility:** Interest in improved regional connections and integrated bike/pedestrian infrastructure.
- **Safety and reliability:** Concerns about bus punctuality, vehicle conditions, and passenger safety.
- **Support for vulnerable populations:** Emphasis on the transportation needs of seniors, low-income individuals, and people with disabilities.
- **Environmental and economic concerns:** Advocacy for sustainable transportation options and economic development.

Question: Have you used public transit during the past 12 months?

Answer	Count	%
Yes	280	24.1%
No	881	75.9%

Question: How satisfied were you with the service?

Answer	Count	%
Neutral	92	33.3%
Satisfied	82	29.7%
Very satisfied	49	17.8%
Very dissatisfied	29	10.5%
Dissatisfied	24	8.7%

Question: Which of the following are most needed where you live?

Answer	Count	%
More sidewalks	683	25.6%
Better maintenance of sidewalks and trails	540	20.3%
More trails and paths	435	16.3%
Protected crosswalks	383	14.4%
Amenities that offer more safety and comfort	347	13.0%
Wheelchair/scooter accessibility	277	10.4%

Question: Which of the following best describes you?

Answer	Count	%
I do not ride a bike	669	62.4%
Recreational cyclist	314	29.3%
Commute by bike regularly	56	5.2%
Road cyclist	33	3.1%

Question: Which type of bike facility do you prefer?

Answer	Count	%
Separate multi-use trail for bike/pedestrian	437	43.2%
None, I won't bike, regardless of facility	313	30.9%
Bike lane along edge of road	198	19.6%
Shared lane for bikes and cars	64	6.3%

Question: What is your primary mode of transportation?

Answer	Count	%
Car/Truck/Van	922	84.5%
Public transit	97	8.9%
Walk	43	3.9%
Bike path	19	1.7%
Rideshare	6	0.6%
Motorcycle	4	0.4%

Question: Which do you have access to within two blocks of where you live?

Answer	Count	%
Sidewalk	606	48.0%
Public transit/Bus	246	19.5%
None of these	223	17.7%
Bike Path	187	14.8%

Question: What are the top transportation challenges you face daily?

Answer	Count	%
Traffic congestion	672	34.4%
Lack of sidewalks/trails for me to use	367	18.8%
Connectivity – long trips are too difficult without a personal vehicle	257	13.2%
Safety – I don't feel safe traveling	249	12.7%
Lack of access to public transit	237	12.1%
Access to reliable transportation	171	8.8%

Respondents were also asked to identify the top transportation challenges they face daily. Traffic congestion represented 34.4% of all responses. The lack of sidewalks and trails were also identified as a challenge for many users, representing about 19% of all responses. Connectivity, safety concerns, and access issues were noted nearly equally as transportation challenges.

These responses underscore the importance of addressing both infrastructure and service-related barriers to mobility. The data suggests that many residents have trouble reaching their destinations due to limited transportation options, inadequate infrastructure, or dependence on personal vehicles.

5.4 Survey Summary

The Phase 1 survey provided valuable insights into the transportation needs and priorities of the ARTS MPO region. Safety emerged as a consistent concern across all modes of travel — whether by car, transit, bicycle, or on foot. Traffic congestion was identified as the most pressing daily challenge and ranked second among investment priorities. Access to transit and regional connectivity were also recurring themes, reflecting the community's desire for a more integrated and equitable transportation network.

The robust response rate and diversity of feedback demonstrate the effectiveness of the outreach strategy and provide a strong foundation for shaping the next phases of the ARTS 2055 MTP.

5.5 Implications of Survey Results

Findings from the public survey have provided valuable insight into the transportation priorities and concerns of residents across the ARTS MPO region. These insights will directly inform the next

phase of engagement and guide the development of planning objectives, project evaluation criteria, and policy recommendations. Safety, congestion, and access emerged as the most prominent themes from the survey data. These concerns reflect the lived experiences of community members and highlight areas where strategic planning and investment are most needed. While traffic congestion was identified as a leading concern, access-related challenges — including limited public transit options, unreliable transportation, and poor regional connectivity — were equally significant. These issues collectively underscore the need for a more integrated and inclusive transportation network. Safety was the top-ranked investment priority among survey respondents.

6 Conclusion

Phase 1 of public engagement for the ARTS 2055 Metropolitan Transportation Plan (MTP) played a critical role in advancing the plan's public participation objectives. Through a multifaceted strategy, Phase 1 successfully fulfilled the core components of public involvement, education, and outreach.

Public Involvement was achieved primarily through the administration of a regional survey, which received 1,203 responses. The survey captured public sentiment on transportation priorities and challenges across the ARTS MPO area.

Education efforts were supported by the launch and ongoing promotion of the project website, arts2055mtp.com. The site served as a central information hub, offering updates, background materials, and access to technical documents. These efforts were further amplified through coordinated social media campaigns, consistent project branding, and targeted promotional activities.

Outreach was conducted through seven public events that engaged a wide range of community members, including those from historically underrepresented and hard-to-reach populations. These events, along with stakeholder engagement activities, ensured that diverse voices were included in the planning process.

With the successful completion of Phase 1, the study now transitions into Phase 2. This next phase will continue public and stakeholder engagement, introduce an interactive mapping tool to collect geographically specific feedback, and host in-person public meetings to further support involvement, education, and outreach.

ARTS 2055 MTP
Moving Opportunity Forward

Stakeholder Retreat Summary

ARTS 2055 MTP Stakeholder Retreat Summary Report

Submitted to: ARTS Metropolitan Planning Organization

February 28, 2025



ARTS 2055 MTP
Moving Opportunity Forward

Submitted by:

wsp

ARTS 2055 MTP Stakeholder Retreat Summary Report

1) Overview

On Thursday, February 20 and Friday, February 21, 2025, ARTS MPO hosted a stakeholder retreat to kick off the ARTS 2055 MTP update with the newly recruited ARTS Stakeholder Committee. Contractor, WSP USA, planned and facilitated the retreat.

2) Stakeholder and Key Partner Recruitment

WSP initiated a robust stakeholder and key partner recruitment effort that began with lists of potential stakeholders that City of Augusta and Aiken County project leads provided. WSP sought additional stakeholders from across broad segments of the community to help ensure greater inclusivity. Additional stakeholders that WSP sought represents and/or advocates for the following communities and populations:

- Minority; Black and Hispanic
- Low-income; Public housing
- College students, Millennials, Youth
- Disabled
- Senior citizens
- Chambers of Commerce – Business associations
- Environmental organizations
- Homeless and shelters
- Homeowner's associations
- Veterans
- Running clubs
- Historical societies and museums

City of Augusta and Aiken County project leads initiated stakeholder recruitment on January 9, 2025 by sending an invitation to join the stakeholder committee. Stakeholder recruitment concluded on January 31. A total of 62 people agreed to serve on the committee.

3) Retreat Locations

To accommodate stakeholders who live and work across Georgia and South Carolina, two meetings were planned, one in each state. Stakeholders attended the meeting that was most convenient for them. City of Augusta and Aiken County secured the facilities. A Zoom link was provided to committee members who were unable to attend in person.

Georgia Meeting

February 20, 2025, 6:00 pm to 7:30 pm
Augusta Municipal Building
Linda Beazley Room
535 Telfair Street, 1st Floor
Augusta GA, 30901

South Carolina Georgia Meeting
February 21, 2025, 9:00 am to 10:30 am
Lower Savannah Council of Governments
2748 Wagener Road
Aiken, SC 29801

4) Attendance

Fourteen people attended the Augusta meeting in-person while three attended online. The Aiken meeting turned out 19 stakeholders with two additional attending virtually. For both meetings, the stakeholders were well engaged and provide great insight on their experiences, as well as those within their communities.

Each attendee received a reuseable bag branded with the new ARTS logo. Each bag included a branded Bluetooth speaker and pen, as well as an Augusta, Georgia branded lanyard.

5) Meeting Agenda and Activities

During the retreat, the WSP facilitator provided an overview of the study, and lead engaging activities that encouraged the participants to discuss ideas and collaborate. Topics discussed included:

- What is ARTS
- Vehicle Availability
- Regional Commuting
- Population Growth
- Employment Growth
- ARTS Branding, and
- Stakeholder Involvement

WSP utilized Poll Everywhere to gain insight from the stakeholders including who they represent, and how they commute.

There were three breakout sessions that included cardstorming activities that addressed/asked the following:

1. What are the greatest needs and challenges in the ARTS MPO area?
2. Specific locations where I or my agency face transportation challenges.
3. What opportunities or projects do we need to consider to address our transportation needs?

Georgia Stakeholder Meeting





Augusta Stakeholder

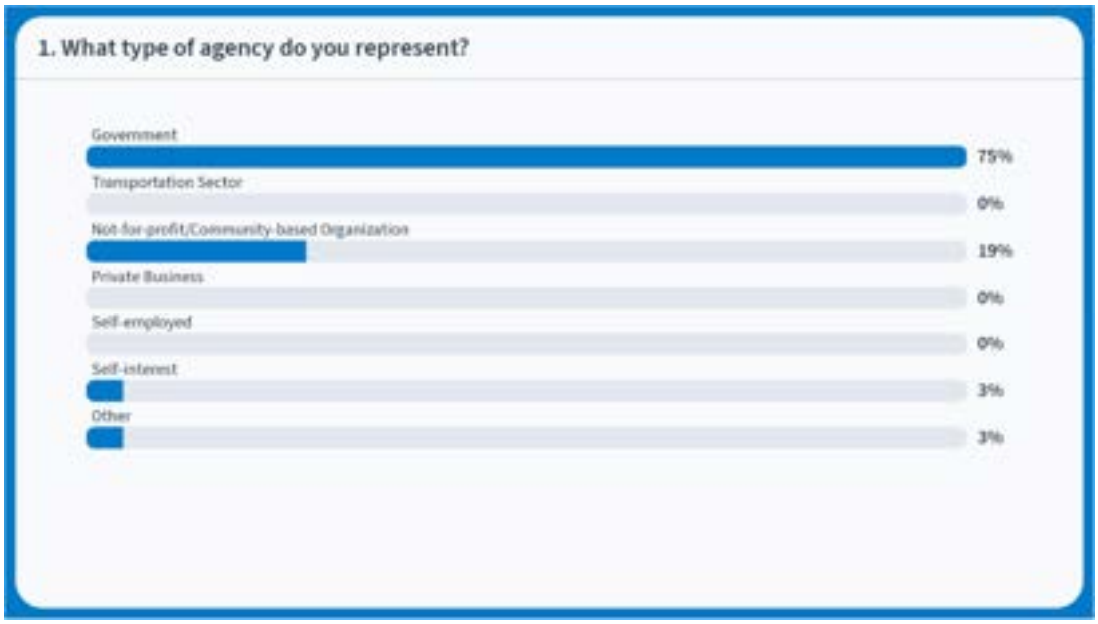




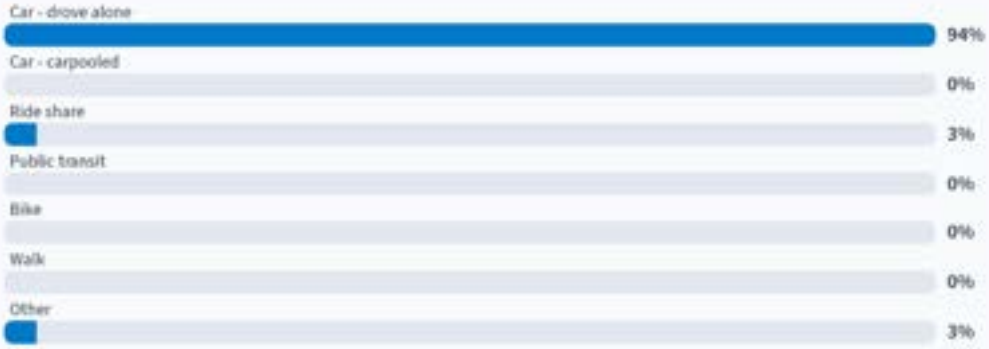

6) Outcomes

A. Poll Results

The PollEverywhere interactive polling results were combined for the Thursday and Friday sessions to better keep anonymity of responses. The slides below show responses.

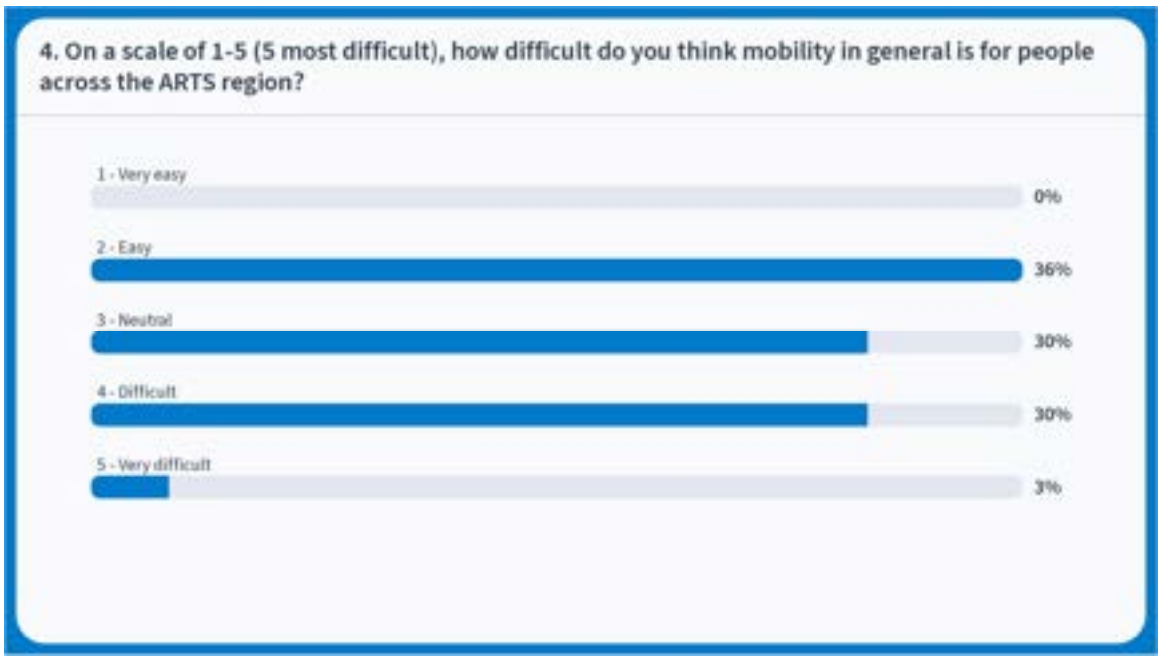


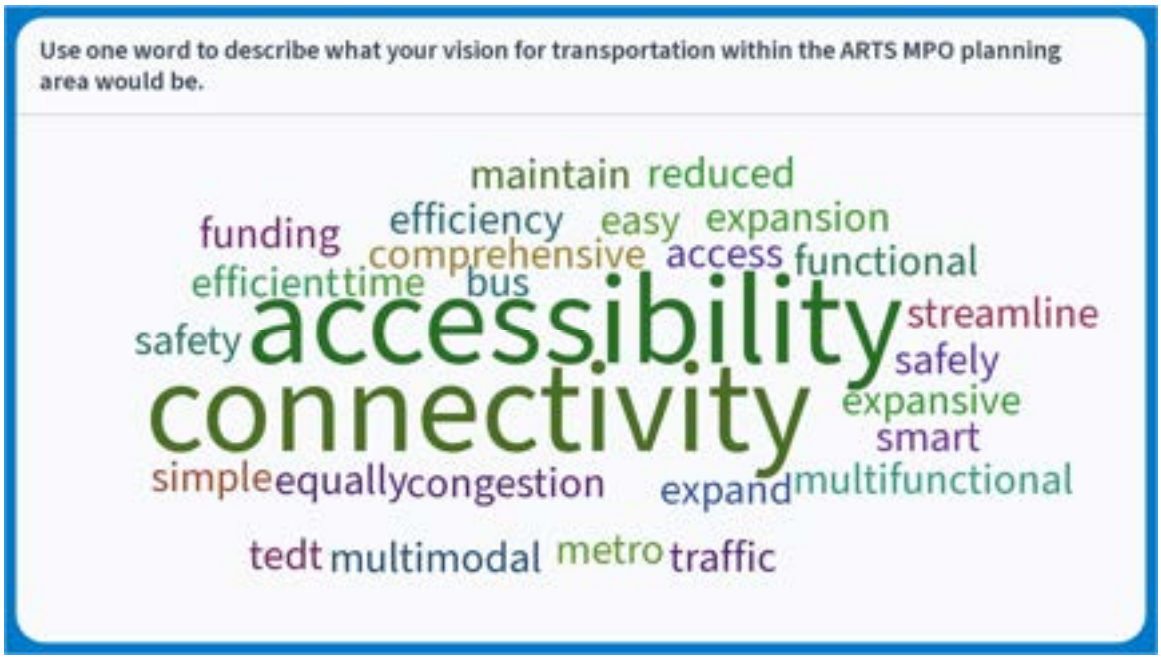
2. How did you arrive here today?

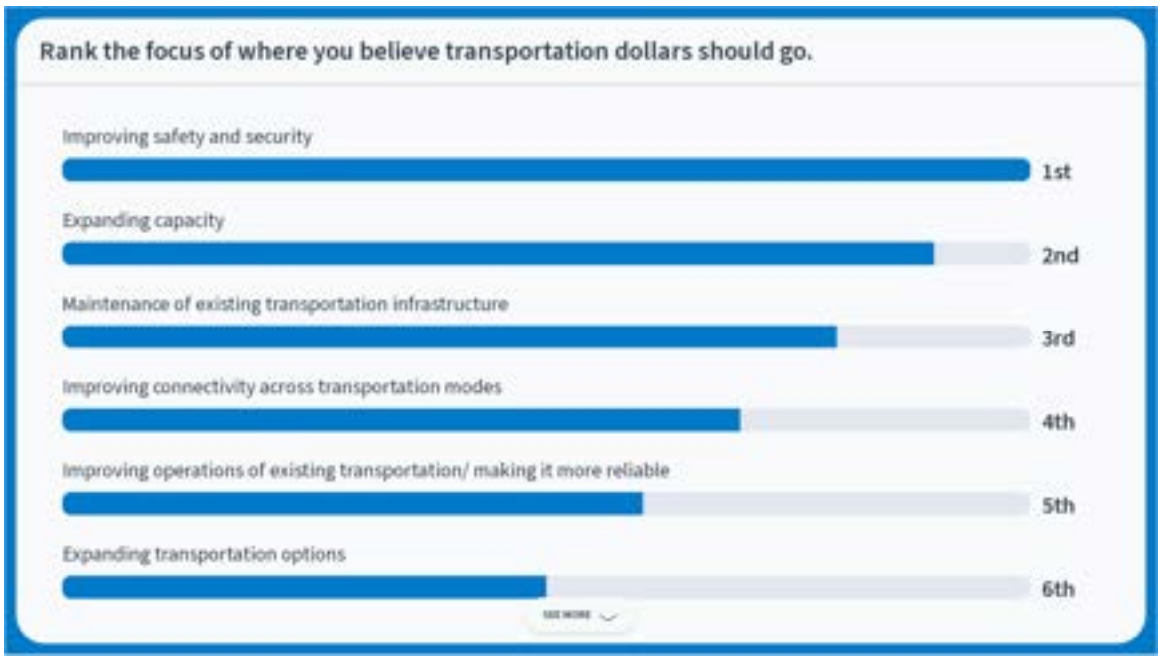


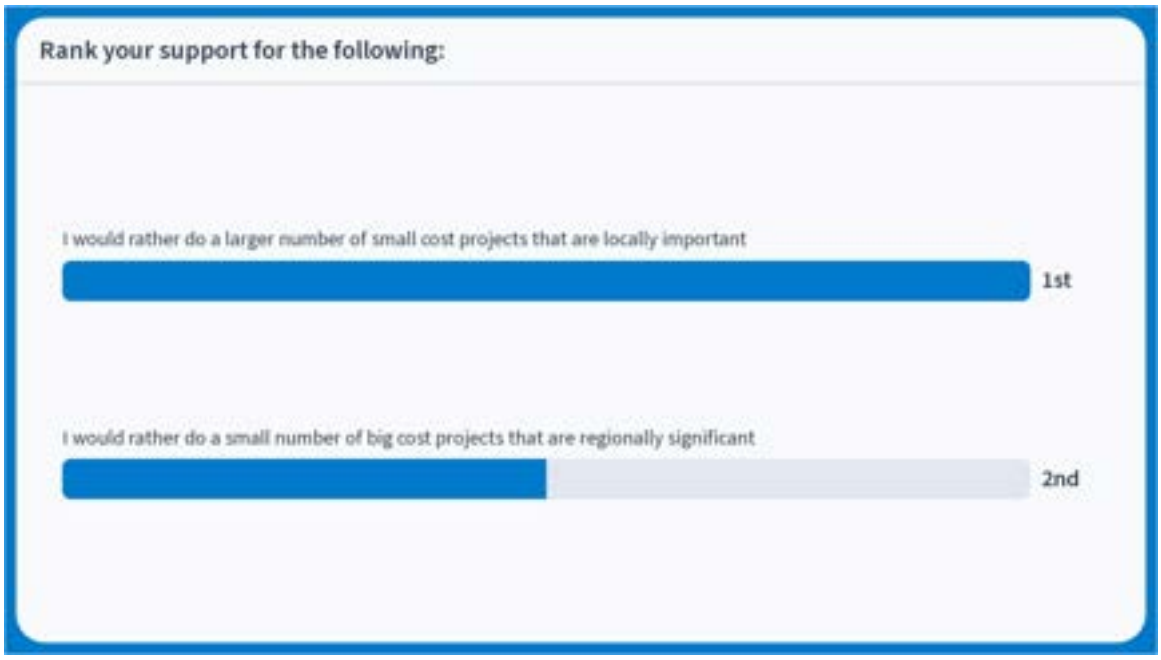
3. On a scale of 1-5 (5 most difficult), how difficult was your commute?




4. On a scale of 1-5 (5 most difficult), how difficult do you think mobility in general is for people across the ARTS region?
1 - Very easy
0%
2 - Easy
36%
3 - Neutral
30%
4 - Difficult
30%
5 - Very difficult
3%


Use one word to describe what your vision for transportation within the ARTS MPO planning area would be.
maintain
reduced
funding
efficiency
easy
expansion
comprehensive
access
functional
efficient
time
bus
safety
accessibility
streamline
safely
connectivity
expansive
smart
simple
equally
congestion
expand
multifunctional
tedt
multimodal
metro
traffic


Rank the focus of where you believe transportation dollars should go.
Improving safety and security
1st
Expanding capacity
2nd
Maintenance of existing transportation infrastructure
3rd
Improving connectivity across transportation modes
4th
Improving operations of existing transportation/ making it more reliable
5th
Expanding transportation options
6th


Rank your support for the following:
I would rather do a larger number of small cost projects that are locally important
1st
I would rather do a small number of big cost projects that are regionally significant
2nd

B. Breakout Sessions

For the cardstorming exercises, each stakeholder meeting used five breakout tables, each with two to five stakeholders. The stakeholder groups worked with a facilitator to cardstorm ideas and then grouped those ideas into common themes or buckets. This input will be valuable in identifying transportation needs across the region, indicating locations where transportation improvements are needed, and identifying specific projects to address these needs.

C. Main Themes

Below are the main general themes that resulted from the breakout sessions.

- Address parking – mainly in downtown areas
- Better connectivity and accessibility, specifically
  - Access to jobs, food, and services
  - Access for rural areas
  - Access for transportation dependent populations
- Expanding mobility options
- Enhanced and expanded public transit
- Enhanced and expanded bicycle and pedestrian accommodations
- Enhanced safety
- Addressing congestion and delay; make the transportation system more reliable
- Improve corridor traffic operations, specifically
  - Use of technology to improve operations
  - Consideration of roundabouts or non-traditional intersections
  - Small capacity improvements and/or adding turn lanes
- Expand capacity of roadways where needed
- Better coordination between land use/ growth and transportation
- Consideration for environmental mitigation and resiliency
- Better traffic enforcement
- Need for additional transportation funding, specifically
  - Consideration of Public-Private Partnerships
- Improved communication between government agencies

7) Summary

The consulting team will use the input of the exercises to develop the MTP 2055 update. The Stakeholder Committee was also asked to help advocate for the plan by finding opportunities for additional community input, distributing the survey to their networks, and conveying any announcements about community input opportunities to the public.

The Stakeholder Committee will be reconvened in the future to discuss overall community input and provide feedback on recommended transportation improvements, which will ultimately be outlined in the MTP 2055 update.

ARTS 2055 MTP
Moving Opportunity Forward

ARTS 2055 MTP Stakeholder Retreat
February 20, 2025 | 6:00 pm to 7:30 pm
Augusta Municipal Building | 535 Telfair Street, 1st Floor Augusta GA, 30901

NAME	EMAIL	Photo OK? Y/N
Kimberly Grayson	KGrayson@dot.ga.gov	Y
Anita Patel	apatel@developcolumbiacounty.gov	Y
Sharon Dottery	Sdottery@augustaga.gov	y
Johnathan McLloyd	Jomcloyd@dot.ga.gov	y
Douglas Freeman	dfreeman@augustaga.org	y
Angie Cox	angie.cox@augustametrochamber.com	Y
Ruben Harris	rubenh@usca.edu	y
Carla Delaney	Cdelaney@augustaga.gov	
LJ Peterson	Lpeterson@augustaga.gov	Y

ARTS 2055 MTP
Moving Opportunity Forward

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February 20, 2025 | 6:00 pm to 7:30 pm
Augusta Municipal Building | 535 Telfair Street, 1st Floor Augusta GA, 30901

NAME	EMAIL	Photo OK? Y/N
Erkin Khoroshi Eisalov	ekhoroshieisalo@augusta.edu	Y
Marcus Holland	mholland@augustaga.gov	Y
Kyle Baxley	KBAXLEY@columbiacountyga.gov	Y
Romie West	presidentemygabc.org	Y
Online Attendees migdaliz.berrios		
17066279693		
Jake		

ARTS 2055 MTP
Moving Opportunity Forward

ARTS 2055 MTP Stakeholder Retreat
February 21, 2025 | 9:00 am to 10:30 am
Lower Savannah Council of Governments | 2748 Wagener Road Aiken, SC 29801

NAME	EMAIL	Photo OK? Y/N
Mike Przybylowicz	mprzybyl@cityofaikensc.gov	
David Buck	dbuck@northaugusta.sc.gov	Y
Jim Tunison	jtunison@aikenchamber.net	Y
Joel Duke	jduke@aikencountysc.gov	
Will Wilkes	will@westaikensc.org	Y
Mary Tilton	mtilton@cityofaikensc.gov	Y

ARTS 2055 MTP
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Lower Savannah Council of Governments | 2748 Wagener Road Aiken, SC 29801

NAME	EMAIL	Photo OK? Y/N
Tommy Paradise	TPARADISE@northaugustasc.gov	Y
Mariah Harris	Mharris2@augusta ga. gov	Y
Kimberly Williams	Kwilliams@newellentersc.com	Y
Bill Molnar	bmolnar@lscog.org	Y
Brian Maleck	bmaleck@northaugustasc.gov	Y
David Gray	GrayDL@scdot.org	N
Brian Kepner	bkepner@augustaga.gov	
Trin Goode	tgoode@aikenyouthempowerment.org	Y
Westley Guyton	w.guyton07@comcast.net	Y
Matt Schlachter	mschlachter@columbiacountyga.gov	Y

ARTS 2055 MTP
Moving Opportunity Forward

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February 21, 2025 | 9:00 am to 10:30 am
Lower Savannah Council of Governments | 2748 Wagener Road Aiken, SC 29801

NAME	EMAIL	Photo OK? Y/N
Marques Jacobs	mjacobs@augustaga.gov	
Dale Hartenberg	dhartenberg@augusta.edu	
Liz Stewart	lstewart@stewartandassociates.com	Y
Online Attendees Scott Sterling, Planning Director, Columbia County Planning & Development - SSTERLING@columbiacountyga.gov		
Danielle Montgomery, Planner II, Columbia County Planning & Development - DMONTGOMERY@columbiacountyga.gov		

ARTS 2055 MTP
Moving Opportunity Forward

Phase I Paper Survey

ARTS 2055 MTP

Moving Opportunity Forward

The Augusta Regional Transportation Study (ARTS) is updating the Metropolitan Transportation Plan (MTP) impacting transportation in Columbia, Richmond, Aiken, and Edgefield counties. We need your valuable input.

What is your home ZIP code?

What is your work/school ZIP code?

Include your email if you wish to receive updates.

Tell Us What Matters Most

Which transportation investments are most important to your community? *Select all that apply.*

____ **Boost Economic Potential**
Support the economy and increase job opportunity.

____ **Reduce Congestion & Delay**
Improve traffic by reducing congestion and delay.

____ **Improve Safety**
Improve safety for all through design and programs.

____ **Maintain Existing System**
Maintain the region's existing roads, bridges, and services.

____ **Connect to Bike/Pedestrian**
Improve the connections to bike, pedestrian, and trail facilities.

____ **Accommodate Ridesharing**
Accommodate ridesharing services like Uber/Lyft to provide connections between services.

____ **Improve Access to Transit**
Improve transit options to ensure better access to services.

Suggest Another:

Tell Us How You Travel

What are your current commuting patterns and preferences? Answer the following questions to help us understand how we can continue to serve you and your community.

Have you used public transit during the past 12 months?

☐ **Yes** ☐ **No**

If yes, how satisfied were you with the service?

☐ **Very Dissatisfied** ☐ **Dissatisfied** ☐ **Neutral** ☐ **Satisfied** ☐ **Very Satisfied**

Which of the following are most needed where you live? *Select all that apply.*

☐ **More sidewalks**

☐ **Protected crosswalks**

☐ **More trails and paths**

☐ **Amenities that offer more safety and comfort**

☐ **Wheelchair/scooter accessibility**

☐ **Better maintenance of sidewalks and trails**

Please continue the survey on the back side

Which of the following best describes you?

- ☐ Commute by bike regularly
- ☐ Road cyclist
- ☐ Recreational cyclist
- ☐ I do not ride a bike

Which type of bike facility do you prefer?

- ☐ Separate multi-use trail for bike/ped
- ☐ Bike lane along edge of road
- ☐ Shared lane for bikes and cars
- ☐ None, I won't bike, regardless of facility

What is your primary mode of transportation?

- ☐ Car/Truck/Van
- ☐ Motorcycle
- ☐ Walk
- ☐ Public transit
- ☐ Bicycle
- ☐ Rideshare

Which do you have access to within two blocks of where you live? *Select all that apply.*

- ☐ Sidewalk
- ☐ Bike path
- ☐ Public transit/bus

What are the top transportation challenges you face daily? *Select all that apply.*

- ☐ Traffic congestion
- ☐ Safety – I don't feel safe traveling
- ☐ Access to reliable transportation
- ☐ Lack of sidewalks/trails for me to use
- ☐ Lack of access to public transit
- ☐ Connectivity – long trips are too difficult without a personal vehicle

Tell Us About Yourself

In accordance with **Title VI** of the Civil Rights Act of 1964 and related authorities, no person(s) shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in any program or activity which is federally funded. **Completing the information below helps meet data collection and public involvement obligations under Title VI and NEPA and will improve how we serve the public.**

What is your age?

- ☐ 20 and under
- ☐ 21 to 35
- ☐ 36 to 50
- ☐ 51 to 65
- ☐ 66 and older

What is you gender?

- ☐ Male
- ☐ Nonbinary
- ☐ Female

What is your race/ethnicity?

- ☐ White
- ☐ Black/African American
- ☐ Asian
- ☐ Other
- ☐ Hispanic/Latino
- ☐ Native American/Alaskan Native
- ☐ Native Hawaiian/Pacific Islander

Thank you for participating! Your input will help us build a better plan.
For more information and updates, visit
https://www.augustaga.gov/680/ARTS-Metropolitan-Planning-Organization

WSP · Modern Mobility Partners · FREIGHT MATTERS

ARTS 2055 MTP
Moving Opportunity Forward

El Estudio Regional de Transporte de Augusta (ARTS) está actualizando el Plan de Transporte Metropolitano (MTP) que afecta al transporte en los condados de Columbia, Richmond, Aiken y Edgefield. Necesitamos su valiosa contribución.

¿Cuál es el código postal de su domicilio?

¿Cuál es el código postal de su trabajo/establecimiento educativo?

Ponga su correo electrónico para recibir actualizaciones.

Háblenos de sus prioridades

¿Qué inversiones en transporte son las más importantes para su comunidad? *Seleccione todas las que procedan.*

____ **Impulsar el potencial económico**
Potenciar la economía y aumentar las oportunidades laborales.

____ **Aliviar la congestión y reducir las demoras**
Mejorar el tránsito al aliviar la congestión y reducir las demoras.

____ **Mejorar la seguridad**
Mejorar la seguridad para todos a través del diseño y los programas.

____ **Mantener el sistema existente**
Mantener las carreteras, los puentes y los servicios existentes en la región.

____ **Conexión para ciclistas y peatones**
Mejorar las conexiones con los servicios para bicicletas, peatones y senderos.

____ **Facilitar los servicios de viajes compartidos**
Facilitar los servicios de viajes compartidos como Uber/Lyft para proporcionar conexiones entre servicios.

____ **Mejorar el acceso al tránsito**
Mejorar las opciones de tránsito para garantizar un mejor acceso a los servicios.

Sugiera otro tema:

Háblenos de cómo viaja

¿Cuáles son sus hábitos y preferencias actuales para viajar al trabajo? Conteste a las siguientes preguntas para ayudarnos a enternder cómo podemos seguir sirviéndole a usted y a su comunidad.

¿Ha utilizado el transporte público durante los últimos 12 meses?

☐ **Sí** ☐ **No**

En caso afirmativo, indique el grado de satisfacción con el servicio.

☐ **Muy insatisfecho** ☐ **Insatisfecho** ☐ **Neutro** ☐ **Satisfecho** ☐ **Muy Satisfecho**

¿Cuál de los siguientes medios/servicios son más necesarios en el lugar donde usted vive?
Seleccione todas las que procedan.

☐ **Más aceras**

☐ **Cruces peatonales protegidos**

☐ **Más senderos y caminos**

☐ **Servicios que ofrecen más seguridad y comodidad**

☐ **Accesibilidad para sillas de ruedas-montonetas**

☐ **Mejor mantenimiento de las aceras y senderos**

Por favor, continúe la encuesta en el reverso

¿Cuál de los siguientes opciones le describe mejor?

- ☐ Me desplazo en bicicleta con regularidad
- ☐ Ciclista de carretera
- ☐ Ciclista recreativo
- ☐ No monto en bicicleta

¿Qué tipo de instalación para bicicletas prefiere?

- ☐ Sendero de usos múltiples separado para bicicletas/peatones
- ☐ Ciclovías a lo largo del borde de la carretera
- ☐ Carril compartido para bicicletas y automóviles
- ☐ Ninguna. No montaré en bici, independiente de las instalaciones

¿Cuál es su principal medio de transporte?

- ☐ Coche/camión/ furgoneta
- ☐ Motocicleta
- ☐ Caminar
- ☐ Transporte público
- ☐ Bicicleta
- ☐ Servicios de viajes compartidos

¿A cuál de los siguientes medios tiene acceso a dos cuadras de donde vive? *Seleccione todas las que procedan.*

- ☐ Acera
- ☐ Carril para bicicletas
- ☐ Transporte público/autobús

¿Cuáles son los principals retos de transporte que enfrenta diariamente?
Seleccione todas las que procedan.

- ☐ Congestión de tráfico
- ☐ Seguridad – no me siento seguro viajando
- ☐ Acceso a transporte fiable
- ☐ Falta de aceras/senderos que pueda utilizar
- ☐ Falta de acceso al transporte público
- ☐ Conectividad – los viajes largos son demasiado difíciles sin un vehículo

Háblenos de usted

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964 y doctrina afín, no se excluirá la participación de ninguna persona, ni se le denegarán los beneficios ni la persona será discriminada de ningún programa o actividad que esté financiada por el gobierno federal. **La información provista contribuye a la recopilación de datos y las obligaciones de participación pública, conforme al Título VI y NEPA, y mejorará la forma de servicio al público.**

¿Cuál es su edad?

- ☐ Menos de 20
- ☐ 21 a 35
- ☐ 36 a 50
- ☐ 51 a 65
- ☐ Más de 66

¿Cuál es su género?

- ☐ Masculino
- ☐ No binario
- ☐ Femenino

¿Cuál es su raza/origen étnico?

- ☐ Blanco
- ☐ Negro/Afroamericano
- ☐ Asiático
- ☐ Otro
- ☐ Hispano/Latino
- ☐ Nativo Americano/Nativo de Alaska
- ☐ Nativo de Hawái/Procedente de las Islas del Pacífico

¡Gracias por su participación! Sus contribuciones nos ayudarán a crear un plan mejor. Para más información y actualizaciones, visite https://www.augustaga.gov/680/ARTS-Metropolitan-Planning-Organization

WSP MODERN MOBILITY FREIGHT MATTERS

ARTS 2055 MTP
Moving Opportunity Forward

Phase II Public Meeting Summary

ARTS *2055*

Metropolitan Transportation Plan Update

Moving Opportunity Forward



Public Meeting Summary Report

Public Involvement

August 2025

Overview

The Augusta Regional Transportation Study (ARTS) hosted three public meetings to present the Draft Plan for the ARTS 2055 Metropolitan Transportation Plan (MTP) update. The plan outlines recommended projects aimed at improving, maintaining, and operating the region's roadways, bridges, transit systems, aviation infrastructure, freight movement, multi-use trails, and sidewalks.

Meetings were held in three of the four most populous counties within the ARTS planning area—Aiken, Columbia, and Richmond. While Edgefield County was not a standalone meeting location, its information was included with Aiken County because of geographic proximity and the limited scope of Edgefield-specific projects.

Promotion

A comprehensive outreach strategy was employed to promote the public meetings. Paid advertisements were placed in the Augusta Chronicle and Aiken Standard, with an additional paid print ad featured in the Augusta Chronicle.

Social media calendars and graphics were distributed to the stakeholder committee and local jurisdictions within the ARTS planning area. At least nine Facebook posts were verified, generating a minimum of 25 likes and shares.

Augusta, Georgia issued a press release that led to coverage by both television and print media outlets.



Figure 1 Newspaper Ad

Public Meeting Format

Each meeting followed a consistent format: a formal presentation and Q&A session, followed by an open house. The open house featured six display boards highlighting the project overview, top projects by category, a regional map, and general information. Additionally, three tables provided county-specific materials, including roll plots and maps detailing projects by category and location. Aiken and Edgefield counties were presented together.

Meeting Locations

- **Aiken County:** Sandlapper Room, Aiken County Government Center (1930 University Parkway), 6:00–7:30 PM
- **Columbia County:** Hardin Classroom, Columbia County Public Library (7022 Evans Town Center Boulevard), 11:30 AM–1:00 PM
- **Richmond County:** Sand Hills Community Center (2540 Wheeler Road), 6:00–7:30 PM

Attendance and Engagement

Attendance was as follows:

- Aiken County: 8 attendees
- Columbia County: 7 attendees
- Richmond County: 18 attendees



Figure 2 Engaged attendees at the Richmond County public meeting

While attendance was modest, it aligned with expectations for long-range planning initiatives. Attendees were notably engaged, asking questions and submitting comment forms.

Richmond County saw the highest turnout, with active participation from members of the Sandhills Neighborhood Association. Surveys and roll plots were left with a community representative for further review and discussion at the association's upcoming meeting. An ARTS team member will collect completed surveys for data entry.

Meeting Metrics Summary

Public Meeting	Attendees	Comments	Surveys	Media
Aiken County	8	3	0	Yes
Columbia County	7	0	0	Yes
Richmond County	18	0	6	Yes

Media Coverage

All three meetings received media attention. WRDW (CBS affiliate) covered the Aiken and Richmond County meetings, while the Augusta Chronicle reported on the Richmond County event.

Conclusion

The ARTS 2055 Metropolitan Transportation Plan public meetings successfully engaged community members across Aiken, Columbia, and Richmond counties, offering a transparent and inclusive platform to share the Draft Plan's vision for regional transportation improvements. Despite modest attendance at some meetings, participants demonstrated strong interest and involvement, contributing valuable feedback through questions, surveys, and comment forms.

The meetings were well-promoted and strategically located to maximize accessibility; media coverage further amplified public awareness. The input gathered will play a critical role in shaping the final MTP, ensuring it reflects the priorities and needs of the region's residents.

ARTS 2055 MTP Public Meetings – Richmond County
Wednesday, August 6, 2025| 6:00 pm – 7:30 pm
Sand Hills Community Center 2540 Wheeler Rd., Augusta, GA 30904

NAME	EMAIL	Photo OK? Y/N
Yvonne L. Alford	Y.L Alford	7064950482
Andrea M. Carpenter	andeap724@gmail.com	706733-0059
Angela Sheppard	Sheppard a2315@gmail.com	Yes
Lonnie V.S Bryant	Candymay977@hotmail.com	(706) 550-4601
Mariah Harris	Mharris2@augustaga.gov	✓
Nellie Cael		Y ~~706 733 5647~~
Jeffrey Lanier Jones	jlanierjones@gmail.com	yes
OLIVER PAGE	opage@augustaga.gov	YES

ARTS 2055 MTP Public Meetings – Richmond County
Wednesday, August 6, 2025| 6:00 pm – 7:30 pm
Sand Hills Community Center 2540 Wheeler Rd., Augusta, GA 30904

NAME	EMAIL	Photo OK? Y/N
Marcus Holland	mholland@augustaga.gov (staff)	Y
PRESLEY FEBHAMEM	PFEBHAMEM@AUGUSTAGA.GOV (Staff)	Y
Tracy Wade	4everwadez@gmail.com	Y
Rachel Martin	rmartin@augustaga.gov (staff)	Y
Leila O'Connell	leilaelise1978@gmail.com	Y
Bonita Williams	bonitabrowner@yahoo.com	Y
Elijah Taylor	mrelijahTaylor2298@gmail.com	Y
George Lillian Thompkins	glt1943@gmail.com	Y
DIGOWE W		
Elsie Reeves		Y

ARTS 2055 MTP Public Meetings – Aiken County
Tuesday, August 5, 2025 | 6:00 pm – 7:30 pm
Aiken County Government Center, 1930 University Pkwy, Aiken, SC 29801

NAME	EMAIL	Photo OK? Y/N
mike kellems	mkellems@aikencountysc.gov	Y
Connie Boswell	cococonnie@aol.com	Y
Kenneth Clark	dkcfour@gmail.com	Y
Daisy Gilstrap	poohd69@gmail.com	Y
boyer.dg@gmail.com	David Boyer	✓

ARTS 2055 MTP Public Meetings – Aiken County
Tuesday, August 5, 2025 | 6:00 pm – 7:30 pm
Aiken County Government Center, 1930 University Pkwy, Aiken, SC 29801

NAME	EMAIL	Photo OK? Y/N
JOHN S. HYDER	JOHNHYDER@BELLSOUTH.NET	Y
LJ Peterson	LPeterson@augustaga.gov	Y
Mariah Harris	MHarris2@augustaga.gov	Y

ARTS 2055 MTP Public Meetings – Columbia County
Wednesday, August 6, 2025| 11:30 am – 1:00 pm
Columbia County Public Library 7022 Evans Towne Center Blvd., Evans, GA 30809

NAME	EMAIL	Photo OK? Y/N
JOE HOTCHKISS	jhotchkiss@augustachronicle.com	-
Guy Hanks	[illegible]	N
Mariah Harris	Mharris2@augustaga.gov	X
Kyle Baxley	KBAxley@ColumbiaCountyGA.gov	Y

ARTS 2055 MTP Public Meetings – Columbia County
Wednesday, August 6, 2025| 11:30 am – 1:00 pm
Columbia County Public Library 7022 Evans Towne Center Blvd., Evans, GA 30809

NAME	EMAIL	Photo OK? Y/N
Daniel + Elizabeth Ballard	elvb22457@gmail.com	y
Andrew Hendrix	ahhendrix@yahoo.com	Y

Agency and Public Comments

(as of 08/26/25)

Document Title:	ARTS 2055 Long Range Transportation Plan Update	**Date 8/11/25**
Document Date:	July 2025	**Name Jared Lombard**

Comment #	**PDF Page**	**Section**	**¶**	**FHWA Comment**	**MPO Response**
1	ix			**REQURIED** Please check and update people's titles and positions. Please include Mark Pleasant for SC FHWA representative to and Jared Lombard GA FHWA to the TCC	
2	230			**REQURIED** Please update or provide a table that shows that costs are below revenues. Since Projects Costs are shown in Bands/Tiers, Funding can be shown in Bands/Tiers outside of the next 4 years	
3	231	Figures 10.2.1-10.3.2.		**REQURIED** 23 CFR 450.324(f)(11)(iv) requires that the costs be shown in Year of Expenditure Dollars versus 2025.	
4	3			It would be helpful to the reader if you included a section or maybe in an executive summary where you describe notable changes reflected in this new plan when compared to the previous MTP, such as any new investment strategies, changes in project priorities, changes in growth or funding assumptions, system performance, new goals or emphasis areas, etc. etc. It would answer the basic question of what's different between the 2055 and 2050 MTPs.	
5	55	3.2		Consider adding description of consultation that took place with resource/regulatory agencies on potential mitigation activities	
6	89	4.21		Consider explaining how these EOPs relate/impact the transportation system and how ARTS incorporates these plans in their planning process	
7	105	5.2		These are the Federal Planning Factors (23 CFR 450.306) and not PEAs. Please update.	
8	112	5.5		Recommend adding narrative to generally highlight past performance for the federal PM 1, 2, 3 measures and a reference to the required ARTS system performance report(s) and Needs Assessment.	
9	127	6.5		From an MPO perspective, consider mapping load restricted/closed bridges in terms of potential impacts to the network, commerce, schools, emergency vehicles, etc. The poor condition bridges could also be an MPO consideration in corridors identified with highway capacity needs or pedestrian/bike needs.	

10	201	9.4 and 9.5		Since projects costs are shown in Tiers, it would be easier to the reader if revenues were shown in Tiers versus per year estimates	
11	197	9.1		Please update to include new programs from IIJA, and TAP is now called Transportation Alternatives.	
12	203	9.4.2		Please confirm that coordination occurred with SCDOT on revenue forecasting and “Guideshare” terminology	
13	203	9.4.2		Please add funding from the Carbon Reduction program.	
14	288	10.4		Consider summarizing the network results and improvements for the reader to understand the benefits of implementing the plan.	

Georgia Department of Transportation

Thank you for the opportunity for comments. GDOT did not have enough time to do an earlier review on the document but overall, the 2055 MTP draft has valuable information, and it has done a great job on sections such as existing conditions and needs assessment. The comments below are intended to help with increasing the quality of the materials that the MPO staff will use for the next five years.

1. Planning does agree with our FHWA partner, an executive summary would help the reader to understand not only the changes from the previous plans and from other efforts that have contributed such as the ARTS Bicycle and Pedestrian Plan 2023, and ARTS Freight Plan 2024.
2. Make sure the PC and TC committee member names are updated. (Carla Delaney is still listed as a TCC member, no one at Planning is named)
3. Public Involvement (PDF 4). Consider complementing this section with an appendix of the Stakeholders meeting advertisement, such newspaper advertisements or sign in sheets; as well as document what were the stakeholder's intake on the final document.
4. 4-22 Crash Analysis (PDF 92). Please add the 2050 or future crash data map, to complement the Heat Map of Crashes (PDF 102).
5. 5.5 Federally Mandated Performance Measures & Target (PDF 112). Even though there is enough of performance measure covered throughout the document, please add the System Performance Report (SPR) table where it shows how the MTP projects are supporting each performance target.
6. 10-2 Fiscally-Constraint Project List, (PDF 230 – 250). Thank you for dividing in Bands or Tiers; please do show fiscal constraint by demonstrating that the selected projects in each Tier are below of those year's revenues. We do agree with comments 2 and 3 from FHWA.
7. 10.4 Fiscally Constrained Project Capacity Results (PDF page 288). Please add LOS map for the 2055 MTP Network.

Attachments are only examples to illustrate our point on the SPR and fiscally constraint; keeping Jared's comments for easy access. Thank you

Frank, Fred

From: Saralyn Yarborough <SYarborough@aikencountysc.gov>
Sent: Monday, August 11, 2025 8:12 AM
To: Frank, Fred
Subject: FW: ARTS MPO Multimodal Transportation Plan

Fred,

I received one comment on the Draft 2055 MTP from the SCDOT Transit Office. Please see below.

Thank you,
Saralyn

From: Gordon, Angela, B. <GordonA@scdot.org>
Sent: Friday, August 8, 2025 3:57 PM
To: Saralyn Yarborough <SYarborough@aikencountysc.gov>
Cc: Lackey, Diane, M. <LackeyDM@scdot.org>
Subject: ARTS MPO Multimodal Transportation Plan

*** Important Notice: This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Good Afternoon Saralyn,

I have reviewed the ARTS MPO Draft Multimodal Transportation Plan, it is well written.

Executive Order 12898 was revoked by President Trump in January, therefore, I commend not mentioning the Executive Order.

I have no additional comments.

Please let me know if you have any questions.

Thanks

Angela Gordon
Transit Program Manager, Office of Public Transit

P 803-737-0970 F 803-737-0145 E gordona@scdot.org

South Carolina Department of Transportation
955 Park Street, P.O. Box 191, Columbia, SC 29202

ARTS 2055 Metropolitan Transportation Plan Update draft Plan dated July 17, 2025

Comments:

Overall, an excellent MTP.

Page 23	Figure 3.2-3 Legend indicates 'No data' ..... reasoning?
Page 37	Figure 3.9-5 What does the bar chart represent ARTS, GA or USA data?
Page 44	Figure 3.15-1 should it read Table 3.15.1?
	Figure 3.15-1 Left justification of numbers?
Page 47	Figure 3.17-4 should it read Table 3.17-4?
	Figure 3.17-4 data source?
Page 49	Figure 3.17-7 should it read Table 3.17-7?
	Figure 3.17-7 data source?
Page 50	Figure 3.17-8 should it read Table 3.18-8?
	Figure 3.17-8 data source?
	Figure 3.17-8 justification of numbers?
Page 77	Figure 4.8-8 could this Figure be put on page 76?
Page 89	Section 4.20 Freight check spacing between '0' and Freight
Page 92	Section 4.22 Crash Analysis could we not have mentioned crash rates such as rates per 100,000miles?
Page 116	Figure 5.5-7 The table formatting could be improved blue shading in particular. If the formatting style in Figure 8.2-2 is better.
Page 133	Section 6.6.2 Augusta Transit has demand response/paratransit services too
Page 144	Section 6.9 Signal Pre-emption technology will be implemented in Augusta soon. Augusta Transit will benefit from this technology and has been in discussions with Engineering. Buses operating along Washington Rd will be able to prolong the green phase if the bus is running behind schedule.
Page 145	Augusta Transit will be receiving five (5) Battery Electric Buses in August 2025. This was possible through a Low Emission No Emission Award in 2022 of $6.2 million.

Page 210 Section 9.6.2 It should be noted that Augusta Transit has been applying for Discretionary Grants to supplement Formula Grants and accelerate the purchase of capital assets.

Page 211 Bullets 5 and 6 are identical?

Page 212 Bullets 5 and 6 are identical?

Page 251 Figure 10.2-7 There are no Transit projects in Tier III?

Page 61 Figure 10.3-1 There are no unfunded Transit projects?

General:

Tables should be labelled as Tables and not Figures?

Ideally depicting the ARTS region should be landscape but that is my subjective opinion.Portrait does enable no turning of the document in different directions to see the figure.

ID	Date Submitted	First Name	Last Name	County of Residence				Please leave any comments you'd like to share here.
				Aiken	Columbia	Edgefield	Richmond	
13	Aug 15, 2025, 04:21 PM	Daisy	Gilstrap	1				Please CONSIDER #488 more to priority - Trolley Run Station is greatly impacted.
12	Aug 15, 2025, 04:17 PM	Connie	Boswell	1				[Continued from previous comment] The church has meetings (the mega church) Wed: 6 AM corporate prayer 7 AM women's bible study 7 PM student gathering 7:30 AM men's bible study Friday: 8:30 AM women's bible study basketball games community events meetings; social gathering weekly why was this not located to the highway then you have Thrive Assisted Living + Parden Greg Highway which will affect traffic homeowners in Trolley Run, this needs to be changed. You have created a VERY dangerous situation for our neighborhood!! Everybody that lives in Trolley Run are highly upset!
11	Aug 15, 2025, 04:14 PM	Connie	Boswell	1				My concerns — I live in Trolley Run - we already have a lot of homeowners and there are going to be even more. Why was the entrance + exit to NewSpring Church + the Rehab made on our main road? 2 trees lost median cut, potential major accidents. It is already really dangerous. This is making us all want to sell!!! The church has meetings (the mega church) Sunday 9:14 + 11:15 Wed - 6 AM corporate prayer 7 AM women's bible study Tues: 6 PM mens bible study 6:30 dicipleship study Wed: 6 AM corporate prayer 7 AM women's bible study 7 PM student gathering
10	Aug 15, 2025, 04:10 PM	Bark	Mart	1				I own 115 + 109 Bettis Academy Rd. This is located about 1 block from Ascauga Lake Rd, but on Bettis Academy Rd. My store is BarkMart. I am concerned about the 5 lane widening. Bettis Academy Rd has been widen 3 years ago at my location. My concern is the impact it will have on the property as far as entrance (being able to turn left into BarkMart). Resale value of the property. Property lines. Getting into the parking lot with ease. If it is a job to get into a property, customers will not come, they will go where traffic can flow with ease. BarkMart 115 Bettis Academy Rd. Graniteville, SC 29829

9	Aug 14, 2025, 02:27 PM	Barb	Lepard	1				The 78 corridor needs turn lanes at each intersection. Also needs emergency pull off areas. This will allow ambulances to get where they need to be. Any stop signs would be a grave mistake. And would impede traffic terribly. (Bad) Unused railroad can be used as a thru lane (express lane)
8	Aug 14, 2025, 09:03 AM	Mike	Przybylowicz	1				The Draft report looks very intuitive, thought-out, and complete. The Goals and direction appear to be obtainable and appear to capture areas for future growth.
7	Aug 10, 2025, 02:44 AM	Harrison	Wrisley	1				To the ARTS Committee, I think that the idea of planning this thing out collaboratively as a region sounds friendly, but is unhelpful in practice. No one in Aiken County or any of its municipalities cares about the stuff that Augusta really needs to be successful. I'm talking about public transportation, car-limiting and car-free areas that put pedestrians and bicyclists first, bus lanes...stuff that real cities and places (where people actually want to go) have. Trust me when I say this that Augusta will never attract any meaningful talent so long as it keeps "planning cooperatively" with Aiken County and its municipalities. The problem is that there are fundamental differences in ideologies and lifestyles between residents in Aiken and Augusta-Richmond County. People in Aiken County want to drive, while Richmond County should be deprioritizing and de-incentivising driving with car-free and car-limited areas, which the county should be embracing. And please...PLEASE, for the love of god, don't do anymore "road widenings" anywhere in Richmond County. Road widening NEVER works. It only leads to more congestion as drivers attempt to merge back into bottlenecks caused by incomplete road widenings. Most roads do not need to have more than two lanes total, and, in fact, having more lanes often slows down traffic, rather than making it quicker, as drivers are forced to change lanes based on which sides of the roadway their destinations are on. The answer to improving transportation in urban centers is to eliminate personal automobiles from city streets. Cars are annoying, and are both a nuisance and a real threat to pedestrians and bicyclists who use our city streets. Personal vehicles should only be allowed on intracity arterial roads and intercity highways. Really, a great solution to the transportation and traffic problems in Augusta would be to un-pave the city streets and lay cobblestone or brick (materials that are difficult to drive on) with paved bus-only lanes to one side of some (but not all) streets. This way, city buses would never be stuck in traffic. Lastly, I believe that the decision to consolidate the City of Augusta and Richmond County into one municipality was a poor design choice that has ultimately left Richmond County overburdened with having to provide municipal services to most or all of the county and is a significant contributor to Augusta's suburban sprawl problem. City limits could work to hem in the spread of car-centric infrastructure and limit development to key areas of the city such as Downtown, the Augusta Mall, and Robert C. Daniel Jr. Parkway. Augusta could be a great city, but only if the Augusta leaders divest from the ARTS Committee and take the necessary steps to achieve greatness for their city.
6	Aug 07, 2025, 12:38 PM	Wilhelmina	Perrin		1			A Columbia County Transit bus stop needs to be established at a handcapped sidewalk location between the front of the Premier Aparments Leasing Office Building 1 and Building 2, Ronald Reagan Dr. and Williamsburg Way in Evans. That and other major areas handicapped sidewalks need covered benches re inclement weather. Premier is a great large resident dwelling and is a valuable community resource.
5	Jul 31, 2025, 10:21 AM	Bill	Allen	1				There is only one way to fix Whiskey Rd: close most of the driveways. Some property owners will complain but the improved safety and speed on Whiskey will be worth it.Traffic simulation will prove that, or just put up plastic barrels to temporarily block a bunch of driveways and measure the impacts.The improvement in traffic flow will exceed any reduction in access to establishments.

4	Jul 31, 2025, 10:13 AM	Bill	Allen	1				Strongly encourage establishment of a legally-defensible transport impact fee program. Make new development contribute their fair share to road and transit mprovements.
3	Jul 29, 2025, 06:20 PM	Barbara	Walker	1				I reside in the Carriage Hills community on Bradleyville Rd (North Augusta, SC). This is a fairly large community and there are three or four apartment complexes on Bradleyville Rd as well. Over the past two years, more houses have been added to the end on my street and this year three new units have gone up just down the road from us with two apartments each. This road has a lot of vehicle traffic as well as foot traffic. Often, there are prople walking on the pavement when the grasses grow on the sides of the roads (especially after rains). I'm sure the grass is cut on a regular schedule but it cannot keep up.There is foot traffic day and night. Traffic often veers into the other lane to give the foot traffic more room. This road truly needs a sidewalk of some sort.
2	Jul 24, 2025, 02:32 PM	CHARLIE	BYRD				1	With over two dozen Apartment and Town Home projects either completed or in the process of being built in South Richmond, roadways upgrades is negative. The majority of these are south of Tobacco Road. Roadways to handle this great increase are not built, upgraded or maintained to handle the volumes of vehicles added to our roadways. Poor planning, negative traffic studies, attention to the future are concerns of property owners, travelers and investors. Failure to the citizens in Richmond County is only a statement . Answers are needed, not failure to our community.
1	Jul 22, 2025, 12:24 PM	Peter	Kleinhenz	1				Overall, I think the report was well-done. I do have some specific comments, however, that I'll list below: - I did not see any mention of wildlife crossings in the document. As this is well-known as a method to reduce wildlife-vehicle collisions while mitigating impacts that roads have on wildlife, I was very surprised by this omission. I think that looking for opportunities to install wildlife underpasses should be strongly considered by the team. - Figure 3.18-1 is wildly inaccurate in terms of "conservation/open space. I have the conservation layer on GIS and it does not remotely match what is depicted on the map. In my opinion, the present map is so inaccurate that it is misleading and changes the conclusion one would reach from the map. - Figure 3.20-1 is missing a large number of conservation lands and depicts a large number of conservation easement acres in Aiken County that are not conservation easements. The current layer in South Carolina is managed by the SC Chapter of The Nature Conservancy. Effort should be made to use current, accurate data when sharing maps in a public document. - Section 3.20-2 does not contain several federally-listed species that are documented within the project area. This information is readily available from a range of federal/state websites. - Rail to Trail opportunities should be mentioned more frequently, as there are opportunities for these to expand in Aiken County. These trails provide bicyclists and walkers with a safe place to ride, and have been documented as improving the economies of the area that they serve. I did see Project ID 423 that mentions one such opportunities. - Projects to connect Langley Pond Park and the Carolina Bay Nature Preserve with other locations are mentioned. Aiken Land Conservancy, which is heavily involved with both properties as a landowner and conservation easement holder, respectively, should be an included stakeholder when decisions about these properties are made. - Native plants should be mentioned for consideration for planting strips and along roadways. All effort should be made to avoid planting known non-native, invasive species.

ARTS 2055 MTP
Moving Opportunity Forward

Phase II Display Boards

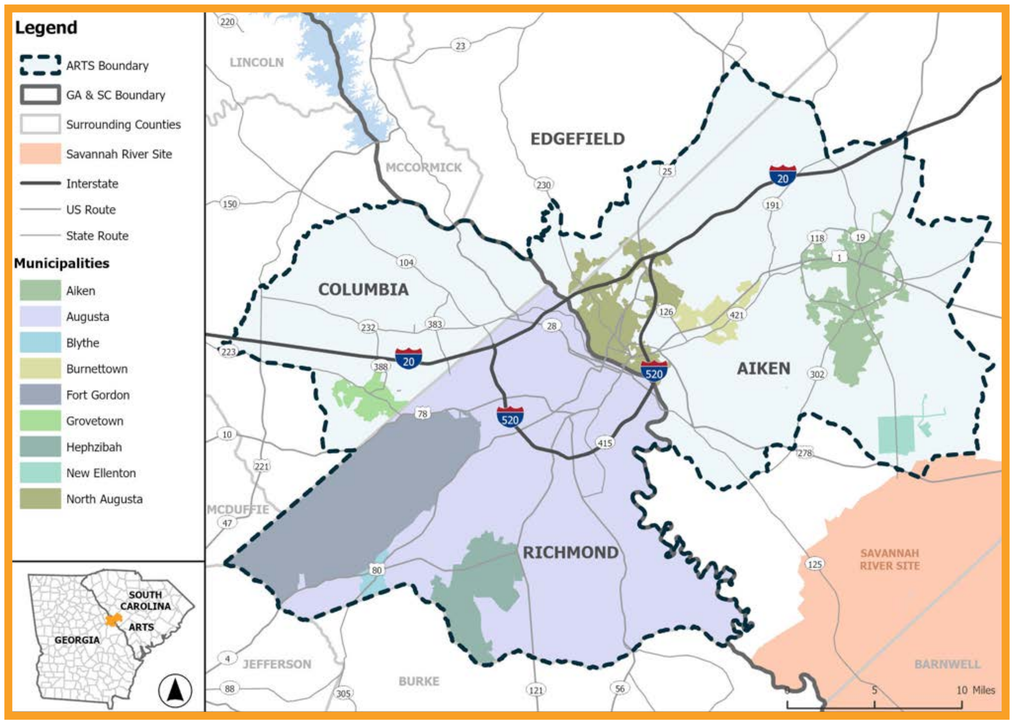
ARTS 2055 MTP
Moving Opportunity Forward

About ARTS 2055 MTP

The Augusta Regional Transportation Study (ARTS) manages how federal transportation funds are spent locally within the bi-state region in the map below.

ARTS 2055 Metropolitan Transportation Plan (MTP) is the initiative to update multimodal transportation projects and priorities through 2055. “Moving Opportunity Forward” reflects the region’s vision to connect economic opportunity with better mobility options.

ARTS 2055 MTP outlines future transportation projects to:
- Improve roads, bridges, and intersections
- Expand bike, pedestrian, and transit options
- Enhance safety and mobility across the region



The ARTS Planning Area covers all of Richmond County, GA, and portions of Columbia County, GA; Aiken County, SC; and Edgefield County, SC.



ARTS is actively engaging with the community to gather meaningful feedback.

How Were Projects Selected?

Community input gathered since
Fall 2024

1,200+
Survey responses received

Want to share your thoughts? Scan the QR code to take the online survey. You can also ask for a paper survey today.

How to Engage Today

Explore our displays to see the top projects. Use pins to vote for your priorities.

View the full plan at arts2055mtp.com. Leave your comments, accepted through Aug. 16, 2025.

Don’t see a project that’s important to you? Fill out a comment card today or submit your idea online.

arts2055mtp.com

ARTS 2055 MTP
Moving Opportunity Forward

Highest Ranked Projects
Bicycle & Pedestrian and Transit

Georgia

Map ID	County	Project
1	Richmond	10th St / 11th St Neighborhood Greenway (Augusta Riverwalk to CT Walker Magnet School)
399	Richmond	R.A. Dent Blvd – Fill in sidewalk gaps and provide protected bike lane
111	Columbia	Continue sidewalk or sidepath along Hereford Farm Rd
375	Richmond	Laney Walker Blvd – provide protected bike lanes
320	Richmond	Highland Ave – Provide buffered bike lanes
462	Columbia	Construct sidepath to continue Euchre Creek Greenway along William Few Pkwy from Patriots Park to Washington Rd
173 & 174	Richmond	Central Ave – Provide protected bike lanes
270	Columbia	Continue sidewalk from sidewalk stub near Washington Rd to existing sidewalk near Bedford Dr
305	Columbia	Construct sidewalk to fill in gaps along Harlem Grovetown Rd and Robinson Rd
155	Richmond	Relocate Augusta Transit hub from Broad St to downtown
179 & 185	Richmond	Provide transit hubs at Walmart on Wrightsboro Rd and Walmart on Deans Bridge Rd

South Carolina

Map ID	County	Project
46	Aiken	Construct City of Aiken bike infrastructure
464	Aiken	York St – Provide buffered bike lanes
403	Aiken	Richland Ave reconfiguration to provide buffered bike lanes
264	Aiken	Georgia Ave – Provide bike lanes/ buffered sidewalk
378	Aiken	Laurens St – Provide buffered bike lanes
160	Aiken	New Ellenton Main St pedestrian walkway
166	Aiken	Construct multi-use path to connect Carolina Bay Nature Preserve, Virginia Acres Park, and South Aiken High School
36	Aiken	Implement Aiken-Augusta Transit Connector
120	Aiken	Provide park-and-ride lot at I-20 exit 22

ARTS 2055 MTP
Moving Opportunity Forward

Highest Ranked Projects
Corridors & Widenings and New Roadways

Georgia

Map ID	County	Project
318	**Richmond**	Widen US 25 (Peach Orchard Rd) between Tobacco Rd and Brown Rd to six lanes
59	**Richmond**	Deans Bridge repair / operational improvements
316	**Richmond**	Operational improvements to US 25 between I-520 and Tobacco Rd
139 & 122	**Richmond & Columbia**	Widen portions of I-20 to six lanes
127	**Columbia**	I-20 construct new HOV lane between Louisville Rd and River Watch Pkwy
284	**Richmond**	Widen US 1 (Deans Bridge Rd) to six lanes from Meadowbrook Dr to Tobacco Rd
154	**Columbia**	New I-20 interchange at Louisville Rd
134	**Richmond**	Operational improvements to I-520
273	**Columbia**	Widen GA 104 between Hardy McManus Rd and Pleasant Home to six lanes
999	**Columbia**	Widen Fury's Ferry Rd between Evans and Locks Rd and Washington Rd to six lanes

South Carolina

Map ID	County	Project
118 & 125	**Aiken**	Widen I-20 exit 1 to Bettis Academy Rd to six lanes
119	**Aiken**	Improvements to I-20 interchange at W. Martintown Rd
474	**Aiken**	Widen Bettis Academy Rd near I-20 to 5 lanes
144	**Aiken**	Safety improvements to Jefferson Davis Hwy between Savannah River and Belvedere Clearwater Rd
14	**Aiken**	Operational improvements to Aiken-Augusta Hwy between Savannah River and I-520
311	**Aiken**	Operational improvements to US 1 / US 78 between E. Martintown Rd and Belvedere Clearwater Rd
76	**Aiken**	Safety improvements to Edgefield Rd between Ascauga Lake Rd and Sweetwater Rd
323	**Aiken**	Widen Wagener Rd between US 78 and Wrights Mill Rd to four lanes

ARTS 2055 MTP
Moving Opportunity Forward

Highest Ranked Projects
Intersections

Georgia

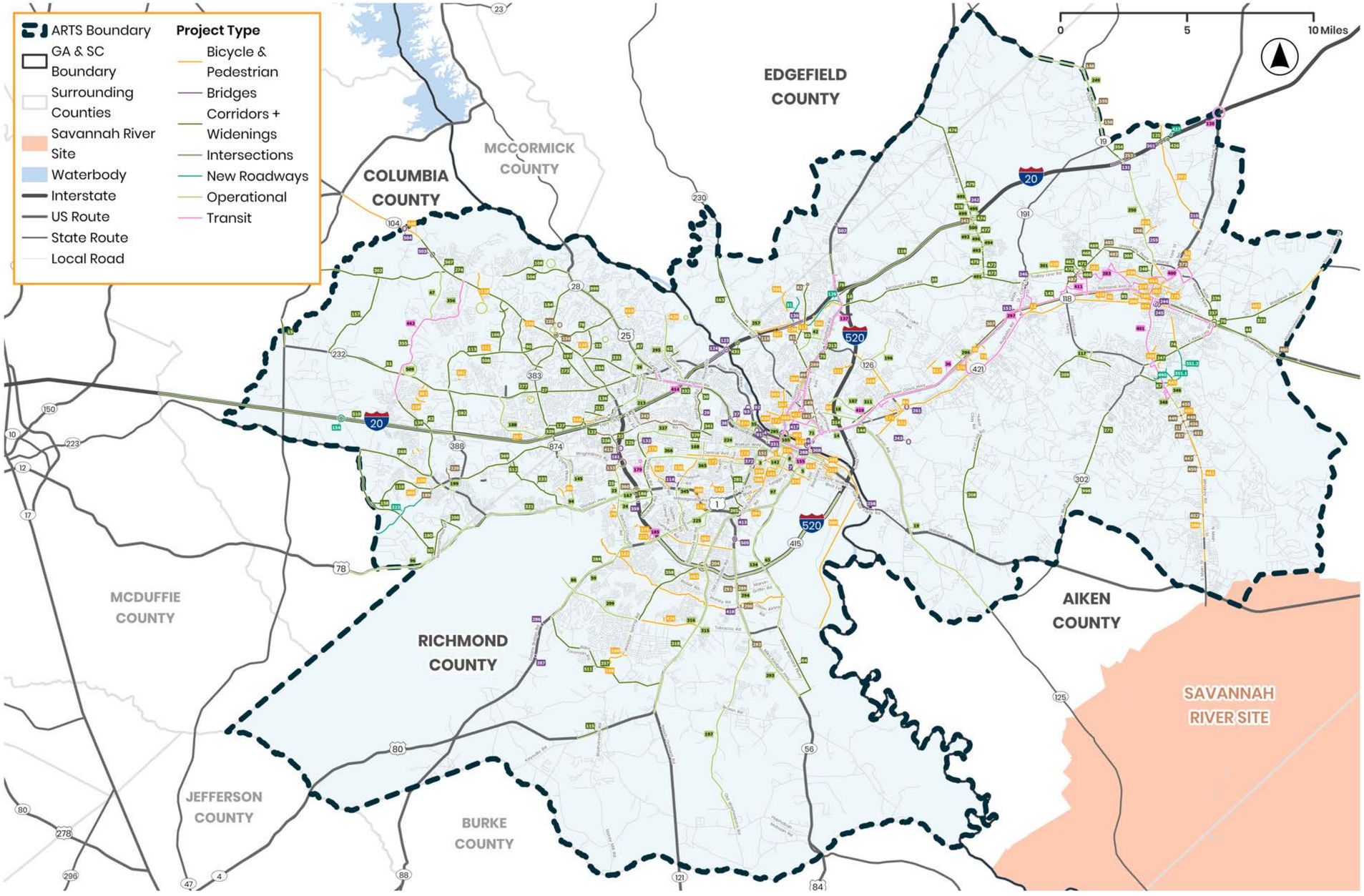
Map ID	County	Project
204	**Richmond**	Improve Peach Orchard, Windsor Spring and I-520 intersection
234	**Columbia**	Install roundabout at intersection of Evans Town Center Blvd and Evans to Locks Rd
133	**Richmond**	Improve Wrightsboro Rd and I-520 interchange
220	**Columbia**	Reconstruct Whiskey Rd intersections between Guy Dr and Wrightsboro Rd
415	**Richmond**	Improve GA 383 / Belair Rd / Jimmie Dykes Pkwy intersections between Wheeler Rd and Wrightsboro Rd
414	**Richmond**	Improve GA 28 / Washington Rd intersections between River Watch Pkwy and Berckmans Rd
235	**Columbia**	Install roundabout at intersection of North Belair Rd and Ronald Reagan Dr
343	**Richmond**	Improve Wheeler Rd and Robert C. Daniel Jr. Pkwy intersection
189	**Columbia**	Install roundabout at intersection of Old Berzalia Rd and Harlem Grovetown Rd
151	**Richmond**	Improve intersection of Laney Walker Rd / R.A. Dent Blvd / Augusta Ave

South Carolina

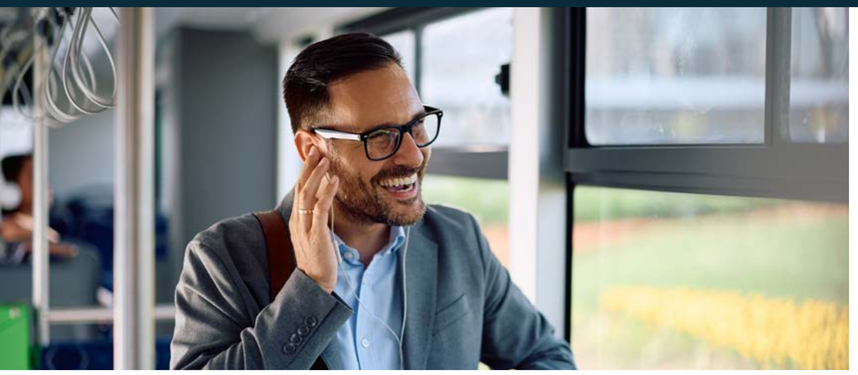
Map ID	County	Project
313	**Aiken**	Improve intersection of US 25 and SC 126 / Belvedere Clearwater Rd
11	**Aiken**	Traffic signal timing improvements to Whiskey Rd intersections at Powderhouse Rd, Citadel Dr, and Chukker Creek Rd
89	**Aiken**	Improve intersections in the area of Georgia Ave and Knox Ave, Georgia Ave and Five Notch Rd, and Knox Ave and Bradleyville Rd
480	**Aiken**	Improvements to US 78 intersections
373	**Aiken**	Improve intersections of York St / Columbia Hwy and Rutland Dr / Rudy Mason Pkwy
149	**Aiken**	Improve intersection of Knox Ave and Martintown Rd
191	**Aiken**	Improve Old Edgefield Rd intersections between US 25 and Martintown Rd
150	**Aiken**	Install northbound left turn lane on SC 19 from Aiken / Edgefield line to Shiloh Heights

ARTS 2055 MTP
Moving Opportunity Forward

ARTS Planning Area Projects



ARTS 2055 MTP
Moving Opportunity Forward







Important Information

ARTS 2055 MTP Website

View Draft Recommendations

Leave Your Comments

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Phase II Newspaper Advertisements



FILE/JEFF CHIU/AP

A Nextdoor sign is shown on a window at an office in San Francisco on May 11, 2016.

Nextdoor hopes for revival by turning to local news providers

BY DAVID BAUDER
Associated Press

NEW YORK — Nextdoor, the social media site that aims to create connections among neighbors, is trying to shake off an uneven past and a nagging sense it is being underutilized. How? It is turning to professional journalists for help.

The company announced a partnership Tuesday with more than 3,500 local news providers who will regularly contribute material to the app. As part of a redesign, it is also expanding its ability to alert users about bad weather, power outages and other dangers, along with using AI to improve recommendations for restaurants, services and local points of interest.

"There should be enough value that we are creating for neighbors that they feel like they need to open up Nextdoor every single day," said Nirav Tolia, the company's co-founder and CEO. "And that isn't the case today."

The potential for Nextdoor to help itself and journalists at the same time is most intriguing.

Nextdoor is carrying portions of local news stories from providers in the area where the user lives. If people want to learn more, a link to the news site is included. At launch, Nextdoor says it has more than 50,000 news stories available, representing just over three-quarters of the app's "neighborhoods."

A future for news that never arrived

When Nextdoor began in 2011, the local news industry was in the early stages of a freefall that continues today. The number of journalists in the U.S. dropped from 40 per 100,000 residents in 2002 to slightly more than eight today, according to a study issued this month by Muck Rack and Rebuild Local News. Nearly a third of the nation's counties have no full-time journalist.

Into this tumult came an app with a promising premise and infrastructure, perhaps a template for local news of the future. Its users — Nextdoor likes to call them "neighbors" — were organized into more than 200,000 distinct neighborhoods, with the ability to start conversations once shared over back fences: Do you know a reliable babysitter? What's that building going up down the street? Who serves the best burger?

Yet Nextdoor's developers knew technology, not the news business. They didn't see a role for professional journalists at the outset.

"We thought in our early days that neighbors would take over, almost as citizen journalists or local reporters," Tolia said. "I think we've come to the conclusion that neighbors can only do so much."

Even worse, the site became a magnet for racists and cranks, the kind of neighbors you try to avoid. Nextdoor became so filled with suspicion — why is a person of a different color or nationality walking down the street? — that its moderators had to spend considerable time rooting out racist posts and changing rules to prevent them.

For some users, the negatives outweighed the positives.

"Nextdoor has been a valuable resource for my family," Ralinda Harvey Smith, a woman from Santa Monica, Calif., wrote in the Los Angeles Times in 2020. "I found a nanny share for my kids on Nextdoor. When I posted looking for a mechanic to replace my car headlight, a neighbor offered to change it free of charge. When the pandemic struck and disinfectant wipes were impossible to come by, a woman on Nextdoor DM'd me offering to leave some on her porch."

"Yet I've long seen remnants of racism across the site that have left me with a bad feeling not only about the app, but the city I love," Smith wrote. That made her log on less frequently.

Trying to make Nextdoor essential

Whatever the reasons, enough users consider Nextdoor inessential that its leaders were compelled to make the changes being announced now. The site has 100 million registered users, but only about 25 million are on the site at least once a week, Tolia said. Nextdoor, which went public in 2021 to attract a new round of financing, wants to see them more often.

Nextdoor hired a former executive at The New York Times, Georg Petschnigg, as its chief design officer to oversee the changes.

The company said its surveys found users wanted to know more about what was going on in their communities beyond the utilitarian information. Other social networks are similarly bringing in more outside material, Tolia said. "When you rely on user-generated content, it's kind of unpredictable in terms of quality, timeliness and relevance," he said.

"If I were in their shoes, I'd be doing this. I don't know why they didn't do it sooner, but that's for them to answer and not me," said Chuck Todd, the former "Meet the Press" moderator who has taken an interest in local news since leaving NBC. Semafor this spring speculated Todd might be interested in buying Nextdoor. Todd wouldn't discuss that.

He is waiting to see if Nextdoor has a real commitment to news or just to reaching more eyeballs.

"It's an opportunity to do the one thing that Facebook could have done but chose not to," Todd said. "You don't want this to go down the road of just trying to get traffic for traffic's sake, because that's what happened to Facebook after it went public."

The irony of engaging with professional journalists isn't lost.

"It's like what is old is new again," said Sam Cholke, manager of distribution and audience growth for the Institute for Nonprofit News. Its hundreds of members include the Texas Tribune, the Plateau Daily News in Highlands, N.C., and the Daily Yonder in Whitesburg, Kentucky.

Several of its participating news organizations are joining with Nextdoor, and "my hope is that our members see significant benefits from it," Cholke said.

Most teens see college as key to jobs and life skills, poll says

BY CHEYANNE MUMPHREY AND LINLEY SANDERS
Associated Press



MENGSHIN LIN/AP

Ry-n Uyeda, 17, a senior at Waianae High School, poses for a portrait, Friday, July 11, 2025, in Waianae, Hawaii.

PHOENIX — Most American teenagers say it is important to them to graduate from college, with girls especially describing it as a key step for accomplishing their life goals, according to a new poll.

Teenagers also generally are more upbeat than adults on college despite concerns about tuition costs, soaring student loan debt and the politicization of many issues in higher education.

Overall, about 6 in 10 teens say it's "extremely" or "very" important to them to graduate from college, according to the survey from The Associated Press-NORC Center for Public Affairs Research, which was conducted this spring among teenagers between the ages of 13 and 17. That compares with about 4 in 10 adults who said the same in a UChicago Harris/AP-NORC poll from 2022.

The survey also found that many teens think it will be harder for them to achieve major life milestones — like owning a home, raising a family or reaching a good standard of living — than it was for their parents.

For Ry-n Uyeda, 17, the biggest concern about college is the prospect of being away from her home in Waianae, Hawaii. Uyeda is already taking college-level courses in high school and hopes to play softball at a university on the West Coast.

Uyeda said she wants to develop time management skills and endurance to handle the pressures of being a student-athlete. But she hopes the college experience does not change who she is.

"I want to remember where I came from and the values that I've learned from here," said Uyeda, who attends Waianae High School. "Going to a new place with new people in a new environment, I just want to still be myself."

Seven in 10 teenage girls in the survey said it was at least "very" important to them to graduate from college, compared with 54% of teenage boys.

The disparity reflects a growing gender gap in college degree completion. In 1995, young men and women were equally likely to hold a bachelor's degree. Since then, a gap has emerged, with 47% of U.S. women ages 25-34 completing a bachelor's degree compared with 37% of men, according to a Pew Research Center analysis of census data.

Teens raised in households with higher incomes and parents who went to college themselves also are more likely to view higher education as important.

Jalena Crawford, a 16-year-old high school junior, said she hopes to attend Grand Canyon University or Arizona State University to become a professional American Sign Language interpreter. She said her plans have been encouraged by relatives with college degrees and it would be "weird" not to consider higher education.

"I didn't really start thinking about college until I started liking ASL. I was trying to figure out what I was going to do," Crawford said.

Most teens see a college education as a vital step for their future career prospects, although they see other benefits as well.

About 7 in 10 teenagers said completing college is "extremely" or "very" important for getting good jobs, and about 6 in 10 teenagers say a degree is valuable in learning necessary life skills. About half of teens see college as key for either becoming a more informed member of society or forming their personal identity, according to the survey.

Teenagers have many of the same life goals as adults, such as owning a home and raising a family, the poll found. About 8 in 10 teenagers value being able to pursue what they enjoy, having a good standard of living and having a successful career.

But few teenagers believe those goals have gotten easier to achieve for their generation compared with their parents.

About 7 in 10 teenagers believe owning a home has become harder to achieve for them compared with their parents, according to the poll. Just over half of teenagers say it's become more challenging for their generation to raise a family. About half say that about having a good standard of living, having a successful career or traveling the world. Fewer, about 4 in 10, say it's grown harder to graduate from college or be able to pursue what they enjoy.

Evarist Bego, 22, graduated earlier this year from the University of Southern California with a joint degree in business and film. He said he recalls wanting to go to college and then work his way up in his chosen industry but "that's just not how it works anymore."

It's harder than he anticipated to find a job, which he said may owe partly to the creative industry he chose. He sees mostly temporary positions, like internships or fellowships.

"So many jobs that I see are entry-level, but then they require three-plus years of experience. I have interned in school, I had some experience, but it's not enough," he said.

THE PUBLIC IS INVITED TO REVIEW AND COMMENT ON THE AUGUSTA REGIONAL TRANSPORTATION STUDY (ARTS)

DRAFT 2055 METROPOLITAN TRANSPORTATION PLAN (MTP)

The Augusta Regional Transportation Study Metropolitan Planning Organization (ARTS MPO) invites the public to participate in the 21-day review period (Thursday, July 17, 2025 through Thursday, August 7, 2025) of the Draft 2055 Metropolitan Transportation Plan (MTP).

The Augusta Regional Transportation Study (ARTS) is a bi-state Metropolitan Planning Organization (MPO) covering all of Augusta-Richmond County, GA, parts of Columbia County, GA and portions of Aiken and Edgefield Counties in South Carolina. The ARTS MPO is responsible for adopting and updating a Metropolitan Transportation Plan (MTP), which must be updated at least every five years. The MTP is the official multimodal transportation plan for the region that recommends transportation projects to improve, maintain, and operate roadways and bridges, public transit, aviation, freight, and bicycle and pedestrian facilities over the next 20+ years.

The Draft 2055 Metropolitan Transportation Plan (MTP) will be available online for public review from **Thursday July 17, 2025 through Thursday, August 7, 2025.**

The document can be viewed at: www.aikencountysc.gov under "News Updates".

Questions and comments regarding the Draft 2055 Metropolitan Transportation Plan (MTP) may be directed to Transportation Planner, Saralyn Yarborough, at 803-642-1520 or TPlanning@aikencountysc.gov.

Persons who require special accommodations under the Americans with Disabilities Act or those requiring language translation services may contact the office of the Aiken County Planning and Development Department at (803) 642-1520 or send an e-mail to TPlanning@aikencountysc.gov.

BRAVES

from A9

Johnson's contract includes a $7 million club option for 2026, which enhances his value. There's no use in keeping them on a team that's going nowhere.

At some point, Anthopoulos will have to decide whether to trade underachieving players with contracts that once seemed to be bargains. Second baseman Ozzie Albies and center fielder Michael Harris II are at the top of the list. They are among the worst-producing hitters in the majors.

However, it's best for Anthopoulos to keep both players and hope they produce for the rest of the season. If the Braves decide the turnaround is real, then keep them. If not, then trade them in the winter with value that's higher than it is now.

Maybe the Braves decide Albies is still feeling the effects of the fractured left wrist that put him on the injured list a year ago. But bringing him back would be a gamble for the Braves because keeping Albies could mean accepting that second base will be an offensive hole again next season.

The same goes for Harris and center field.

The Braves could accept a couple of light-hitting players in the lineup when it was otherwise stacked. That dynamic has changed. The Braves won't contend next season with easy outs at second base, center field and shortstop (add left field if Jurickson Profar's big year in 2024 was a PED-enhanced aberration).

When Anthopoulos is talking trades with other teams, he should be looking for prospects who can play the middle infield and outfield. None of the other Braves position players with value should be traded.

It's too soon to give up on third baseman Austin Riley even if another club is willing to gamble on him returning to All-Star form.

Riley has produced a 113 adjusted on-base plus slugging since the start of 2024, down from 135 OPS+ in 2021-23 (100 is league average). But Riley's OPS+ still ranks 12th among third basemen with at least 300 plate appearances this season.

Riley's strikeout rate is above his norm, but he's hitting the ball hard as ever. He's a keeper.

Catcher Sean Murphy should stay, too. He has more trade value after bouncing back season at the plate this season.

Rookie star Drake Baldwin looks ready to replace Murphy, but two good catchers is a good problem for the Braves when both can produce as designated hitters. That spot will open once Ozuna is gone.

Left-hander Chris Sale has the most trade value among Braves players who aren't part of the young core. During an interview with radio station 680 The Fan last month, Anthopoulos ruled out trading Sale before the deadline.

Normally, it's not a good idea for a general manager to make such definite statements. It makes sense in this case.

The Braves need Sale to be their ace again next season at the bargain price of $18 million.

That was one of the few times Anthopoulos didn't leave himself wiggle room about trades. All other reasonable options should be on the table now that the Braves have a very low chance of making the playoffs and some of their core hitters are scuffling.

The Braves should be sellers before the trade deadline.

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The Open Championship Scores

Thursday
At Dunluce Links
Portrush, United Kingdom
Purse: $17 million
Yardage: 7,381; Par: 71
First Round

Christiaan Bezuidenhout	33-34—67
Harris English	33-34—67
Matt Fitzpatrick	34-33—67
Hao-Tong Li	34-33—67
Jacob Skov Olesen	35-32—67
Tyrrell Hatton	33-35—68
Matthew Jordan	35-33—68
Sadom Kaewkanjana	33-35—68
Scottie Scheffler	35-33—68
Rickie Fowler	34-35—69
Lucas Glover	32-37—69
Brian Harman	35-34—69
Rasmus Hojgaard	36-33—69
Nicolai Hojgaard	34-35—69
Tom Kim	35-34—69
Maverick McNealy	33-36—69
Aaron Rai	33-36—69
Justin Rose	35-34—69
Lee Westwood	33-36—69
John Axelsen	35-35—70
Sam Burns	36-34—70
Tony Finau	35-35—70
Sergio Garcia	34-36—70
Angel Hidalgo	34-36—70
Zach Johnson	38-32—70
Justin Leonard	34-36—70
Shane Lowry	35-35—70
Rory McIlroy	34-36—70
Phil Mickelson	34-36—70
Joaquin Niemann	35-35—70
Jon Rahm	34-36—70
Dean Burmester	36-35—71
Daniel Hillier	37-34—71
Sungjae Im	35-36—71
Takumi Kanaya	35-36—71
Nathan Kimsey	35-36—71
Jason Kokrak	36-35—71
Romain Langasque	36-35—71
Robert Macintyre	34-37—71
Matthew McCarty	36-35—71
Andrew Novak	35-36—71
Xander Schauffele	35-36—71
Jordan L. Smith	37-34—71
Jesper Svensson	35-36—71
Daniel Berger	36-36—72
Keegan Bradley	36-36—72
Bud Cauley	36-36—72
Thomas Detry	36-36—72
Nicolas Echavarria	36-36—72
Chris Gotterup	36-36—72
Russell Henley	36-36—72
Stephan Jaeger	36-36—72
Riki Kawamoto	35-37—72
Oliver Lindell	36-36—72
Tom McKibbin	34-38—72
Francesco Molinari	38-34—72
Shaun Norris	37-35—72
Thorbjorn Olesen	36-36—72
John Parry	36-36—72
J.T. Poston	35-37—72
Kristoffer Reitan	34-38—72
Antoine Rozner	35-37—72
Adrien Saddier	35-37—72
Jesper Sandborg	38-34—72
Adam Scott	36-36—72
Cameron Smith	39-33—72
Sepp Straka, Austria	37-35—72
Justin Thomas	36-36—72
Jhonattan Vegas	37-35—72
Ludvig Aberg	38-35—73
Cameron Adam	37-36—73
Akshay Bhatia	36-37—73
George Bloor	37-36—73
Brian Campbell	38-35—73
Patrick Cantlay	36-37—73
Jason Day	39-34—73
Tommy Fleetwood	38-35—73
Connor Graham	36-37—73
Julien Guerrier	37-36—73
Harry Hall	38-35—73
Viktor Hovland	37-36—73
Dustin Johnson	37-36—73
Chris Kirk	38-35—73
Curtis Knipes	37-36—73
Thriston Lawrence	38-35—73
Marc Leishman	38-35—73
Matteo Manassero	39-34—73
Matti Schmid	39-34—73
Sebastian Soderberg	35-38—73
Younghan Song	38-35—73
J.J. Spaun	35-38—73
Jordan Spieth	40-33—73
Justin Suh	39-34—73
Davis Thompson	37-36—73
Matt Wallace	37-36—73
Justin Walters	37-36—73
Laurie Canter	36-38—74
Corey Conners	38-36—74
OJ Farrell	35-39—74
Ben Griffin	37-37—74
Justin Hastings	40-34—74
Lucas Herbert	35-39—74
Rikuya Hoshino	38-36—74
Ryggs Johnston	36-38—74
Si Woo Kim	36-38—74
Michael Kim	36-38—74
Min Woo Lee	37-37—74
Hideki Matsuyama	40-34—74
Denny McCarthy	37-37—74
Dylan Naidoo	39-35—74
Marco Penge	37-37—74
Richard Teder, Estonia	38-36—74
Cameron Young	36-38—74
Stewart Cink	36-39—75
Darren Clarke	37-38—75
Ethan Fang	39-36—75
Ryan Fox	40-35—75
Padraig Harrington	38-37—75
Filip Jakubcik	36-39—75
Brooks Koepka	36-39—75
Collin Morikawa	37-38—75
Carlos Ortiz, Mexico	36-39—75
Taylor Pendrith	39-36—75
Elvis Smylie	38-37—75
Henrik Stenson	37-38—75
Sahith Theegala	36-39—75
Daniel Young	38-37—75
Byeong Hun An	38-38—76
Daniel Brown	36-40—76
Sebastian Cave	38-38—76
Wyndham Clark	37-39—76
Shugo Imahira	37-39—76
Matthieu Pavon	39-37—76
Frazer Jones	40-37—77
Guido Migliozzi	39-38—77
Niklas Norgaard Moller	38-39—77
Louis Oosthuizen	38-39—77
Ryan Peake	39-38—77
Aldrich Potgieter	39-38—77
Patrick Reed	39-38—77
Davis Riley	37-40—77
Nick Taylor	38-39—77
Sampson-yunhe Zheng	39-38—77
Mikiya Akutsu	40-38—78
John Catlin	38-40—78
Martin Couvra	39-39—78
Bryson DeChambeau	39-39—78
Darren Fichardt	40-38—78
Max Greyserman	42-36—78
Mackenzie Hughes	39-40—79
Daniel Van Tonder	41-38—79
Kevin Yu, Chinese Taipei	42-37—79
Curtis Luck	40-40—80
K.J. Choi	44-37—81
Tom Hoge	42-39—81
Bryan Newman	42-40—82

Barracuda Championship Scores

Thursday
At Old Greenwood
Truckee, Calif.
Purse: $4 million
Yardage: 7,480; Par: 71
Modified
Stableford Scoring System
(Double Eagle: 8 points, Eagle: 5, Birdie: 2, Par: 0, Bogey -1, Double Bogey or more: -3)
a-amateur
First Round

Ben Martin	16
Nick Watney	14
David Lipsky	14
Cameron Champ	13
Rico Hoey	13
Danny Walker	13
Joel Dahmen	13
Dale Whitnell	13
Todd Clements	13
Andrew Putnam	12
Jackson Suber	12
Yuto Katsuragawa	12
Vince Whaley	12
David Skinns	11
Dylan Frittelli	11
Lanto Griffin	11
Erik van Rooyen	11
Ben Polland	10
Max McGreevy	9
Andrew Wilson	9
Patrick Rodgers	9
Nate Lashley	9
Doug Ghim	9
Quade Cummins	9
David Longmire	9
Chandler Phillips	9
Joseph Bramlett	9
Kevin Roy	8
Sam Ryder	8
Patrick Fishburn	8
Jeong Weon Ko	8
Luke List	8
Jonathan Byrd	8
Sean Crocker	8
Trevor Cone	8
Kurt Kitayama	8
Isaiah Salinda	8
Jacques Kruyswijk	8
Kiradech Aphibarnrat	8
Tom Vaillant	8
Tommy Gainey	7
Alfredo Garcia-Heredia	7
Seamus Power	7
Ryan Gerard	7
Ricky Castillo	7
Joel Girrbach	6
Callum Shinkwin	6
Zac Blair	6
Gavin Green	6
Dylan Wu	6
Mason Andersen	6
Beau Hossler	6
Hayden Buckley	6
Ryo Hisatsune	6
Ivan Cantero Gutierrez	6
Paul Peterson	6
Chris Korte	6
Adam Hadwin	5
Carson Young	5
Joe Highsmith	5
Adam Schenk	5
Nick Hardy	5
Brandon Robinson Thomas	**5**
Alex Fitzpatrick	5
Braden Thornberry	5
Ollie Osborne	5
Adam Hadwin	5
Will Gordon	4
Richard Sterne	4
Camilo Villegas	4
Chesson Hadley	4
Ricardo Gouveia	4
Mac Meissner	4
Matt NeSmith	**4**
Thomas Rosenmueller	4
a-Cole Rueck	4
Patrick Newcomb	4
Kevin Velo	4
Pierceson Coody	4
Hayden Springer	4
Robin Williams	3
Scott Jamieson	3
Lee Hodges	3
Aaron Wise	3
Cam Davis	3
Mark Hubbard	3
Jason Scrivener	3
Ben Silverman	3
Kaito Onishi	3
Matthew Riedel	3
Nicolai Von Dellingshausen	2
Austin Cook	2
Rafa Cabrera Bello	2
Kris Ventura	2
John Pak	2
Jannik De Bruyn	2
Ryan Palmer	2
Martin Laird	2
Thomas Aiken	2
Chez Reavie	2
MJ Daffue	2
Noah Goodwin	2
Aaron Baddeley	1
Chan Kim	1
Shubhankar Sharma	1

SCOREBOARD

Austin Eckroat	1
James Hahn	1
Matthew Baldwin	1
Calum Hill	1
Chad Ramey	1
Emiliano Grillo	1
Frankie Capan III	1
Marcus Armitage	0
Sam Bairstow	0
Matthias Schwab	0
Bill Haas	0
RJ Manke	0
Harry Higgs	0
Marcus Kinhult	0
Yannik Paul	0
Steven Fisk	0
Alejandro Tosti	0
Hamish Brown	0
Tim Widing	0
Chaz Aurilia	0
Rafael Campos	-1
Alexander Knappe	-1
Kevin Chappell	-1
Dan Bradbury	-1
Peter Malnati	-1
Andrea Pavan	-1
Taylor Montgomery	-1
Will Chandler	-1
Cameron Sisk	-1
Max Homa	-1
Garrick Higgo	-2
Adam Svensson	-2
Brandt Snedeker	-2
Julien Brun	-2
Jens Dantorp	-2
Greyson Sigg	-2
Jeremy Paul	-2
Max Kieffer	-3
Casey Jarvis	-3
Taylor Dickson	-3
Bernd Wiesberger	-4
Ben Kohles	-4
Scott Piercy	-4
Martin Trainer	-4
Cristobal Del Solar	-5
Nick Dunlap	-6
a-Michael La Sasso	-7
Manuel Elvira	-8
Joshua Kelley	-11
Jordan Gumberg	-13
Erik Barnes	-17

MLB Glance

AMERICAN LEAGUE

East Division

	W	L	Pct	GB
Toronto	55	41	.573	—
New York	53	43	.552	2
Boston	53	45	.541	3
Tampa Bay	50	47	.515	5½
Baltimore	43	52	.453	11½
Central Division				
Detroit	59	38	.608	—
Minnesota	47	49	.490	11½
Kansas City	47	50	.485	12
Cleveland	46	49	.484	12
Chicago	32	65	.330	27
West Division				
Houston	56	40	.583	—
Seattle	51	45	.531	5
Texas	48	49	.495	8½
Los Angeles	47	49	.490	9
Athletics	41	57	.418	16

NATIONAL LEAGUE

East Division

	W	L	Pct	GB
Philadelphia	55	41	.573	—
New York	55	42	.567	½
Miami	44	51	.463	10½
Atlanta	42	53	.442	12½
Washington	38	58	.396	17
Central Division				
Chicago	57	39	.594	—
Milwaukee	56	40	.583	1
St. Louis	51	46	.526	6½
Cincinnati	50	47	.515	7½
Pittsburgh	39	58	.402	18½
West Division				
Los Angeles	58	39	.598	—
San Diego	52	44	.542	5½
San Francisco	52	45	.536	6
Arizona	47	50	.485	11
Colorado	22	74	.229	35½

AMERICAN LEAGUE

Saturday's Games

San Francisco (TBD) at Toronto (Lauer 4-2), 3:07 p.m.
Kansas City (Wacha 4-9) at Miami (Quantrill 3-8), 4:10 p.m.
L.A. Angels (TBD) at Philadelphia (Walker 3-5), 6:05 p.m.
Chicago White Sox (Houser 5-2) at Pittsburgh (Burrows 1-3), 6:40 p.m.
Baltimore (Kremer 8-7) at Tampa Bay (Littell 8-7), 7:05 p.m.
Detroit (TBD) at Texas (Rocker 3-4), 7:05 p.m.
Athletics (Severino 2-11) at Cleveland (Allen 6-7), 7:10 p.m.
Boston (Bello 0-0) at Chicago Cubs (Imanaga 6-3), 7:15 p.m.
N.Y. Yankees (TBD) at Atlanta (Wentz 2-1), 7:15 p.m.
Minnesota (TBD) at Colorado (Senzatela 3-13), 8:10 p.m.
Houston (McCullers 2-4) at Seattle (Evans 3-3), 9:40 p.m.

Sunday's Games

San Francisco at Toronto, 12:05 p.m.
Baltimore at Tampa Bay, 12:10 p.m.
Chicago White Sox at Pittsburgh, 1:35 p.m.
L.A. Angels at Philadelphia, 1:35 p.m.
N.Y. Yankees at Atlanta, 1:35 p.m.
Athletics at Cleveland, 1:40 p.m.
Kansas City at Miami, 1:40 p.m.
Boston at Chicago Cubs, 2:20 p.m.
Minnesota at Colorado, 3:10 p.m.
Houston at Seattle, 4:10 p.m.
Detroit at Texas, 7:10 p.m.

NATIONAL LEAGUE

Saturday's Games

San Francisco (TBD) at Toronto (Lauer 4-2), 3:07 p.m.
Cincinnati (Martinez 7-9) at N.Y. Mets (Holmes 8-4), 4:10 p.m.
Kansas City (Wacha 4-9) at Miami (Quantrill 3-8), 4:10 p.m.
L.A. Angels (TBD) at Philadelphia (Walker 3-5), 6:05 p.m.
Chicago White Sox (Houser 5-2) at Pittsburgh (Burrows 1-3), 6:40 p.m.
San Diego (Darvish 0-1) at Washington (Parker 5-10), 6:45 p.m.
Boston (Bello 0-0) at Chicago Cubs (Imanaga 6-3), 7:15 p.m.
N.Y. Yankees (TBD) at Atlanta (Wentz 2-1), 7:15 p.m.
St. Louis (Gray 9-3) at Arizona (Nelson 5-2), 7:15 p.m.
Minnesota (TBD) at Colorado (Senzatela 3-13), 8:10 p.m.
Milwaukee (Peralta 11-4) at L.A. Dodgers (Sheehan 1-0), 9:10 p.m.

Sunday's Games

San Francisco at Toronto, 12:05 p.m.
Chicago White Sox at Pittsburgh, 1:35 p.m.
L.A. Angels at Philadelphia, 1:35 p.m.
N.Y. Yankees at Atlanta, 1:35 p.m.
San Diego at Washington, 1:35 p.m.
Cincinnati at N.Y. Mets, 1:40 p.m.
Kansas City at Miami, 1:40 p.m.
Boston at Chicago Cubs, 2:20 p.m.
Minnesota at Colorado, 3:10 p.m.
Milwaukee at L.A. Dodgers, 4:10 p.m.
St. Louis at Arizona, 4:10 p.m.

Single-A Carolina League Glance

Second Half
North Division

	W	L	Pct	GB
Carolina (Milwaukee)	12	7	.632	—
Fredericksburg (Wash)	12	8	.600	½
Fayetteville (Houston)	9	11	.450	3½
x-Lynchburg (Cleveland)	9	12	.429	4
Salem (Boston)	8	13	.381	5
Delmarva (Baltimore)	7	14	.333	6
South Division				
Hickory (Texas)	16	5	.762	-
Myrtle Beach (Cubs)	14	6	.700	1½
Charleston (Tampa Bay)	10	9	.526	5
Augusta (Atlanta)	10	11	.476	6
Kannapolis (White Sox)	8	13	.381	8
x-Columbia (Kansas)	7	13	.350	8½

x-first half winner

Saturday's Games

Augusta at Myrtle Beach, 6:05 p.m.
Kannapolis at Columbia, 6:05 p.m.
Fayetteville at Salem, 6:35 p.m.
Charleston at Hickory, 7 p.m.
Lynchburg at Fredericksburg, 7:05 p.m.
Carolina at Delmarva, 7:05 p.m.

Sunday's Games

Fayetteville at Salem, 1:05 p.m.
Charleston at Hickory, 2 p.m.
Carolina at Delmarva, 5:05 p.m.
Kannapolis at Columbia, 5:05 p.m.

Gil Thorp



THE PUBLIC IS INVITED TO REVIEW AND COMMENT ON THE AUGUSTA REGIONAL TRANSPORTATION STUDY (ARTS)

DRAFT 2055 METROPOLITAN TRANSPORTATION PLAN (MTP)

The Augusta Regional Transportation Study Metropolitan Planning Organization (ARTS MPO) invites the public to participate in the 21-day review period (Thursday, July 17, 2025 through Thursday, August 7, 2025) of the Draft 2055 Metropolitan Transportation Plan (MTP).

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The Draft 2055 Metropolitan Transportation Plan (MTP) will be available online for public review from **Thursday July 17, 2025 through Thursday, August 7, 2025.**

The document can be viewed at: www.aikencountysc.gov under "News Updates".

Questions and comments regarding the Draft 2055 Metropolitan Transportation Plan (MTP) may be directed to Transportation Planner, Saralyn Yarborough, at 803-642-1520 or TPlanning@aikencountysc.gov.

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4-GAME FORECAST

AUGUSTA GREENJACKETS

Sat. July 19	Sun. July 20	Tues. July 22	Wed. July 23
at Myrtle Beach 6:05 p.m. MiLB.TV	at Myrtle Beach 6:35 p.m. MiLB.TV	at Hickory 7 p.m. MiLB.TV	at Hickory 7 p.m. MiLB.TV

ATLANTA BRAVES

Sat. July 19	Sun. July 20	Mon. July 21	Tues. July 22
vs. Yankees 7:15 p.m. FanDuel Sports South/SE	vs. Yankees 1:35 p.m. FanDuel Sports South/SE	vs. Giants 7:15 p.m. FanDuel Sports South/SE	vs. Giants 7:15 p.m. FanDuel Sports South/SE

Thousands protest bill weakening anti-corruption agencies in Ukraine

BY HANNA ARHIROVA AND VASILISA STEPANENKO
Associated Press

KYIV, Ukraine — Thousands of people gathered in Kyiv and other cities across Ukraine on Tuesday to urge the president to veto a controversial bill that threatens anti-corruption infrastructure. It marked the first major rally against the government in more than three years of war.

Ukraine 's parliament passed legislation that will tighten oversight of two key anti-corruption agencies, which critics say could significantly weaken their independence and give President Volodymyr Zelenskyy's circle greater sway over investigations. Zelenskyy signed the bill into law, according to the parliament's website late Tuesday.

Fighting entrenched corruption is crucial for Ukraine's bid to join the European Union and maintain access to billions of dollars in Western aid. The legislation's passage has triggered public outrage in Ukraine, with some saying it appeared to be a greater moral blow than the routine Russian drone and missile attacks.

The changes would grant the prosecutor general new authority over investigations and cases handled by the National Anti-Corruption Bureau of Ukraine (NABU) and the Specialized Anti-Corruption Prosecutor's Office (SAPO).

"In effect, if this bill becomes law, the head of SAPO will become a nominal figure, while NABU will lose its independence and turn into a subdivision of the prosecutor general's office," the agencies said in a joint statement on Telegram.

In a post on X, the EU's Enlargement Commissioner Marta Kos expressed concern over the vote in the parliament, called the Rada, calling it "a serious step back."

Kos added: "Independent bodies like NABU & SAPO are essential for Ukraine's EU path. Rule of Law remains in the very center of EU accession negotiations."

While rallies have taken place during the war in Ukraine, they have largely focused on the return of prisoners of war or missing people. Protests, however, remain a traditional form of public pressure in Ukraine, where two previous revolutions were victorious for the public.

"Corruption is a problem in any country, and it must always be fought," said Ihor Lachenkov, a blogger and activist who urged people to join the protest through his social media platforms, which reach more than 1.5 million followers.

"Ukraine has far fewer resources than Russia in this war," he said. "If we misuse them, or worse, allow them to end up in the pockets of thieves, our chances of victory diminish. All our resources must go toward the fight."

The Ukrainian branch of Transparency International criticized parliament's decision, saying it undermines one of the most significant reforms since what Ukraine calls its Revolution of Dignity in 2014 and damages trust with international partners.

The group urged Zelenskyy to veto the law, warning that otherwise he would share responsibility with the Rada for "dismantling Ukraine's anti-corruption infrastructure."

Many protesters carried signs reading "Veto the law," "Protect the anti-corruption system, protect Ukraine's future," or simply "We are against it."

The mood of anger and frustration among the war-weary Ukrainians prevailed in the crowd. Some protesters accused Ukraine's leadership of prioritizing loyalty and personal connections over the fight against corruption.

"Those who swore to protect the laws and the Constitution have instead chosen to shield their inner circle, even at the expense of Ukrainian democracy," said veteran Oleh Symoroz, sitting in a wheelchair because both his legs were amputated after he was wounded in 2022.

"Instead of setting an example of zero tolerance for corruption, the president is using his power to take control of criminal cases involving his allies," he said.

News from around the world



VASILIS PSOMAS/AP

A major forest fire burns in the village of Karteri, near Corinth, west of Athens, Greece, on Tuesday, July 22, 2025.

ASSOCIATED PRESS

Trump rehashes years-old grievances on Russia investigation

WASHINGTON — President Donald Trump is rehashing longstanding grievances over the Russia investigation that shadowed much of his first term. The Republican president lashed out Tuesday following a report from his intelligence director aimed at casting doubt on long-established findings about Moscow's interference in the 2016 election. Trump was not making his claims for the first time but delivered them when administration officials are harnessing the machinery of the federal government to investigate the targets of Trump's derision. A representative for former President Barack Obama, who Trump accused of treason, said the "bizarre allegations are ridiculous and a weak attempt at distraction."

A major forest fire in Greece forces several villages to evacuate

ATHENS, Greece — A major forest fire has broken out in Greece, and authorities have ordered several villages near Corinth, west of Athens, to evacuate. There are no immediate reports of casualties. Weather conditions are particularly tough for the 180 firefighters at the scene on Tuesday. A heatwave has sent temperatures to around 104 degrees in many parts of the country. Wildfires are frequent in Greece in summer, and the fire department has tackled dozens this year. Earlier Tuesday, a firefighting helicopter crashed into the sea while trying to take on water to tackle a separate fire near Athens. The three crew were rescued.

Trump says Philippines will pay 19% tariffs in deal struck with leader

WASHINGTON — President Donald Trump says he's reached a trade agreement with Philippine leader Ferdinand Marcos Jr. following a meeting at the White House. Trump said Tuesday that the U.S. will slightly drop its tariff rate for the Philippines without paying import taxes for what it sells there. The online announcement of a loose framework of a deal comes as the countries are seeking closer security and economic ties in the face of shifting geopolitics in the Indo-Pacific region. Marcos' government had indicated ahead of the meeting he was prepared to offer zero tariffs on some U.S. goods.

AFP journalists sound alarm about dire conditions faced by colleagues in Gaza

A group of journalists at Agence France-Presse is sounding the alarm about conditions faced by their colleagues working in Gaza, saying that without immediate intervention, the last reporters working there will die. AFP, The Associated Press and Reuters all have teams in Gaza to get out the news from a war-torn territory where Israel generally forbids outside journalists to enter. The AFP journalists said that one of its photographers in Gaza wrote over the weekend that he no longer has the strength to work for the media. Disease, danger from military strikes and, increasingly hunger is a pressing problem there.

Driver accused of ramming crowd charged with 37 counts of attempted murder

LOS ANGELES — Los Angeles prosecutors have announced charges in connection with a car crash outside a nightclub over the weekend that injured 37 people and led to the driver being shot. LA County District Attorney Nathan Hochman on Tuesday charged the driver, who was identified as 29-year-old Fernando Ramirez. Partygoers were leaving the Vermont Hollywood venue at the end of a reggae hip-hop event early Saturday when a vehicle rammed into the crowd. Injuries ranged from minor pain to serious fractures and lacerations, and some people were briefly trapped beneath the vehicle.

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TV Highlights

SATURDAY

AUSTRALIAN RULES FOOTBALL (MEN'S)

5:30 a.m. FS2 — AFL: Geelong at North Melbourne

1 a.m. (Sunday) FS2 — AFL: Melbourne at St. Kilda

AUTO RACING

5:55 a.m. ESPN — Formula 1: Sprint Race, Circuit of Spa-Francorchamps, Stavelot, Belgium

9:55 a.m. ESPN2 — Formula 1: Qualifying, Circuit of Spa-Francorchamps, Stavelot, Belgium

11:30 a.m. FS1 — NTT IndyCar Series: Practice, WeatherTech Raceway Laguna Seca, Monterey, Calif.

1 p.m. FS1 — Indy NXT Series: Qualifying, WeatherTech Raceway Laguna Seca, Monterey, Calif.

2:30 p.m. FS1 — NTT IndyCar Series: Qualifying, WeatherTech Raceway Laguna Seca, Monterey, Calif.

2:35 p.m. TRUTV — NASCAR Cup Series: Qualifying, Indianapolis Motor Speedway, Speedway, Ind.

4:30 p.m. CW — NASCAR Xfinity Series: The Pennzoil 250, Indianapolis Motor Speedway, Speedway, Ind.

4:30 p.m. FS1 — Indy NXT Series: The Grand Prix of Monterey - Race 1, WeatherTech Raceway Laguna Seca, Monterey, Calif.

6 p.m. FOX — NHRA: The Sonoma Challenge, Sonoma Raceway, Sonoma, Calif.

BIG3 BASKETBALL

1 p.m. CBS — Week 7: Houston Rig Hans vs. Miami 305, LA Riot vs. Detroit Amps, DMV Trilogy vs. Dallas Power, Boston Ball Hogs vs. Chicago Triplets, Cincinnati

BOXING

9 p.m. ESPN — Top Rank: Xander Zayas vs. Jorge Garcia (Junior Middleweights), New York

CFL FOOTBALL

7 p.m. CBSSN — Winnipeg at Toronto

CYCLING

6 a.m. PEACOCK — UCI: The Tour de France, Stage 20, Nantua / Pontarlier, France

8 a.m. NBC — UCI: The Tour de France, Stage 20, Nantua / Pontarlier, France

2 p.m. NBC — UCI: The Tour de France, Stage 20, Nantua / Pontarlier, France (Taped)

FOOTBALL

2 p.m. ESPN2 — Women's Football Alliance 2025 National Championship: D.C. Divas vs. St. Louis Slam, Canton, Ohio

GOLF

8 a.m. FS1 — LIV Golf League: Second Round, JCB Golf & Country Club, Rocester, England

8:30 a.m. GOLF — PGA Tour Champions: The ISPS HANDA Senior Open, Third Round, Sunningdale Golf Club (Old Course), Berkshire, England

10 a.m. FOX — LIV Golf League: Second Round, JCB Golf & Country Club, Rocester, England

Noon NBC — PGA Tour Champions: The ISPS HANDA Senior Open, Third Round, Sunningdale Golf Club (Old Course), Berkshire, England

1 p.m. GOLF — PGA Tour: The 3M Open, Third Round, TPC Twin Cities, Blaine, Minn.

3 p.m. CBS — PGA Tour: The 3M Open, Third Round, TPC Twin Cities, Blaine, Minn.

3 p.m. GOLF — 2025 U.S. Junior Amateur: Championship Match, Trinity Forest Golf Club, Dallas

HIGH SCHOOL LACROSSE (BOY'S)

8 p.m. ESPNU — All-America Senior Game: North Team vs. South Team, Baltimore

HIGH SCHOOL LACROSSE (GIRL'S)

5:30 p.m. ESPNU — All-America Senior Game: North Team vs. South Team, Baltimore

HIGH SCHOOL SOFTBALL

3 p.m. ESPNU — PGF U-18 Premier National Championship: TBD, Irvine, Calif.

10 p.m. ESPNU — PGF High School Senior All American Game: East vs. West, Irvine, Calif.

HORSE RACING

10 a.m. FS2 — The King George VI & Queen Elizabeth Stakes: From Ascot Racecourse, Ascot, England

12:30 p.m. FS2 — NYRA: Saratoga Live

3 p.m. FOX — The Jim Dandy Stakes: From Saratoga Race Course, Saratoga Springs, N.Y.

6 p.m. FS1 — NYRA: Saratoga Live

LACROSSE (MEN'S)

9 p.m. ESPN2 — PLL: Denver vs. Utah, Salt Lake City

MIXED MARTIAL ARTS

Noon ESPN — UFC Fight Night Prelims: Undercard Bouts, Abu Dhabi, United Arab Emirates

3 p.m. ABC — UFC Fight Night Main Card: Robert Whittaker vs. Reinier de Ridder (Middleweights), Abu Dhabi, United Arab Emirates

MLB BASEBALL

1 p.m. MLBN — Philadelphia at N.Y. Yankees (1:05 p.m.)

7 p.m. FOX — Regional Coverage: Cleveland at Kansas City OR LA. Dodgers at Boston

9:30 p.m. MLBN — Regional Coverage: Seattle at L.A. Angels (9:35 p.m.) OR N.Y. Mets at San Francisco (9:05 p.m.)

RUGBY (MEN'S)

6 a.m. CBSSN — International Union: Australia vs. British & Irish Lions, East Melbourne, Australia

RUGBY (WOMEN'S)

9:55 p.m. FS2 — Newcastle at Parramatta

11:40 p.m. FS2 — Brisbane at St. George

SOCCER (MEN'S)

4 p.m. NBC — Club Friendly: Everton vs. AFC Bournemouth, East Rutherford, N.J.

5 p.m. FS2 — Canadian Premier League: York United FC at Cavalry FC

7 p.m. ESPN2 — USL Jagermeister Cup Group Stage: Westchester SC at Detroit City FC, Group D

FS1 — MLS: FC Cincinnati at Inter Miami CF

8 p.m. FS2 — Canadian Premier League: Atletico Ottawa at Pacific FC

SOFTBALL

3 p.m. ESPN — Athletes Unlimited Postseason: Bandits vs. Talons, Championship - Game 1, Tuscaloosa, Ala.

TENNIS

8:30 a.m. TENNIS — Kitzbuhel-ATP Final

10:30 a.m. TENNIS — Prague-WTA Final; Washington-ATP/WTA Quarterfinals

Noon TENNIS — Washington-ATP/WTA Doubles Final

2:30 p.m. TENNIS — Washington-WTA Semifinals

7 p.m. TENNIS — Washington-ATP Semifinals

VOLLEYBALL (WOMEN'S)

10 a.m. CBSSN — FIVB Nations League: Italy vs. Poland, Semifinal, Lodz, Poland

2 p.m. CBSSN — FIVB Nations League: Brazil vs. Japan, Semifinal, Lodz, Poland

WNBA BASKETBALL

7 p.m. NBATV — Los Angeles at New York

SUNDAY

AUTO RACING

8:55 a.m. ESPN — Formula 1: The Moet & Chandon Belgian Grand Prix, Circuit of Spa-Francorchamps, Stavelot, Belgium

10 a.m. CBSSN — FIM Motocross World Championship: The MX2, Loket, Czechia

11 a.m. CBSSN — FIM Motocross World Championship: The MXGP, Loket, Czechia

Noon CBS — ABB FIA Formula E World Championship: The Fantastic 4 London E-Prix - Round 16, London

Noon CBSSN — FIM Junior Motocross: World Championship, Loket, Czechia

Noon FS2 — NTT IndyCar Series: Warmup, WeatherTech Raceway Laguna Seca, Monterey, Calif.

1 p.m. FS1 — Indy NXT Series: The Grand Prix of Monterey - Race 2, WeatherTech Raceway Laguna Seca, Monterey, Calif.

2 p.m. TNT/TRUTV — NASCAR Cup Series: The Championship Round - Brickyard 400 Presented by PPG, Indianapolis Motor Speedway, Speedway, Ind.

3 p.m. FOX — NTT IndyCar Series: The Java House Grand Prix of Monterey, WeatherTech Raceway Laguna Seca, Monterey, Calif.

3 p.m. FS1 — NHRA: Qualifying, Sonoma Raceway, Sonoma, Calif. (Taped)

4 p.m. FS1 — NHRA: The Denso Sonoma Nationals presented by PowerEdge, Sonoma Raceway, Sonoma, Calif.

BASKETBALL (MEN'S)

7 p.m. FS1 — The Basketball Tournament: Fail Harder vs. We Are D3, Quarterfinal, Wichita, Kan.

9 p.m. FS1 — The Basketball Tournament: AfterShocks vs. Heartfire, Quarterfinal, Wichita, Kan.

CYCLING

9:30 a.m. PEACOCK — UCI: The Tour de France, Final Stage, Mantes-la-Ville/ Paris Champs-Elysees, France

2 p.m. NBC — UCI: The Tour de France, Final Stage, Mantes-la-Ville/ Paris Champs-Elysees, France (Taped)

GOLF

8 a.m. FS1 — LIV Golf League: Final Round, JCB Golf and Country Club, Derbyshire, England

8:30 a.m. GOLF — PGA Tour Champions: The ISPS HANDA Senior Open, Final Round, Sunningdale Golf Club (Old Course), Berkshire, England

10 a.m. FOX — LIV Golf League: Second Round, JCB Golf and Country Club, Derbyshire, England

Noon NBC — PGA Tour Champions: The ISPS HANDA Senior Open, Final Round, Sunningdale Golf Club (Old Course), Berkshire, England

1 p.m. GOLF — PGA Tour: The 3M Open, Final Round, TPC Twin Cities, Blaine, Minn.

3 p.m. CBS — PGA Tour: The 3M Open, Final Round, TPC Twin Cities, Blaine, Minn.

HORSE RACING

1 p.m. FS2 — NYRA: America's Day at the Races

2 p.m. FS1 — NYRA: America's Day at the Races

3 p.m. FS2 — NYRA: America's Day at the Races

MLB BASEBALL

1:30 p.m. MLBN — 2025 Hall of Fame Induction Ceremony: From Cooperstown, N.Y.

7 p.m. ESPN/ESPN2 — N.Y. Mets at San Francisco

RODEO

1:30 p.m. CBS — PBR: Camping World Team Series, Duluth, Ga. (Taped)

SOCCER (MEN'S)

7:25 a.m. CBSSN — Club Friendly: Arsenal vs. Newcastle, Singapore

SOCCER (WOMEN'S)

Noon FOX — UEFA Euro 2025 Championship: England vs. Spain, Final, Basel, Switzerland

SOFTBALL

2 p.m. ESPN — Athletes Unlimited Postseason: Talons vs. Bandits, Championship - Game 2, Tuscaloosa, Ala.

TENNIS

10 a.m. TENNIS — Umag-ATP Final

Noon TENNIS — Washington-ATP Doubles Final

2:30 p.m. TENNIS — Washington-WTA Final

5 p.m. TENNIS — Washington-ATP Final

7 p.m. TENNIS — Canada-ATP/WTA Early Rounds

TRACK AND FIELD

4 p.m. NBC — Grand Slam Track: Day 3, Los Angeles

VOLLEYBALL (WOMEN'S)

3 p.m. CBSSN — FIVB Nations League: TBD, Final, Lodz, Poland

WNBA BASKETBALL

1 p.m. CBSSN — Golden State at Connecticut

3 p.m. ABC — Indiana at Chicago

7 p.m. NBATV — Atlanta at Minnesota

YOUTH SOCCER

7:30 a.m. ESPNU — U.S. Youth Soccer National Championships: TBD, U-19 Boys Finals, Orlando, Fla.

10:30 a.m. ESPNU — U.S. Youth Soccer National Championships: TBD, U-19 Girls Finals, Orlando, Fla.

SCOREBOARD

3M Open Scores

Thursday
At TPC Twin Cities
Blaine, Minn.
Purse: $8.4 million
Yardage: 7,431; Par: 71
First Round

Adam Svensson	30-30—60
Thorbjorn Olesen	32-30—62
Sam Stevens	30-32—62
Chris Gotterup	32-31—63
Chad Ramey	34-29—63
Matti Schmid	31-32—63
Zac Blair	31-33—64
Chris Kirk	33-31—64
Jake Knapp	32-32—64
Brendan Valdes	28-36—64
Ricky Castillo	35-30—65
Pierceson Coody	34-31—65
Rickie Fowler	33-32—65
Emiliano Grillo	32-33—65
Kurt Kitayama	32-33—65
Victor Perez	32-33—65
Matt Wallace	31-34—65
also	
Kevin Kisner	**34-33—67**

MLB Glance

AMERICAN LEAGUE

East Division	W	L	Pct	GB
Toronto	61	42	.592	—
New York	56	46	.549	4½
Boston	55	49	.529	6½
Tampa Bay	53	50	.515	8
Baltimore	45	57	.441	15½
Central Division				
Detroit	60	44	.577	—
Cleveland	51	51	.500	8
Kansas City	50	53	.485	9½
Minnesota	49	53	.480	10
Chicago	37	66	.359	22½
West Division				
Houston	60	43	.583	—
Seattle	55	48	.534	5
Texas	53	50	.515	7
Los Angeles	49	54	.476	11
Athletics	43	62	.410	18

NATIONAL LEAGUE

East Division	W	L	Pct	GB
New York	59	44	.573	—
Philadelphia	58	44	.569	½
Miami	48	53	.475	10
Atlanta	44	57	.436	14
Washington	41	61	.402	17½
Central Division				
Milwaukee	61	41	.598	—
Chicago	60	42	.588	1
Cincinnati	53	50	.515	8½
St. Louis	53	51	.510	9
Pittsburgh	42	61	.408	19½
West Division				
Los Angeles	60	43	.583	—
San Diego	55	48	.534	5
San Francisco	54	49	.524	6
Arizona	50	53	.485	10
Colorado	26	76	.255	33½

AMERICAN LEAGUE

Saturday's Games

Philadelphia (Suárez 7-4) at N.Y. Yankees (Stroman 2-1), 1:05 p.m.
Toronto (Gausman 7-7) at Detroit (Skubal 10-3), 6:10 p.m.
Tampa Bay (Pepiot 6-8) at Cincinnati (Abbott 8-1), 6:40 p.m.
Atlanta (Holmes 4-9) at Texas (Rocker 4-4), 7:05 p.m.
Colorado (Senzatela 4-13) at Baltimore (Rogers 3-1), 7:05 p.m.
Athletics (Lopez 3-6) at Houston (Brown 9-4), 7:10 p.m.
Chicago Cubs (Horton 3-3) at Chicago White Sox (Civale 2-6), 7:10 p.m.
Washington (Parker 6-10) at Minnesota (Ryan 10-4), 7:10 p.m.
Cleveland (Bibee 6-9) at Kansas City (Bubic 8-6), 7:15 p.m.
L.A. Dodgers (Kershaw 4-1) at Boston (Crochet 11-4), 7:15 p.m.
Seattle (Kirby 4-5) at L.A. Angels (Anderson 2-6), 9:38 p.m.

Sunday's Games

Colorado at Baltimore, 1:35 p.m.
L.A. Dodgers at Boston, 1:35 p.m.
Philadelphia at N.Y. Yankees, 1:35 p.m.
Tampa Bay at Cincinnati, 1:40 p.m.
Toronto at Detroit, 1:40 p.m.
Athletics at Houston, 2:10 p.m.
Chicago Cubs at Chicago White Sox, 2:10 p.m.
Cleveland at Kansas City, 2:10 p.m.
Washington at Minnesota, 2:10 p.m.
Atlanta at Texas, 2:35 p.m.
Seattle at L.A. Angels, 4:07 p.m

NATIONAL LEAGUE

Saturday's Games

Philadelphia (Suárez 7-4) at N.Y. Yankees (Stroman 2-1), 1:05 p.m.
Arizona (Kelly 9-5) at Pittsburgh (Heaney 4-9), 6:40 p.m.
Tampa Bay (Pepiot 6-8) at Cincinnati (Abbott 8-1), 6:40 p.m.
Atlanta (Holmes 4-9) at Texas (Rocker 4-4), 7:05 p.m.
Colorado (Senzatela 4-13) at Baltimore (Rogers 3-1), 7:05 p.m.
Chicago Cubs (Horton 3-3) at Chicago White Sox (Civale 2-6), 7:10 p.m.
Miami (Junk 4-2) at Milwaukee (Quintana 7-3), 7:10 p.m.
Washington (Parker 6-10) at Minnesota (Ryan 10-4), 7:10 p.m.
L.A. Dodgers (Kershaw 4-1) at Boston (Crochet 11-4), 7:15 p.m.
San Diego (Vásquez 3-4) at St. Louis (Liberatore 6-7), 7:15 p.m.
N.Y. Mets (Peterson 6-4) at San Francisco (Ray 9-4), 9:05 p.m.

Sunday's Games

Arizona at Pittsburgh, 1:35 p.m.
Colorado at Baltimore, 1:35 p.m.
L.A. Dodgers at Boston, 1:35 p.m.
Philadelphia at N.Y. Yankees, 1:35 p.m.
Tampa Bay at Cincinnati, 1:40 p.m.
Chicago Cubs at Chicago White Sox, 2:10 p.m.
Miami at Milwaukee, 2:10 p.m.
Washington at Minnesota, 2:10 p.m.
San Diego at St. Louis, 2:15 p.m.
Atlanta at Texas, 2:35 p.m.
N.Y. Mets at San Francisco, 7:10 p.m.

Single-A Carolina League Glance

Second Half
North Division

	W	L	Pct	GB
Carolina (Milwaukee)	18	7	.720	—
Fredericksburg (Wash)	15	10	.600	3
Fayetteville (Houston)	12	14	.462	6½
x-Lynchburg (Cleveland)	11	15	.423	7½
Salem (Boston)	10	17	.370	9
Delmarva (Baltimore)	8	19	.296	11
South Division				
Myrtle Beach (Cubs)	19	7	.731	—
Hickory (Texas)	17	10	.630	2½
Charleston (Tampa Bay)	15	10	.600	3½
Augusta (Atlanta)	13	14	.481	6½
Kannapolis (White Sox)	11	16	.407	8½
x-Columbia (Kansas)	8	18	.308	11

x-first half winner

Saturday's Games

Augusta at Hickory, 5 p.m.
Kannapolis at Carolina, 5 p.m.
Columbia at Myrtle Beach, 6:05 p.m.
Charleston at Salem, 6:35 p.m.
Lynchburg at Delmarva, 7:05 p.m.
Fayetteville at Fredericksburg, 7:05 p.m.

Sunday's Games

Kannapolis at Carolina, 1 p.m.
Charleston at Salem, 1:05 p.m.
Augusta at Hickory, 2 p.m.
Lynchburg at Delmarva, 5:05 p.m.
Fayetteville at Fredericksburg, 6:05 p.m.
Columbia at Myrtle Beach, 6:35 p.m.

4-GAME FORECAST

AUGUSTA GREENJACKETS

Sat. July 26	Sun. July 27	Tues. July 29	Wed. July 30
at Hickory 5 p.m. MiLB.TV	at Hickory 2 p.m. MiLB.TV	**vs. Carolina 7:05 p.m.** ***'50s Night***	**vs. Carolina 7:05 p.m.** ***'60s Night***

ATLANTA BRAVES

Sat. July 26	Sun. July 27	Mon. July 28	Tues. July 29
at Rangers 7:05 p.m. FanDuel Sports South/SE	at Rangers 2:35 p.m. FanDuel Sports South/SE	at Royals 7:40 p.m. FanDuel Sports South/SE	at Royals 7:40 p.m. FanDuel Sports South/SE

Gil Thorp





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HEART

from A1

Skylar had what is known as dilated cardiomyopathy. It can sometimes be caused by a viral infection that ensnares the heart, although so far there is no evidence it was related to the flu she seemed to have earlier. There are some intriguing genetic possibilities, as well — Courtney's older brother received a heart transplant as an adult and is doing well. Sometimes a toxic effect sets things off, or there is an underlying neuromuscular disease.

But her case actually isn't that unusual — only about a third of cases in children have a definitive cause. The rest remain a mystery, according to a 2019 study in Nature Reviews Disease Primers.

Then came Chance

The first hope was medication, giving her heart a chance to recover while it received some support, perhaps regaining the needed strength on its own. But Skylar wasn't improving after a couple of weeks.

The next discussion was a device to help, known as a left ventricular assist device. It is a pump surgically implanted in the patient's chest to assist the heart in pumping blood to the body. It is also attached to an external battery to make it portable.

Skylar's heart seemed to respond positively after she got the device. But Skylar didn't like it.

"It was scary," she said. "Because it's a whole machine inside you that can stop at any moment, at any point in time." Even though the device has batteries that can last several hours before they must be recharged, Skylar never trusted them.

"If she saw a charge go down, she would panic," Courtney said. "She would say, 'OK, I got to get it plugged into the wall.' "

It meant she couldn't swim, which Skylar also hated. Plus, she could hear it and feel it in her chest as she tried to sleep, "going round and round and round and round," she said. "It just felt weird."

But by March, Skylar was not the family's most pressing medical patient.

Courtney was several months pregnant when Skylar first got sick.

"I was huuuge walking around the hospital while she was going through all of this," Courtney said.

When her day arrived, "by the grace of God," the family was actually back in Columbia, where they had planned to give birth. Skylar now had a little brother named Chance.

'First to go'

Chance, unlike Skylar, seemed to like the heart device. She would lay him down on her chest and he appeared to like the soft sound of the whirring as he fell to sleep.

Skylar seemed to do well for a few months. Her heart appeared to be recovering, getting stronger, and her doctors started discussing whether she was doing well enough to take her off the assist device.

But then that decision was taken out of their hands. The machine began to falter. An apparent blood clot gummed it up. It would have to come out, and quickly.

That emergency removal in mid-May also revealed another problem: Skylar's kidneys had begun to fail.

It is actually a well-known potential side effect of the assist devices, said Dr. Katherine Twombley, who oversees Skylar's kidney care. The kidneys are accustomed to the pulsing blood flow from a beating heart, and the assist devices tend to give a more continuous flow. For whatever reason, the kidneys hate that.

They are often the first sign the body is in serious trouble.

"I always tell my families, the kidneys are the first to go and the last to come back when someone is sick," Twombley said.

It makes sense from a survival standpoint — you can't be deprived of your brain or your heart, but you can go without kidneys for a few days, if necessary.

Skylar's body was now left on its own as doctors watched to see if her heart would continue to strengthen, if her kidneys would recover over the summer.

For a while, her body seemed to be pulling out of it.

Then in July 2024, as her condition worsened, Skylar was placed on the heart transplant list. She had been evaluated for it since her doctors began looking at an assist device, and doctors had discussed the possibility with her parents. It is a complex and time-consuming process.

MUSC waits until it is clear the patient needs it and will meet the clinical criteria, said Henderson, medical director for the pediatric advanced cardiac therapies team.

Soon, there would be another complication.

Skylar's kidneys continued to falter. On imaging, doctors could see them shriveling in her body and becoming scarred, struggling to keep up.

Skylar was on continual dialysis, and she went on the heart-kidney transplant list, which would ideally mean both organs from the same donor to reduce the risk of rejection.

Courtney, Skylar's mother, remembers the early discussion on a heart transplant and how open-ended the wait could be: maybe months, maybe a year or longer.

Now, she said, "We figured our wait was going to be even longer than that."

It would be the first time MUSC had attempted a heart-kidney transplant in a child, and a first for the state.

But from the standpoint of her doctors, it wasn't as complicated as it sounds. The heart transplant team has its protocols and the criteria it uses to evaluate donors; the kidney transplant team has theirs. As it turned out, a lot of their criteria matched up. After meetings, they were quickly on the same page and ready to proceed.

The question then became: Would Skylar be able to wait for the right donor?

A late gift

In August, as she was also undergoing dialysis, it became apparent that Skylar was going to need another heart assist device. This time, she was implanted with an Impella cardiac device that could help Skylar's heart pump blood to the rest of her body. There was only one problem: It's a temporary device, said Dr. Matteo Trezzi, a pediatric cardiothoracic surgeon at MUSC.

"It's approved only for 15 days total," and was intended only as a "bridge" to get Skylar through to a heart transplant. But no donor appeared in the 15 days.

Or the week after.

Or the week after that.

Doctors kept watch over her in the hospital as the days stretched on. Nurses and aides came by and did her nails or she would do theirs. They did her hair, flat-ironing it or putting it up in buns, anything to keep her from climbing the walls of her room or falling into depression.

Her whole family — her mother, father, grandmothers, a sister-in-law, cousins — would make the trip to Charleston and rotate through Skylar's room on different days so that someone was always with her.

"It was all hands on deck," Courtney said.

Then, suddenly, Skylar was wracked with pain in her midsection. Doctors discovered she had pancreatitis, where the pancreas, a small organ near the stomach, becomes inflamed with infection. They sent her to the intensive care unit. And because she was too sick to undergo a transplant, she went on temporary inactive status.

It was a dark time for everyone. What if, after waiting these weeks, the perfect organs came along now, and she couldn't accept them, Courtney thought. The staff seemed "discombobulated" that the bubbly, energetic girl had been replaced by one in obvious pain, she said.

"It was a tough time for her team, too," said Henderson, her cardiologist. Those on heart assist devices are at twice the normal risk for the infection. They do worse, and take longer to heal.

"Every day was like a challenge for her," Trezzi said, as the wait went on.

Finally, after two weeks, on Halloween, she was well enough to go back on active status. Courtney took it as a sign that the organs would soon come because Oct. 31 is also a momentous day for Skylar.

"We were praying that her heart and kidney would come as a birthday gift," she said.

But the day passed without a call.

'New beginning'

Then, one morning, Dr. Andrew Savage of the pediatric advanced therapies team popped into the room. Courtney was expecting an update on Skylar's medicine. There's a possibility, he said. Don't run out and tell everyone, but they were running some tests and it might be tonight.

"I will never forget that morning, Nov. 13, 9:45 a.m.," Courtney said.

She immediately went down to the chapel to pray. They had leaned on their faith since Skylar first became sick. In the family's dining room hangs a sign, a reminder, "Angels are watching over you." Bible verses adorned her hospital walls, including Philippians 4:13: "I can do all things through Christ who strengthens me."

"That was our go-to," Courtney said.

By mid-afternoon, Savage was back and gave them a thumbs up. The surgeries were on for that night.

What should have been a long night, surprisingly, seemed to fly by for Courtney and Michael as they waited.

"It went really quick," Michael said.

After about 10 hours to transplant her new heart, the surgery team closed up her chest and took her to the ICU. After a few hours and with good blood flow established, they brought Skylar back to the operating room and implanted her new kidney.

The new kidney plumped up and responded right away, working "better than we expected," Twombley said.

Back in his daughter's room, Michael could see something had changed in her. When they were wheeling her out for surgery, Skylar looked sick, not herself.

"It was like I was seeing a different person," he said. Looking at her recovering, "it was like something new. New start, new beginning."

As she lay in a room recovering, Skylar had a full-circle moment without knowing it. The nurse watching over her, Susan Ballard, was the nurse who first admitted her to the hospital 15 months before.

She could see the difference, as well.





Public Hearing Notice

City of Aiken

Solicitation of Comments for
HUD Section 108 Loan Application Amendment

The City of Aiken will hold a Public Hearing on **Thursday, July 31, 2025**, at the Smith Hazel Recreation Center located at 400 Kershaw St NE from 5pm to 6pm to solicit comments beginning August 1 to September 1, 2025.

In accordance with the City's Citizen Participation Plan, the Public Hearing is to inform residents within the city limits of Aiken of its plans to amend an existing Section 108 Loan received from the SC Department of Housing and Urban Development (HUD) and receive public comments. The amendment involves the change in project description and location for the use of the remaining $499,000.00 of the grant funds.

For individuals needing special assistance or a sign interpreter to participate in the meeting, please call (803) 642-7606 within 48 hours prior to the Public Hearing. Any comments should be submitted in writing on or before September 1, 2025, to Sabina Craig, Director of Neighborhood Services, City of Aiken, PO Box 1177, Aiken, SC 29802 or scraig@cityofaikensc.gov.

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FILE/DARRON CUMMINGS/AP

A Planned Parenthood sign is displayed on the outside of the clinic, Aug. 1, 2023, in Indianapolis.

22 states sue over funding cuts to Planned Parenthood

BY SOPHIE AUSTIN
Associated Press/Report for America

SACRAMENTO, Calif. — More than 20 mostly Democratic-led states sued the Trump administration Tuesday over its efforts to cut Medicaid payments to the nation's largest abortion provider — Planned Parenthood.

The move comes in response to the package of tax breaks and spending cuts Trump signed earlier this month. A portion of the new cuts are focused on services such as cancer screenings and tests, birth control and treatment for sexually transmitted infections — by ending Medicaid reimbursements for a year for major providers of family planning services.

The cuts apply to groups that received more than $800,000 from Medicaid in 2023. The goal was to target Planned Parenthood, but the legislation also affected a major medical provider in Maine.

California, New York, Connecticut, other states and Washington, D.C. argue in a complaint filed in the U.S. District Court for Massachusetts that the provision's language is unclear about which groups it applies to. They also say it retaliates against Planned Parenthood for advocating for abortion access, violating the free speech clause of the First Amendment.

The states are asking that the portion of the law be blocked and deemed unconstitutional.

The cuts threaten health care access for many low-income Americans, California Attorney General Rob Bonta said at a news conference.

"This attack isn't just about abortion," the Democrat said. "It's about denying vulnerable communities access to care they rely on every day."

But the U.S. Department of Health and Human Services, named a defendant in the suit, defended the provision.

"States should not be forced to fund organizations that have chosen political advocacy over patient care," spokesperson Andrew G. Nixon said in an email. "It is a shame that these democrat attorney generals seek to undermine state flexibility and disregard longstanding concerns about accountability."

Maine Family Planning, which operates 18 clinics offering a range of services across the state, and Planned Parenthood Federation of America filed separate lawsuits earlier this year challenging the cuts. Planned Parenthood said although it is not specifically named in the law, the provision was meant to affect its nearly 600 centers in 48 states. About a third of those clinics risk closure because of the legislation, which would strip care from more than 1 million patients, the group argues.

A federal judge on Monday ruled Planned Parenthood clinics nationwide must continue to receive Medicaid reimbursements.

Maine Family Planning said it had enough in its reserves to keep seeing patients covered by Medicaid without reimbursements only through October. About half of the group's patients not seeking abortions are enrolled in Medicaid.

The states' suit filed Tuesday argues that by pushing Planned Parenthood clinics to close or cut services, it could increase the states' medical care costs in the long term. Otherwise the cuts will make states use their own funds to keep health centers open.

"Either we have to comply and violate Planned Parenthood's constitutional rights and then push people to alternative providers that don't exist, who don't have the capacity to pick up the slack, or we have to spend upwards of $6 million or more to cover (those services)," said William Tong, Connecticut's Democratic attorney general.

U.S. health officials crack down on kratom-related products

BY MATTHEW PERRONE
Associated Press

WASHINGTON — U.S. health officials are warning Americans about the risks of an opioid-related ingredient increasingly added to energy drinks, gummies and supplements sold at gas stations and convenience stores, recommending a nationwide ban.

The chemical, known as 7- hydroxymitragynine, is a component of kratom, a plant native to Southeast Asia that has gained popularity in the U.S. as an unapproved treatment for pain, anxiety and drug dependence.

In recent months, dietary supplement companies that sell kratom have been urging the Food and Drug Administration to crack down on the products containing 7-OH, portraying it as a dangerously concentrated, synthetic form of the original ingredient.

The FDA action "is not focused on natural kratom leaf products," according to a statement Tuesday by the U.S. Department of Health and Human Services.

The agency said it was releasing a report to educate about the risks of "7-OH and its distinction from the kratom plant leaf." Regulators are also recommending that the ingredient be placed on the federal government's most restrictive list of illegal drugs, which includes LSD and heroin.

"7-OH is an opioid that can be more potent than morphine," said FDA Commissioner Marty Makary. "We need regulation and public education to prevent another wave of the opioid epidemic."

The agency's recommendation will be reviewed by the Drug Enforcement Administration, which sets federal rules for high-risk drugs including prescription medicines and illicit substances. A national ban wouldn't take effect until the agency drafts and finalizes new rules governing the ingredient.

Police officer, executive among those killed in N.Y. shooting

BY DAVE COLLINS
Associated Press



YUKI IWAMURA/AP

A make shift memorial is set up outside scene of Monday's deadly shooting, Tuesday, July 29, 2025, in New York.

An off-duty New York City police officer and an executive at an investment firm were among the four people killed by a gunman at a Manhattan office tower.

The officer, Didarul Islam, was working a corporate security detail Monday at the midtown skyscraper that is home to the headquarters of both the NFL and Blackstone, one of the world's largest investment firms. Blackstone confirmed that Wesley LePatner, a senior managing director specializing in real estate, was fatally shot. Security officer Aland Etienne was also killed, his labor union said.

The Rudin family, which owns the building and Rudin Management, said in a statement that one of their employees was a victim of the shootings but did not disclose the person's name at the request of relatives. Police officials said a woman was found dead on the building's 33rd floor in Rudin's offices.

NFL Commissioner Roger Goodell said in a memo to staff that an employee at the league's headquarters was seriously wounded and in stable condition at a hospital but all other workers were safe. He did not name the person.

Authorities identified the shooter as Shane Tamura, 27, of Las Vegas, and believe he was trying to get to the NFL offices but took the wrong elevator. Mayor Eric Adams said police found a note suggesting he had a grievance against the NFL over a claim that he suffered from chronic traumatic encephalopathy, a degenerative brain disease that has been linked to concussions in contact sports but can't be diagnosed until death. He had played high school football in California about a decade ago.

Police officer

Islam, who had been a New York City police officer for 3½ years, worked out of a precinct in the Bronx, where he lived with his family, officials said. The 36-year-old immigrant from Bangladesh was married with two young sons and a third child on the way, police Commissioner Jessica Tisch said at a news conference.

Tisch said the gunman immediately opened fire on Islam in the building's lobby.

"He was doing the job that we asked him to do. He put himself in harm's way. He made the ultimate sacrifice," she said. "He died as he lived: a hero."

Well-wishers visited Islam's home Tuesday, many carrying takeout food for relatives gathered inside. Across the street, a public school where one or more of Islam's children attended displayed a poster praising him as a loving parent and NYPD hero. Acquaintances from his mosque also stopped by to pay their respects.

"He was a very friendly guy and a hardworking guy," said Tanjim Talukdar, who knew him best from Friday prayers, but would always get a greeting when they met on the street. "Whenever I see him or he sees me he says, 'How are you, my brother?'"

"I was really shocked to see the news," he said.

Blackstone executive

LePatner, 43, was Blackstone's global head of core plus real estate and chief executive officer of Blackstone Real Estate Income Trust, the firm said. She joined the company in 2014 after working for more than a decade at Goldman Sachs, where she also handled real estate.

She graduated summa cum laude from Yale University in 2003 with a bachelor's degree in history and served on the boards of several organizations, including The Metropolitan Museum of Art, the firm said. A company statement said executives and other employees were devastated by her death and described her as "brilliant, passionate, warm, generous and deeply respected."

LePatner's family said their hearts were broken and asked that their privacy be respected as they mourn. They also offered condolences to other families who lost loved ones in the shooting.

"We cannot properly express the grief we feel upon the sudden and tragic loss of Wesley," they said in a statement. "She was the most loving wife, mother, daughter, sister and relative, who enriched our lives in every way imaginable. To so many others, she was a beloved, fiercely loyal and caring friend, and a driven and extraordinarily talented professional and colleague."

Author Bruce Feiler said in a Facebook post that he was shocked, saddened and furious over LePatner's death. He said they served together on a board at Yale.

"At 43, she was the most effortless and impressive person — you wanted to follow her wherever she went," he wrote. "A mentor to young women and generous friend to everyone who knew her, she was on the board of her children's Jewish day school, recently joined the board of The Met, and just felt in every way like the kind of leader we all want and need in these unsettling times."

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- **In Person:** Attend a public meeting. *Information below*

ARTS will host a public information meeting to review the Draft Recommendations. The project team will be available to review the Draft Recommendations, answer questions, and accept comments.

Aiken County
Tuesday, August 5, 2025 | 6:00 pm to 7:30 pm
Aiken County Government Center
Sandlapper Room, First Floor
1930 University Pkwy.
Aiken, SC 29801

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact Teowonna Clifton at teowonna.clifton@wsp.com to coordinate services to participate in the public comment period. Services include language, visual, and audio interpretation services.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021. Current ARTS Public Involvement guidance can be found at: https://www.augustaga.gov/DocumentCenter/View/19411/Public-Participation-Plan-01302025

Foreclosure / Sheriff Sales

NOTICE OF SALE UNDER POWER

Under and by virtue of the Power of Sale contained in that certain Deed to Secure Debt and Security Agreement dated April 26, 2022, given by T. Chastin Grace, Jr., LLC (hereinafter, "Grantor") to Georgia's Own Credit Union, as recorded on April 29, 2022 in Deed Book 14246, Page 5, Superior Court of Columbia County, Georgia records (hereinafter the "Security Deed"), with said Security Deed having been given to secure that certain Promissory Note dated April 26, 2022, made by Grantor in favor of Georgia's Own Credit Union in the original principal amount of Two Million Three Hundred Sixteen Thousand Seven Hundred Fifty and 00/100 Dollars ($2,316,750.00) with interest thereon as provided therein (hereinafter, the "Note").

There will be sold by the undersigned at public outcry to the highest bidder for cash before the Courthouse door at Columbia County, Georgia within the legal hours of sale on Tuesday, August 5, 2025, the following described properties:

All that tract or parcel of land with improvements thereon, situate, lying and being in the State of Georgia, County of Columbia being known and designated as Lot 15, Jones Crossing Subdivision, as shown on a plat recorded in the office of the Clerk of Superior Court Columbia County, Georgia, in Plat Cabinet D, Slide 167, #2; reference is hereby made to said plat for a more complete and accurate description as to the metes and bounds and location of said property.

AND ALSO

All that lot or parcel of land with improvements thereon, situate, lying and being in the State of Georgia, County of Columbia being known and designated as Lot 15-A, Jones Crossing Subdivision, containing 0.27 acre, more or less, as shown on a plat prepared for Crowell & Co., Inc. by Southern Partners, Inc., dated June 26, 2008, revised March 31, 2009, a copy of which is recorded in the Office of the Clerk of Superior Court of Columbia County, Georgia, in Plat Cabinet "F", Slide 197, #3; reference is hereby made to said plat for a more complete and accurate description as to the metes, bounds and location of said property.

Together with all fixtures and personal property attached to and constituting a part of said property as referred to in the Security Deed and any exhibits thereto.

Being improved property known as 908 Nerium Trail, Evans, Georgia 30809.

AND

ALL THAT TRACT or parcel of land lying and being in Columbia County, Georgia, containing 0.06 acres, more or less, and being known as designated Lot 14-E, Parcel "E", Applecross Subdivision, upon a plat thereof prepared by H. Lawson Graham & Associates, Inc., as more particularly depicted on a plat recorded in Plat Cabinet D, Slide 22 #4, Records of Columbia County, Georgia, which plat is incorporated herein by reference hereto.

TOGETHER WITH those easement rights arising under that certain Declaration of Rights, Restrictions Affirmative Obligations and Conditions Applicable to Applecross Ltd., a Georgia corporation, dated July 28, 1997, filed for record September 23, 1997 at 3:31 p.m., recorded in Deed Book 1906, Page 330, Records of Columbia County, Georgia; as amended by that certain Deed by Applecross, Ltd., filed for record July 21, 1999 at 2:03 p.m., recorded in Deed Book 2299, Page 276, aforesaid Records; as further amended by that certain Supplemental Amendment to a Declaration of Rights, Restrictions Affirmative Obligations, and Conditions by Applecross Ltd., filed for record July 21, 1999 at 2:03 p.m., recorded in Deed Book 2299, Page 278, aforesaid Records.

ALSO TOGETHER WITH those easement rights arising under that certain Declaration of Covenants and Restrictions Providing for Applecross Homeowners Association, Inc., by Applecross, Ltd., a Georgia corporation, dated July 28, 1997, filed for record September 23, 1997 at 3:31 p.m., recorded in Deed Book 1906, Page 337, aforesaid Records.

Together with all fixtures and personal property attached to and constituting a part of said property as referred to in the Security Deed and any exhibits thereto.

Being improved property known as 203 Applecross Drive, Martinez, Georgia 30907.

AND

ALL THAT TRACT or parcel of land lying and being in Columbia County, Georgia, being designated as Lot 22, Block E, Section Two, Forest Creek Subdivision, as more particularly depicted on a plat recorded in Plat Book 15, Page 7, Records of Columbia County, Georgia and transferred to Plat Cabinet AA, Slide 335 #1, aforesaid Records, which plat is incorporated herein by reference hereto.

Together with all fixtures and personal property attached to and constituting a part of said property as referred to in the Security Deed and any exhibits thereto.

Being improved property known as 544 Crystal Creek East, Martinez, Georgia 30907.

AND

ALL THAT TRACT or parcel of land lying and being in Columbia County, Georgia, originally known and described as Unit 4 of Building 7 of the Stevens Creek Townhouses as shown on a plat prepared by James G. Swift and Associates dated October 21, 1975, as more particularly depicted on a plat recorded in Plat Book 5, Page 194, Records of Columbia County, Georgia; as transferred to that certain plat recorded in Plat Cabinet AAA, Slide 350 #3, aforesaid Records, which plat is incorporated herein by reference hereto.

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Together with all fixtures and personal property attached to and constituting a part of said property as referred to in the Security Deed and any exhibits thereto.

Being improved property known as 3509 Prestwick Drive, Martinez, Georgia 30907.

AND

ALL THAT TRACT or parcel of land lying and being in Columbia County, Georgia, being known and designated as Lot 27, Parcel I, Applecross Subdivision, as more particularly depicted on a plat recorded in Plat Cabinet D, Slide 12, #5, Records of Columbia County, Georgia, which plat is incorporated herein by reference hereto.

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Together with all fixtures and personal property attached to and constituting a part of said property as referred to in the Security Deed and any exhibits thereto.

Being improved property known as 3602 Cullen Drive, Martinez, Georgia 30907.

AND

ALL THAT TRACT or parcel of land lying and being in Columbia County, Georgia, being known and designated as Lot 26, Parcel I, Applecross Subdivision, as more particularly depicted on a plat recorded in Plat Cabinet D, Slide 12, #5, Records of Columbia County, Georgia, which plat is incorporated herein by reference hereto.

TOGETHER WITH those easement rights arising under that certain Declaration of Rights, Restrictions Affirmative Obligations and Conditions Applicable to Applecross by Applecross, Ltd., a Georgia corporation, dated July 28, 1997, filed for record September 23, 1997 at 3:31 p.m., recorded in Deed Book 1906, Page 330, Records of Columbia County, Georgia; as amended by that certain Deed by Applecross, Ltd., filed for record July 21, 1999 at 2:03 p.m., recorded in Deed Book 2299, Page 276, aforesaid Records; as further amended by that certain Supplemental Amendment to a Declaration of Rights, Restrictions Affirmative Obligations, and Conditions by Applecross Ltd., filed for record July 21, 1999 at 2:03 p.m., recorded in Deed Book 2299, Page 278, aforesaid Records.

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Together with all fixtures and personal property attached to and constituting a part of said property as referred to in the Security Deed and any exhibits thereto.

Being improved property known as 3604 Cullen Drive, Martinez, Georgia 30907.

AND

ALL THAT TRACT or parcel of land lying and being in Columbia County, Georgia, being known as Lot 23, Block H, Applecross Subdivision, as shown and designated as Parcel 23-H, 0.06 acre, more or less, on a plat prepared by H. Lawson Graham & Associates, Inc., dated February 26, 1998, as more particularly depicted on a plat recorded in Plat Cabinet E, Slide 147 #7, Records of Columbia County, Georgia, which plat is incorporated herein by reference hereto.

TOGETHER WITH those easement rights arising under that certain Declaration of Rights, Restrictions Affirmative Obligations and Conditions Applicable to Applecross by Applecross, Ltd., a Georgia corporation, dated July 28, 1997, filed for record September 23, 1997 at 3:31 p.m., recorded in Deed Book 1906, Page 330, Records of Columbia County, Georgia; as amended by that certain Deed by Applecross, Ltd., filed for record July 21, 1999 at 2:03 p.m., recorded in Deed Book 2299, Page 276, aforesaid Records; as further amended by that certain Supplemental Amendment to a Declaration of Rights, Restrictions Affirmative Obligations, and Conditions by Applecross Ltd., filed for record July 21, 1999 at 2:03 p.m., recorded in Deed Book 2299, Page 278, aforesaid Records.

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Together with all fixtures and personal property attached to and constituting a part of said property as referred to in the Security Deed and any exhibits thereto.

Being improved property known as 3612 Cullen Drive, Martinez, Georgia 30907.

With all of the above referenced properties being hereinafter collectively referred to as the "Property".

The debt secured by the above Security Deed has been and is hereby declared due because of, among other possible events of defaults, failure to pay the indebtedness as and when due in the manner provided in the Note and Security Deed. The debt described herein remaining in default, this sale will be made for the purpose of paying said debt and all expenses of this sale, as provided in the Security Deed and by law, including reasonable attorney's fees, as provided for therein.

The above-described Property will be sold subject to outstanding ad valorem taxes (including taxes which are a lien but not yet due and payable), matters which might be disclosed by an accurate survey and inspection of the property, assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and any other matters of record superior to the above-referenced Security Deed. To the best of the undersigned's knowledge, information, and belief, equitable title to the Property is held by Grantor and Grantor has possession of the Property.

The entity that has full authority to negotiate, amend, and modify all terms of the Note and Security Deed is: Georgia's Own Credit Union, Attn: Marla Anderson Smith, P.O. Box 105205, Atlanta, Georgia 30348, telephone number: (470) 754-7228.

The sale will be conducted subject to (1) confirmation that the sale is not prohibited under the U.S. Bankruptcy Code; and (2) final confirmation and audit of the status of the loan by the holder of the Security Deed.

Georgia's Own Credit Union, as Agent and Attorney in Fact for
T. Chastin Grace, Jr., LLC

Patrick M. Sneed, Esq.
Davis, Pickren, Seydel & Sneed, LLP
285 Peachtree Center Avenue NE
2300 Marquis Two Tower
Atlanta, Georgia 30303
Telephone: (404) 588-0505
Facsimile: (404) 582-8823
psneed@dpsslegal.com
July 9, 16, 23, 30 2025
LGSC0328435

PUBLIC NOTICES

ARTS 2055 Metropolitan Transportation Plan (MTP)
Notice of Public Comment Period and Public Information Meeting

The Augusta Regional Transportation Study (ARTS) request public input as it considers the Draft Recommendations for the ARTS 2055 Metropolitan Transportation Plan (MTP) update. ARTS is updating the MTP to reflect multimodal transportation projects and priorities through 2055. The Draft Recommendations were developed based on many factors, including feedback received from the public at numerous pop-up events across the region and a public survey.

ARTS is accepting public comments from July 17, 2025 to August 16, 2025. There are four ways to provide comment:

- **Online:** arts2055mtp.com/comment-form
- **Email:** comments@arts2055mtp.com
- **In Person:** Attend a public meeting. *Information below*
- **Mail:** Augusta Georgia Planning & Development Department
  Attn: Mariah Harris
  535 Telfair Street, Suite 300
  Augusta, GA 30901

The Draft Recommendations are available for review from July 17, 2025 to August 16, 2025. There are two ways to review the Draft Recommendations.

- **Online:** Visit arts2055mtp.com
- **In Person:** Attend a public meeting. *Information below*

Arts will host three public information meetings to review the Draft Recommendations. The project team will be available to review the Draft Recommendations, answer questions, and accept comments. The public is encouraged to attend the meeting that is most convenient for them.

Aiken County
Tuesday, August 5, 2025 | 6:00 pm to 7:30 pm
Aiken County Government Center
Sandlapper Room
1930 University Pkwy.
Aiken, SC 29801

Columbia County
Wednesday, August 6, 2025 | 11:30 am to 1:00 pm
Columbia County Public Library Hardin Classroom
7022 Evans Towne Center Blvd.
Evans, GA 30809

Richmond County
Wednesday, August 6, 2025 | 6:00 pm to 7:30 pm
Sand Hills Community Center
2540 Wheeler Rd.
Augusta, GA 30904

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact Teowonna Clifton at teowonna.clifton@wsp.com to coordinate services to participate in the public comment period. Services include language, visual, and audio interpretation services.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021. Current ARTS Public Involvement guidance can be found at: https://www.augustaga.gov/DocumentCenter/View/19411/Public-Participation-Plan-01302025

AD-4029910

PUBLIC NOTICES

Plan de Transporte Metropolitano (MTP) ARTS 2055
Aviso de Periodo de Comentarios Públicos y Reunión Informativa Pública

El Estudio Regional de Transporte de Augusta (ARTS) solicita la opinión pública al considerar el Borrador de Recomendaciones para la actualización del Plan de Transporte Metropolitano (PTM) ARTS 2055. ARTS está actualizando el PTM para reflejar los proyectos y prioridades de transporte multimodal hasta 2055. El Borrador de Recomendaciones se elaboró con base en diversos factores, incluyendo la retroalimentación recibida del público en numerosos eventos temporales en la región y una encuesta pública. ARTS está aceptando comentarios del público desde el 17 de julio de 2025 hasta el 16 de agosto de 2025. Hay cuatro formas de enviar sus comentarios:

- **En línea:** https://arts2055mtp.com/comment-form
- **Por correo electrónico:** comments@arts2055mtp.com
- **En persona:** Asista a una reunión pública. *Información a continuación*
- **Por correo postal:**
  Departamento de Planificación y Desarrollo de Augusta Georgia
  Atención: Mariah Harris
  535 Telfair Street, Suite 300
  Augusta, GA 30901

Las Recomendaciones Preliminares están disponibles para revisión desde el 17 de julio de 2025 hasta el 16 de agosto de 2025. Hay dos formas de revisar las Recomendaciones Preliminares:

- **En línea:** Visite https://arts2055mtp.com/
- **En persona:** Asista a una reunión pública. *Información a continuación*

Arts organizará tres reuniones informativas públicas para revisar el Borrador de Recomendaciones. El equipo del proyecto estará disponible para revisar el Borrador de Recomendaciones, responder preguntas y aceptar comentarios. Se anima al público a asistir a la reunión que les resulte más conveniente.

Aiken County
Martes, 5 de Agosto de 2025 | 6:00 pm a 7:30 pm
Aiken County Government Center
Sandlapper Room
1930 University Pkwy.
Aiken, SC 29801

Columbia County
Miércoles, 6 de Agosto de 2025 | 11:30 am a 1:00 pm
Columbia County Public Library Hardin Classroom
7022 Evans Towne Center Blvd.mEvans, GA 30809

Richmond County
Miércoles, 6 de Agosto de 2025 | 6:00 pm a 7:30 pm
Sand Hills Community Center
2540 Wheeler Rd
Augusta, GA 30904

De acuerdo con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), se alienta a las personas con discapacidades o que representen a una población con discapacidades según la ADA y/o con dominio limitado del inglés (LEP, por sus siglas en inglés) a comunicarse con Teowonna Clifton al correo electrónico teowonna.clifton@wsp.com para coordinar los servicios necesarios para participar en el período de comentarios públicos. Los servicios incluyen interpretación en lenguaje, visual y auditiva.

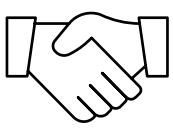
Este aviso se publica en cumplimiento con el Código de Regulaciones Federales, Título 23, Sección 771 (CFR 771.111(h)(1)), que establece: "Cada estado debe contar con procedimientos aprobados por la FHWA para llevar a cabo un programa de participación pública/audiencia pública." La Sección 23 CFR 450.212(a)(7) establece: "Los procedimientos de participación pública deberán prever una revisión periódica de la efectividad del proceso de participación pública para garantizar que dicho proceso proporcione acceso pleno y abierto para todos, y que se revise según sea necesario," aprobado por la Administración Federal de Carreteras (FHWA) del Departamento de Transporte de los Estados Unidos el 7 de julio de 2021. La guía actual de Participación Pública de ARTS puede encontrarse en:
https://www.augustaga.gov/DocumentCenter/View/19411/Public-Participation-Plan-01302025

AD-4025801

PUBLIC NOTICES



AD-4029784



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Auto sales

Continued from Page 1A



An employee repairs a car at a used-car market in Beijing, China, June 6. China's car industry is the world's largest. TINGSHU WANG/REUTERS

Government support

Market shifts

'Dumping' concerns



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Join Us for a Public Meeting!

ARTS 2055 MTP

The Augusta Regional Transportation Study (ARTS) invites you to participate in a public meeting to review the Draft Recommendations for the ARTS 2055 Metropolitan Transportation Plan (MTP).

ARTS is updating the MTP to reflect multimodal transportation projects and priorities through 2055. The Draft Recommendations were developed based on many factors, including feedback received from the public at pop-up events across the region and a public survey.

Attend any of the meetings below to view a presentation of the Draft Recommendations, ask questions, and share feedback!

AIKEN COUNTY
Tuesday, Aug. 5
6 – 7:30 p.m.
Aiken County Government Center, Sandlapper Room
1930 University Pkwy.
Aiken, SC 29801

COLUMBIA COUNTY
Wednesday, Aug. 6
11:30 a.m. – 1 p.m.
Columbia County Public Library, Hardin Classroom
7022 Evans Towne Center Blvd.
Evans, GA 30809

RICHMOND COUNTY
Wednesday, Aug. 6
6 – 7:30 p.m.
Sand Hills Community Center
2540 Wheeler Rd.
Augusta, GA 30904

We want to hear from you!
Comments accepted through Aug. 16.
arts2055mtp.com/comment-form
comments@arts2055mtp.com
Augusta Georgia Planning & Development Department, Attn: Mariah Harris, 535 Telfair Street, Suite 300, Augusta, GA 30901

Visit the ARTS 2055 MTP website to learn more: arts2055mtp.com

SUMMER SALE

FREE HEARING TEST

AUGUSTA'S OLDEST HEARING AID CENTER

SAVE $1,000



MORRIS OPTICIANS AND HEARING AID CENTER

3839 WASHINGTON RD., STE. A,
MARTINEZ GA 30907

706-860-9800

Foreclosure / Sheriff Sales

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Being improved property known as 544 Crystal Creek East, Martinez, Georgia 30907.

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AND

ALL THAT TRACT or parcel of land lying and being in Columbia County, Georgia, being known and designated as Lot 26, Parcel I, Applecross Subdivision, as more particularly depicted on a plat recorded in Plat Cabinet D, Slide 12, #5, Records of Columbia County, Georgia, which plat is incorporated herein by reference hereto.

TOGETHER WITH those easement rights arising under that certain Declaration of Rights, Restrictions Affirmative Obligations and Conditions Applicable to Applecross by Applecross, Ltd., a Georgia corporation, dated July 28, 1997, filed for record September 23, 1997 at 3:31 p.m., recorded in Deed Book 1906, Page 330, Records of Columbia County, Georgia; as amended by that certain Deed by Applecross, Ltd., filed for record July 21, 1999 at 2:03 p.m., recorded in Deed Book 2299, Page 276, aforesaid Records; as further amended by that certain Supplemental Amendment to a Declaration of Rights, Restrictions Affirmative Obligations, and Conditions by Applecross Ltd., filed for record July 21, 1999 at 2:03 p.m., recorded in Deed Book 2299, Page 278, aforesaid Records.

ALSO TOGETHER WITH those easement rights arising under that certain Declaration of Covenants and Restrictions Providing for Applecross Homeowners Association, Inc. by Applecross, Ltd., a Georgia corporation, dated July 28, 1997, filed for record September 23, 1997 at 3:31 p.m., recorded in Deed Book 1906, Page 337, aforesaid Records.

Together with all fixtures and personal property attached to and constituting a part of said property as referred to in the Security Deed and any exhibits thereto.

Being improved property known as 3604 Cullen Drive, Martinez, Georgia 30907.

AND

ALL THAT TRACT or parcel of land lying and being in Columbia County, Georgia, being known as Lot 23, Block H, Applecross Subdivision, as shown and designated as Parcel 23-H, 0.06 acre, more or less, on a plat prepared by H. Lawson Graham & Associates, Inc., dated February 26, 1998, as more particularly depicted on a plat recorded in Plat Cabinet E, Slide 147 #7, Records of Columbia County, Georgia, which plat is incorporated herein by reference hereto.

TOGETHER WITH those easement rights arising under that certain Declaration of Rights, Restrictions Affirmative Obligations and Conditions Applicable to Applecross by Applecross, Ltd., a Georgia corporation, dated July 28, 1997, filed for record September 23, 1997 at 3:31 p.m., recorded in Deed Book 1906, Page 330, Records of Columbia County, Georgia; as amended by that certain Deed by Applecross, Ltd., filed for record July 21, 1999 at 2:03 p.m., recorded in Deed Book 2299, Page 276, aforesaid Records; as further amended by that certain Supplemental Amendment to a Declaration of Rights, Restrictions Affirmative Obligations, and Conditions by Applecross Ltd., filed for record July 21, 1999 at 2:03 p.m., recorded in Deed Book 2299, Page 278, aforesaid Records.

ALSO TOGETHER WITH those easement rights arising under that certain Declaration of Covenants and Restrictions Providing for Applecross Homeowners Association, Inc. by Applecross, Ltd., a Georgia corporation, dated July 28, 1997, filed for record September 23, 1997 at 3:31 p.m., recorded in Deed Book 1906, Page 337, aforesaid Records.

Together with all fixtures and personal property attached to and constituting a part of said property as referred to in the Security Deed and any exhibits thereto.

Being improved property known as 3612 Cullen Drive, Martinez, Georgia 30907.

With all of the above referenced properties being hereinafter collectively referred to as the "Property".

The debt secured by the above Security Deed has been and is hereby declared due because of, among other possible events of defaults, failure to pay the indebtedness as and when due in the manner provided in the Note and Security Deed. The debt described herein remaining in default, this sale will be made for the purpose of paying said debt and all expenses of this sale, as provided in the Security Deed and by law, including reasonable attorney's fees, as provided for therein.

The above-described Property will be sold subject to outstanding ad valorem taxes (including taxes which are a lien but not yet due and payable), matters which might be disclosed by an accurate survey and inspection of the property, assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and any other matters of record superior to the above-referenced Security Deed. To the best of the undersigned's knowledge, information, and belief, equitable title to the Property is held by Grantor and Grantor has possession of the Property.

The entity that has full authority to negotiate, amend, and modify all terms of the Note and Security Deed is: Georgia's Own Credit Union, Attn: Marla Anderson Smith, P.O. Box 105205, Atlanta, Georgia 30348, telephone number: (470) 754-7228.

The sale will be conducted subject to (1) confirmation that the sale is not prohibited under the U.S. Bankruptcy Code; and (2) final confirmation and audit of the status of the loan by the holder of the Security Deed.

Georgia's Own Credit Union, as Agent and Attorney in Fact for
T. Chastin Grace, Jr., LLC

Patrick M. Sneed, Esq.
Davis, Pickren, Seydel & Sneed, LLP
285 Peachtree Center Avenue NE
2300 Marquis Two Tower
Atlanta, Georgia 30303
Telephone: (404) 588-0505
Facsimile: (404) 582-8823
psneed@dpsslegal.com
July 9, 16, 23, 30 2025
LGSC0328435

PUBLIC NOTICES

ARTS 2055 Metropolitan Transportation Plan (MTP)
Notice of Public Comment Period and Public Information Meeting

The Augusta Regional Transportation Study (ARTS) request public input as it considers the Draft Recommendations for the ARTS 2055 Metropolitan Transportation Plan (MTP) update. ARTS is updating the MTP to reflect multimodal transportation projects and priorities through 2055. The Draft Recommendations were developed based on many factors, including feedback received from the public at numerous pop-up events across the region and a public survey.

ARTS is accepting public comments from July 17, 2025 to August 16, 2025. There are four ways to provide comment:

- **Online:** arts2055mtp.com/comment-form
- **Email:** comments@arts2055mtp.com
- **In Person:** Attend a public meeting. *Information below*
- **Mail:** Augusta Georgia Planning & Development Department
  Attn: Mariah Harris
  535 Telfair Street, Suite 300
  Augusta, GA 30901

The Draft Recommendations are available for review from July 17, 2025 to August 16, 2025. There are two ways to review the Draft Recommendations.

- **Online:** Visit arts2055mtp.com
- **In Person:** Attend a public meeting. *Information below*

Arts will host three public information meetings to review the Draft Recommendations. The project team will be available to review the Draft Recommendations, answer questions, and accept comments. The public is encouraged to attend the meeting that is most convenient for them.

Aiken County
Tuesday, August 5, 2025 | 6:00 pm to 7:30 pm
Aiken County Government Center
Sandlapper Room
1930 University Pkwy.
Aiken, SC 29801

Columbia County
Wednesday, August 6, 2025 | 11:30 am to 1:00 pm
Columbia County Public Library Hardin Classroom
7022 Evans Towne Center Blvd.
Evans, GA 30809

Richmond County
Wednesday, August 6, 2025 | 6:00 pm to 7:30 pm
Sand Hills Community Center
2540 Wheeler Rd.
Augusta, GA 30904

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact Teowonna Clifton at teowonna.clifton@wsp.com to coordinate services to participate in the public comment period. Services include language, visual, and audio interpretation services.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021. Current ARTS Public Involvement guidance can be found at: https://www.augustaga.gov/DocumentCenter/View/19411/Public-Participation-Plan-01302025

AD-4029910

PUBLIC NOTICES

Plan de Transporte Metropolitano (MTP) ARTS 2055
Aviso de Periodo de Comentarios Públicos y Reunión Informativa Pública

El Estudio Regional de Transporte de Augusta (ARTS) solicita la opinión pública al considerar el Borrador de Recomendaciones para la actualización del Plan de Transporte Metropolitano (PTM) ARTS 2055. ARTS está actualizando el PTM para reflejar los proyectos y prioridades de transporte multimodal hasta 2055. El Borrador de Recomendaciones se elaboró con base en diversos factores, incluyendo la retroalimentación recibida del público en numerosos eventos temporales en la región y una encuesta pública. ARTS está aceptando comentarios del público desde el 17 de julio de 2025 hasta el 16 de agosto de 2025. Hay cuatro formas de enviar sus comentarios:

- **En línea:** https://arts2055mtp.com/comment-form
- **Por correo electrónico:** comments@arts2055mtp.com
- **En persona:** Asista a una reunión pública. *Información a continuación*
- **Por correo postal:**
  Departamento de Planificación y Desarrollo de Augusta Georgia
  Atención: Mariah Harris
  535 Telfair Street, Suite 300
  Augusta, GA 30901

Las Recomendaciones Preliminares están disponibles para revisión desde el 17 de julio de 2025 hasta el 16 de agosto de 2025. Hay dos formas de revisar las Recomendaciones Preliminares:

- **En línea:** Visite https://arts2055mtp.com/
- **En persona:** Asista a una reunión pública. *Información a continuación*

Arts organizará tres reuniones informativas públicas para revisar el Borrador de Recomendaciones. El equipo del proyecto estará disponible para revisar el Borrador de Recomendaciones, responder preguntas y aceptar comentarios. Se anima al público a asistir a la reunión que les resulte más conveniente.

Aiken County
Martes, 5 de Agosto de 2025 | 6:00 pm a 7:30 pm
Aiken County Government Center
Sandlapper Room
1930 University Pkwy.
Aiken, SC 29801

Columbia County
Miércoles, 6 de Agosto de 2025 | 11:30 am a 1:00 pm
Columbia County Public Library Hardin Classroom
7022 Evans Towne Center Blvd.mEvans, GA 30809

Richmond County
Miércoles, 6 de Agosto de 2025 | 6:00 pm a 7:30 pm
Sand Hills Community Center
2540 Wheeler Rd
Augusta, GA 30904

De acuerdo con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), se alienta a las personas con discapacidades o que representen a una población con discapacidades según la ADA y/o con dominio limitado del inglés (LEP, por sus siglas en inglés) a comunicarse con Teowonna Clifton al correo electrónico teowonna.clifton@wsp.com para coordinar los servicios necesarios para participar en el período de comentarios públicos. Los servicios incluyen interpretación en lenguaje, visual y auditiva.

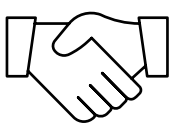
Este aviso se publica en cumplimiento con el Código de Regulaciones Federales, Título 23, Sección 771 (CFR 771.111(h)(1)), que establece: "Cada estado debe contar con procedimientos aprobados por la FHWA para llevar a cabo un programa de participación pública/audiencia pública." La Sección 23 CFR 450.212(a)(7) establece: "Los procedimientos de participación pública deberán prever una revisión periódica de la efectividad del proceso de participación pública para garantizar que dicho proceso proporcione acceso pleno y abierto para todos, y que se revise según sea necesario," aprobado por la Administración Federal de Carreteras (FHWA) del Departamento de Transporte de los Estados Unidos el 7 de julio de 2021. La guía actual de Participación Pública de ARTS puede encontrarse en:
https://www.augustaga.gov/DocumentCenter/View/19411/Public-Participation-Plan-01302025

AD-4025801

PUBLIC NOTICES



AD-4029784



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augustachronicle.com/jobs

ARTS 2055

Metropolitan Transportation Plan Update

Moving Opportunity Forward



Appendix B

Project List

Project ID	State	County	Project Name	Project Description	Project Type	Project Subtype	Assigned Score by Project Type	State Project Score	Tier_1	Tier__2	Tier__3	Tier__4	2025 Project Cost	Escalated Cost
1	GA	Richmond	10th St/11th St (Augusta Riverwalk to CT Walker Magnet School greenway)	Neighborhood Greenway (Bike Boulevard) connection (where the speed limit is 30 mph, consider lowering to 25 mph)	Bicycle & Pedestrian	Pedestrian/ Bicycle	7.800	10		1			$7,919,027.30	$10,294,735.49
2	GA	Richmond	13th Street (R.A. Dent to Reynolds Street) from R.A. Dent to Reynolds Street	13th Street (R.A. Dent to Reynolds Street) from R.A. Dent to Reynolds Street	Corridors + Widenings	Operational	5.167	91				1	$4,630,095.00	
3	GA	Richmond	15th Street improvements (Walton Way to Government Street) Part II from Walton Way to Government Street	15th Street improvements (Walton Way to Government Street) Part II from Walton Way to Government Street	Corridors + Widenings	Operational	5.667	48			1		$11,190,285.00	$24,842,432.70
4	GA	Richmond	15th Street over Augusta Canal	Bridge Repair and Restoration	Bridges	Bridge	5.050	110				1	$2,255,445.00	
5	GA	Richmond	5th Street from Laney Walker Boulevard to Reynolds Street	5th Street from Laney Walker Boulevard to Reynolds Street	Corridors + Widenings	Operational	4.708	134				1	$7,742,250.00	
6	SC	Aiken	5th Street at Savannah River at the South Carolina state line	5th Street at Savannah River at the South Carolina state line	Bridges	Bridge	5.517	45				1	$10,720,350.00	
7	GA	Richmond	5th Street Bridge	Bridge Repair and Replacement	Bridges	Bridge	3.167	175				1	$13,840,605.00	
8	GA	Richmond	6th Street from Laney Walker Boulevard to Reynolds Street	6th Street from Laney Walker Boulevard to Reynolds Street	Corridors + Widenings	Operational	4.792	129				1	$10,352,745.00	
11	SC	Aiken	Whiskey Road at Powderhouse Road, Citadel Drive, Chukker Creek Road	Adaptive signal timing at Whiskey Road at Powderhouse Road, Citadel Drive, Chukker Creek Road	Intersections	ATMS/ITS	6.095	23			1		$321,000.00	$712,620.00
12	SC	Aiken	Alken County Recreation Center	Alken County Recreation Center Walking Track	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.750	90				1	$56,025.00	
14	SC	Aiken	Aiken-Augusta Highway from Savannah River to I-520 (Palmetto Parkway)	Aiken-Augusta Highway from Savannah River to I-520 (Palmetto Parkway)	Corridors + Widenings	Operational	5.577	43				1	$14,605,380.00	
15	GA	Columbia	Appling Harlem Rd between Scotts Ferry Rd & Columbia Rd	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.973	113				1	$8,767,915.29	
16	SC	Aiken	Ascauga Lake Rd between US 25/Edgefield Rd & Blanchard Rd	Widen from 2/3 to 4 lanes	Corridors + Widenings	Widening	4.608	94				1	$5,994,394.59	
18	SC	Aiken	Atomic Rd between Old Edgefield Rd (S-197) and Jefferson Davis Hwy	Atomic Rd between Old Edgefield Rd (S-197) and Jefferson Davis Hwy	Corridors + Widenings	Operational	5.348	56				1	$12,765,898.35	
19	SC	Aiken	Atomic Rd between Jefferson Davis Hwy and Silver Bluff Rd	Atomic Rd between Jefferson Davis Hwy and Silver Bluff Rd	Corridors + Widenings	Operational	5.025	72				1	$55,514,835.00	
22	GA	Richmond	Augusta West Parkway from Wrightsboro Road to Wheeler Road	Augusta West Parkway Widening from Wrightsboro Road to Wheeler Road	Corridors + Widenings	Widening	5.100	101				1	$9,018,781.36	
23	GA	Richmond	Barton Chapel Road from Barton Chapel Road to Gordon Highway (SR 10/US 78)	Barton Chapel Road from Barton Chapel Road to Gordon Highway (SR 10/US 78)	Corridors + Widenings	Operational	5.263	82				1	$2,964,600.00	
24	GA	Richmond	Barton Chapel Road from Deans Bridge Rd to Augusta West Parkway	Barton Chapel Road improvements from Deans Bridge Rd to Augusta West Parkway	Corridors + Widenings	Operational	5.553	58				1	$27,953,235.00	
25	GA	Richmond	Barton Chapel Road Widening from Augusta West Pkwy to Deans Bridge Road	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.303	79				1	$34,369,731.26	
26	GA	Columbia	Baston Rd between Fury's Ferry and Washington Rd	Baston Rd between Fury's Ferry and Washington Rd	Corridors + Widenings	Operational	4.828	126				1	$5,048,865.00	
27	GA	Columbia	Belair Rd between Washington Rd and Wrightsboro Rd	Widen from 5 to 6 lanes	Corridors + Widenings	Widening	5.320	76				1	$43,334,292.14	

Project ID	State	County	Project Name	Project Description	Project Type	Project Subtype	Assigned Score by Project Type	State Project Score	Tier_1	Tier__2	Tier__3	Tier__4	2025 Project Cost	Escalated Cost
28	SC	Aiken	Aiken Tech connector	Shared use path from Aiken Tech campus walkways to the recently improved US 78 intersection to connect to Langley Pond Park via the recent development along the south side of US 78.	Bicycle & Pedestrian	Pedestrian/ Bicycle	3.683	148				1	$1,640,617.20	
29	GA	Richmond	Berckmans Road over Rae's Creek	Berckmans Road over Rae's Creek	Bridges	Bridge	2.000	182				1	$7,563,510.00	
30	GA	Richmond	Berckmans Road Realignment and Widening from Wheeler Road to Washington Road	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.387	71				1	$22,832,145.04	
31	SC	Aiken	Bergen-Five Notch Collector from Bergen Road to Gregory Lake Road	Bergen-Five Notch Collector from Bergen Road to Gregory Lake Road	New Roadways	Extension	5.050	71				1	$11,012,760.00	
33	GA	Columbia	Blue Ridge Dr between Riverwatch Pkwy & Evans to Locks Rd	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.078	105				1	$12,600,386.35	
35	GA	Richmond	Broad Street Improvements from Washington Road to Sand Bar Ferry Road	Broad Street Improvements from Washington Road to Sand Bar Ferry Road	Corridors + Widenings	Operational	5.625	52			1		$23,002,515.00	$51,065,583.30
36	SC	Aiken	Aiken-Augusta Connector	Aiken-Augusta Connector	Transit	Transit	7.500	3		1			$1,591,261.20	$2,164,115.23
37	GA	Richmond	Broad Street over Rae's Creek (Bridge repair and restoration)- 1	Broad Street over Rae's Creek (Bridge repair and restoration)- 1	Bridges	Bridge	3.833	169				1	$4,415,310.00	
38	GA	Richmond	Broad Street over Rae's Creek (Bridge repair and restoration)- 2	Broad Street over Rae's Creek (Bridge repair and restoration)- 2	Bridges	Bridge	4.000	163				1	$3,366,765.00	
39	SC	Aiken	Ascauga Lake Rd from S-1761 (Blanchard Rd) to SC 191 (Canal St.)	Ascauga Lake Rd from S-1761 (Blanchard Rd) to SC 191 (Canal St.)	Corridors + Widenings	Widening	5.025	73				1	TBD	
42	SC	Aiken	Celeste Avenue from US 25 (Edgefield Road) to S-45 (Five Notch Road)	Celeste Avenue from US 25 (Edgefield Road) to S-45 (Five Notch Road)	Corridors + Widenings	Operational	3.915	141				1	$2,318,355.00	
43	GA	Columbia	Chamblin Rd / William Few Pkwy bn Columbia Rd & Wrightsboro Rd	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.148	93				1	$39,245,268.23	
44	SC	Aiken	Charleston Highway from SC 302 (Pine Log Road) to S-113 Old Barnwell Road	Charleston Highway from SC 302 (Pine Log Road) to S-113 Old Barnwell Road	Corridors + Widenings	Widening	4.832	85				1	$22,266,717.82	
46	SC	Aiken	City of Aiken Bike Infrastructure Phase 1	City of Aiken Bike Infrastructure Phase 1	Bicycle & Pedestrian	Pedestrian/ Bicycle	7.217	5		1			$332,640.00	$452,390.40
47	GA	Columbia	Clanton Road from William Few Pkwy to Washington Rd	Clanton Road improvements from William Few Pkwy to Washington Rd	Corridors + Widenings	Operational	3.983	165				1	$11,885,130.00	
51	GA	Columbia	Columbia Rd between Hereford Farm Rd & Louisville Rd	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.808	127				1	$41,792,344.49	
53	SC	Aiken	Crosland Park	Crosland Park Sidewalks	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.433	103				1	$332,640.00	
59	GA	Richmond	Deans Bridge between MLK Jr Blvd and Willis Foreman Rd	Deans Bridge	Corridors + Widenings	Operational	8.130	2		1			$63,439,875.00	$82,471,837.50
63	GA	Richmond	Dennis Road	Dennis Road widening and improvements	Corridors + Widenings	Widening	3.672	172				1	$8,895,690.00	
64	GA	Richmond	Doug Barnard from Tobacco Road to Mike Padgett Highway	Doug Barnard Widening from Tobacco Road to Mike Padgett Highway, widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.480	146				1	$33,189,550.13	
65	GA	Richmond	Doug Bernard Parkway from Gordon Highway to Highway 56	Doug Bernard Parkway improvements from Gordon Highway to Highway 56	Corridors + Widenings	Operational	4.847	124				1	$5,165,235.00	

Project ID	State	County	Project Name	Project Description	Project Type	Project Subtype	Assigned Score by Project Type	State Project Score	Tier_1	Tier__2	Tier__3	Tier__4	2025 Project Cost	Escalated Cost
66	SC	Aiken	Atomic Rd from Old Edgefield Rd (and existing sidepath) to the Palmetto Pkwy Trail	Filling this gap in the shared use path network would close the southern part of the developing North Augusta greenway loop, creating a ~13 mile continues greenway	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.433	16			1		$625,690.05	$1,389,031.91
67	SC	Aiken	Dougherty Road	Dougherty Road improvements	Corridors + Widenings	Widening	4.828	86				1	$5,165,235.00	
70	SC	Aiken	E Pine Log Rd at Charleston Hwy	E Pine Log Rd at Charleston Hwy	Corridors + Widenings	Safety	4.455	102				1	$58,000.00	
71	SC	Aiken	East Buena Vista Ave from Barton Road to Martintown Road	East Buena Vista Ave from Barton Road to Martintown Road	Corridors + Widenings	Operational	4.148	123				1	$2,647,755.00	
73	SC	Aiken	Augusta Rd from Clearwater St to Howlandville Rd	Consider implementing a 4-2 road reconfiguration, creating buffered bike lanes (5,500-8,800 AADT). An analysis would need to be conducted to see if there may be any specific locations along the roadway.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.050	26			1		$811,391.70	$1,801,289.57
74	SC	Aiken	East Pine Log Road from Silver Bluff Road to Charleston Hwy	East Pine Log Road Widening from Silver Bluff Road to Charleston Hwy	Corridors + Widenings	Widening	5.113	69				1	$29,166,310.53	
75	SC	Aiken	Edgefield Rd at Belvedere Clearwater Rd	Edgefield Rd at Belvedere Clearwater Rd	Corridors + Widenings	Safety	4.242	117				1	$58,000.00	
76	SC	Aiken	Edgefield Rd between Ascauga Lake Rd and Sweetwater Rd	Edgefield Rd between Ascauga Lake Rd and Sweetwater Rd	Corridors + Widenings	Safety	5.457	50			1		$120,000.00	$266,400.00
78	GA	Columbia	Evans to Locks Road Widening and Roundabout from Town Centre Boulevard to Fury's Ferry Road	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.137	95				1	$21,351,431.79	
79	GA	Richmond	Barton Chapel Road Elementary	Barton Chapel Road Elementary neighborhood greenway	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.100	156				1	$806,596.73	
80	GA	Richmond	Belair K-8 School to MM Scott Park	Belair K-8 School to MM Scott Park neighborhood greenway	Bicycle & Pedestrian	Pedestrian/ Bicycle	2.117	181				1	$1,231,728.43	
81	SC	Aiken	Five Notch Road and Pisgah Road	Five Notch Road and Pisgah Road	Intersections	Intersection	3.598	158				1	$2,589,840.00	
82	SC	Aiken	Five Notch Road and Walnut Lane	Five Notch Road and Walnut Lane	Intersections	Intersection	3.332	168				1	$6,358,095.00	
83	SC	Aiken	Five Notch Road from US 25 Business Road (Georgia Avenue) to Walnut Lane	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.632	93		1			$28,831,342.63	$64,005,580.64
84	SC	Aiken	Belvedere Rd from Elm St to Augusta Rd	Utilizing the wide pavement width, buffered bike lanes could be striped, which would also enhance the buffer space and pedestrian environment. Combined with Seminole St, this could create a walking/biking corridor.	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.400	107				1	$474,747.88	
85	SC	Aiken	U.S. 78	Freight corridor improvements on U.S. 78	Corridors + Widenings	Freight	5.398	54				1	$14,267,745.00	
86	GA	Richmond	Ft Gordon Access near Tobacco Rd & Deans Bridge Rd	Ft Gordon Access near Tobacco Rd & Deans Bridge Rd	Corridors + Widenings	Operational	4.112	155				1	$3,912,030.00	
87	GA	Columbia	Fury's Ferry Rd between Savannah River and Evans to Locks Rd	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	5.428	67				1	$43,956,282.15	
90	GA	Columbia	Gibbs Rd / Cox Rd / Owens Rd between Washington Rd and Washington Rd	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.262	83				1	$20,118,590.02	
91	GA	Richmond	Goodrich Road at Canal Spillway, 13.2 miles northeast of Hephzibah	Goodrich Road at Canal Spillway, 13.2 miles northeast of Hephzibah	Bridges	Bridge	5.217	86				1	$252,900.00	

Project ID	State	County	Project Name	Project Description	Project Type	Project Subtype	Assigned Score by Project Type	State Project Score	Tier_1	Tier__2	Tier__3	Tier__4	2025 Project Cost	Escalated Cost
92	GA	Richmond	Goodrich Road at Canal Spillway, 13.7 miles northeast of Hephzibah	Goodrich Road at Canal Spillway, 13.7 miles northeast of Hephzibah	Bridges	Bridge	4.217	151				1	$265,600.00	
93	GA	Richmond	Goodrich Road at Canal Spillway, 13.9 miles northeast of Hephzibah	Goodrich Road at Canal Spillway, 13.9 miles northeast of Hephzibah	Bridges	Bridge	3.017	176				1	$186,600.00	
94	GA	Richmond	Gordon Hwy between Savannah River and SR 223	Gordon Hwy between Savannah River and SR 223	Corridors + Widenings	Operational	5.653	49			1		$38,964,240.00	$86,500,612.80
95	GA	Richmond	Gordon Hwy from Old Louisville Road to SR 223	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.915	118				1	$42,154,703.65	
96	GA	Richmond	Gordon Hwy	Gordon Hwy improvements	Corridors + Widenings	Operational	5.117	98				1	$20,863,575.00	
97	GA	Richmond	Gordon Hwy/ US 78 Median Barrier from US 25 to Walton Way	Gordon Hwy/ US 78 Median Barrier from US 25 to Walton Way	Corridors + Widenings	Operational	5.727	47			1		$21,550,455.00	$47,842,010.10
105	GA	Richmond	Greene Streetfrom 13th Street to East Boundary Street	Greene Street Improvements from 13th Street to East Boundary Street	Corridors + Widenings	Operational	5.375	72				1	$14,946,525.00	
106	GA	Columbia	Halali Farm Road from SR 104 (Washington Road) to Hereford Farm Road	Halali Farm Road Widening and New Alignment from SR 104 (Washington Road) to Hereford Farm Road	Corridors + Widenings	Widening	4.632	136				1	$13,767,210.99	
107	SC	Aiken	Bergen Rd from Martintown Rd to the North Augusta Greeneway	Constructing a sidepath along this section would link multiple neighborhoods north of I-20 to the greenway system.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.017	28				1	$4,604,010.83	
108	GA	Columbia	Hardy McManus Road widening	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.800	128				1	$27,023,640.87	
109	GA	Columbia	Harlem Grovetown Rd Sidewalk Construction from Old Berzelia Road to Elementary School Campus	Sidewalk Construction	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.267	36			1		$6,160,995.00	$13,677,408.90
110	GA	Columbia	Harlem Grovetown Road Widening from Louisville Road to Wrightsboro Road	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.090	103				1	$27,897,727.47	
111	GA	Columbia	Hereford Farm Road sidepath	Sidepath	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.650	23			1		$58,815,585.00	$130,570,598.70
112	SC	Aiken	Bergen Rd from the North Augusta Greenway to Five Notch Rd	Constructing a sidepath along this section would link multiple neighborhoods north of I-20 to the greenway system, and could potentially serve as a way to close the northern loop in the development.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.683	39				1	$2,005,644.64	
113	GA	Columbia	Hereford Farms Rd between Wrightsboro Rd & Washington Rd (Belair & Lewinston/Columbia)	Widen from from 2/3 to 4 lanes	Corridors + Widenings	Widening	5.138	94				1	$45,370,464.89	
114	GA	Richmond	Highland Avenue BridgeOver CSX Railroad	Highland Avenue Bridge Repair and Restoration Over CSX Railroad	Bridges	Bridge	3.650	173				1	$2,417,445.00	
115	GA	Richmond	Highway 88 Widening from Keysville Road to Windsor Spring Road	Highway 88 Widening from Keysville Road to Windsor Spring Road, widen from from 2 to 4 lanes	Corridors + Widenings	Widening	4.492	144				1	$12,120,922.27	
117	SC	Aiken	Huntsman Dr between Pine Log Rd and Hitchcock Pkwy	Huntsman Dr between Pine Log Rd and Hitchcock Pkwy	Corridors + Widenings	Operational	3.725	146	1				$1,986,660.00	$2,701,857.60
118	SC	Aiken	I-20 from Exit 1 to US 25 (Edgefield Road)	Widen to 6 lanes	Corridors + Widenings	Widening	8.033	2				1	$106,129,302.71	

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119	SC	Aiken	I-20 and Martintown Road from I-20 to Martintown Road	I-20 and Martintown Road from I-20 to Martintown Road	Intersections	Intersection	7.353	4		1			$3,782,565.00	$5,144,288.40
120	SC	Aiken	I-20 and US 1 (Columbia Highway) Park and Ride in Aiken County (Exit 22)	I-20 and US 1 (Columbia Highway) Park and Ride in Aiken County (Exit 22)	Transit	Transit	5.417	52		1			$1,891,350.00	$2,572,236.00
122	GA	Richmond	I-20 between County Line and I-520	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	7.917	9			1		$29,521,600.90	$65,537,954.00
123	SC	Aiken	I-20 Bridge at Savannah River from Richmond to Aiken	I-20 Bridge at Savannah River and widening from Richmond to Aiken	Bridges	Bridge	5.925	30				1	$10,731,285.00	
124	GA	Richmond	I-20 Bridge over Savannah River from GA to SC	Bridge Replacement	Bridges	Bridge	5.642	51			1		$49,005.00	$108,791.10
125	SC	Aiken	I-20 from US 25 (Edgefield Road) to Bettis Academy Road	Widen to 6 lanes	Corridors + Widenings	Widening	6.423	17			1		$8,588,150.77	$19,065,694.71
126	SC	Aiken	I-20 Frontage Collector from Five Notch Road to US 25 (Edgefield Road)	I-20 Frontage Collector from Five Notch Road to US 25 (Edgefield Road)	New Roadways	Extension	4.883	83				1	$8,258,736.22	
127	GA	Columbia	I-20 from Louisville Road to River Watch Parkway	Construct one new HOV Lane in each direction	Corridors + Widenings	Widening	7.987	6		1			$233,949,494.00	$304,134,342.20
128	GA	Columbia	Blanchard Woods Park to William Few Pkwy	This proposed corridor would partially follow the power line corridor as well as Euchee Creek.	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.217	150				1	$4,269,641.81	
130	SC	Aiken	I-20 WB Over Abandoned Railroad Bridge Replacement	Bridge replacement on I-20 WB over Abandoned Railroad	Bridges	Bridge			1				$1,100,000.00	
131	SC	Aiken	I-20 WB Over SC 19 Bridge Replacement	Bridge replacement on I-20 WB over SC 19	Bridges	Bridge			1				$1,096,079.00	
132	GA	Richmond	I-20/SR 47	Bridge Replacement	Bridges	Bridge	7.200	15		1			$7,775,190.00	$10,107,747.00
133	GA	Richmond	I-520 and Wrightsboro Road from I-520 to Wrightsboro Road	Interchange improvements	Intersections	Intersection	7.012	18			1		$3,705,750.00	$8,226,765.00
134	GA	Richmond	I-520 between Deans Bridge Rd and Laney Walker Blvd	I-520 between Deans Bridge Rd and Laney Walker Blvd	Corridors + Widenings	Operational	7.930	8		1			$4,887,270.00	$6,353,451.00
135	GA	Columbia	Blue Ridge Dr	Fill in sidewalk gaps	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.967	114				1	$584,790.26	
136	GA	Columbia	SR 232 between Richmond County line and Washington Rd	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	5.167	92				1	$5,662,815.10	
137	SC	Aiken	Blue Route Re-alignment	Blue Route Re-alignment	Transit	Transit	6.854	7		1			$1,591,261.20	$2,164,115.23
139	GA	Columbia	I-20 from SR 47 (Appling Harlem Highway) to SR 383 (Belair Road)	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	7.940	7		1			$183,685,287.68	$238,790,873.98
141	GA	Richmond	James Brown Boulevard Streetscape- Phase 3	The project will replace existing sidewalks on the east side of James Brown Blvd (9th St) in Augusta. The project limits begin at Twiggs Street & end at Laney Walker Blvd. Existing sidewalks on the east side of James Blvd need to be replaced and meet Americans with Disabilities Act (ADA) requirements. Pedestrian lighting will be installed. Striping will be revised to provide one travel in each direction with a northbound bike lane & parallel parking lane. Project length is approximately 0.3 mile.	Bicycle & Pedestrian	Pedestrian/ Bicycle			1				$1,213,315.00	
142	GA	Richmond	James Brown Blvd	James Brown Blvd Reconstruction	Corridors + Widenings	Operational	4.708	135				1	$9,369,540.00	

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143	SC	Aiken	Jefferson Davis Hwy between Chalk Bed Rd and Gregg Hwy	Jefferson Davis Hwy between Chalk Bed Rd and Gregg Hwy	Corridors + Widenings	Safety	5.123	67				1	$162,000.00	
144	SC	Aiken	Jefferson Davis Hwy between Savannah River and Belverdere Clearwater Rd	Jefferson Davis Hwy between Savannah River and Belverdere Clearwater Rd	Corridors + Widenings	Safety	5.590	42			1		$214,000.00	$475,080.00
145	GA	Richmond	Jimmie Dyess Pkwy between Powell Rd & Gordon Hwy	Jimmie Dyess Pkwy between Powell Rd & Gordon Hwy	Corridors + Widenings	Operational	5.298	80				1	$1,278,855.00	
146	SC	Aiken	Johnson Highway AT SC 19	Johnson Highway realignment with SC 19	Intersections	Intersection	3.375	165				1	$246,780.00	
147	GA	Richmond	Kissingbower Road between Marschalk Road and White Road	Sidewalk installation	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.150	39			1		$453,735.00	$1,007,291.70
149	SC	Aiken	Knox Avenue and Martintown Road	Knox Avenue and Martintown Road	Intersections	Intersection	5.492	47				1	$2,410,290.00	
150	SC	Aiken	SC 19 from the Aiken/Edgefield County line to south of Shiloh Heights Rd on SC 19	Lake Shore northbound turn lane on SC 19 from the Aiken/Edgefield County line to south of Shiloh Heights Rd on SC 19	Intersections	Intersection	5.208	61				1	$246,780.00	
151	GA	Richmond	Laney Walker Road/R.A. Dent Boulevard/Augusta Avenue Intersection	Laney Walker Road/R.A. Dent Boulevard/Augusta Avenue Intersection	Intersections	Intersection	5.968	43			1		$5,173,335.00	$11,484,803.70
152	SC	Aiken	US 1 Over Horse Creek Bridge Replacement	Bridge replacement at US 1 over Horse Creek	Bridges	Bridge			1				$18,179,625.00	
154	GA	Columbia	Louisville Road and I-20	New Interchange	New Roadways	Extension	7.550	12			1		$32,400,000.00	$71,928,000.00
155	GA	Richmond	Relocate the primary Augusta Transit hub from Broad Street to downtown Augusta	Relocate the primary Augusta Transit hub from Broad Street to downtown Augusta	Transit	Transit	6.563	30		1			$14,850,000.00	$19,305,000.00
156	SC	Aiken	Buena Vista Avenue to Pine Grove Avenue Traffic Calming and Pedestrian Access	Narrow travel lanes to 11 feet; Upgrade crosswalk south of Pine Grove Avenue to Rectangular Rapid-Flashing Beacon (RRFB) with advance yield bars, 12 foot median refuge, and in-road flashing lights; Provide a 12 foot two-way left-turn lane median that ties into the southbound left-turn lane at Buena Vista Avenue; Upgrade intersection crosswalks to High-Visibility Ladder-Style crosswalks	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.917	31			1		$214,000.00	$475,080.00
157	GA	Columbia	Louisville Road from Tubman Road to Columbia Road	Louisville Road Widening from Tubman Road to Columbia Road	Corridors + Widenings	Widening	3.983	166				1	$31,701,962.85	
158	GA	Columbia	Louisville Road from Gordon Highway to Fort Gordon Gate	Louisville Road Widening and Extension from Gordon Highway to Fort Gordon Gate	Corridors + Widenings	Widening	4.492	145				1	$86,922,450.00	
160	SC	Aiken	Main Street (SC 19) Pedestrian Walkways Phase II (New Ellenton)	Main Street (SC 19) Pedestrian Walkways Phase II (New Ellenton)	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.567	14	1				$148,905.00	$202,510.80
161	GA	Richmond	Marks Church Road at Rae's Creek, 11 miles north of Hephzibah	Marks Church Road at Rae's Creek, 11 miles north of Hephzibah	Bridges	Bridge	2.667	180				1	$125,800.00	
162	GA	Richmond	Butler Creek Greenway along Butler Creek	This corridor would connect multiple neighborhoods, parks, and potentially Fort Gordon to Phinizy Swamp and Lock and Dam Park.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.583	55			1		$25,259,477.38	$56,076,039.78
163	SC	Edgefield	Martintown Road from I-20 to Murrah Road	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.142	124				1	$27,031,476.02	

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166	SC	Aiken	Carolina Bay Nature Preserve/Virginia Acres Park/South Aiken High School	Carolina Bay Nature Preserve/Virginia Acres Park/South Aiken High School bike/ped connectivity	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.500	15			1		$3,616,153.43	$8,027,860.61
167	GA	Richmond	Milledgeville Road from North Leg Rd to Barton Chapel Rd	Milledgeville Road improvements from North Leg Rd to Barton Chapel Rd	Corridors + Widenings	Operational	5.305	78				1	$1,998,270.00	
168	GA	Richmond	Monte Sano Avenue from Wrightsboro Road to Walton Way	Monte Sano Avenue improvements from Wrightsboro Road to Walton Way	Corridors + Widenings	Operational	5.083	104				1	$12,432,285.00	
171	SC	Aiken	Center Street to Buena Vista Avenue Traffic Calming and Pedestrian Access	Resurface and narrow travel lanes to 11 feet; Install a RRFB pedestrian crossing on the north side of the Clifton Avenue intersection with advance yield bars and in-road flashing lights	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.450	51				1	$420,000.00	
172	GA	Richmond	Central Ave (Monte Sano Ave to Troupe St)	4-2 road reconfiguration, creating buffered bike lanes, consider lowering the speed limit from 35 mph to 25 mph.	Bicycle & Pedestrian	Pedestrian/ Bicycle	7.050	17		1			$2,187,080.00	$2,843,204.00
173	GA	Richmond	Central Ave (Troupe St to Druid Park Ave)	4-2 road reconfiguration, creating protected bike lanes.	Bicycle & Pedestrian	Pedestrian/ Bicycle	7.200	16		1			$1,605,000.00	$2,086,500.00
174	SC	Aiken	Clearwater Elementary School to ballfields and Old Cherokee Dr/Parker Dr	Construct greenway link north of the of ballfields.	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.900	82				1	$1,216,861.59	
175	SC	Aiken	USC Aiken to Perry Memorial Park, Abbeville Ave, Hampton Ave, and Orangeburg St.	Continuing the signed bike route that is in development from USC Aiken to Perry Memorial Park, Abbeville Ave, Hampton Ave, and Orangeburg St.	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.917	80				1	$3,204,746.03	
176	GA	Richmond	Copeland Elementary School neighborhood links	Several short links utilizing public ROW could make formal connections to the school from the adjacent neighborhoods.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.100	102				1	$430,743.90	
178	GA	Richmond	Deans Bridge Rd from south of Gordon Hwy to existing sidewalk	Fill sidewalk gaps.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.633	24	1				$765,722.06	$995,438.68
179	GA	Richmond	Transit Hub at Walmart on Wrightsboro Rd	Transit Hub at Walmart on Wrightsboro Rd	Transit	Transit	6.563	31			1		$11,770,000.00	$26,129,400.00
180	GA	Columbia	Newmantown Rd between Parham Rd & Gordon Hwy	Newmantown Rd between Parham Rd & Gordon Hwy, widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.092	157				1	$13,159,792.57	
184	GA	Columbia	North Belair Road widening from Evans-to-Locks Road (SC 11236) to SR 28 (Fury's Ferry Road)	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.937	115				1	$23,296,304.34	
185	GA	Richmond	New Transit Hub at Walmart on Deans Bridge Road	New Transit Hub at Walmart on Deans Bridge Road	Transit	Transit	6.563	32	1				$1,485,000.00	$1,930,500.00
186	GA	Richmond	North Leg Road widening from Lumpkin Road to Sibley Road	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.245	84				1	$23,398,608.43	
187	SC	Aiken	Old Aiken Rd (S-365) from SC 421 (Augusta Rd) to Carolina Sprs Rd (S-68)	Old Aiken Rd (S-365) from SC 421 (Augusta Rd) to Carolina Sprs Rd (S-68)	Corridors + Widenings	Operational	4.342	114				1	$3,407,670.00	
188	GA	Columbia	Old Belair Road from Columbia Road to Belair Road	Old Belair Road from Columbia Road to Belair Road	Corridors + Widenings	Operational	5.113	99				1	$19,768,050.00	
189	GA	Columbia	Old Berzalia Road and Harlem Grovetown Road	Old Berzalia Road and Harlem Grovetown Road Roundabout	Intersections	Intersection	3.932	168				1	$1,539,000.00	

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190	GA	Richmond	Bike/ped connectivity between Diamond Lakes Elementary School and Diamond Lakes Regional Park.	Bike/ped connectivity between Diamond Lakes Elementary School and Diamond Lakes Regional Park.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.033	111				1	$2,537,746.10	
191	SC	Aiken	Old Edgefield Road (S-197) from US 25 (Knox Ave) to SC 230 (Martintown Rd)	Old Edgefield Road (S-197) from US 25 (Knox Ave) to SC 230 (Martintown Rd)	Intersections	Intersection	5.492	48				1	$3,077,325.00	
192	GA	Columbia	Old Evans Rd between Bobby Jones Expsy and Washington Rd	Widen from 5 to 6 lanes	Corridors + Widenings	Widening	5.393	69				1	$11,174,486.91	
194	GA	Columbia	Old Evans Road Widening from River Watch Parkway to SR 104 (Washington Road)	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	4.935	117				1	$14,242,457.47	
195	SC	Aiken	SC 19 at Old Friar Rd.	Northbound left turn lane on SC 19 at Old Friar Rd.	Intersections	Intersection	3.500	161				1	$246,780.00	
196	SC	Aiken	Old Sudlow Lake Rd (S-1760) from SC 126 (Belvedere Clearwater Rd) to Blanchard Rd (S-1761)	Old Sudlow Lake Rd (S-1760) from SC 126 (Belvedere Clearwater Rd) to Blanchard Rd (S-1761)	Corridors + Widenings	Operational	4.075	127				1	$2,953,935.00	
197	GA	Richmond	Old Waynesboro Road from SR 56 (Mike Padgett Highway) to Hephzibah-McBean Road	Old Waynesboro Road from SR 56 (Mike Padgett Highway) to Hephzibah-McBean Road	Corridors + Widenings	Operational	4.608	139				1	$47,954,295.00	
198	GA	Richmond	Diamond Lakes Regional Park between Willis Foreman Rd and Windsor Spring Rd.	Bike/ped connectivity through Diamond Lakes Regional Park between Willis Foreman Rd and Windsor Spring Rd.	Bicycle & Pedestrian	Pedestrian/ Bicycle	2.733	179				1	$3,823,768.57	
199	GA	Columbia	Old Wrightsboro Rd to Newmantown Rd at Robinson Ave	Old Wrightsboro Rd to Newmantown Rd realignment and improvements at Robinson Ave	Corridors + Widenings	Operational	3.988	164				1	$13,283,190.00	
200	GA	Columbia	Parham Rd between Newmantown Rd & Gordon Hwy	Parham Rd between Newmantown Rd & Gordon Hwy, widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.065	158				1	$7,992,030.06	
204	GA	Richmond	Peach Orchard Rd, Windsor Spring Rd, and I-520 Intersection	Peach Orchard Rd, Windsor Spring Rd, and I-520 Intersection	Intersections	Intersection	8.043	4	1				$2,017,770.00	$2,623,101.00
208	SC	Aiken	Pine Log Road from US 278 (Williston Road) to S-66 (Huber Clay Road)	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.950	76				1	$40,811,278.48	
209	SC	Aiken	Pine Log Road Widening from Hillman Street to Town Creek Road	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.917	81				1	$21,712,221.00	
212	GA	Richmond	Pleasant Home Rd between Flowing Wells Rd & Washington Rd	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.125	96				1	$14,513,133.78	
213	GA	Richmond	Pleasant Home Road (River Watch Parkway to Walton Way Extension)	Pleasant Home Road (River Watch Parkway to Walton Way Extension)	Corridors + Widenings	Operational	5.077	109				1	$457,650.00	
215	GA	Richmond	E. Telfair St/Japonica Ave/Wallace St/Aiken St (E Boundary to Eastview Community Center and Park)	Neighborhood Greenway (Bike Boulevard) connection.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.750	46			1		$3,344,677.30	$7,425,183.61
220	GA	Columbia	Reconstruct Whiskey Rd from Wrightsboro Road to Guy Drive intersection	Reconstruct Whiskey Rd from Wrightsboro Road project improvements to Guy Drive intersection	Intersections	Intersection	5.388	70				1	$3,199,095.00	
221	SC	Aiken	Edisto Dr to Palmetto Pkwy Trail	Utilizing public ROW, a shared use path would link this neighborhood to the nearby trail.	Bicycle & Pedestrian	Pedestrian/ Bicycle	3.683	149				1	$1,075,693.70	
222	GA	Columbia	Reynolds Farm Road from Old Louisville Road to Old Berzelia Road	Reynolds Farm Road Paving from Old Louisville Road to Old Berzelia Road	New Roadways	Extension	4.783	130				1	$18,206,100.00	
225	GA	Richmond	Richmont Hill Road improvements from Lumpkin to Deans Bridge Rd	Richmont Hill Road improvements from Lumpkin to Deans Bridge Rd	Corridors + Widenings	Operational	5.328	75				1	$12,869,955.00	

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228	GA	Columbia	Euchee Creek Greenway connectors	Link adjacent neighborhoods to the Euchee Creek Greenway.	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.717	133				1	$2,771,952.67	
229	SC	Aiken	Five Notch Rd: from the North Augusta Greeneway to Expedition Dr	Bike/ped facilities.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.133	66				1	$2,361,591.52	
231	GA	Columbia	River Watch Pkwy between Pleasant Home Rd and Old Evans Road	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	5.428	68				1	$22,004,957.32	
233	GA	Richmond	Robinson Ave between Gordon Hwy & Wrightsboro Rd	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.573	141				1	$24,838,822.54	
234	GA	Columbia	Intersection of Evans Town Center Blvd and Evans to Locks Rd	Roundabout at intersection	Intersections	Intersection	6.115	40			1		$2,095,605.00	$4,652,243.10
235	GA	Columbia	North Belair Rd and Ronald Reagan Dr/Industrial Park	Roundabout at intersection of North Belair Rd and Ronald Reagan Dr/Industrial Park	Intersections	Intersection	4.198	152				1	$3,143,340.00	
236	SC	Aiken	Rudy Mason Parkway from S-912 (North of Willow Run Road) to S-783 (North of Old Wagener Road)	Corridor Improvement along Rudy Mason Parkway to widen from two lanes to four lanes from S-912 (North of Willow Run Road) to S-783 (North of Old Wagener Road)	Corridors + Widenings	Widening	4.332	115		1			$10,065,442.80	$13,689,002.21
237	SC	Aiken	Rudy Mason Pkwy at Wagener Rd	Rudy Mason Pkwy at Wagener Rd	Corridors + Widenings	Safety	4.947	78				1	$58,000.00	
240	SC	Aiken	S-1304 over Shaw's Creek	S-1304 over Shaw's Creek	Bridges	Bridge	1.083	178				1	$1,069,740.00	
241	SC	Aiken	S-144 Bettis Academy at S-780 Whaley Pond	Realign at 90 degrees	Intersections	Intersection	4.603	95		1			$2,299,185.00	$3,126,891.60
242	SC	Aiken	S-2-144 Bridge Rehabilitation/ Maintenance from S-2-144 to Bettis Academy	S-2-144 Bridge Rehabilitation/ Maintenance from S-2-144 to Bettis Academy	Bridges	Bridge	3.633	155				1	$1,027,755.00	
243	SC	Aiken	S-145 (Storm Branch Road) Over Tributary to Horse Creek	FA Non-NHS Bridge Replacement	Bridges	Bridge			1				$5,550,000.00	
244	SC	Aiken	S-2-166 at NS Railroad at Union Street in Aiken	S-2-166 at NS Railroad at Union Street in Aiken	Bridges	Bridge	4.417	106				1	$632,475.00	
245	SC	Aiken	S-2-180 at abandoned railroad at Fairfield Street in Aiken	S-2-180 at abandoned railroad at Fairfield Street in Aiken	Bridges	Bridge	4.717	91				1	$511,515.00	
246	SC	Aiken	S-2-33 at Gregg Canal at Graniteville	S-2-33 at Gregg Canal at Graniteville	Bridges	Bridge	4.367	110				1	$510,030.00	
248	SC	Aiken	SC 19 (Laurens St) at SC 118 (Rutland Dr)	SC 19 (Laurens St) at SC 118 (Rutland Dr)	Corridors + Widenings	Safety	5.145	65				1	$1,750,000.00	
249	SC	Aiken	SC 19 from the Aiken/Edgefield County line to south of Shiloh Heights Rd	10-foot shoulder (6 foot paved, 4 foot grass) from the Aiken/Edgefield County line to south of Shiloh Heights Rd	Corridors + Widenings	Operational	5.017	74				1	$9,048,915.00	
250	SC	Aiken	SC 19 at Hedge Rd, Williams Lane, Allan Ave, Sassafras Rd, Mayfield Rd, Reynolds Pond Rd, and Good Springs Rd	Add raised median with dedicated left turns at Hedge Rd, Williams Lane, Allan Ave, Sassafras Rd, Mayfield Rd, Reynolds Pond Rd, and Good Springs Rd	Corridors + Widenings	Operational	4.883	84				1	$1,563,030.00	
253	SC	Aiken	SC 19 from south of Shiloh Heights Rd to South of I-20	SC 19 Improve intersection turning radii for all ramp terminifrom south of Shiloh Heights Rd to South of I-20	Intersections	Intersection	4.708	92				1	$493,560.00	
255	SC	Aiken	SC 19 from south of Shiloh Heights Rd to south of I-20	Install wildlife friendly culvert at Long Branch Stream crossingfrom south of Shiloh Heights Rd to south of I-20	Bridges	Bridge	3.517	160				1	$32,940.00	

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257	SC	Aiken	SC 230 (W Martintown Road) from I-20 to Edgefield County Line	SC 230 (W Martintown Road) operational and signal improvements from I-20 to Edgefield County Line	Corridors + Widenings	Operational	4.058	130		1			$869,265.00	$1,182,200.40
258	SC	Aiken	SC 28 Bridge Rehabilitation/Maintenance	Bridge replacement/rehab on SC 28 at Savannah River	Bridges	Bridge			1				$11,340,670.00	
261	SC	Aiken	SC 421 at Little Horse Creek, one mile east of Clearwater	SC 421 at Little Horse Creek, one mile east of Clearwater	Bridges	Bridge	5.067	70				1	$320,220.00	
262	SC	Aiken	Robert M. Bell Parkway	Bike/ped facilities	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.833	35				1	$1,750,922.49	
264	SC	Aiken	Georgia Ave from Martintown Rd to Edgefield Rd	Road reconfiguration to create space for bike lanes and add buffer space for the sidewalks.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.683	12			1		$1,870,351.02	$4,152,179.26
266	SC	Aiken	Shiloh Church/ SC 19	Shiloh Church/ SC 19 intersection improvement with traffic signal/turn lane and roundabout	Intersections	Intersection	4.520	97				1	$411,345.00	
267	SC	Aiken	Georgia Avenue at Jackson Avenue / Carolina Avenue	Left-turn lane at Georgia Avenue at Carolina Avenue and Realignment of Carolina Avenue at Georgia Avenue	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.267	59				1	$319,000.00	
269	SC	Aiken	Georgia Avenue/Knox Avenue (US-25) and Five Notch Road/Bradleyville Road (S-45)	Intersection Improvement at Georgia Avenue/Knox Avenue (US-25) and Five Notch Road/Bradleyville Road (S-45)	Intersections	Intersection	5.702	38		1			$4,487,710.00	$6,103,285.60
270	GA	Columbia	Gibbs Rd	Fill sidewalk gaps between Washington Rd sidewalk terminus (and bike lane) and existing Gibbs Rd sidewalk.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.083	41			1		$496,946.56	$1,103,221.36
271	SC	Aiken	Silver Bluff Roadfrom Richardson Lake Road to Anderson Pond Rd	Silver Bluff Road widening from Richardson Lake Road to Anderson Pond Rd	Corridors + Widenings	Widening	4.325	116				1	$11,334,829.55	
273	GA	Columbia	SR 104 (Washington Rd) between William Few Pkwy and Pleasant Home Rd	Widen from 5 to 6 lanes	Corridors + Widenings	Widening	5.653	50			1		$98,127,304.86	$217,842,616.79
274	GA	Columbia	SR 104 (Washington Rd) from Old Washington Rd to William Few Pkwy	Widen from 5 to 6 lanes	Corridors + Widenings	Widening	5.108	100				1	$8,989,758.84	
275	GA	Richmond	Glenn Hills High School and Elementary School	Construct a sidepath from Glenn Hills Dr to Deans Bridge Rd to connect the two schools and shopping center.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.317	35			1		$1,933,241.70	$4,291,796.57
276	GA	Richmond	Glenn Hills Middle School	Short gaps in the sidewalk network, if filled, could improve connectivity to the school.	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.050	159				1	$194,756.77	
277	GA	Columbia	Columbia Rd (SR 232) between Washington Rd and Hereford Farm Rd	Widen from 5 to 6 lanes	Corridors + Widenings	Widening	5.172	89				1	$47,055,859.67	
280	GA	Richmond	Gordon Hwy/Milledgeville Rd intersection	Fill sidewalk gaps and provide pedestrian crossings.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.367	33			1		$163,586.48	$363,161.99
281	GA	Richmond	SR 388 (Horizon South Pkwy) widening from Wrightsboro Rd to I-20	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.620	53			1		$12,147,622.12	$26,967,721.11
282	GA	Columbia	SR 388 (Horizon South Pkwy) widening from I-20 to SR 232/Columbia Rd	Widen 2 to 4 lanes	Corridors + Widenings	Widening	5.123	97				1	$20,701,163.80	
283	SC	Aiken	Green Route Re-alignment	Green Route Re-alignment	Transit	Transit	6.854	8	1				$1,591,261.20	$2,164,115.23
284	GA	Richmond	SR 4/ US 1 (Deans Bridge Road) from Meadowbrook Drive to Tobacco Road	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	7.990	5	1				$49,161,764.82	$63,910,294.27

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285	GA	Richmond	SR 4/15th Street from John C Calhoun Expressway to 15th Street CSX Overpass	SR 4/15th Street Pedestrian Improvements from John C Calhoun Expressway to 15th Street CSX Overpass	Corridors + Widenings	Operational	4.192	153				1	$4,435,560.00	
286	GA	Richmond	SR 4/US 1 at North Fork Spirit Creek	Bridge Replacement	Bridges	Bridge	4.400	147				1	$4,015,170.00	
287	GA	Richmond	SR 4/US 1from SR 4/US 1 to South Prong Creek	Bridge Replacement	Bridges	Bridge	2.933	177				1	$1,223,640.00	
288	SC	Aiken	SR 4/US 25 at Savannah River	Bridge Replacement	Bridges	Bridge	2.217	176				1	$27,239,220.00	
289	GA	Richmond	Mike Padgett Hwy (SR 56) at Apple Valley Drive	Safety Improvements	Intersections	Intersection	5.222	85			1		$370,575.00	$822,676.50
290	GA	Richmond	Mike Padgett Hwy (SR 56) at Dixon Airline Road	Mike Padgett Hwy (SR 56) at Dixon Airline Road Safety Improvements	Intersections	Intersection	4.118	154				1	$7,584,030.00	
291	GA	Richmond	Mike Padgett Hwy (SR 56) at Marvin Griffin Road	Safety Improvements	Intersections	Intersection	5.555	57				1	$576,800.00	
292	GA	Richmond	Mike Padgett Hwy (SR 56) at Old Waynesboro Road	Mike Padgett Hwy (SR 56) at Old Waynesboro Road Safety Improvements	Intersections	Intersection	4.912	120				1	$5,422,140.00	
293	GA	Richmond	Mike Padgett Hwy (SR 56) between International Blvd and Tobacco Rd	Mike Padgett Hwy (SR 56) between International Blvd and Tobacco Rd	Corridors + Widenings	Operational	4.840	125				1	$1,888,084.35	
294	GA	Richmond	Mike Padgett Hwy (SR 56) between Lumpkin Rd and Tobacco Rd	Mike Padgett Hwy (SR 56) between Lumpkin Rd and Tobacco Rd	Corridors + Widenings	Operational	5.572	56				1	$20,903,670.00	
295	GA	Columbia	Stevens Creek Rd between Evans to Locks Rd and I-20	Stevens Creek Rd between Evans to Locks Rd and I-20	Corridors + Widenings	Operational	4.937	116				1	$16,303,680.00	
296	SC	Aiken	Sudlow Lake Rd between US 1 / US 78 and Brevard Rd / Pride Ave	Corridor Improvements for Sudlow Lake Road (S-254) between US-1 /US-78 and Brevard Drive/Pride Avenue	Corridors + Widenings	Operational	4.458	100		1			$2,410,830.00	$3,278,728.80
297	SC	Aiken	Green-Orange Route	Green-Orange Route	Transit	Transit	6.188	22			1		$1,591,261.20	$3,532,599.86
299	GA	Richmond	Tobacco Road from Deans Bridge Rd to Peach Orchard Rd	Tobacco Road improvements from Deans Bridge Rd to Peach Orchard Rd	Corridors + Widenings	Operational	4.615	138				1	$25,911,765.00	
301	SC	Aiken	Trolley Line Road from Robert M Bell Parkway to Ascauga Lake Road	Trolley Line Road from Robert M Bell Parkway to Ascauga Lake Road	Corridors + Widenings	Operational	4.208	119				1	$15,588,450.00	
302	GA	Columbia	Tubman Rd/ Old Washington Rd widening from Scotts Ferry Rd to Washington Road	Tubman Rd/ Old Washington Rd widening from Scotts Ferry Rd to Washington Road, widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.008	162				1	$46,967,830.64	
303	SC	Aiken	Hampton Ave from Laurens St	Hampton Ave from Laurens St to the existing bike lanes past York St: extend bike lanes.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.600	41			1		$980,599.60	$2,176,931.11
304	SC	Aiken	University Parkway (S-2131) from US 1/US 78 Richland Avenue to SC 118 (Robert M Bell Pkwy)	Widen from 3 to 5 lanes	Corridors + Widenings	Widening	5.165	63		1			$37,950,282.47	$51,612,384.16
305	GA	Columbia	Harlem Grove Rd/Robinson Ave	Fill sidewalk gaps along Robinson Ave and Harlem Grove Rd.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.933	44			1		$1,266,971.14	$2,812,675.93
306	SC	Aiken	Hayne Ave from Trafalgar St to Park Ave	Add protected bike lanes. Consider lowering the speed limit from 35 mph to 30 mph.	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.800	87				1	$585,513.88	
307	SC	Aiken	US 1 at Highland Ave	Add left-turn lane	Intersections	Intersection	4.503	98				1	$3,824,955.00	
308	SC	Aiken	US 1 at Savannah River at the Georgia/South Carolina state line	US 1 at Savannah River at the Georgia/South Carolina state line	Bridges	Bridge	3.983	133				1	$4,746,060.00	
310	SC	Aiken	US 1 Over Shaws Creek Bridge Replacement	Bridge replacement at US 1 over Shaws Creek	Bridges	Bridge			1				$14,288,850.00	

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311	SC	Aiken	US 1/78 between Martintown and S-67	US 1/78 between Martintown and S-67	Corridors + Widenings	Operational	5.457	49				1	$30,037,095.00	
313	SC	Aiken	US 25 (Edgefield Hwy) at Belvedere Clearwater Rd (SC 126/S-805)	US 25 (Edgefield Hwy) at Belvedere Clearwater Rd (SC 126/S-805)	Corridors + Widenings	Safety	8.423	1		1			$58,000.00	$128,760.00
314	SC	Aiken	US 25 (Martintown Rd) at SC 125 (Atomic Rd)	US 25 (Martintown Rd) at SC 125 (Atomic Rd)	Corridors + Widenings	Safety	5.240	60			1		$58,000.00	$128,760.00
315	GA	Richmond	US 25 between Gordon Hwy and I-520	US 25 between Gordon Hwy and I-520	Corridors + Widenings	Operational	5.537	60				1	$20,056,680.00	
316	GA	Richmond	US 25 between I-520 and Tobacco Rd	US 25 between I-520 and Tobacco Rd	Corridors + Widenings	Operational	8.130	3		1			$51,998,895.00	$67,598,563.50
318	GA	Richmond	US 25/SR 121(Peach Orchard Road) from Tobacco Road to Brown Road	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	8.323	1		1			$20,833,919.28	$27,084,095.06
320	GA	Richmond	Highland Ave from Wrightsboro Rd to Milledgeville Rd	Road reconfiguration to allow for buffered bike lanes.	Bicycle & Pedestrian	Pedestrian/ Bicycle	7.283	14		1			$2,383,839.25	$3,098,991.03
321	GA	Richmond	US 78 / SR 10 from Robinson Avenue to Fort Gordon Gate 1	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	5.312	77				1	$24,325,015.51	
323	SC	Aiken	Wagener Road from US 78 to S-260 (Wright's Mill Road)	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.407	53				1	$31,949,160.76	
324	GA	Richmond	Walton between Gordon and Milledge	Walton between Gordon and Milledge	Corridors + Widenings	Operational	5.517	62				1	$21,028,410.00	
325	GA	Richmond	Jackson Rd between Walton Way and Wrightsboro Rd	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.268	81				1	$10,984,189.16	
326	GA	Richmond	Cr 2509/Walton Way from Cr 2688/7th St to Cr 2472/11th St	Walton Way between 7th and 11th Streets. The project will include the renovation, replacement and widening of sidewalks and curb cuts in the public right-of-way along Walton Way between 7th Street and 11th Street.	Bicycle & Pedestrian	Pedestrian/ Bicycle			1				$711,372.11	
327	GA	Richmond	Walton Way between Bransford Rd and Jackson Rd	Walton Way between Bransford Rd and Jackson Rd	Corridors + Widenings	Operational	5.078	106				1	$11,200,140.00	
329	GA	Richmond	Walton Way between Lake Forest Dr & Highland Ave	Walton Way between Lake Forest Dr & Highland Ave, widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.388	148				1	$3,618,370.50	
331	GA	Richmond	Walton Way over Hawks Gully	Bridge Repair and Restoration	Bridges	Bridge	2.917	178				1	$740,955.60	
332	GA	Richmond	Washington Rd between Pleasant Home Rd and Broad St	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	5.510	64				1	$36,494,219.65	
338	GA	Richmond	Wheeler between Walton Way and Flowing Wells Rd	Widen from 5 to 6 lanes	Corridors + Widenings	Widening	5.475	65				1	$38,350,585.47	
339	GA	Columbia	Wheeler Rd between Belair Rd and Flowing Wells Rd	Widen from 5 to 6 lanes	Corridors + Widenings	Widening	5.078	107				1	$13,220,643.62	
341	GA	Richmond	Wheeler Rd between Berckmans Rd and Monte Sano Ave	Wheeler Rd between Berckmans Rd and Monte Sano Ave, widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.012	161				1	$4,815,927.51	
343	GA	Richmond	Wheeler Road Intersections between Mason McKnight Jr Pkwy/ Wheeler Road and Robert C Daniel Parkway	Intersection improvements and turn lanes	Intersections	Intersection	6.382	32		1			$799,065.00	$1,038,784.50

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344	GA	Richmond	Wheeler Road /CR 601 From I-20 To Augusta West Parkway	This project aims to improve pedestrian and vehicular mobility and safety, and reduce the congestion along Wheeler Road/CR 601 from I-20 to Augusta West Parkway/CR 804. Different approaches shall be analyzed during the concept development phase, including the possibility to add another left turn lane at an intersection, provide pedestrian facilities, and upgrade traffic signals. The project needs and development of alternative solutions will be further established based on traffic studies conducted during the Concept Development phase. The project limits begin at the intersection with Interstate 20 to the intersection with Augusta West Parkway/Medical Center Drive	Intersections	Intersection			1				$6,254,472.00	
345	GA	Richmond	Wheeless Road from Gordon Highway to Deans Bridge Rd	Wheeless Road improvements from Gordon Highway to Deans Bridge Rd	Corridors + Widenings	Operational	5.447	66				1	$8,954,415.00	
346	SC	Aiken	Whiskey Road from Pine Log Road to Powderhouse Road	Whiskey Road additional curb and gutter, plantable median islands from Pine Log Road to Powderhouse Road	Corridors + Widenings	Operational	5.270	58				1	$1,342,575.00	
348	SC	Aiken	Whiskey Road option 2	Convert to two lanes with plantable median and angled parking from Georgia Avenue to US 278	Corridors + Widenings	Operational	5.120	68				1	$5,839,020.00	
351.1	SC	Aiken	South Centennial Connector	Connects South Centennial Avenue off of Corporate Parkway to Whiskey Road at East Gate	New Roadway	Extension			1				$9,011,833.00	
351.2	SC	Aiken	Powderhouse Road Connector	Construct a new connector between Powderhouse Road SE (S-440) and the South Centennial Avenue Connector	New Roadways	Extension	5.750	36		1			$24,782,640.00	$33,704,390.40
354	SC	Aiken	SC 19 from south of Shiloh Heights Rd to South of I-20	Widen from 2 to 4 lanes from south of Shiloh Heights Rd to South of I-20	Corridors + Widenings	Widening	4.492	99				1	$8,479,823.05	
355	GA	Columbia	William Few Pkwy between Columbia Rd & Clanton Rd	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.550	142				1	$23,564,539.82	
356	GA	Columbia	William Few Pkwy between Washington Rd & Clanton Rd	William Few Pkwy between Washington Rd & Clanton Rd	Corridors + Widenings	Operational	5.358	73				1	$11,109,150.00	
357	GA	Richmond	Willis Foreman Road from SR 4/US 1 to SR 121/US 25 (Peach Orchard Road)	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	6.598	25			1		$58,836,166.24	$130,616,289.05
358	GA	Richmond	Windsor Spring between SR 25 and Tobacco Rd	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	5.513	63				1	$22,467,357.93	
359	GA	Richmond	I-520 @ CR 145/Milledgeville Road 9.1 MI NW Of Hephzibah	Bridge Replacement with no added capacity	Bridges	Bridge			1				$1,025,000.00	
360	GA	Richmond	I-520 @ Sr 10	Bridge Replacement with no added capacity at I-520 @ SR 10	Bridges	Bridge			1				$1,175,000.00	
365	GA	Richmond	Wrightsboro Rd between Highland Ave and 15th St	Wrightsboro Rd between Highland Ave and 15th St	Corridors + Widenings	Operational	5.350	74				1	$11,525,085.00	
366	GA	Richmond	Wrightsboro Rd between Jackson St and Highland Ave	Wrightsboro Rd between Jackson St and Highland Ave	Corridors + Widenings	Operational	5.537	61				1	$10,901,385.00	
368	GA	Columbia	Wrightsboro Rd between Chamblin Rd and Louisville Rd	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	4.890	121				1	$25,116,416.65	

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369	GA	Columbia	Wrightsboro Road from SR 388 (Horizon South Parkway) to SR 383 (Jimmie Dyess Parkway)	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.172	90				1	$33,926,537.18	
372	GA	Richmond	Wrightsboro Road/R.A. Dent Boulevard	Wrightsboro Road/R.A. Dent Boulevard intersection improvement	Intersections	Intersection	4.912	119				1	$6,848,820.00	
373	SC	Aiken	York St./Columbia Hwy and Rutland Ave/Aldrich St from York Street to Rutland Avenue	York St./Columbia Hwy and Rutland Ave/Aldrich St from York Street to Rutland Avenue	Intersections	Intersection	5.555	44			1		$677,835.00	$1,504,793.70
374	GA	Richmond	Lake Olmstead Park Trail connection	Shared use path connection from the Broad St/Milledge Rd intersection directly into Lake Olmstead Park.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.183	87				1	$704,838.98	
375	GA	Richmond	Laney Walker Blvd (RA Dent Blvd to E. Boundary St)	4-2 road reconfiguration, creating protected bike lanes (AADT is 5,150-9,550). An analysis would need to be conducted to see if there may be any specific locations along the roadway that might make the	Bicycle & Pedestrian	Pedestrian/ Bicycle	7.300	13		1			$2,531,198.93	$3,290,558.61
376	SC	Aiken	Langley Pond Park connectivity	Bike/ped links both south of Langley Park (around the Allnex property) and north to the Food Lion and US 78 corridor.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.350	18			1		$1,300,244.18	$2,886,542.08
378	SC	Aiken	Laurens St from Park Ave to Hampton Ave	Reconfigure roadway to provide buffered bike lanes. Crossing improvements needed at the Laurens St/Hampton Ave intersection.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.650	13		1			$933,003.63	$1,268,884.94
379	SC	Aiken	Laurens St/Richland Ave/Newberry St/Park Ave in downtown Aiken	This series of blocks in the downtown area each has on-street parking and two lanes in each direction. Reconfigure these corridors to provide a buffered bike lanes.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.217	21			1		$661,172.98	$1,467,804.02
380	GA	Richmond	Levee Trail from Augusta Riverwalk to the Lock and Dam Park.	Levee Trail from Augusta Riverwalk to the Lock and Dam Park.	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.600	140				1	$24,305,136.08	
381	GA	Columbia	Lewiston Elementary School	Lewiston Elementary School bike/ped connector.	Bicycle & Pedestrian	Pedestrian/ Bicycle	3.950	167				1	$308,881.45	
382	GA	Columbia	Live Oaks subdivision connection to Euchee Creek Greenway.	Live Oaks subdivision connection to Euchee Creek Greenway.	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.850	123				1	$964,959.94	
383	GA	Richmond	Lumpkin Rd (Deans Bridge Rd to Mike Padgett Hwy)	Reconfiguration road to provide separated bike lanes.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.800	21			1		$3,820,127.39	$8,480,682.81
386	GA	Richmond	Mill St/Grand Blvd (CT Walker Magnet School greenway to Carrie J Mays Park and Jenkins-White Elementary School)	Neighborhood Greenway (Bike Boulevard) connection - Lower speed limit on Mill St from 35 mph to 25 mph and on Grand Blvd from 30 to 25 mph.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.333	34			1		$6,782,508.19	$15,057,168.18
387	GA	Columbia	Neighborhood greenways	Several short gaps between neighborhoods and a series of schools and parks in this area (Brookwood Elementary; Crawford Creek Park; Westmont Elementary; and Blanchard Park)	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.767	131				1	$1,562,137.50	
388	SC	Aiken	New Ellenton Main St	Current sidewalk project will extend from Porter Ave to Sanders Ave. Future phases should include at least south to S Boundary Ave and north to Eagle Rd.	Bicycle & Pedestrian	Pedestrian/ Bicycle	2.817	173				1	$1,760,901.57	

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389	SC	Aiken	North Augusta Community Center/Edenfield Park/North Augusta Elementary	A short greenway should be created to link these three destinations. Additionally, install an RRFB at the E. Buena Vista Ave and Mealing Ave intersection.	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.800	88				1	$387,271.37	
390	SC	Aiken	North Augusta Greeneway from Mayfield Dr to the old golf course site.	North Augusta Greeneway extension from Mayfield Dr to the old golf course site.	Bicycle & Pedestrian	Pedestrian/ Bicycle	3.683	150				1	$2,879,241.63	
391	SC	Aiken	North Augusta greenway loop	As development fills in, creating neighborhood connectivity with short greenways and neighborhood street links could be an option for closing the northern part of the developing greenway loop.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.150	64				1	$665,117.35	
392	SC	Aiken	North side sewer project bike/ped facilities	A current sewer project from the Generations Park area north along Shaw Creek to the reservoir north of I-20 is an opportunity for creating a greenway as part of the project.	Bicycle & Pedestrian	Pedestrian/ Bicycle	2.767	175				1	$13,901,495.69	
393	SC	Aiken	North/South neighborhood greenway	Utilizing public ROW, provide a shared use path link from Bluff Ave to Lake Ave, as well as a north/south alternative to connect to Martintown Rd.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.617	40		1			$227,910.00	$309,957.60
394	GA	Richmond	Old Savannah Rd/Olive Rd/Gordon Hwy/Peach Orchard Rd area	Fill sidewalk gaps and provide pedestrian signals at the Olive Rd and the Old Savannah Rd intersections.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.200	37			1		$694,557.38	$1,541,917.38
395	GA	Richmond	Olive Road	Over-Height Detection System	Corridors + Widenings	Freight	5.078	108			1		$85,600.00	$190,032.00
396	SC	Aiken	Pine Grove Avenue to Spring Grove Avenue	Narrow travel lanes to 11 feet; Convert on-street angle parking to parallel parking (14 spaces on east side, 9 spaces on west side); Install 12 foot raised median with landscaping; Upgrade intersection crosswalks to High-Visibility Ladder-Style crosswalks; Upgrade crosswalk north of Pine Grove Avenue to Rectangular Rapid-Flashing Beacon (RRFB) with advance yield bars, 12 foot median refuge, and in-road flashing lights	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.083	24			1		$1,190,000.00	$2,641,800.00
399	GA	Richmond	R.A. Dent Blvd (Walton Way to Emmet St)	5/4-3 road reconfiguration, consistent with the section of 13th St to the north that will be reconfigured with the outside travel lanes converted to protected bike lanes.	Bicycle & Pedestrian	Pedestrian/ Bicycle	7.633	11	1				$1,440,538.06	$1,872,699.48
400	SC	Aiken	Red Route re-alignment	Red Route re-alignment	Transit	Transit	6.854	9	1				$1,591,261.20	$2,164,115.23
401	SC	Aiken	Red-Purple Route	Red-Purple Route	Transit	Transit	5.854	33			1		$1,591,261.20	$3,532,599.86
402	SC	Aiken	Shoreline Dr and E Railroad Ave	Utilizing Shoreline Dr and E Railroad Ave, a formal connection could be made from the 5th St bike/ped bridge and the North Augusta Greeneway system.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.033	27			1		$3,386,135.10	$7,517,219.92
403	SC	Aiken	Richland Ave from downtown Aiken to the Rudy Mason Pkwy sidepath	Reconfigure roadway to provide buffered bike lanes.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.800	11			1		$6,686,704.66	$14,844,484.35
409	GA	Richmond	Sand Bar Ferry Rd	Re-striping the lanes to 11’ could create space for bike lanes between Oak St and Cedar St.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.983	42			1		$648,185.88	$1,438,972.65

Project ID	State	County	Project Name	Project Description	Project Type	Project Subtype	Assigned Score by Project Type	State Project Score	Tier_1	Tier__2	Tier__3	Tier__4	2025 Project Cost	Escalated Cost
410	SC	Aiken	Saturday Service Blue Route	Saturday Service Blue Route	Transit	Transit	6.854	10			1		$1,591,261.20	$3,532,599.86
411	SC	Aiken	Saturday Service Green/Red Route Combination	Saturday Service Green/Red Route Combination	Transit	Transit	5.854	34				1	$1,591,261.20	
412	SC	Aiken	Spring Grove Avenue to Jackson Avenue	Widen the roadway to accommodate additional median width; Narrow travel lanes to 11 feet; Convert on-street angle parking to parallel parking (13 spaces on east side, 4 spaces on west side); Provide a 12-foot two-way left-turn lane median that ties into the proposed northbound left-turn lane at Jackson Avenue/Carolina Avenue; Upgrade intersection crosswalks to High-Visibility Ladder-Style crosswalks	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.067	25			1		$480,000.00	$1,065,600.00
413	GA	Richmond	Sr 10/Us 1 @ Ns #732964 10.8 Mi Ne of Hephzibah	Bridge Replacement with no added capacity	Bridges	Bridge			1				$1,175,000.00	
414	GA	Richmond	SR 28 (Fury's Ferry Rd) from Washington Rd (SR 104) Conn to Old Berckmans Road	SR 28 (Fury's Ferry Rd) from Washington Rd (SR 104) Conn to Old Berckmans Road	Intersections	Intersection	6.520	30			1		$12,624,710.00	$28,026,856.20
415	GA	Richmond	S. Belair Rd (SR 383) from Wheeler Road to Wrightsboro Rd	S. Belair Rd (SR 383) from Wheeler Road to Wrightsboro Rd	Intersections	Intersection	6.852	20			1		$1,644,910.00	$3,651,700.20
417	GA	Richmond	Sr 4/US 25BU @ Savannah River @South Carolina State Line-Tia	This project will replace the existing bridge using staged construction to maintain two lanes of traffic open at all times. The new bridge will be 4 travel lanes with a center median, sidewalk on the east side, and 10-foot shared use of sidewalk on the west side with barrier separation from the outer southbound travel lane. The project team is working on incorporating out of scope trail connection and aesthetic elements.	Bridges	Bridge			1				$56,694,444.59	
418	GA	Richmond	Sr 56 @ Butler Creek 7.1 Mi Ne of Hephzibah	Bridge Replacement with no added capacity	Bridges	Bridge			1				$1,075,000.00	
419	GA	Columbia	Stevens Creek Elementary connection	Create a bike/ped connection linking the neighborhood to the school as well as the Evans to Locks Rd path.	Bicycle & Pedestrian	Pedestrian/ Bicycle	3.767	170				1	$207,915.90	
420	GA	Columbia	Stevens Creek Rd - Evans to Locks Rd to Saint Andrews Way (and Palmadeo Ct)	A short sidepath along this section would connect many residences safely to the Evans to Locks Rd path. Roundabout to be installed at Stevens Creek Rd/Evans to Locks Rd intersec	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.017	160				1	$712,625.54	
421	SC	Aiken	Abandonned railroad from Atomic Rd to the Harrison-Caver Park property.	Construct trail along abandonned railroad from Atomic Rd to the Harrison-Caver Park property.	Bicycle & Pedestrian	Pedestrian/ Bicycle	3.650	152				1	$6,955,523.90	
423	SC	Aiken	Downtown Aiken toward Augusta Rd and the southwest part of Aiken.	Construct rail trail from downtown Aiken toward Augusta Rd and the southwest part of Aiken.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.250	20				1	$21,033,101.67	
424	GA	Richmond	Tobacco Rd from Windsor Spring Rd to Peach Orchard Rd	Construct a sidepath to connect to the existing Windsor Spring Rd sidepath to provide links for these neighborhoods to Diamond Lakes Elementary as well as Diamond Lakes Regional Park.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.167	38			1		$1,360,613.07	$3,020,561.02

Project ID	State	County	Project Name	Project Description	Project Type	Project Subtype	Assigned Score by Project Type	State Project Score	Tier_1	Tier__2	Tier__3	Tier__4	2025 Project Cost	Escalated Cost
425	SC	Aiken	Trolley Line Rd from the existing sidewalk to USC Aiken	Construct a sidepath along this road to connect the neighborhoods to USC Aiken, the Family YMCA, and neighborhood parks.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.883	32				1	$6,778,919.56	
426	SC	Aiken	Aiken Truck Parking Area going EB on I-20	Truck Parking Information System Pilot at Aiken Truck Parking Area going EB on I-20	Corridors + Widenings	Freight	3.173	170				1	$68,000.00	
427	SC	Aiken	Aiken Truck Parking Area going WB on I-20	Truck Parking Information System Pilot at Aiken Truck Parking Area going WB on I-20	Corridors + Widenings	Freight	4.215	118				1	$108,000.00	
431	SC	Aiken	South Carolina Welcome Center going EB on I-20	Truck Parking Information System Pilot at South Carolina Welcome Center going EB on I-20	Corridors + Widenings	Freight	3.458	162				1	$189,000.00	
438	SC	Aiken	Vaucluse Rd from Hampton Ave to US 78	Stripe buffered bike lanes and consider lowering the speed limit from 35 mph to 30 mph.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.717	37				1	$1,587,794.95	
439	SC	Aiken	W. Buena Vista Ave from West Ave to Riverview Park Dr	Stripe buffered bike lanes.	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.383	55				1	$973,408.41	
440	GA	Columbia	Washington Rd	Washington Rd bike/ped facility to connect multiple regional parks and recreation areas and rural, lower traffic volume roads.	Bicycle & Pedestrian	Pedestrian/ Bicycle	3.683	171				1	$19,179,523.49	
441	GA	Richmond	Wheeless Rd from Milledgeville Rd to Lee St	Long-term, when sidewalks need replaced, widen to a sidepath with improved buffer (vegetation/trees); short-term, stripe bike lanes (with buffer striping where possible) utilizing extra pavement width.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.900	19			1		$4,112,779.18	$9,130,369.78
443	SC	Aiken	Whiskey Rd south of Corporate Pkwy	This section of Whiskey Rd does not have bicycle and pedestrian facilities. Because of drainage issues and the nature of the current corridor configuration, construct bike/ped facilities along this stretch.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.333	19			1		$4,865,875.87	$10,802,244.43
447	SC	Aiken	Whiskey Road at Chime Bell Church Road	Add traffic signal; NB left-turn lane (Whiskey); SB right-turn lane (Whiskey); EB right-turn lane (Chime Bell Church Road)	Intersections	Intersection	4.375	108	1				$2,970,520.00	$4,039,907.20
448	SC	Aiken	Whiskey Road at Chukker Creek Road	Install eastbound dual left-turn lane on Chukker Creek Road (280 feet storage); Install a southbound right-turn lane on Whiskey Road (250 feet storage); Extend northbound left-turn lane on Whiskey Road (250 feet storage); Restripe westbound approach on Hunters Glen Road to a left-turn lane and shared through/right-turn lane	Intersections	Intersection	3.412	163				1	$2,568,000.00	
449	SC	Aiken	Whiskey Road at Citadel Drive	Construct a westbound left-turn lane on Citadel Drive (225 feet storage); Construct a northbound right-turn lane on Whiskey Road (450 feet storage); Extend southbound left-turn lane on Whiskey Road (250 feet storage)	Intersections	Intersection	3.912	142				1	$2,782,000.00	
450	SC	Aiken	Whiskey Road at Crosby Road	Install a traffic signal; Install a northbound right-turn lane on Whiskey Road (150 feet storage); Install a southbound left-turn lane on Whiskey Road (150 feet storage); Install a westbound right-turn lane on Crosby Road (150 feet storage)	Intersections	Intersection	3.583	159				1	$2,889,000.00	

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451	SC	Aiken	Whiskey Road at Dominion Drive / Talatha Church Road	Install a reduced conflict intersection (150 foot northbound left-turn lane on Whiskey Road at Dominion Drive); Realign Talatha Church Road with Whiskey Road to a 90-degree angle; Install a traffic signal; Install a northbound right-turn lane on Whiskey Road (150 feet storage); Install a westbound left-turn lane on Talatha Church Road (150 feet storage); Install a northbound U-turn lane on Whiskey Road (150 feet storage); Install two southbound left-turn lanes on Whiskey Road (400 feet storage) and end one left-turn at Brailsford Drive	Intersections	Intersection	3.392	164				1	$3,745,000.00	
452	SC	Aiken	Whiskey Road at Dry Branch Road, Eagle Road	Install a raised concrete median with grass in the middle to facilitate right-in/right-out at Dry branch Road; Install a northbound U-turn bulb-out lane on Whiskey Road (150 feet storage) approximately 600 feet to the north of Dry Branch Road; Extend the southbound left-turn lane on Whiskey Road at Eagle Road (200 feet storage); Install a northbound right-turn lane on Whiskey Road at Eagle Road (300 feet storage); provide room for southbound U-turn at Eagle Road	Intersections	Intersection	3.792	144				1	$2,033,000.00	
455	SC	Aiken	Whiskey Road at Powderhouse Road / Stratford Hall Drive	Add NB right-turn lane (Whiskey); dual WB left-turn lane (Powderhouse); Restripe WB to shared thru/right-turn (Powderhouse); extend NB and SB left-turn lanes (Whiskey); Remove split phase operation	Intersections	Intersection	5.515	46	1				$2,568,000.00	$3,492,480.00
456	SC	Aiken	Whiskey Road at Southmeadows Boulevard	Install a reduced conflict intersection (150 feet northbound left-turn storage on Whiskey Road with a U-turn bulb-out approximately 600 feet north of the intersection; Extend southbound left-turn lane on Whiskey Road (300 feet storage)	Intersections	Intersection	2.828	172				1	$887,030.00	
457	SC	Aiken	Whiskey Road at Talatha Church Road	Install a traffic signal for the southbound left-turns only on Whiskey Road	Intersections	Intersection	4.992	75				1	$344,540.00	
459	SC	Aiken	Whiskey Road, from Powderhouse Road to Talatha Church Road	Construct a raised concrete median within the existing Two-Way Left-turn Lane; Install 2 build-outs and with associated U-turn lanes; Construct a shared-use path on the west side of the road	Bicycle & Pedestrian	Pedestrian/ Bicycle	5.283	57				1	$5,921,945.61	
461	SC	Aiken	Whiskey Road, from Talatha Church Road to Eagle Road	Construct a 16 foot raised concrete median with grass in the middle and widen Whiskey Road symmetrically; Install approximately 15 bulb-outs and with associate U-turn lanes; Construct a shared-use path on the east side of road	Bicycle & Pedestrian	Pedestrian/ Bicycle	4.017	132				1	$9,425,567.26	
462	GA	Columbia	William Few Pkwy from Washington Rd to Patriots Park (and further south)	Sidepath construction to continue the Euchee Creek Greenway north to connect to future Hardy Mcmanus sidepath.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.583	26			1		$20,667,664.65	$45,882,215.52

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463	GA	Richmond	Windsor Spring Rd from I-520 to Rosier Rd	Fill in sidewalk gaps to create a continuous sidewalk from south Augusta to Hephzibah.	Bicycle & Pedestrian	Pedestrian/ Bicycle	6.650	22			1		$1,730,303.27	$3,841,273.26
464	SC	Aiken	York St from Richland Ave to Rutland Dr/sidepath	Consider reconfiguring roadway to provide buffered bike lanes.	Bicycle & Pedestrian	Pedestrian/ Bicycle	7.000	6			1		$1,873,492.10	$4,159,152.46
466	SC	Aiken	SC 118 (Robert M Bell Pkwy): Trolley Run Blvd to Trolley Line Road	Widen to 4-lane divided	Corridors + Widenings	Widening	3.915	140				1	$571,851.84	
467	SC	Aiken	SC 118 (Robert M Bell Pkwy): Trolley Line Road to Champion Way	Widen to 5-lane two-way left-turn lane (TWLTL)	Corridors + Widenings	Widening	3.715	147				1	$611,677.42	
468	SC	Aiken	SC 118 (University Pkwy): Hudson Road to University Pkwy	Widen to 5-lane two-way left-turn lane (TWLTL)	Corridors + Widenings	Widening	4.108	125				1	$4,798,912.50	
469	SC	Aiken	SC 118 (University Pkwy): Vaucluse Road to Hudson Road	Widen to 5-lane two-way left-turn lane (TWLTL)	Corridors + Widenings	Widening	4.108	126				1	$1,500,398.27	
470	SC	Aiken	SC 118 (Robert M Bell Pkwy): Champion Way to Proud Pacer Drive	Widen to 5-lane two-way left-turn lane (TWLTL)	Corridors + Widenings	Widening	3.258	169				1	$817,949.99	
471	SC	Aiken	Trolley Line Rd: College Station Dr to University Pkwy	Widen to 3-lane two-way left-turn lane (TWLTL)	Corridors + Widenings	Widening	4.057	131				1	$372,352.03	
472	SC	Aiken	Bettis Academy Road: Whaley Pond Road to Weldon Way	Widen to 3-lane	Corridors + Widenings	Widening	4.208	120				1	$1,281,010.41	
473	SC	Aiken	Bettis Academy Road: Ascauga Lake Road to Whaley Pond Road	Widen to 5-lane	Corridors + Widenings	Widening	4.433	104				1	$2,156,302.80	
474	SC	Aiken	Bettis Academy Road/ I-20 Bridge	Widen to 5-lane	Corridors + Widenings	Widening	6.008	29				1	$3,605,000.00	
475	SC	Aiken	Bettis Academy Road: Whaley Pond Road to Weldon Way	Widen to 5-lane	Corridors + Widenings	Widening	4.208	121				1	$3,757,630.52	
476	SC	Aiken	Bettis Academy Road: Giant Tire Parkway to US 25	Widen to 3-lane and intersection improvements to add a traffic signal	Intersections	Intersection	3.978	134			1		$14,054,662.01	$31,201,349.66
477	SC	Aiken	Bettis Academy Road: Weldon Way to I-20	Widen to 5-lane	Corridors + Widenings	Widening	4.525	96				1	$11,377,035.44	
478	SC	Aiken	Bettis Academy Road: I-20 to Sage Mill Parkway	Widen to 5-lane	Corridors + Widenings	Widening	4.208	122				1	$4,037,740.74	
479	SC	Aiken	Bettis Academy Road: Sage Mill Parkway to Giant Tire Parkway	Widen to 5-lane	Corridors + Widenings	Widening	3.342	166				1	$10,979,265.32	
480	SC	Aiken	US 78 (Charleston Highway) at Airco Boulevard (S-2018)	Left-turn lane from US 78 EB to Airco Boulevard	Intersections	Intersection	4.373	109				1	$2,070,000.00	
481	SC	Aiken	SC 118 (Robert M Bell Pkwy) at Trolley Line Road	Safety improvements at the intersection of Robert M. Bell Parkway (SC-118) and Trolley Line Road (S-80). Add 200 foot EB and WB left-turn lanes; Add protected left-turn phasing; Add 150 foot NB right-turn lane; Add 100 foot SB right-turn lane; Signal phasing/timing modifications; Add 200 foot WB right-turn lane	Intersections	Intersection	4.432	105	1				$2,500,000.00	$3,400,000.00
482	SC	Aiken	SC 118 (Robert M Bell Pkwy) at Trolley Run Boulevard	Add 250-foot NB left-turn lane	Intersections	Intersection	4.348	111				1	$750,000.00	
483	SC	Aiken	SC 118 (University Pkwy) at Vaucluse Road	Extend EB right and left-turn lanes to 250 feet and optimize signal	Intersections	Intersection	3.642	153				1	$550,000.00	
484	SC	Aiken	Trolley Line Road at College Station Drive	Convert College Station to right-in right-out (RIRO)	Intersections	Intersection	4.348	112				1	$250,000.00	

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485	SC	Aiken	SC 118 (University Pkwy) at Vaucluse Road	Add 200-foot SB right-turn lane	Intersections	Intersection	3.642	154				1	$360,000.00	
486	SC	Aiken	SC 118 (Robert M Bell Pkwy) at Trolley Run Boulevard	Add 200-foot SB right-turn lane	Intersections	Intersection	4.348	113				1	$400,000.00	
487	SC	Aiken	SC 118 (Robert M Bell Pkwy) at Champion Way/New Connector	New connection with SC 118 and USC Aiken at Champions Way	Intersections	Intersection	2.932	171				1	$2,500,000.00	
488	SC	Aiken	SC 118 (Robert M Bell Pkwy) at Trolley Run Boulevard/University Parkway	Add traffic signal; Extend EB left-turn lane to 150 feet; Realign University Parkway to Trolley Run Boulevard; Add EB thru lane	Intersections	Intersection	4.932	79				1	$2,250,000.00	
489	SC	Aiken	Trolley Line Road at University Parkway	Convert intersection to single lane roundabout	Intersections	Intersection	3.932	139				1	$3,500,000.00	
490	SC	Aiken	Pawnee-Neilson Connector from Tyler St to Pawnee Street	Pawnee-Neilson Connector from Tyler St to Pawnee Street	New Roadways	Extension	4.775	89				1	$8,157,200.00	
491	SC	Aiken	Bettis Academy Road at Whaley Pond Road	Add-150 foot EB left-turn lane	Corridors + Widenings	Operational	3.667	151				1	$200,000.00	
492	SC	Aiken	Bettis Academy Road at Sage Valley Drive/Carmine Avenue	Add-150 foot WB left-turn lane	Corridors + Widenings	Operational	3.617	156				1	$225,000.00	
493	SC	Aiken	Bettis Academy Road at Flat Rock Lane	Add-150 foot NB right-turn lane	Corridors + Widenings	Operational	4.075	128				1	$150,000.00	
494	SC	Aiken	Bettis Academy Road at Sage Creek Boulevard	Add 150 foot NB right-turn lane	Corridors + Widenings	Operational	3.933	138				1	$150,000.00	
495	SC	Aiken	Bettis Academy Road at Springdale Road/Sage Mill Parkway	Add-150 foot EB left-turn lane	Corridors + Widenings	Operational	3.617	157				1	$225,000.00	
496	SC	Aiken	Bettis Academy Road at Flat Rock Lane	Add-150 foot WB right-turn lane	Corridors + Widenings	Operational	4.075	129				1	$150,000.00	
497	SC	Aiken	Bettis Academy Road at I-20 EB ramps	Channelize EB right-turn lane and receiving lane	Corridors + Widenings	Operational	3.975	135				1	$550,000.00	
498	SC	Aiken	Bettis Academy Road at I-20 WB ramps	Channelize WN right-turn lane and receiving lane	Corridors + Widenings	Operational	3.942	137				1	$650,000.00	
499	SC	Aiken	Bettis Academy Road at I-20 EB ramps	Add 1 EB left-turn lane (dual lefts)	Corridors + Widenings	Operational	3.792	145				1	$450,000.00	
500	SC	Aiken	Bettis Academy Road at I-20 WB ramps	Add 1 NB left-turn lane (dual lefts)	Corridors + Widenings	Operational	3.975	136				1	$550,000.00	
501	SC	Aiken	I-20 EB And WB Over S-980 And Abandoned Railroad Bridge Replacement	Bridge replacement on I 20 EB and WB over S 980 and Abandoned RR	Bridges	Bridge				1			$2,300,000.00	
502	SC	Edgefield	Short Cut Road and US 25	Intersection Improvement	Bridges	Bridge	1.883	177				1	$1,060,000.00	
503	GA	Columbia	Sr 104 @ Little Kiokee Creek	Bridge Replacement of SR 104 over Little Kiokee Creek in Columbia County (Structure Number 073-0013-0) located 6.6 miles NE of Appling. The proposed design will provide two 12' lanes with 8'shoulders. Construction will need to be coordinated with 0017932 located within a mile north of this project.	Bridges	Bridge				1			$300,000.00	

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504	GA	Columbia	Sr 104 @ Kiokee Creek	Bridge Replacement of SR 104 over Kiokee Creek in Columbia County (Structure Number 073-0014-0) located 6.2 miles NE of Appling. The proposed design will provide two 12' lanes with 8'shoulders. Construction will need to be coordinated with 0017931 located within a mile south of this project along SR 104.	Bridges	Bridge			1				$300,000.00	
505	GA	Richmond	Sr 4/Us 1 @ Rocky Creek 9.4 Mi Ne of Hephzibah	Bridge Replacement with no added capacity at SR 4/US 1 @ ROCKY CREEK 9.4 MI NE OF HEPHZIBAH	Bridges	Bridge			1				$1,175,000.00	
506	GA	Columbia	Cr 92/Hardy Mcmanus Rd from William Few Pkwy to Sr 28 - Tia	The Hardy McManus Road widening project will expand the roadway from William Few Parkway to SR 28/Furys Ferry Road. The proposed improvements include a three-lane section with 10-foot travel lanes and a 14-foot flush median. Roundabouts will be constructed at the intersections of Halali Farm Road/Jamestown Avenue, Aylesbury Drive, and Dolphin Way. Additional turn lanes will be added alongside roads to improve traffic flow. Pedestrian and cyclist accommodations will include a 5-foot sidewalk on the north side of the roadway and a 10-foot shared-use path on the south side. The total project length is approximately 3.1 miles.	Corridors & Widenings	Widening			1				$35,024,191.00	
507	GA	Columbia	Sr 104 From William Few Pkwy to Tubman Road	This roadway improvement project consists of widening an approximately 2.4-mile section of Washington Rd (SR 104), from William Few Pkwy to Tubman Rd, from two lanes to four lanes. The four-lane section will consist of two mainline travel lanes in each direction and select right turn decel lanes to serve side streets with high traffic volumes.	Corridors & Widenings	Widening			1				$2,538,900.00	
508	GA	Columbia	Cr 102/Hereford Farm Road from Sr 232 To Sr 383 - Tia	Widen from two to three lanes through lanes from SR 383 (Belair Road) to SR 232 (Columbia Road) with urban or rural design. From CR 102/Hereford Farm RD from SR 232 to SR 38. - TIA.	Corridors & Widenings	Widening			1				$39,279,078.58	
509	GA	Columbia	Electric Vehicle (Ev) Charging Station Park Upgrades	Upgrading various parks throughout Columbia County with Electric Vehicle (EV) Charging Stations to improve access to electric vehicle charging stations and encourage the use of EVs to promote carbon reduction. Parks to receive dual port EV Charging Stations include: Savannah Rapids Park (2), Lakeside Park (2), Blanchard Park (1), Patriots Park (3), Riverside Park (1), Blanchard Woods Park (2), Lady A Park (2), and Evans Towne Center Park (3). Total dual-port charging stations: 16.	Corridors & Widenings	Operational			1				$556,197.00	

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510	GA	Columbia	I-20 From Sr 388 To Cr 573/Wheeler Road	This project will widen I-20 (SR 402) from four to six lanes from US 221/SR 47 to east of SR 383 at the I-20 interchange. The project will address the need for additional roadway capacity in the I-20 corridor. The project is proposed to be split into two phases, with the first phase being from SR 388 to CR 573/Wheeler Road for a total length of 5.29 miles and the second phase being from US 221/SR 47 to SR 47 to SR 388 for a total length of 6.83 miles. The project will also replace existing lane 2 (future lane 3) in the Eastbound and Westbound directions due to the existing condition of the subgrade and concrete.	Corridors & Widenings	Widening			1				$2,884,426.00	
511	GA	Richmond	Willis Foreman Road	CR 1515/WILLIS FOREMAN RD FROM SR 4/US 1 TO SR 121/US 25-TIA	Corridors & Widenings	Widening			1				$8,696,765.00	
512	GA	Columbia	Wrightsboro Rd Widening from Jimmie Dyess Pkwy (Sr 383) To Horizon South Pkwy to Horizon South Pkwy (Sr 388)	This roadway improvement project consists of widening an approximately 4.1-mile section of Wrightsboro Rd, from Jimmie Dyess Pkwy (SR 383) to Horizon South Pkwy (SR 388), from two lanes to three-lanes with sidewalks on both sides. The three-lane section will consist of one mainline travel lane in each direction, a two way left turn lane throughout, and select right turn decel lanes to serve side streets with high traffic volumes. Wrightsboro Rd is posted at 45 and 55 MPH with no sidewalks, is currently seeing traffic volumes in excess of 16,000 vehicles per day, and traffic accidents are on the rise. This project would significantly improve vehicular safety along this corridor, provide pedestrian-friendly connectivity, and greatly improve traffic movement for motorists traveling between Richmond and Columbia Counties.	Corridors & Widenings	Widening			1				$38,100,000.00	
513	GA	Richmond	Broad Street Lighting Rehabilitation (5th Street to East Boundary)	Use of LED light in order to reduce Carbon Footprint. This project aims to upgrade the lights that was built 50 years ago within old city limits. The construction aims to replace above ground system.	Bicycle & Pedestrian	Pedestrian/ Bicycle			1				$1,630,674.00	
514	GA	Richmond	Greene Street Lighting Rehabilitation (13th Street to East Boundary)	Use of LED light in order to reduce Carbon Footprint. This project aims to upgrade the lights that was built 50 years ago within old city limits. The construction aims to replace above ground system.	Bicycle & Pedestrian	Pedestrian/ Bicycle			1				$982,255.00	
515	SC	Aiken	S-732 (Cooper Pond Road) Over Goodland Creek	S-732 (Cooper Pond Road) over Goodland Creek Bridge Replacement	Bridges	Bridge			1				$800,000.00	
516	SC	Aiken	SC-126 (Belvedere Clearwater Road) corridor improvements	Widen from 2-lane to 5-lane C/G, with bike/ped accommodations	Corridors & Widenings	Widening			1				$16,300,000.00	

Project ID	State	County	Project Name	Project Description	Project Type	Project Subtype	Assigned Score by Project Type	State Project Score	Tier_1	Tier__2	Tier__3	Tier__4	2025 Project Cost	Escalated Cost
517	SC	Aiken	Mustang Drive (S-1920) Sidewalk Improvement Project	Installation of approximately 1,650 linear feet of new sidewalk	Bicycle & Pedestrian	Safety			1				$924,927.00	
518	SC	Aiken	Shiloh Heights Road (S-600) Sidewalk Improvement Project	Installation of approximately 1,650 linear feet of new sidewalk	Bicycle & Pedestrian	Safety			1				$649,702.00	
519	GA	Columbia	Appling Harlem Rd from Existing 4-lane Section (approximately at Lonergan-Hulme Rd) to Wrightsboro Rd	Appling Harlem Rd from Existing 4-lane Section (approximately at Lonergan-Hulme Rd) to Wrightsboro Rd, widen to 4 lanes	Corridors + Widenings	Widening	3.342	174				1	$9,900,000.00	
520	GA	Columbia	Wrightsboro Rd between Louisville Rd & Appling Harlem Rd. (SR 221)	Widen from 2 to 4 lanes	Corridors + Widenings	Operational	4.500	143				1	$23,500,000.00	
521	GA	Columbia	Louisville Road from Columbia Road to Old Louisville Rd	Louisville Road Widening from Columbia Road to Old Louisville Rd	Corridors + Widenings	Widening	4.617	137				1	$40,000,000.00	
522	GA	Columbia	Old Louisville Road from Louisville Rd to Reynolds Farm Rd	Old Louisville Road Widening from Louisville Rd to Reynolds Farm Rd	Corridors + Widenings	Operational	4.758	132				1	$26,400,000.00	
523	GA	Columbia	Evans to Locks Road from Fury's Ferry Road to Stevens Creek Rd	Operational Improvements	Corridors + Widenings	Operational	5.182	88				1	$21,500,000.00	
524	GA	Columbia	Baker Place Rd. from William Few Pkwy to Wrightsboro Rd.	Operational Improvements	Corridors + Widenings	Operational	4.875	122				1	$25,600,000.00	
525	GA	Columbia	North Belair Road between Washington Rd. and Evans to Locks	North Belair Road Operational Improvements between Washington Rd. and Evans to Locks	Corridors + Widenings	Operational	4.375	149				1	$3,000,000.00	
526	GA	Columbia	Washington Rd (SR 104) and Old Evans/Bobby Jones Expressway	Intersection Improvements at Washington Rd (SR 104) and Old Evans/Bobby Jones Expressway	Intersections	Intersection	5.927	45			1		$1,700,000.00	$3,774,000.00
527	GA	Columbia	Intersection Improvements at Columbia Rd. (SR 232) and Belair Rd, (SR 383)	Intersection Improvements	Intersections	Intersection	6.480	31			1		$1,540,000.00	$3,418,800.00
528	GA	Columbia	SR 104 (Washington Rd) between Market View Pkwy and William Few Pkwy	SR 104 (Washington Rd) Operational Improvements between Market View Pkwy and William Few Pkwy	Corridors + Widenings	Operational	5.583	54		1			$2,700,000.00	$5,994,000.00
529	GA	Columbia	SR 104 (Washington Rd) From Tubman Rd. to Market View Pkwy	Widen from 2 to 4 lanes	Corridors + Widenings	Widening	5.008	112				1	$23,000,000.00	
530	SC	Aiken	Georgia Avenue at Jackson Avenue / Carolina Avenue	Partial multi-lane roundabout; Narrow Carolina Avenue on the approach to the roundabout and provide on-street parking north of the intersection; Mark on-street parking spaces on Carolina Avenue just north of the realigned segment (9 spaces); Realign Jackson Avenue to tie into the roundabout and mark on-street parking spaces (5 spaces); Install RRFB pedestrian crossings on the Georgia Avenue and Carolina Avenue approaches on the north side of the intersection.	Corridors + Widenings	Operational	3.845	143				1	$3,746,000.00	
531	SC	Aiken	Old Barnwell Road (S-113) at Woodward Drive (S-2187) / US 78 (Charleston Highway)	Right-turn lane (no turn on red/no right turn blank out); clustered signalized intersections; no access to US 78 from Woodward Drive intersection EB (across from Montmorenci Road intersection)	Intersections	Intersection	4.458	101				1	$604,000.00	
532	SC	Aiken	US 78 (Charleston Highway) at Old Tory Trail (S-1669)	Left-turn lane from US 78 EB to Old Tory Trail	Intersections	Intersection	5.167	62				1	$1,132,500.00	

Project ID	State	County	Project Name	Project Description	Project Type	Project Subtype	Assigned Score by Project Type	State Project Score	Tier_1	Tier__2	Tier__3	Tier__4	2025 Project Cost	Escalated Cost
533	SC	Aiken	US 78 (Charleston Highway) at Oakwood Windsor Elementary School (west of Tolt Trail P-1607)	Left and right-turn lanes from US 78 to Oakwood Windsor Elementary School	Intersections	Intersection	2.792	174				1	$1,736,500.00	
535	SC	Aiken	Bettis Academy Road at Giant Tire Parkway	Bettis Academy Road at Giant Tire Parkway - Install traffic signal	Intersections	Intersection	3.342	167				1	$528,500.00	
537	SC	Aiken	Edgefield Rd (US-25) Traffic Signal Upgrades	Retiming of traffic signals at eight intersections in the Exit 5 area	Corridors + Widenings	Operational							$125,000.00	
538	SC	Aiken	Martintown Rd (SC-230) Traffic Signal Upgrades	Retiming of traffic signals at eight intersections in the Martintown Road area	Corridors + Widenings	Operational							$125,000.00	
539	SC	Aiken	Main Street (SC-191) / Howlandville Road (S-81) Traffic Signal Upgrades	Retiming of the traffic signals at 2 intersections on Main Street / Howlandville Road, from Augusta Road to Pine Log Road (S-87)	Corridors + Widenings	Operational							$30,000.00	
540	SC	Aiken	Whiskey Rd (SC-19) Radar Detection Upgrades	Installation of radar detection at the 17 intersections along Whiskey Road from South Boundary Avenue to Chukker Creek Road	Corridors + Widenings	Operational							$625,000.00	
541	SC	Aiken	Rutland Dr / Rudy Mason Pkwy (SC-118) Traffic Signal Upgrades	Traffic signal modification design and retiming of traffic signals at four intersections in the Rutland Drive/Rudy Mason Parkway area from Laurens Street to Wire Road	Corridors + Widenings	Operational							$200,000.00	
998	SC	Aiken	Silver Bluff Roadfrom Anderson Pond Rd to Storm Branch Road	Silver Bluff Road widening from Anderson Pond Rd to Storm Branch Road	Corridors + Widenings	Widening	4.950	77				1	$25,950,142.52	
999	GA	Columbia	Fury's Ferry Rd between Evans to Locks Rd and Washington	Widen from 4 to 6 lanes	Corridors + Widenings	Widening	5.548	59				1	$19,711,720.57	