

ARTS 2055

Metropolitan Transportation Plan Update

Moving Opportunity
Forward



Augusta Regional Transportation Study (ARTS)

Draft Plan

July 17, 2025

www.arts2055mtp.com



**FREIGHT
MATTERS**

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Resolutions

Resolutions on following pages

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ARTS MPO Policy Committee

Briton Williams, Mayor City of North Augusta

Garnett Johnson, Mayor City of Augusta

Tom Cobb, Mayor of Blythe

Robert Buchwitz, Chairman City of Hephzibah

Gary Jones, Mayor City of Grovetown

Teddy Milner, Mayor City of Aiken

Karen Jones, Mayor of Town of Burnetown

Kimberly Williams, Mayor of New Ellenton

Gary Bunker, Chairman, Aiken County Council, VICE CHAIR OF POLICY COMMITTEE

Dean Campbell, Edgefield County Council

Doug Duncan, Chairman Columbia County Commission

Rob Perry, Secretary of Transportation SCDOT

Russell McMurry, Commissioner, GDOT

Col. Anthony J. Kazor, Garrison Commander, Fort Gordon

Dr. William Molnar, Executive Director, Lower Savannah Council of Govt., CHAIRMAN OF POLICY COMMITTEE

Sharon Dottery, Transit Director, Augusta Transit represented by Dr. Oliver Page

South Carolina ARTS Policy Subcommittee

Aiken County

Councilman Mike Kellems

Councilman Danny Feagin

City of Aiken

Mayor Teddy Milner

Councilwoman Andrea Gregory

Town of Burnetown

Mayor Karen Jones

Edgefield County

Councilman Jerry Moody

Councilwoman Tiffani Ireland

City of New Ellenton

Mayor Kimberly Williams – ***Chairwoman***

Mayor Pro-Tem Carl Culpepper, III

City of North Augusta

Mayor Briton Williams – ***Vice-Chairman***

Legislative Delegation

Senator Tom Young

Representative Bill Hixon

ARTS Policy Subcommittee Members (Non-Voting)

Brian Sanders- Aiken County Administrator

Jim Clifford- City of North Augusta Administrator

Stuart Bedenbaugh- City of Aiken Manager

Joel Duke- Assistant County Administrator/Chief Development Officer

Marya Moultrie- City of Aiken Planning Director

Tommy Paradise- City of North Augusta Planning Director

William B. “Bill” Dukes- SCDOT 2nd District Highway Commissioner

Machael Peterson- SCDOT Director of Planning

Jermaine R. Hannon- Federal Highway Administration, SC Division Administrator

ARTS Technical Coordinating Committee

Carla Delaney, Director, City of Augusta Planning and Development

Dr. Hameed Malik, City of Augusta Engineering Dept.

Sharon Dottery, Augusta Transit

John Ussery, Augusta Traffic Engineering

Scott Sterling, Planning Director, Columbia County

Kyle Titus, Director of Engineering Services Division, Columbia County

Tommy Paradise, Director of Planning and Development, North Augusta

Thomas Zeaser, Director of Engineering & Public Works, City of North Augusta

Joel T. Duke, Planning Director, Aiken County

Timothy Marinelli, County Engineer, Aiken County

Hannah Stone, Transit Operations Manager, LSCOG

Vacant, Planner, LSCOG

Hart “Doc” Clark, Director of Building and Planning, Edgefield County

Marya Moultrie, Planning Director, City of Aiken

Mike Przybylowicz, Engineering and Utilities Director, City of Aiken

Jason Morgan, Supervisor of Streets and Roads, City of New Ellenton

Corbett Reynolds, P.E., District Engineer, GDOT

Ellen Wright, District 2 Engineer, GDOT

Lyle Lee, Regional Planning Manager, SCDOT

Leah Quattlebaum, Director of Planning

Herbert Judon, Augusta Regional Airport

Anthony Smith, Transportation Officer, Fort Gordon

Vacant, Chairman, Citizens Advisory Committee

South Carolina ARTS Technical Coordinating Committee

Aiken County

Kimberly Hoover – Chief Buyer/Sales Tax Program Coordinator

Joel Duke – Assistant County Administrator/Chief Development Officer

City of North Augusta

Tom Zeaser - Director of Engineering

Jim Clifford - City Administrator

Tommy Paradise - Planning Director

City of Aiken

Marya Moultrie – Planning Director

Max Plankey – Planner

Mike Przybylowicz - Director of Engineering

Edgefield County

Hart Clark – Planning Director

SCDOT

Lyle Lee – Regional Planning Manager

Mark Pleasant – Community Planner

Alex Bennett – Project Manager, Midlands RPG Office

ARTS Citizens Advisory Committee

Geneva Jackson, Aiken County

Hafeez Chaudhry, Columbia County

City of Augusta Planning & Development Department Staff

Mariah Harris, Strategic Planning Manager

Chyvatee Vassar, Deputy Director

Rachel Martin, Planning Projects Coordinator

Lequan Peterson, Senior Transportation Planner

Marcus Holland, Transportation Planner

Aiken County Staff

Saralyn Yarborough, Transportation Planner

Joel Duke, Assistant County Administrator/ Chief Development Officer

Amanda Sievers, Development Official

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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.

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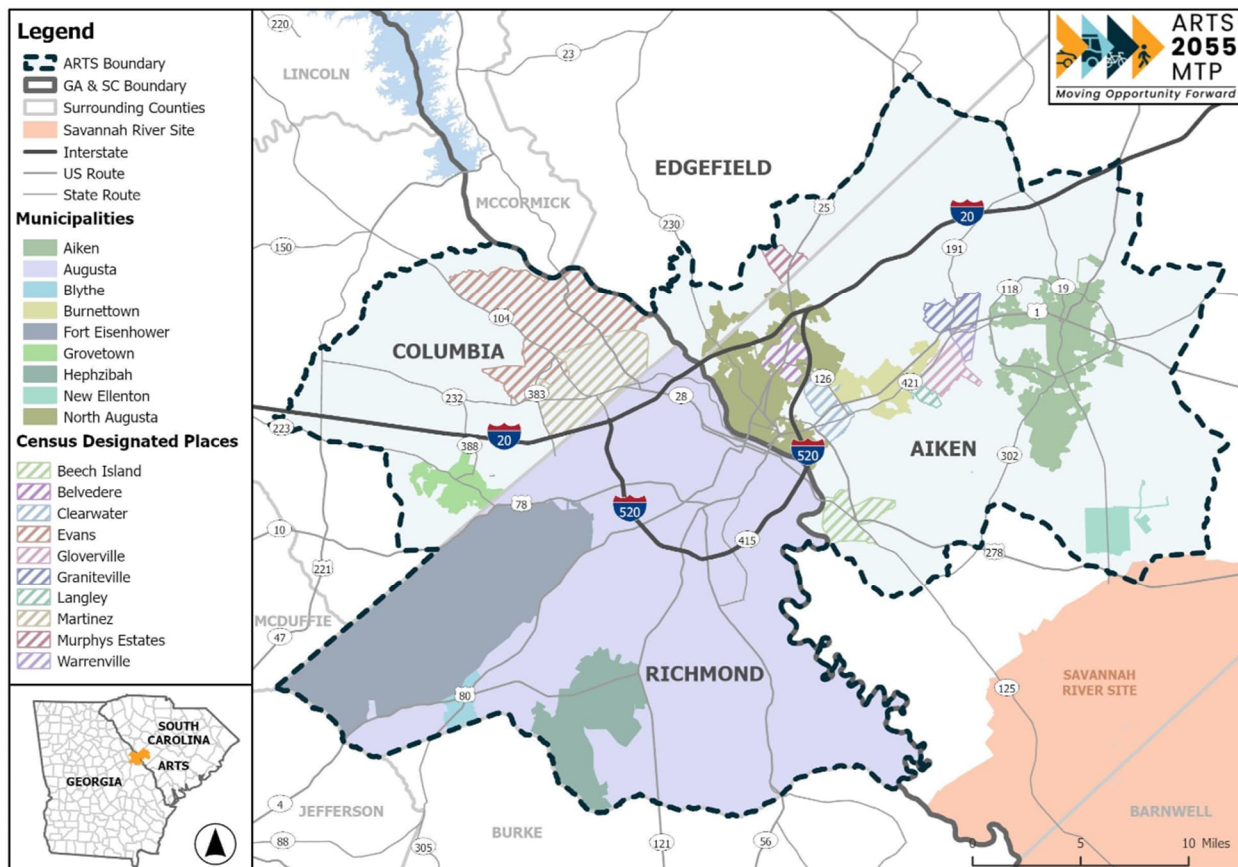
1 Introduction

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.

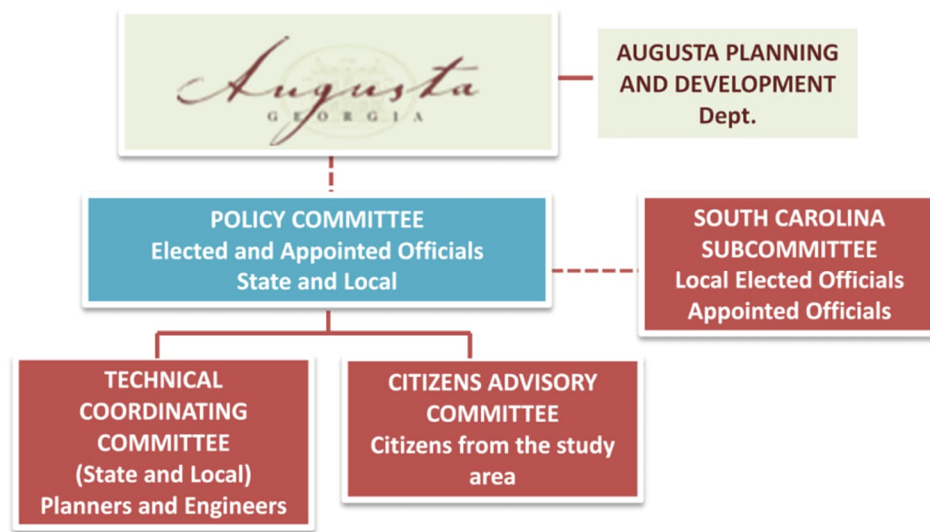
Figure 1.1-1: ARTS MPO Area



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 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 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.

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 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



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

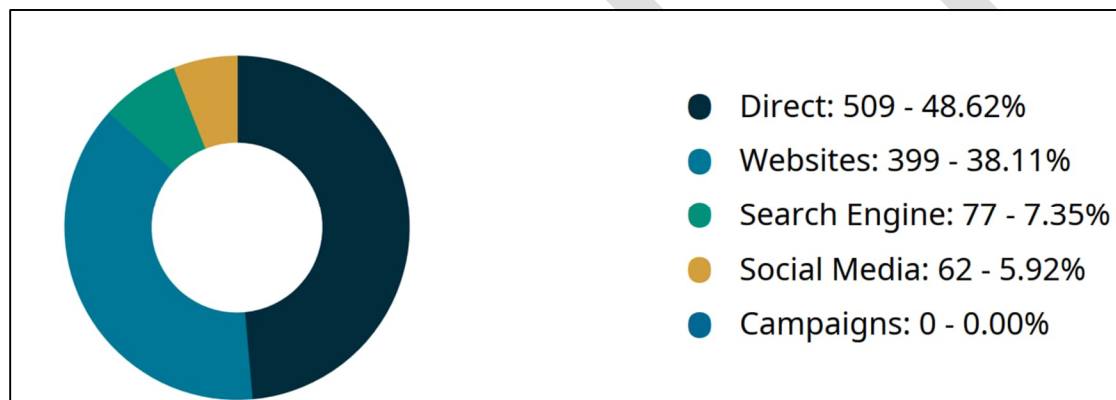
materials, and a public engagement section with event listings, a survey link, and a sign-up form for project updates.

As of 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
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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.

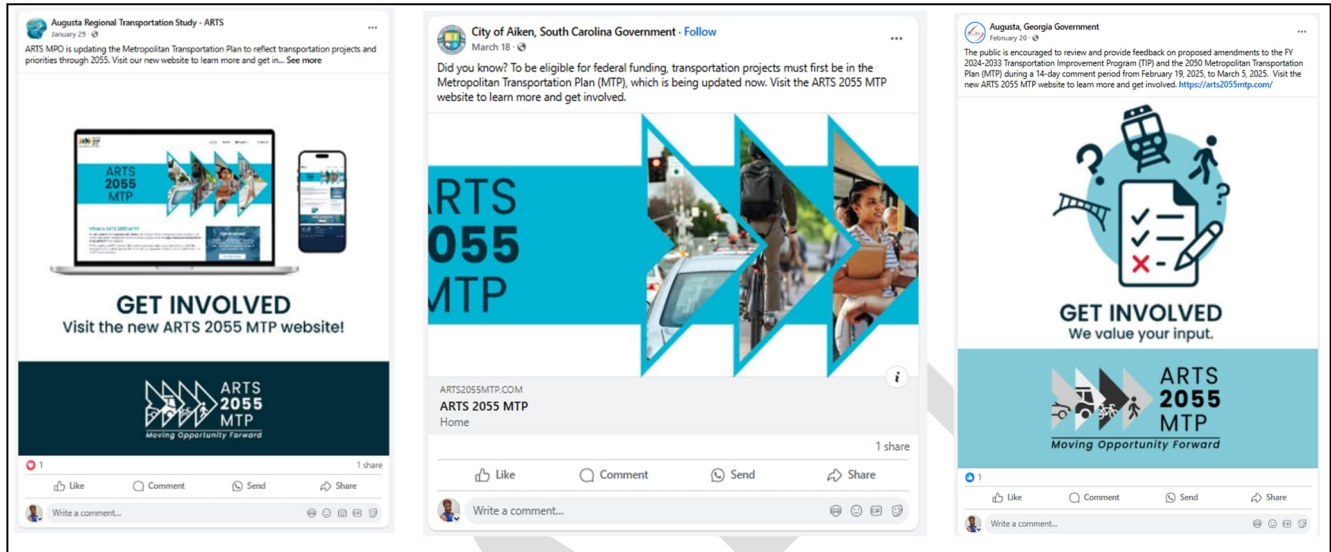
Figure 2.2-2: ARTS Website Traffic Analytics



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.

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
Aiken Housing Authority	Low-income
Aiken Youth Empowerment	Youth

Organization	Target Audience
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

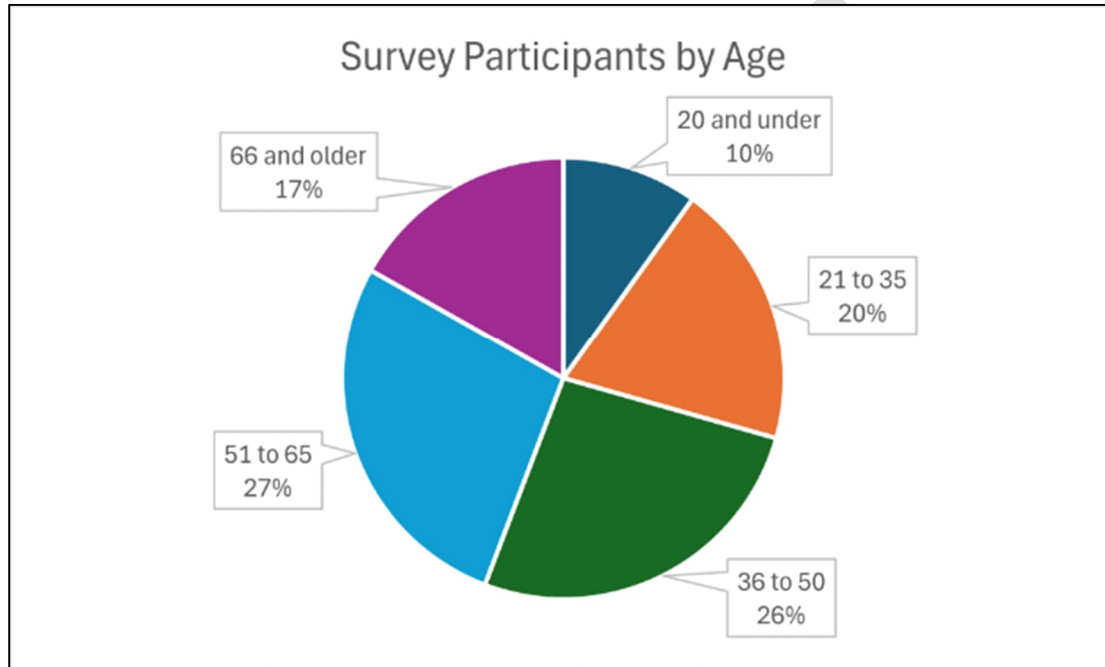
2.4 Public Survey

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 more than 700 of the 1,203 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%

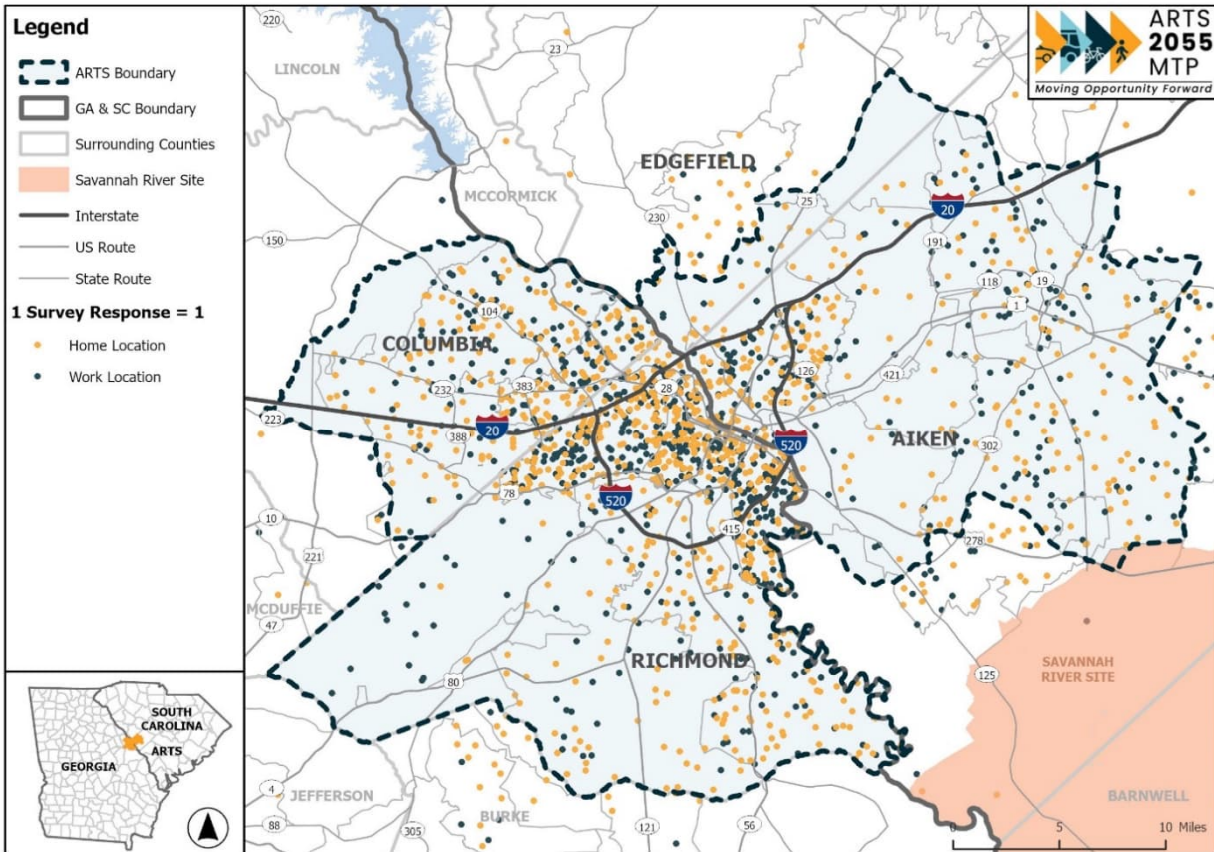
2.4.3 Survey Questions and Responses

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 [Hold] Phase II

Discussion on Phase II engagement, held between July 17 and August 16, 2025 will be provided here as part of the Final 2055 MTP.

2.6 Conclusion

Phase 1 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 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.

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%

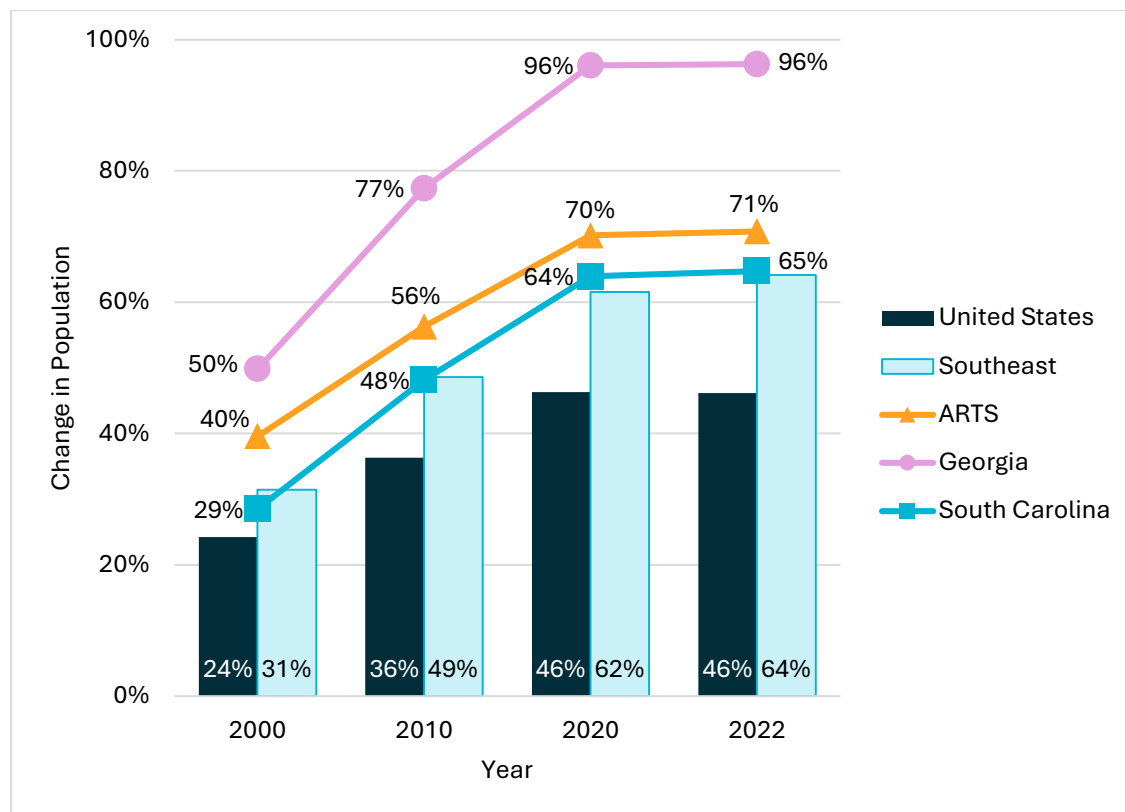
Source: 2018 – 2022 ACS 5-Year Estimate

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.

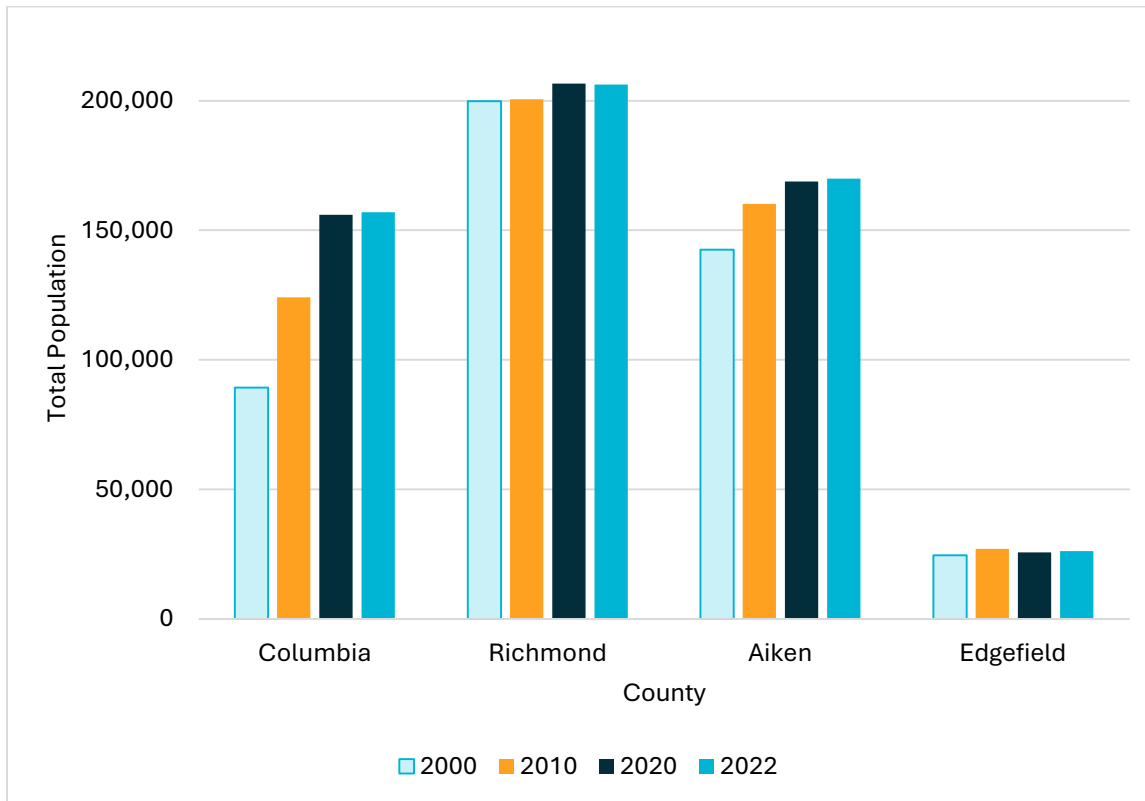
Figure 3.2-1: Population Change (2000-2022) Relative to Base Year 1980



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.

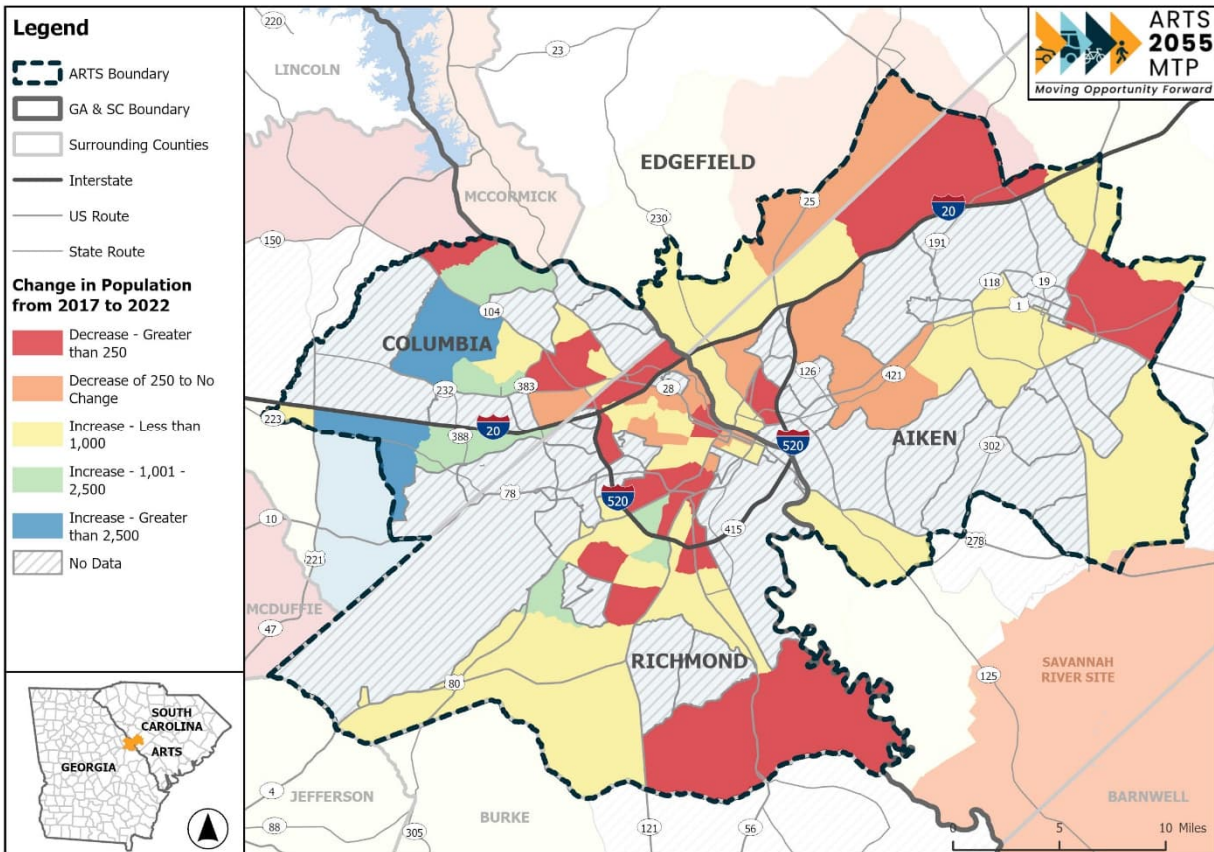
Figure 3.2-2: Population by County (2000 – 2022)



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.

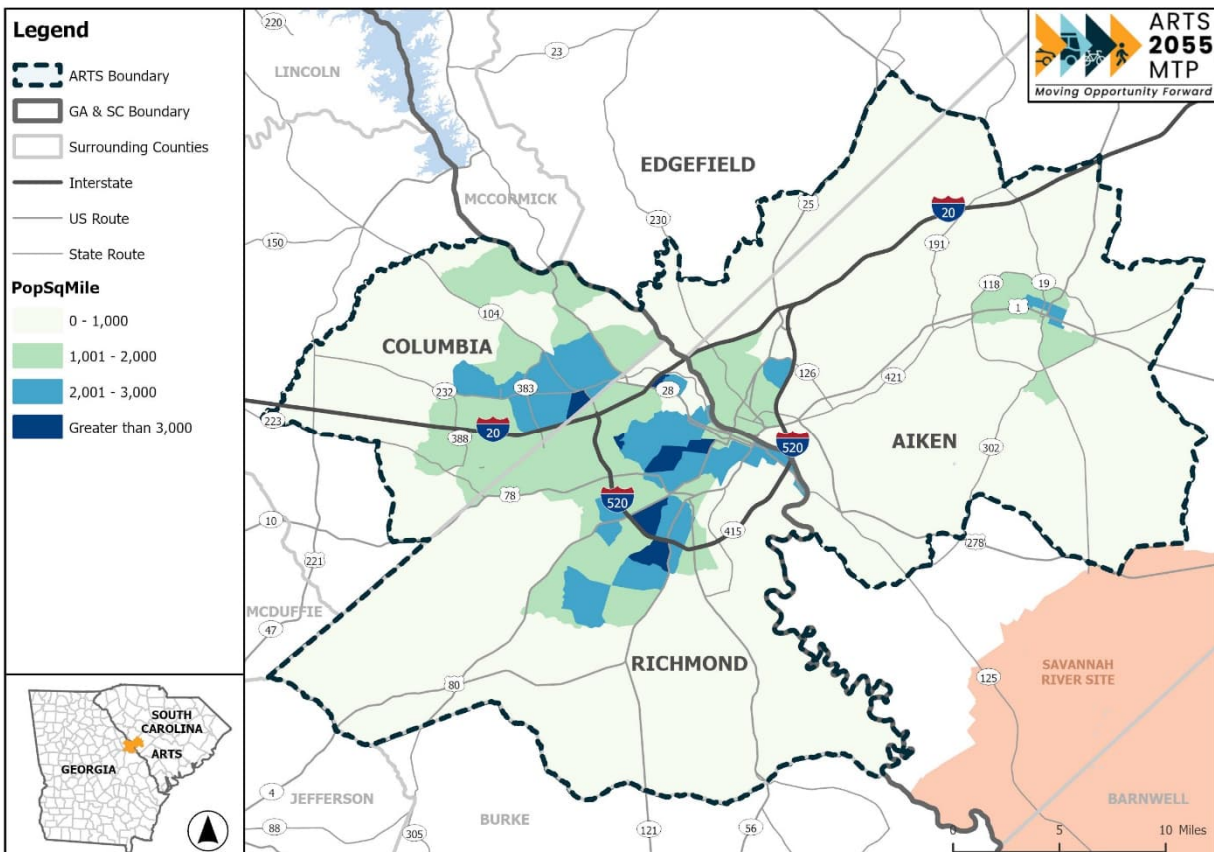
Figure 3.2-4: Population Density

	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

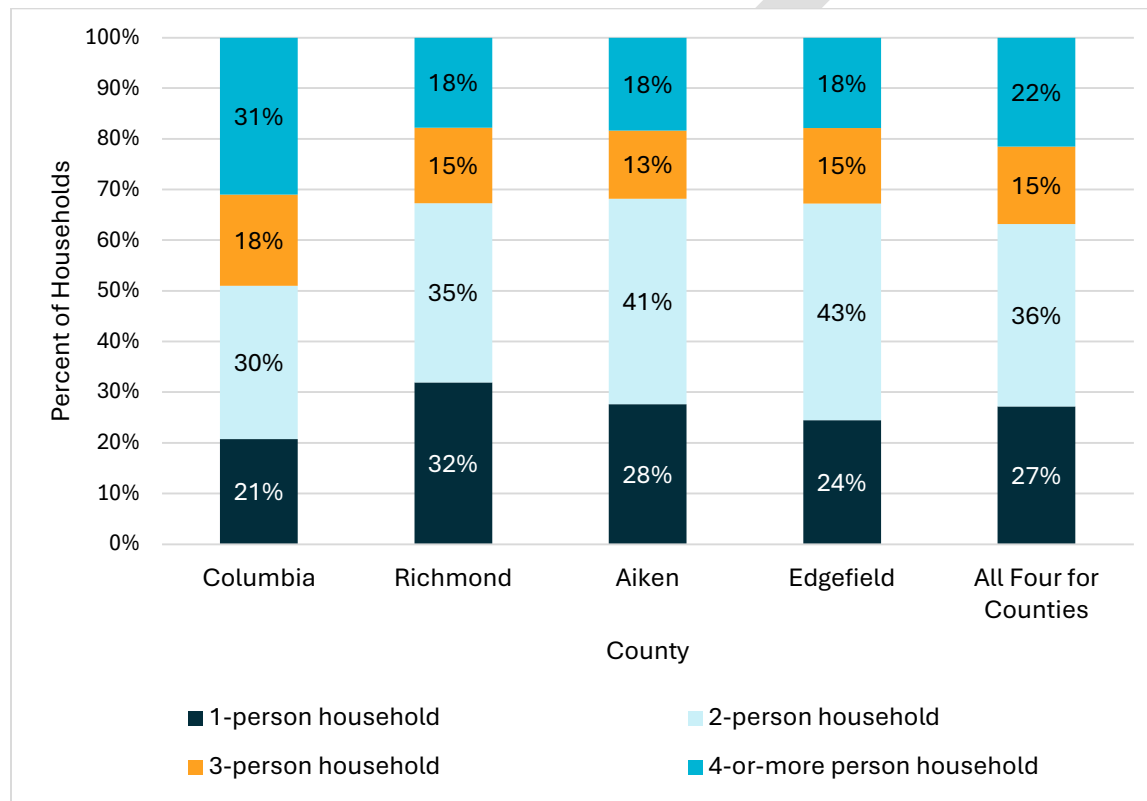


Source: 2018 – 2022 ACS 5-Year Estimate

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



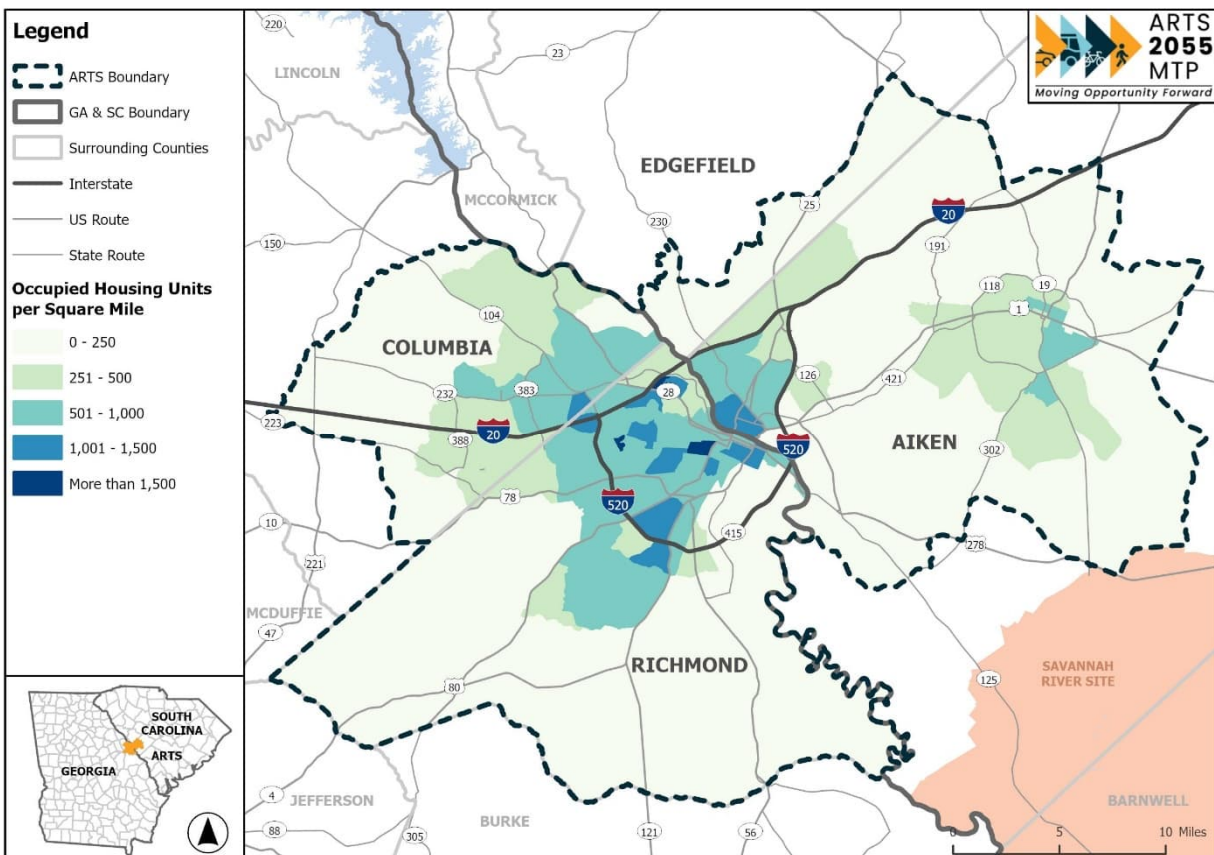
Source: 2018 – 2022 ACS 5-Year Estimate

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

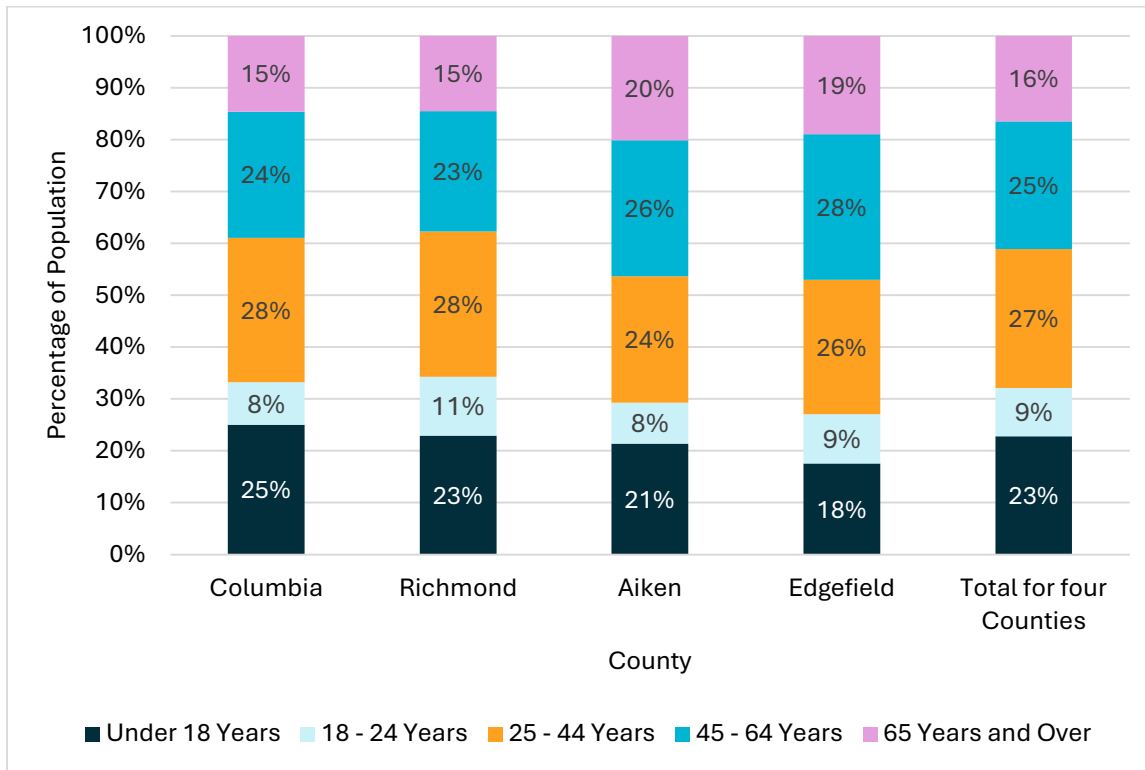


Source: 2018 – 2022 ACS 5-Year Estimate

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

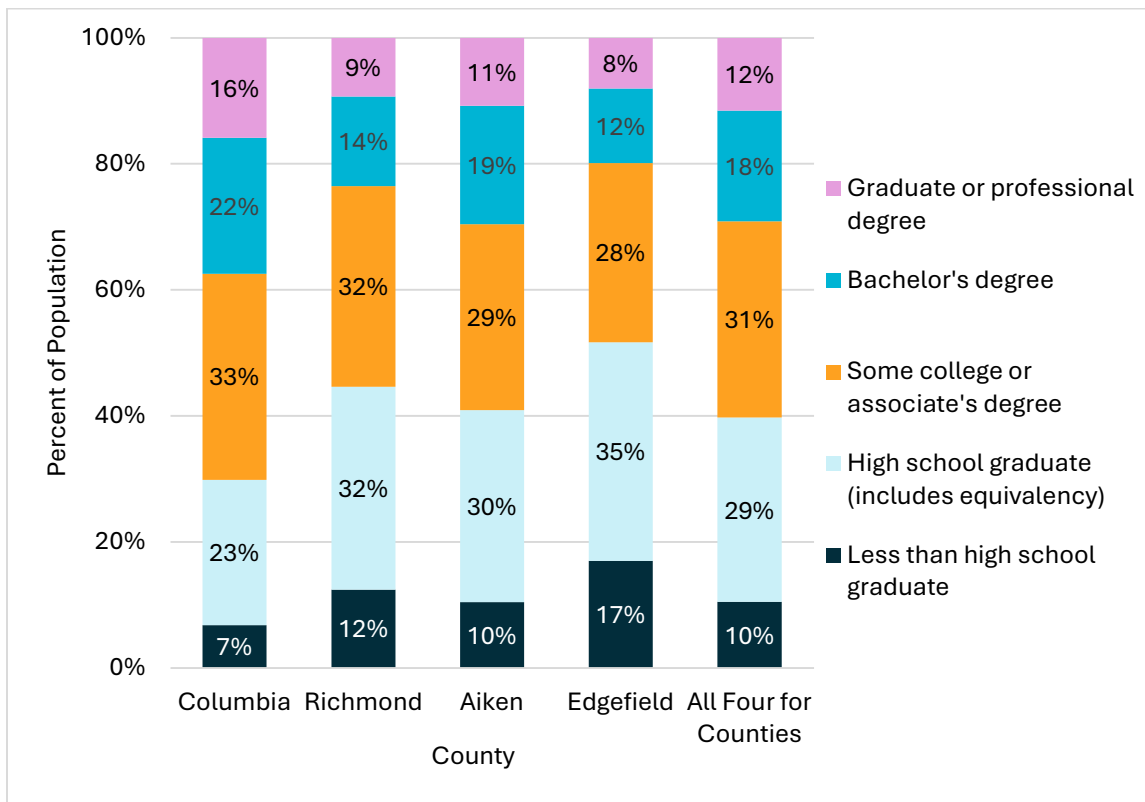


Source: 2018 – 2022 ACS 5-Year Estimate

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

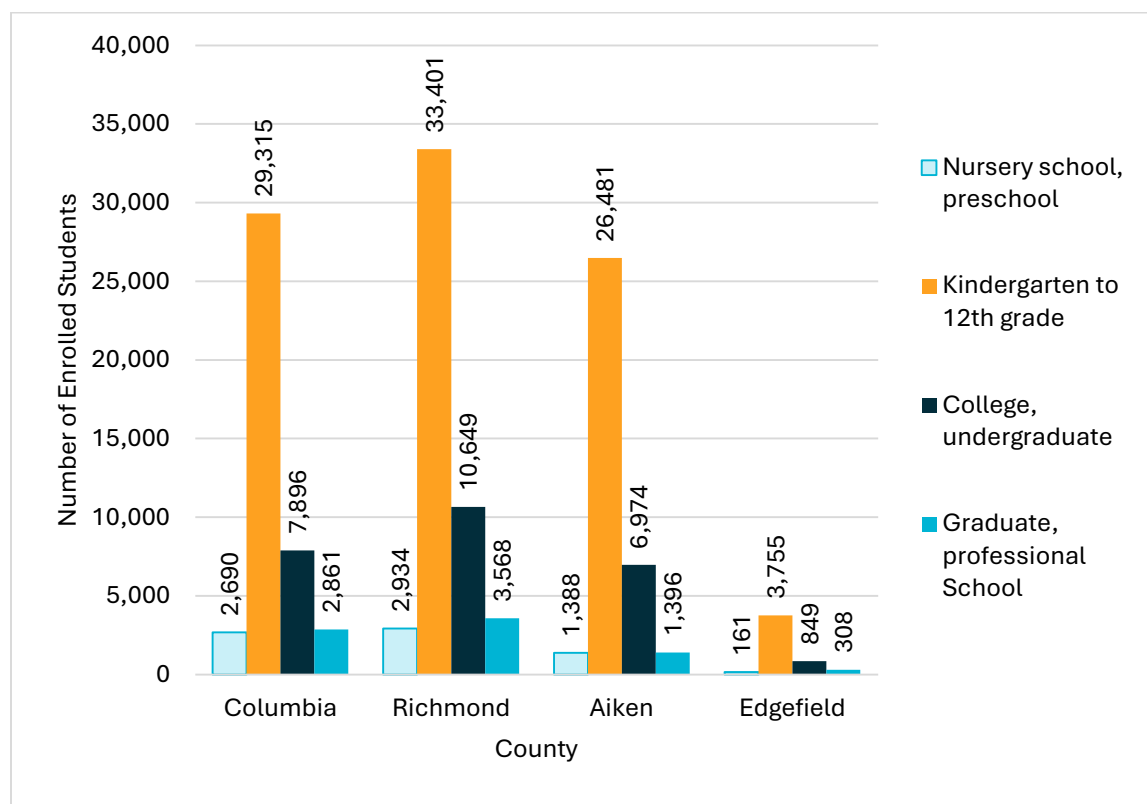


Source: 2018 – 2022 ACS 5-Year Estimate

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

Executive Order 12898 defines Environmental Justice (EJ) populations as persons belonging to any of the following groups:

- Black/African American;
- Hispanic;
- Asian American;
- American Indian or Alaskan Native; and,
- Low Income

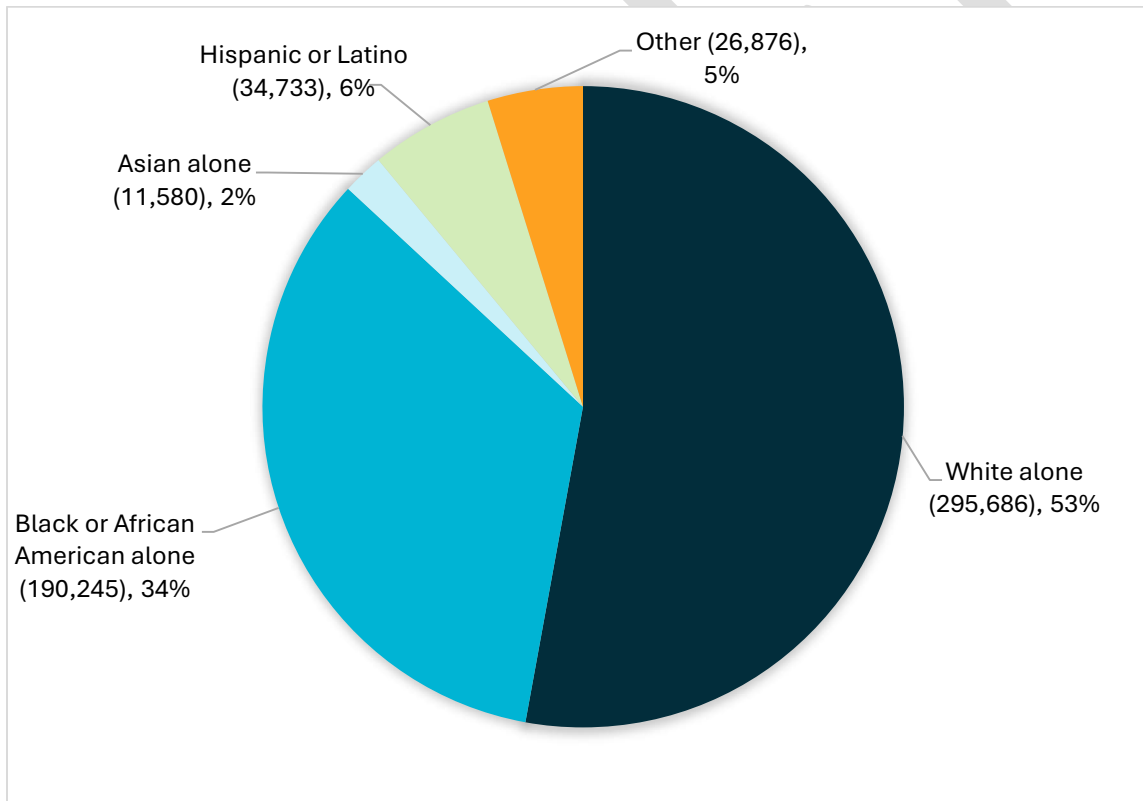
The study also considers other groups such as the senior population, population with limited English Proficiency (LEP), and households without access to a vehicle. Given the importance of ensuring equitable access to transportation systems, it is essential to develop comprehensive

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.

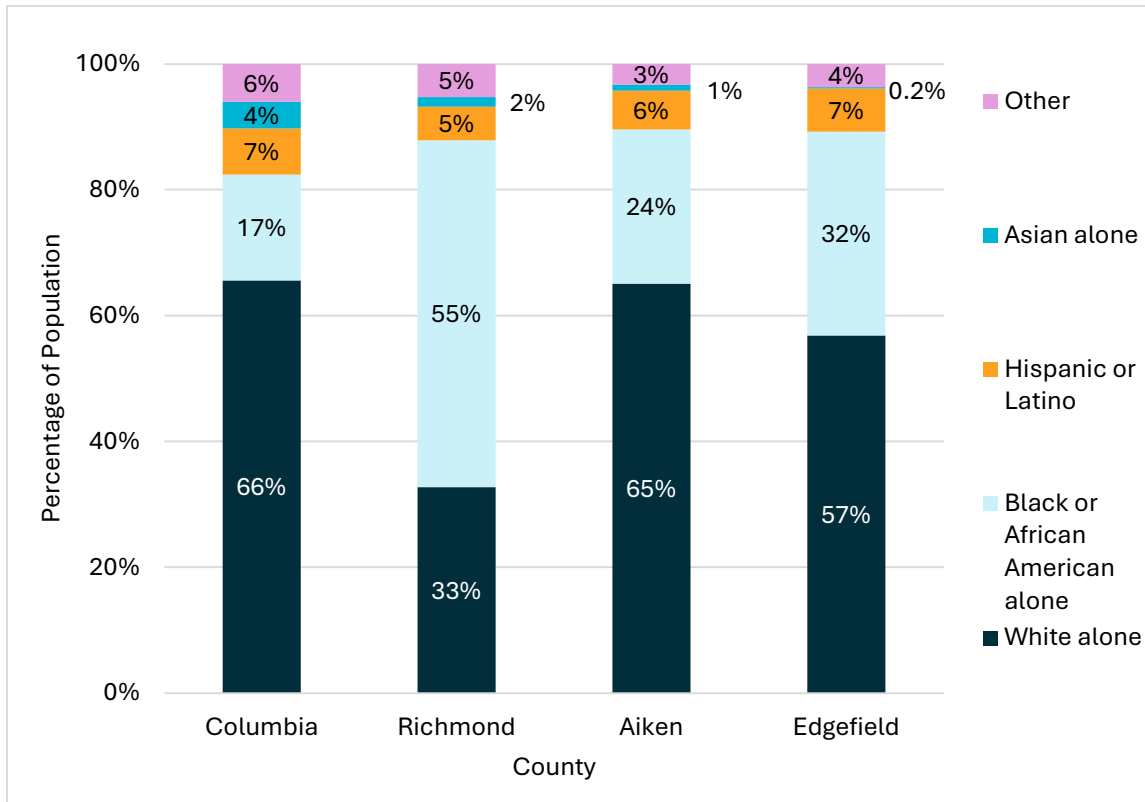
Figure 3.8-1: Race/ Ethnicity



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 where over 50 percent of the population identified as White.

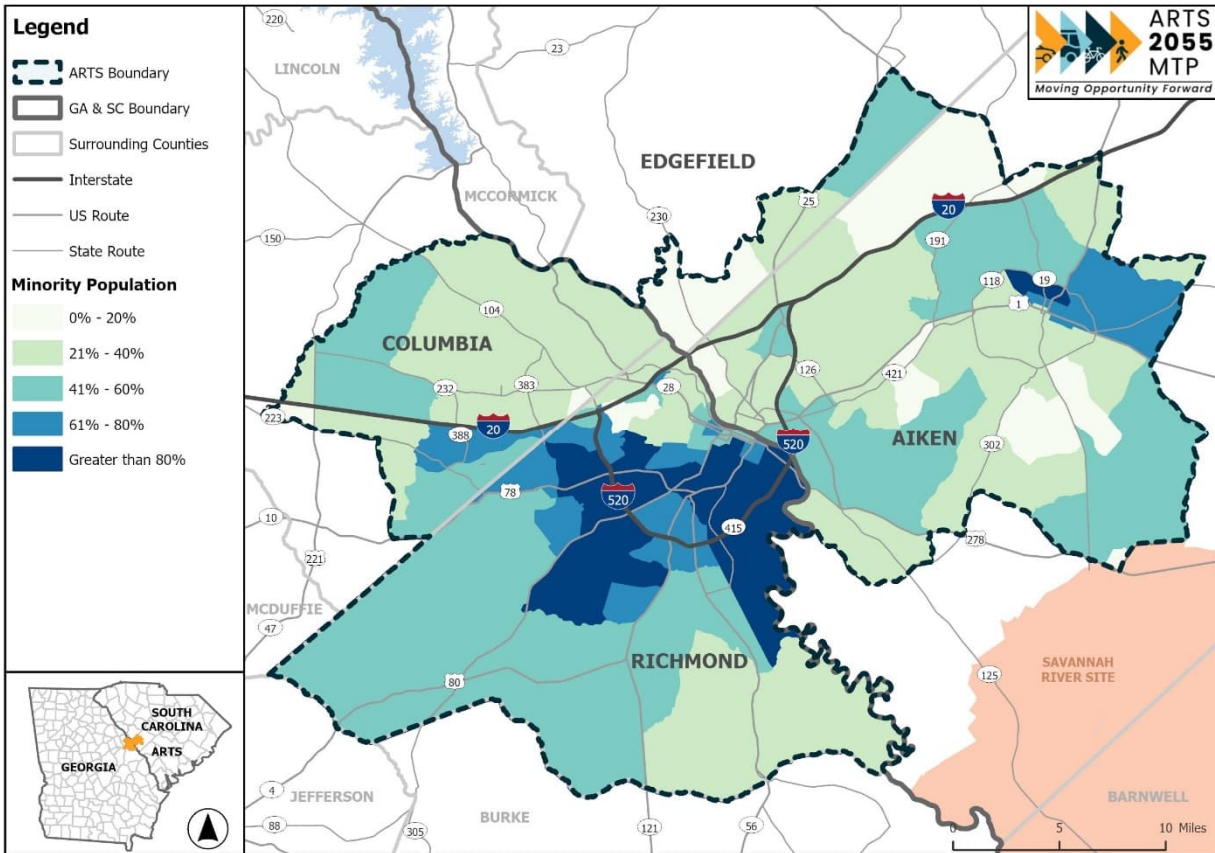
Figure 3.8-2: Race/ Ethnicity by County



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

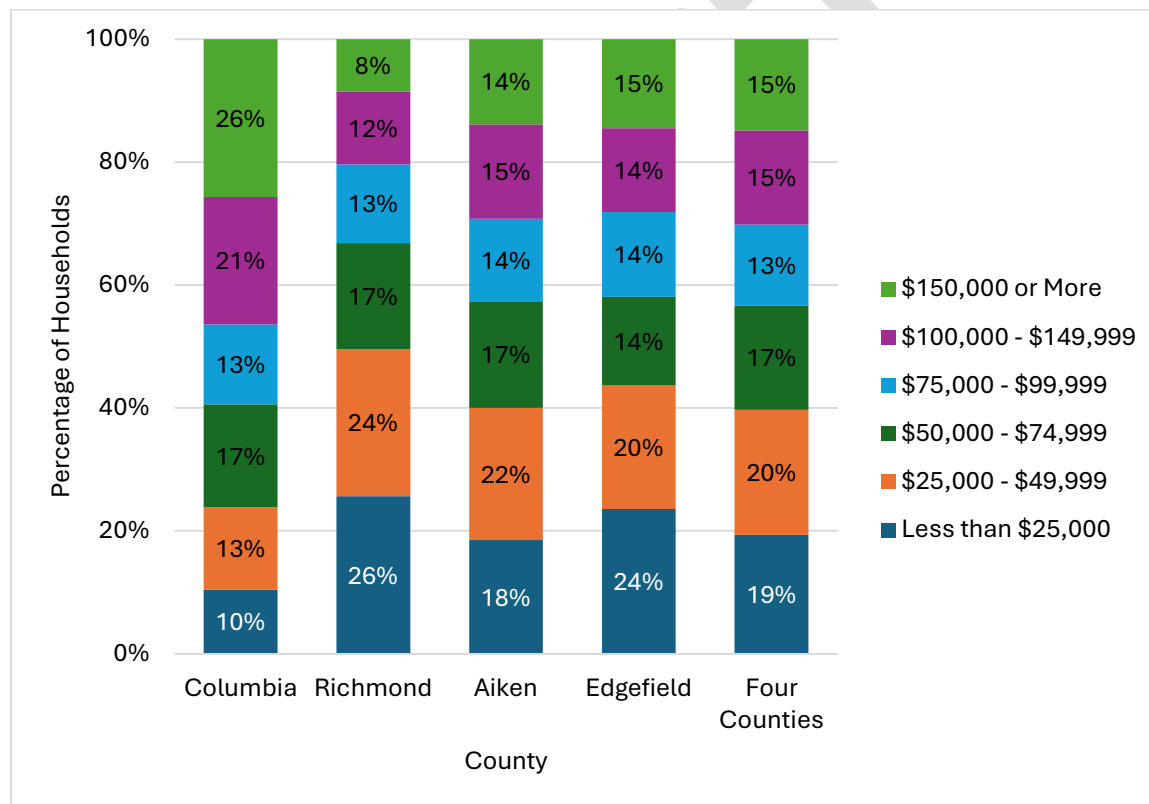


Source: 2018 – 2022 ACS 5-Year Estimate

3.9 Income

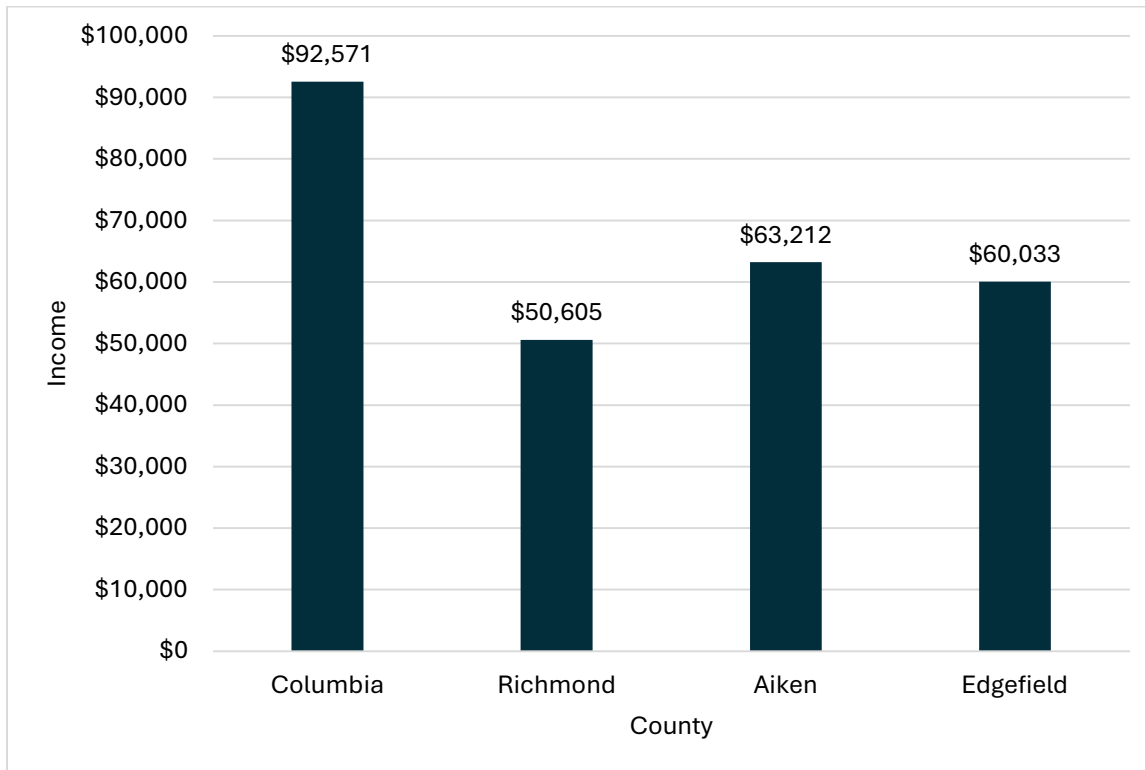
Figure 3.9-1 presents the proportion of households by income from the last 12 months of the ARTS planning area. Figure 3.9-2 showcases the median income per county from the last 12 months. Median income is based on the distribution of the total number of households, including those with no income. Columbia 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

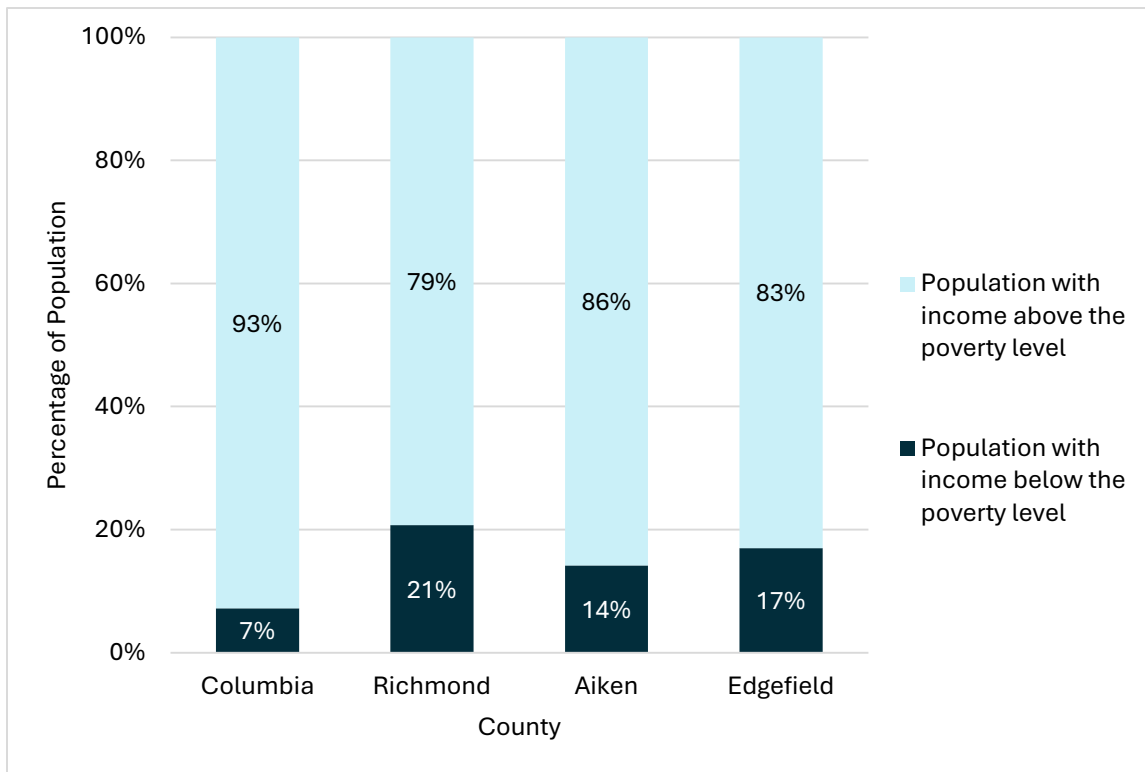
Figure 3.9-2: Median Income by County



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

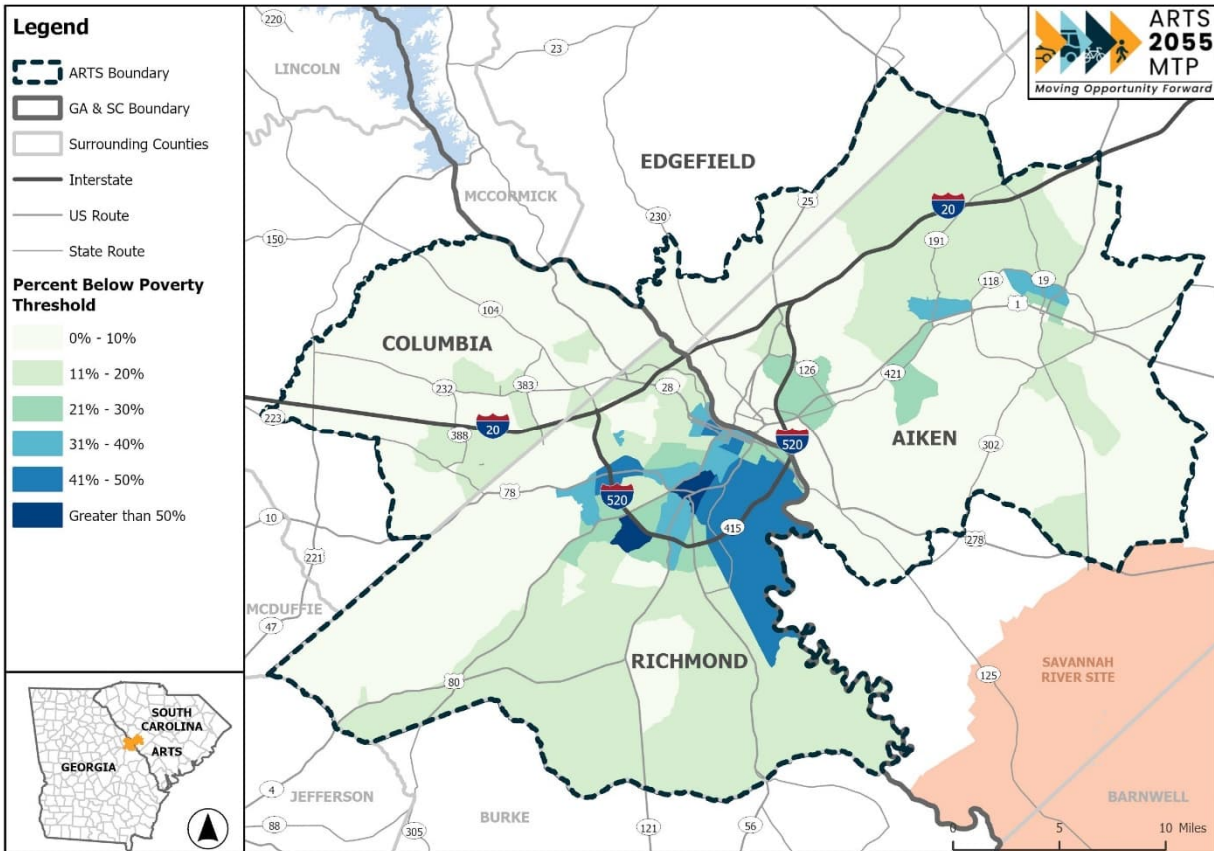


Source: 2018 – 2022 ACS 5-Year Estimate

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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

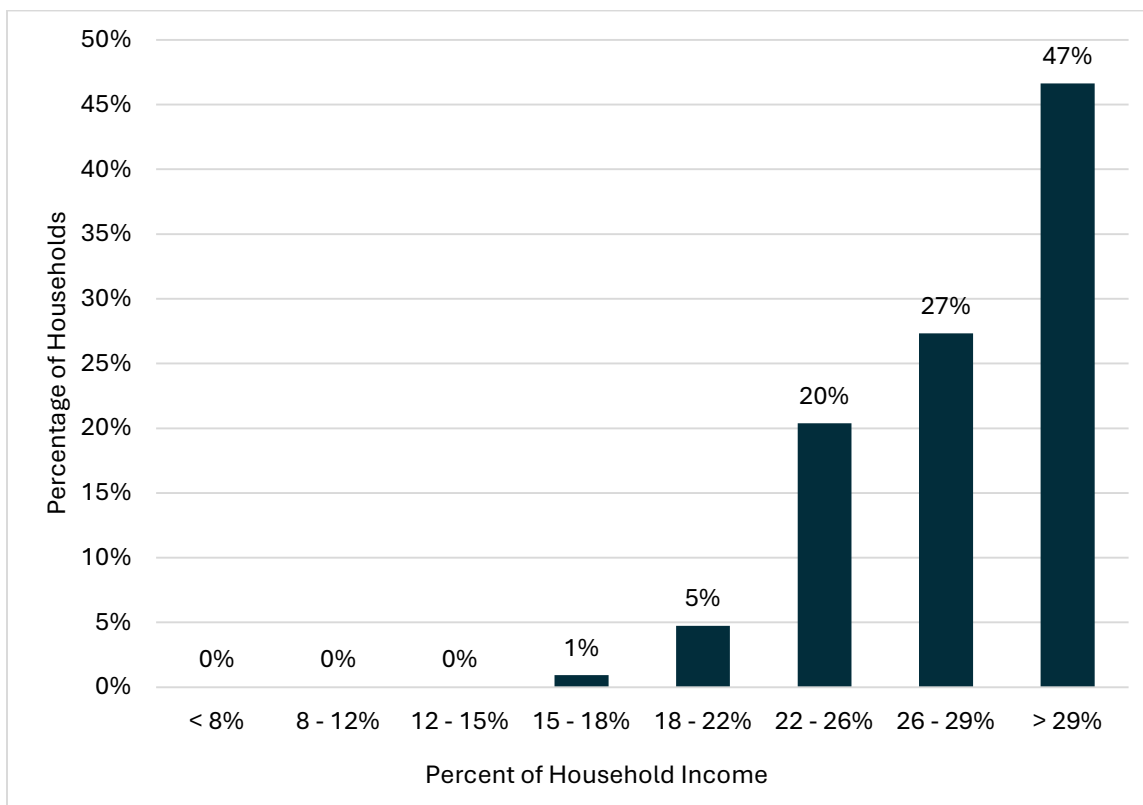


Source: 2018 – 2022 ACS 5-Year Estimate

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. 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

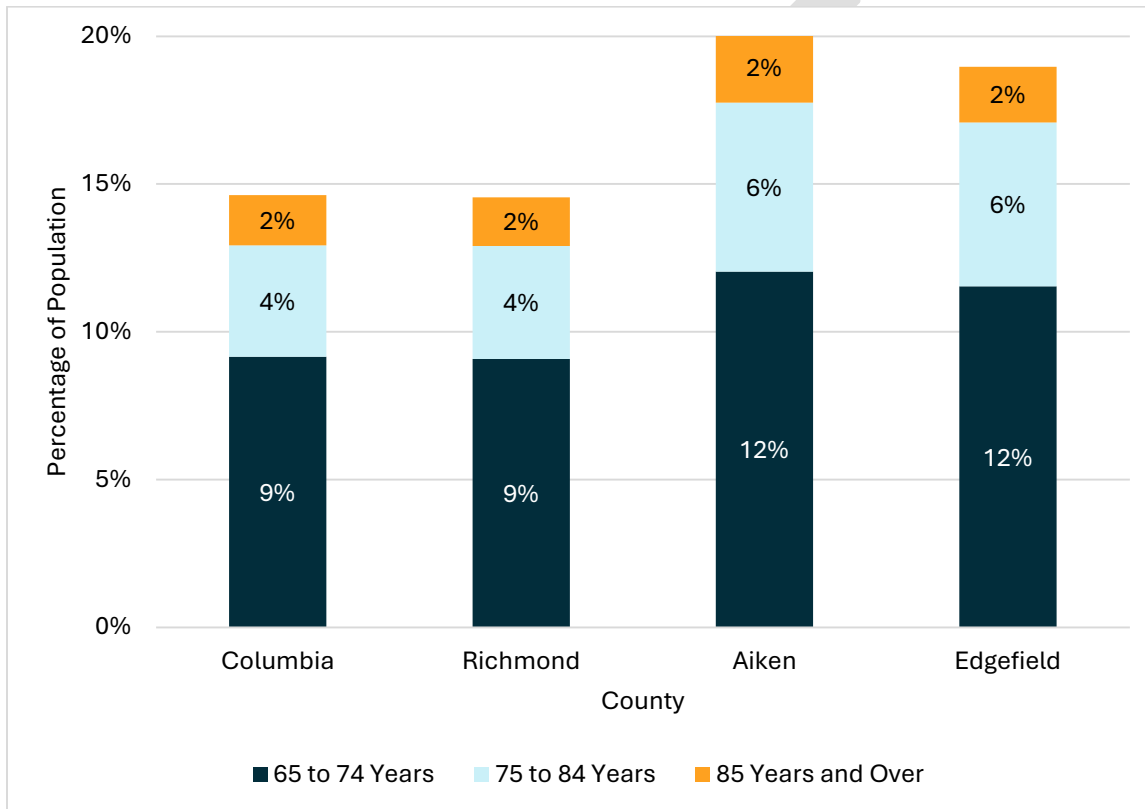


Source: Center for Neighborhood Technology H + T Index

3.10 Senior Population

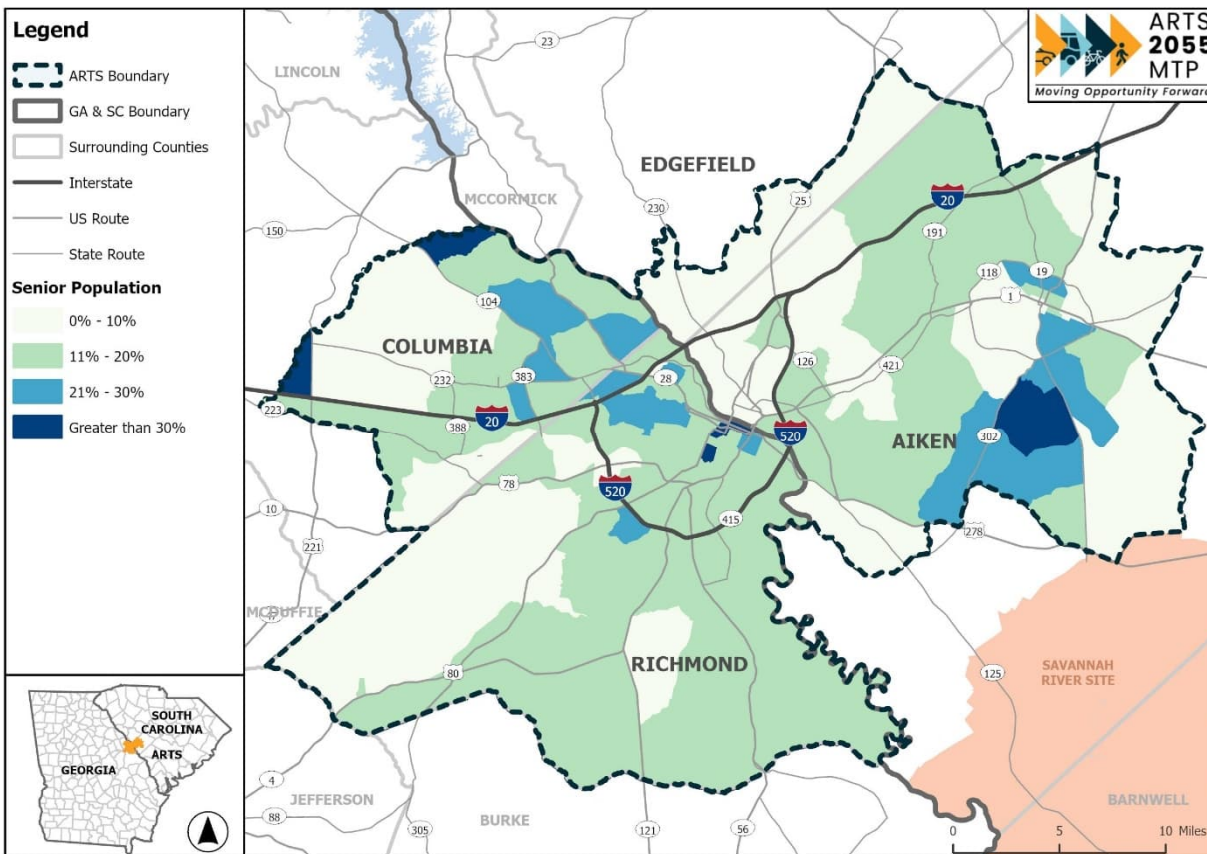
Figure 3.10-1 presents the proportion of senior population, 65 years older or above, in each of the four counties. Aiken County has the highest proportion of senior population at 20 percent. Columbia and Richmond Counties have the lowest proportion of senior population at 14 percent. Figure 3.10-2 illustrates 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

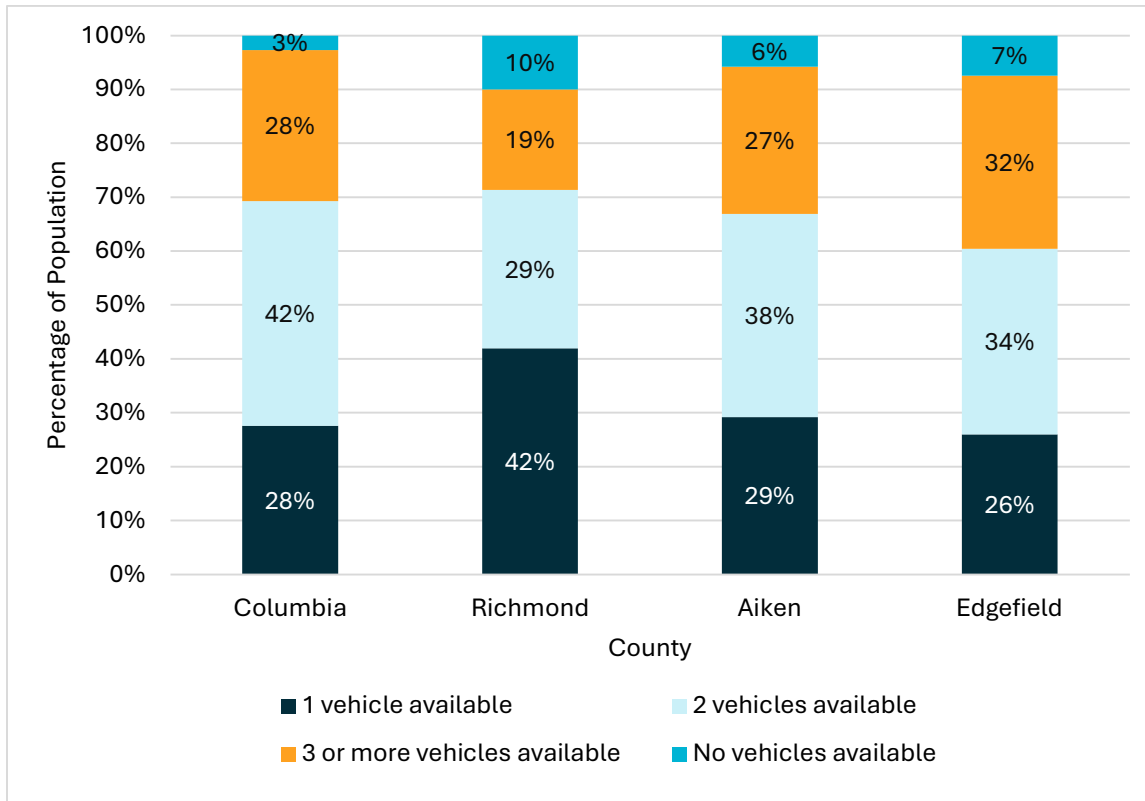


Source: 2018 – 2022 ACS 5-Year Estimate

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

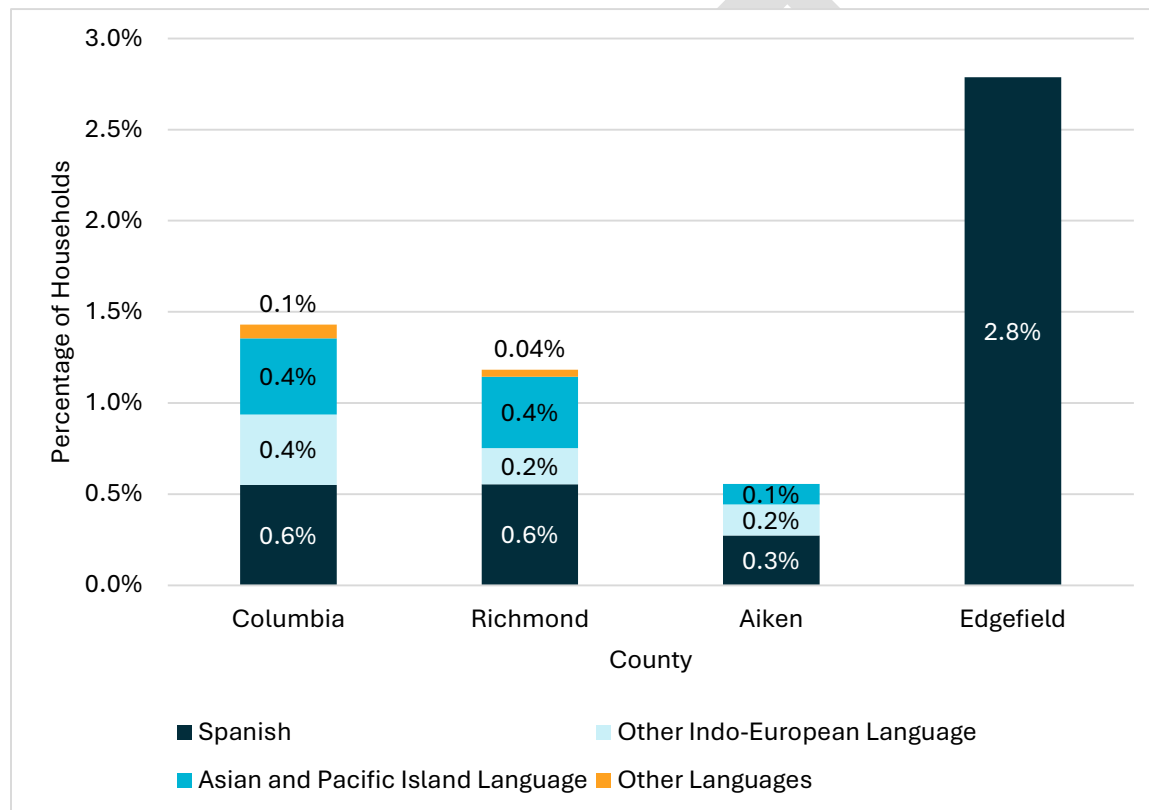


Source: 2018 – 2022 ACS 5-Year Estimate

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

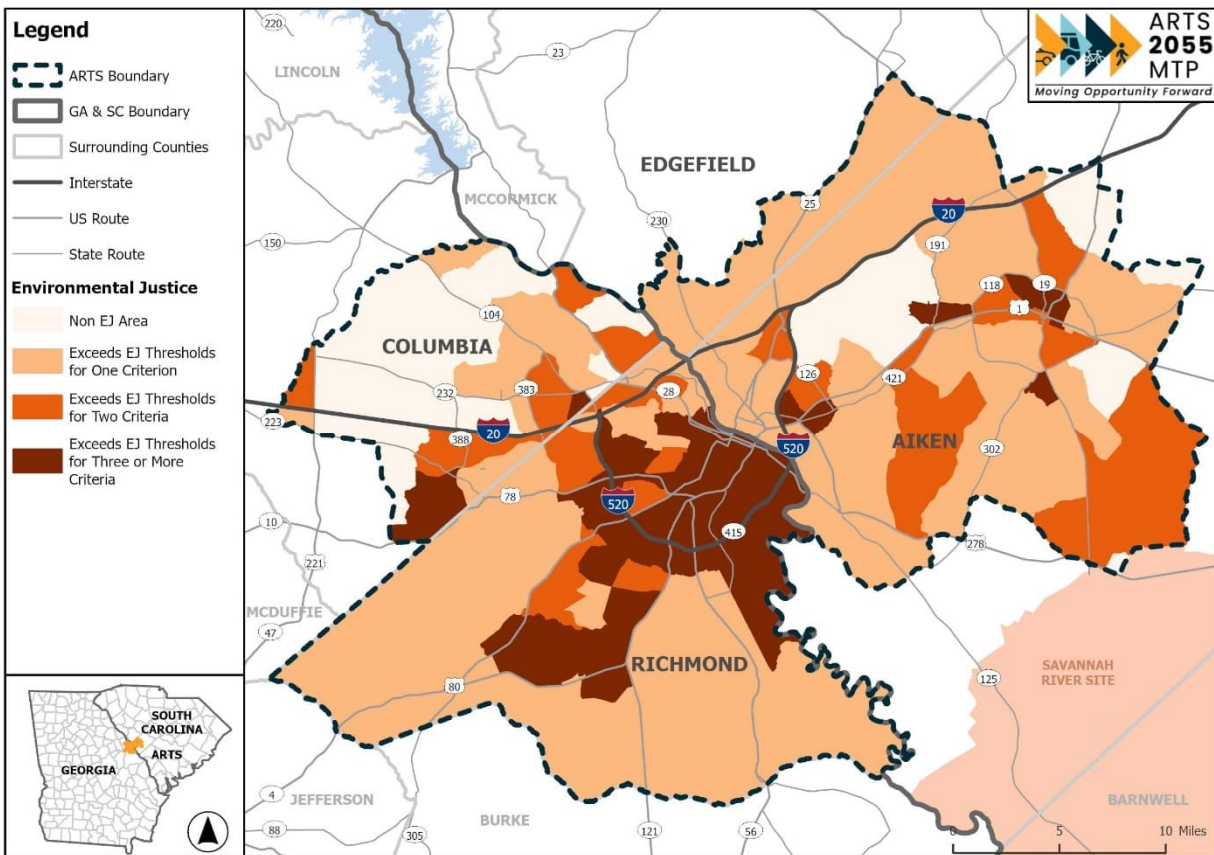
Figure 3.13-1 summarizes EJ thresholds for the five categories previously discussed in this section. These sections were obtained from the ARTS planning area average in each category. Figure 3.13-2 illustrate the number of categories of EJ thresholds that each Census Tract exceeds. Any census tract that 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.

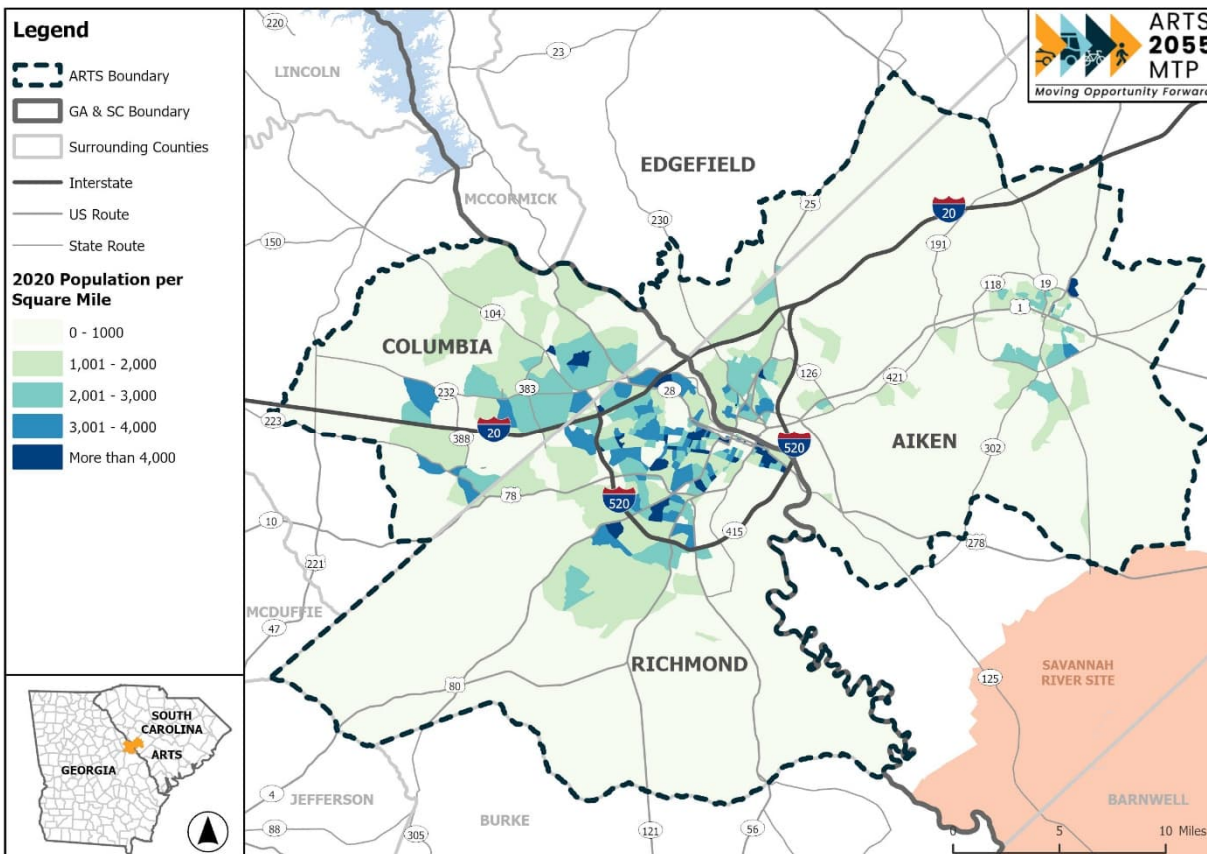
The 2020 base year data shows that Richmond County is the largest in terms of the size of population and numbers of employees. Aiken County has the largest number of households. In terms of household size, Columbia County ranks the largest with an average of 2.75 people per household. Richmond County 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
Grand Total	543,709	217,108	2.50	224,697

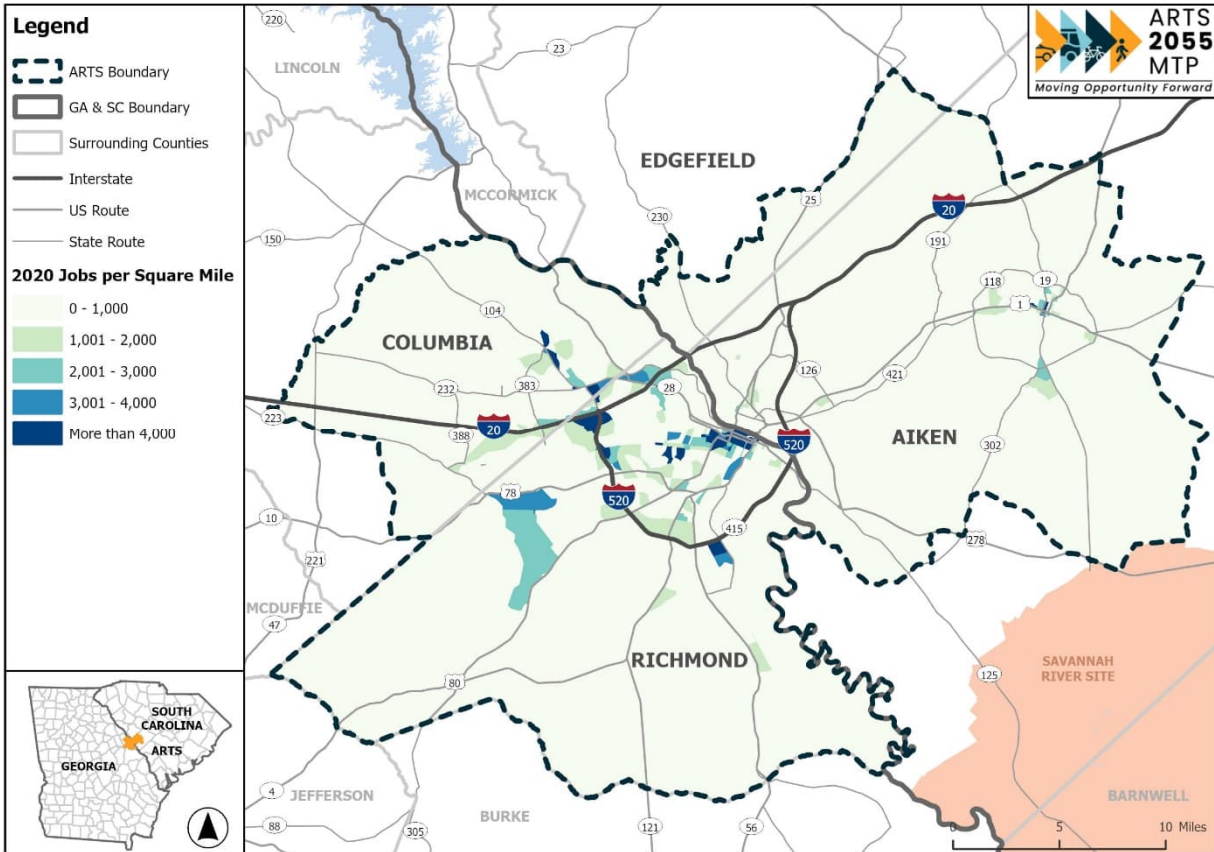
Figure 3.17-2 and Figure 3.17-3 illustrate the 2020 population density and employment density for the ARTS area. Population and employment density are fairly concentrated near downtown Augusta, City of North Augusta, City of Aiken, and along Columbia County's western border.

Figure 3.17-2: Base Year 2020 Population Density



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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
Grand Total	703,797	274,433	2.56	286,529

Figure 3.17-5: Future Year 2055 Population Density

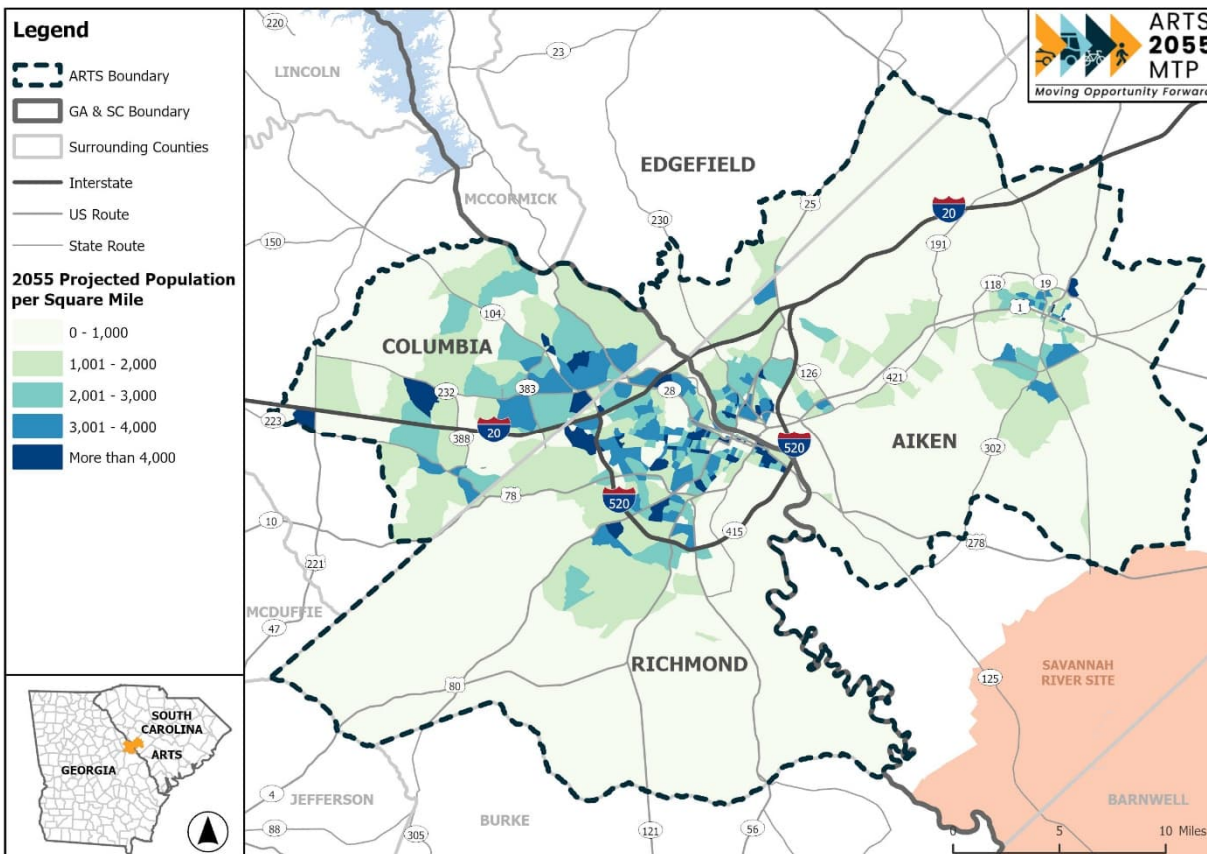


Figure 3.17-6: Future Year 2055 Employment Density

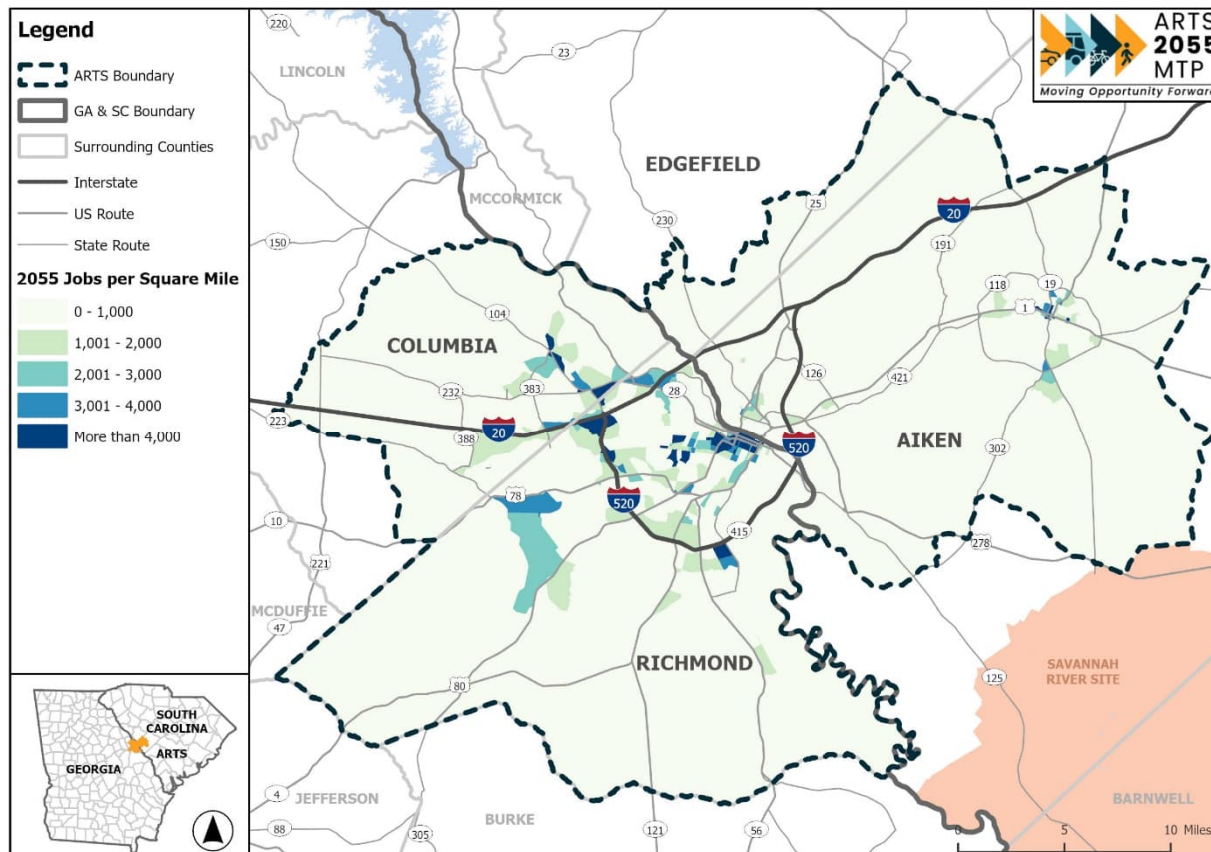


Figure 3.17-7 lists the change in population and households between base year 2020 and future horizon year 2055. In the ARTS area, population is expected to increase by 29 percent. Columbia County has the highest growth rate of 65 percent for both population and households. Richmond County is projected 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%)

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%)

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

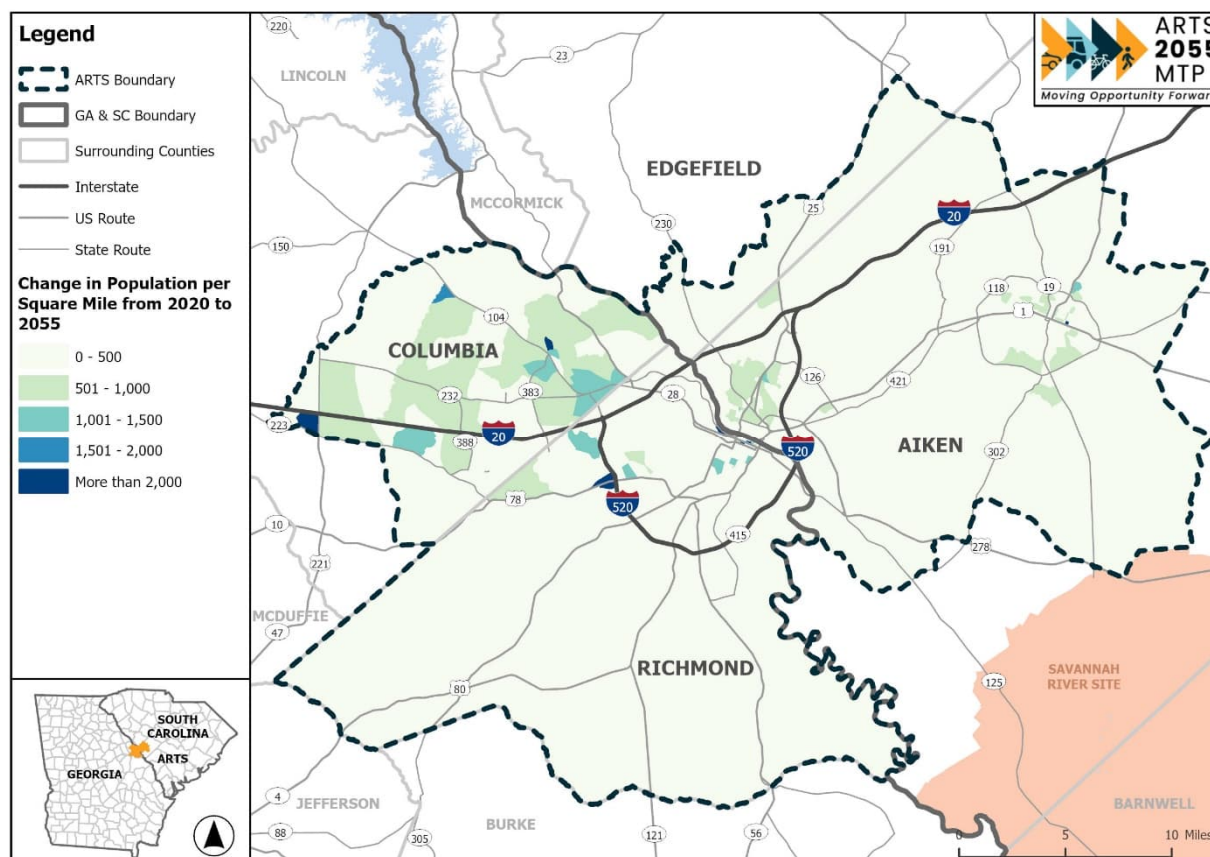
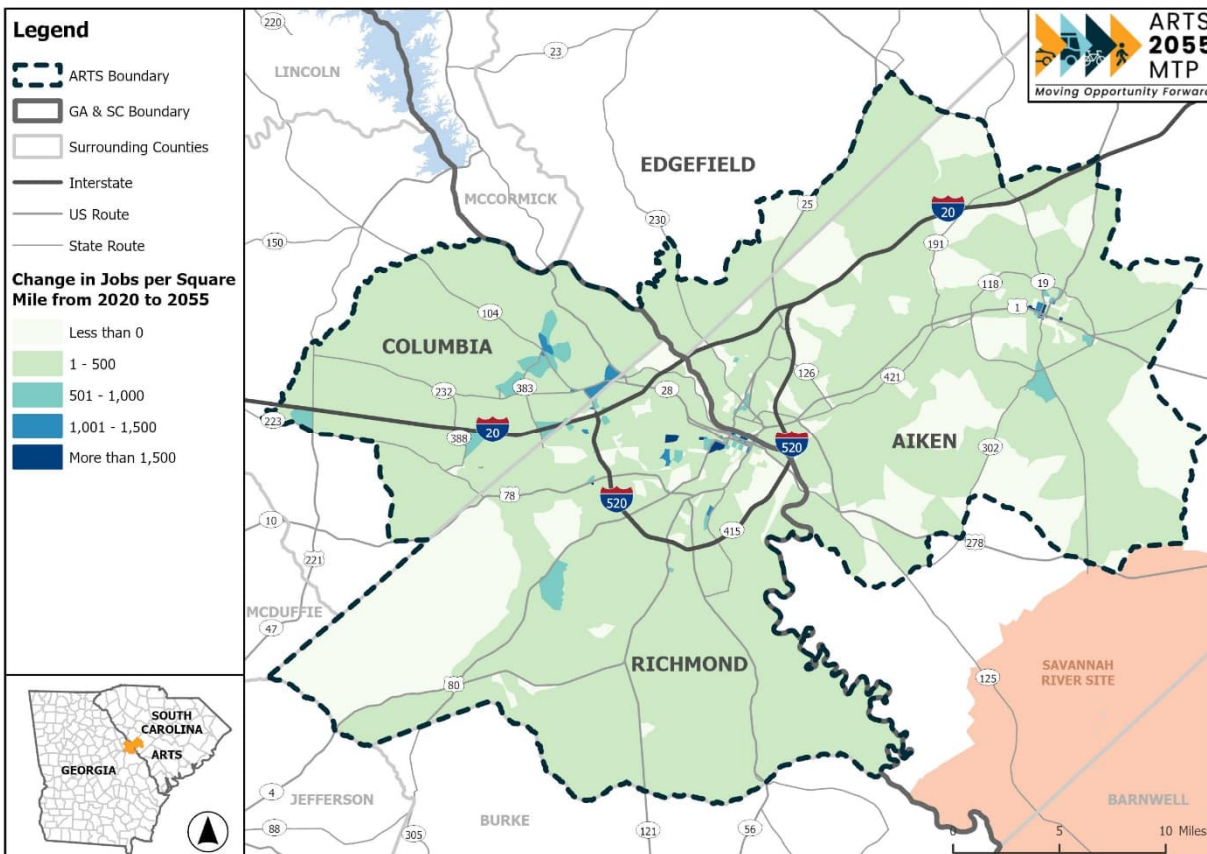


Figure 3.17-10: Projected Change in Employment (2020-2055)



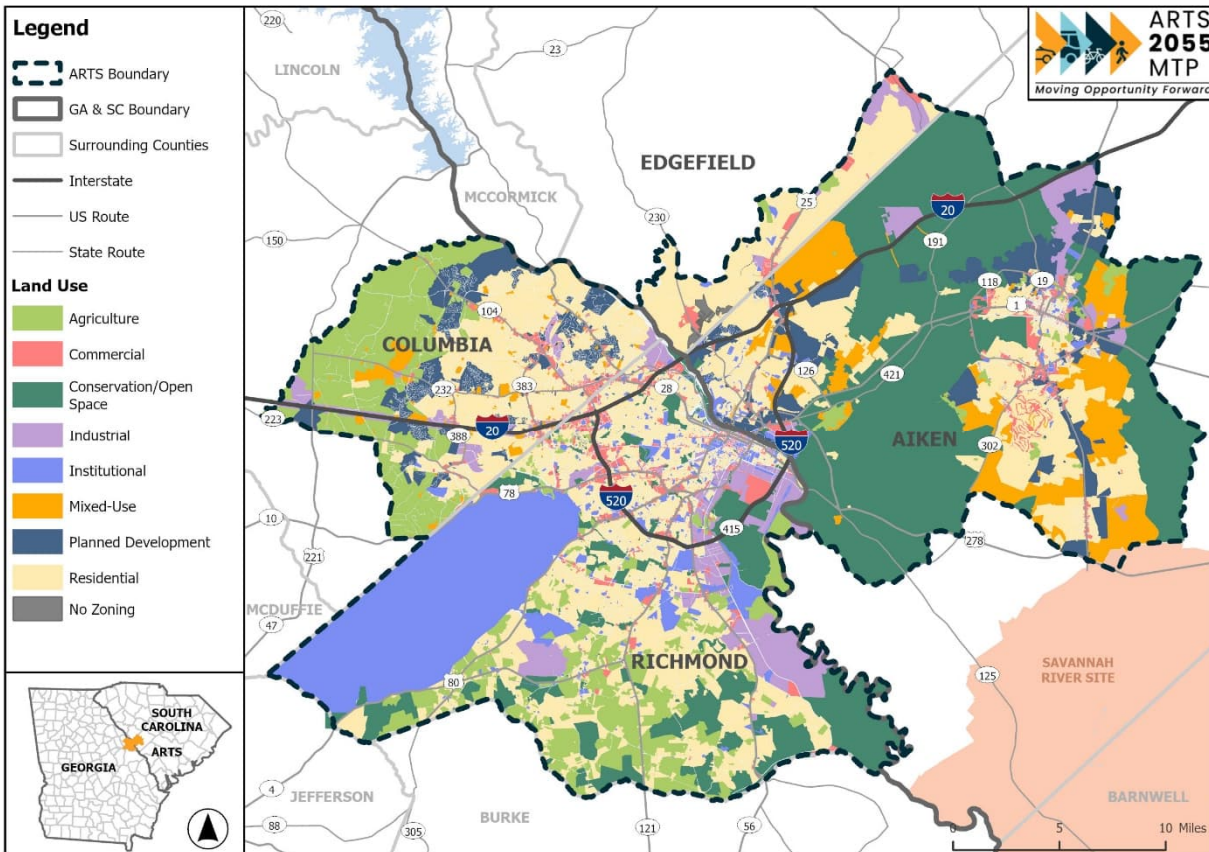
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3.18 Land Use

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.

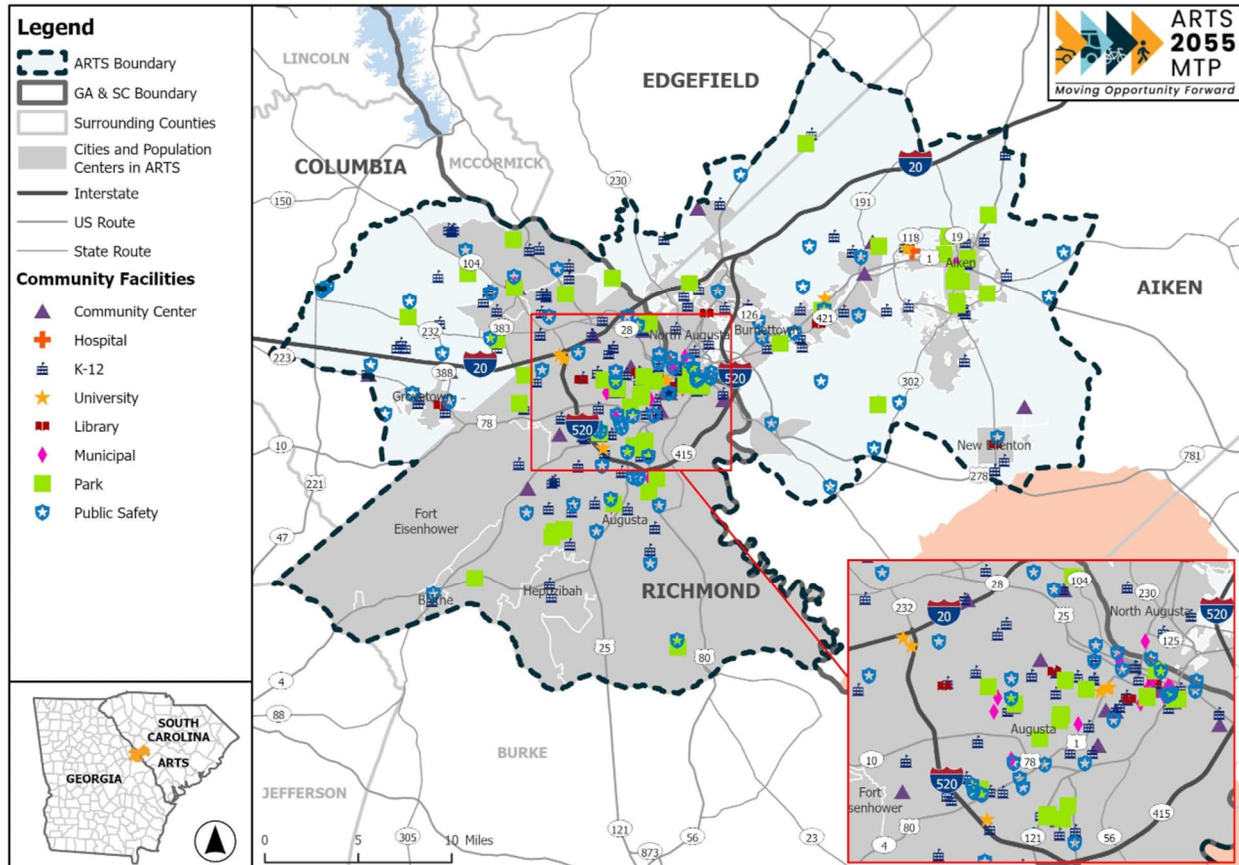
Figure 3.18-1: Existing Land Use



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

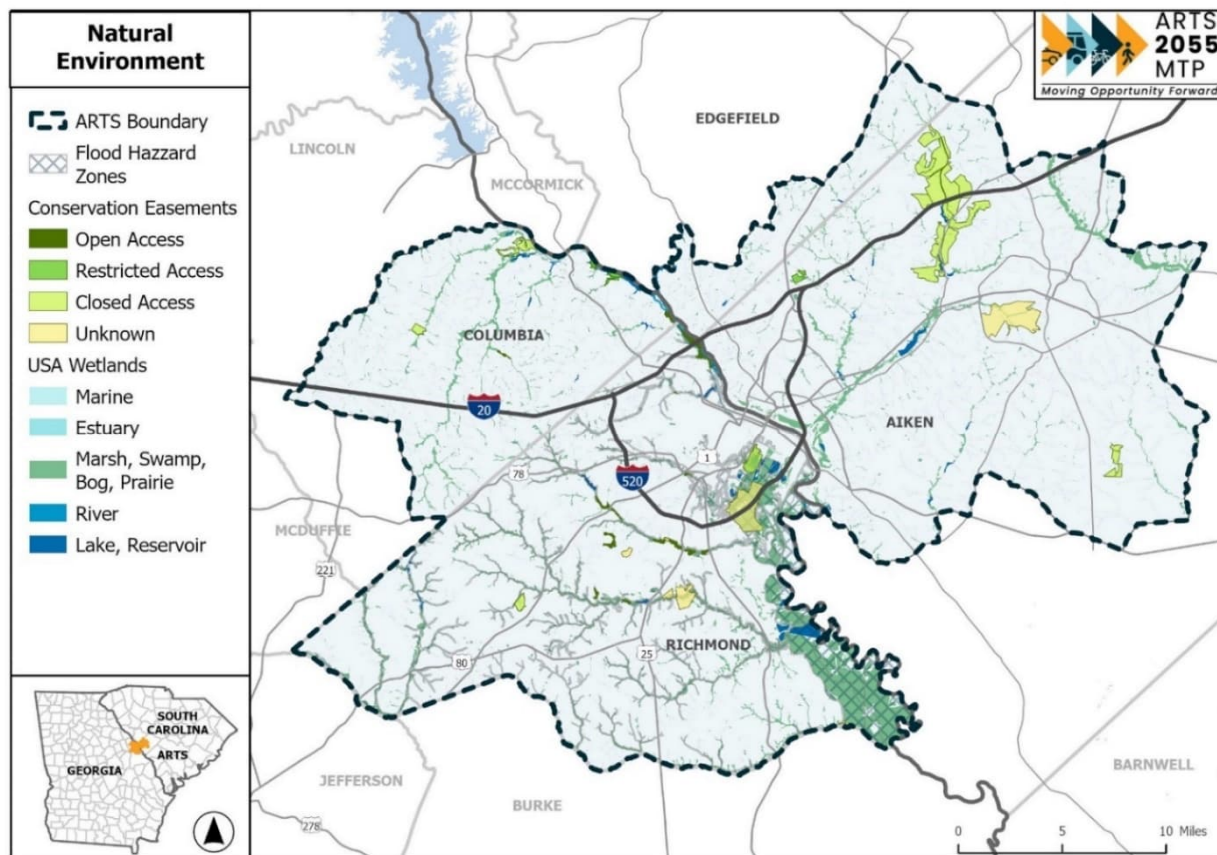


3.20 Natural Resources

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	<i>Scutellaria ocmulgee</i>	Endangered (2024)	Richmond, Aiken, Columbia Counties
Fishes	Atlantic sturgeon	<i>Acipenser oxyrinchus oxyrinchus</i>	Endangered (1967)	Savannah River
Fishes	Shortnose sturgeon	<i>Acipenser brevirostrum</i>	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.

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Figure 3.21-1: Historic Resources

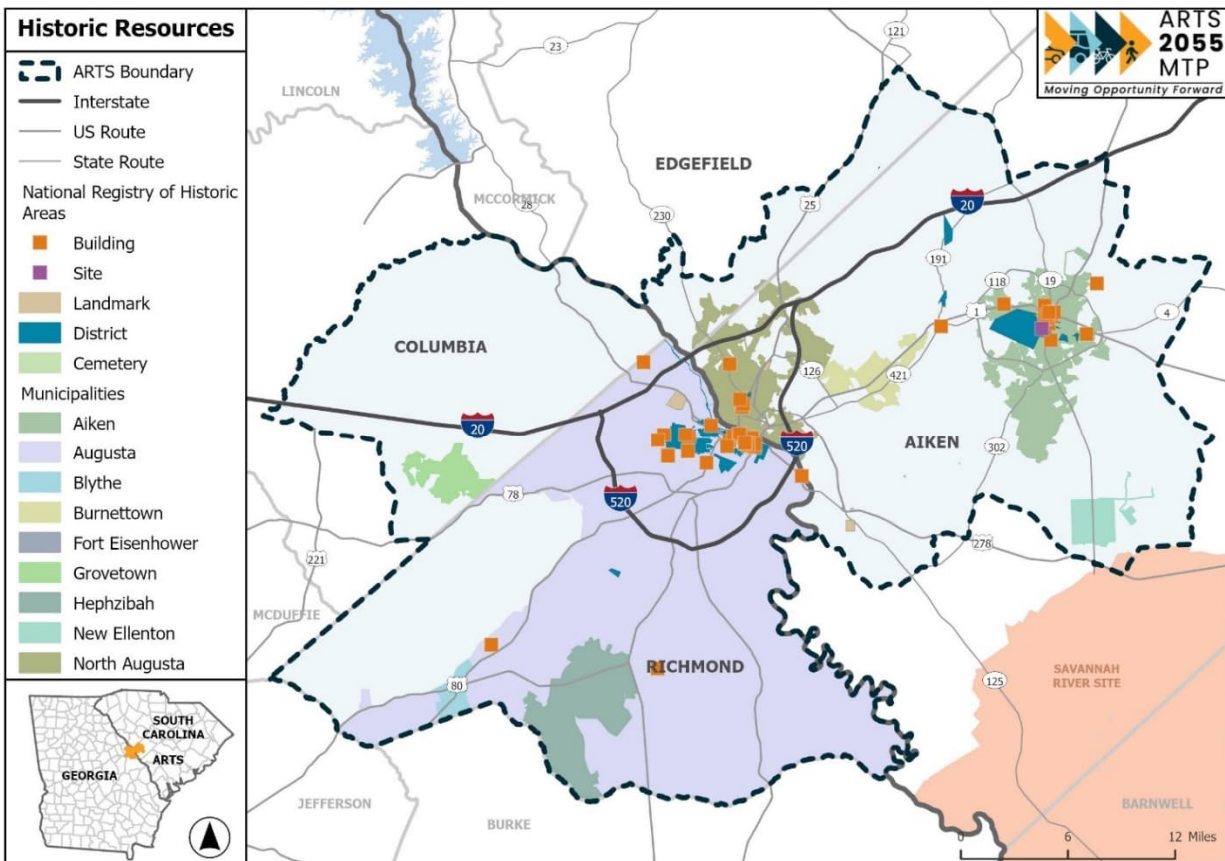


Figure 3.21-2: City of Augusta and City of North Augusta Historic Resources

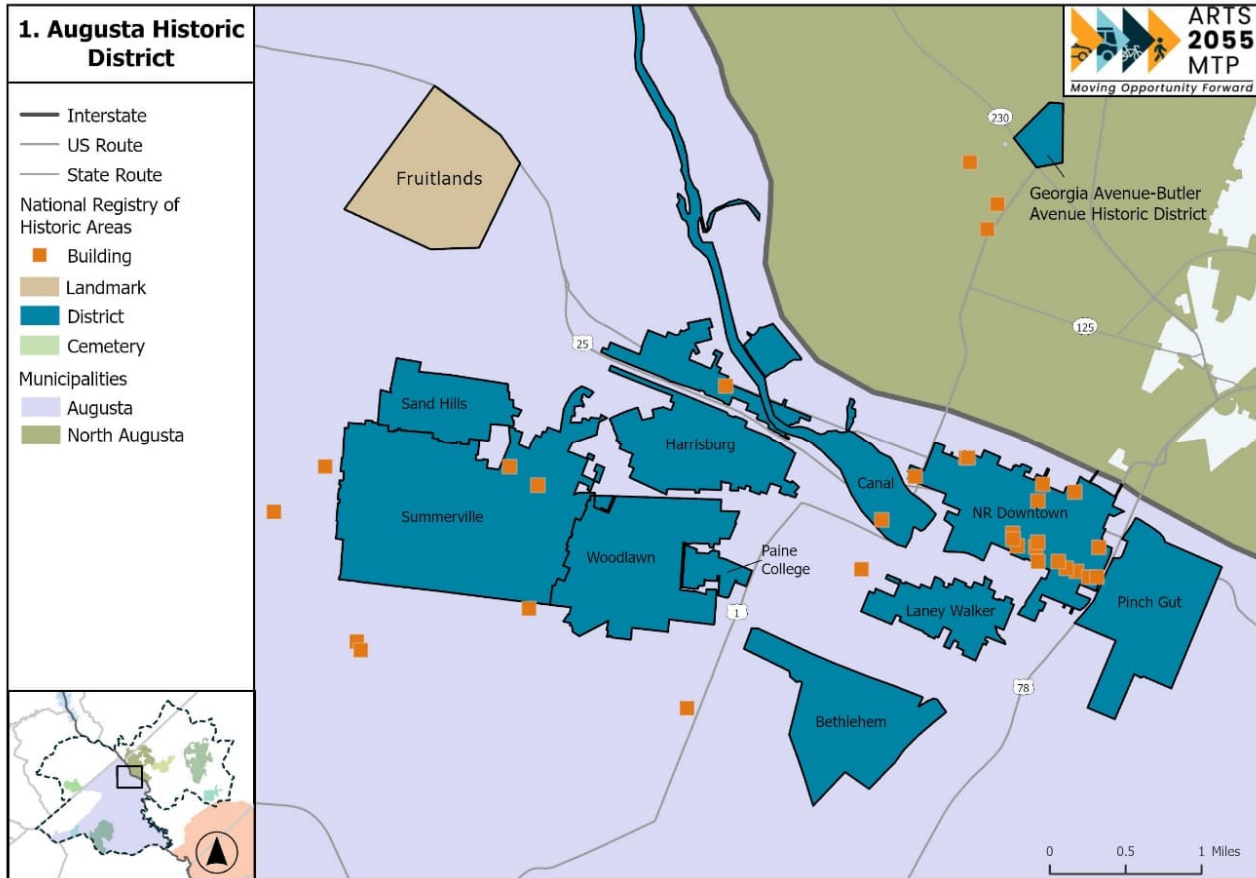
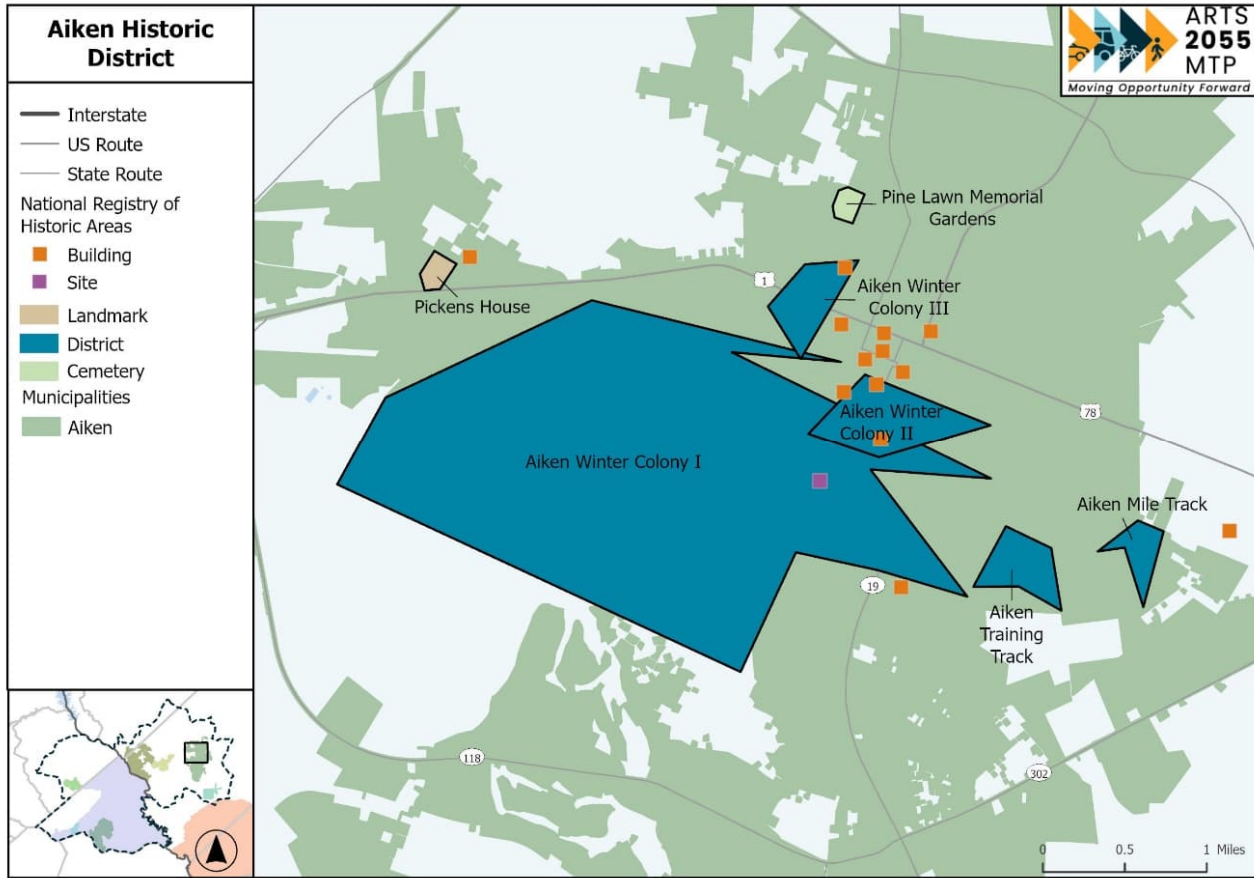


Figure 3.21-3: City of Aiken Historic Resources

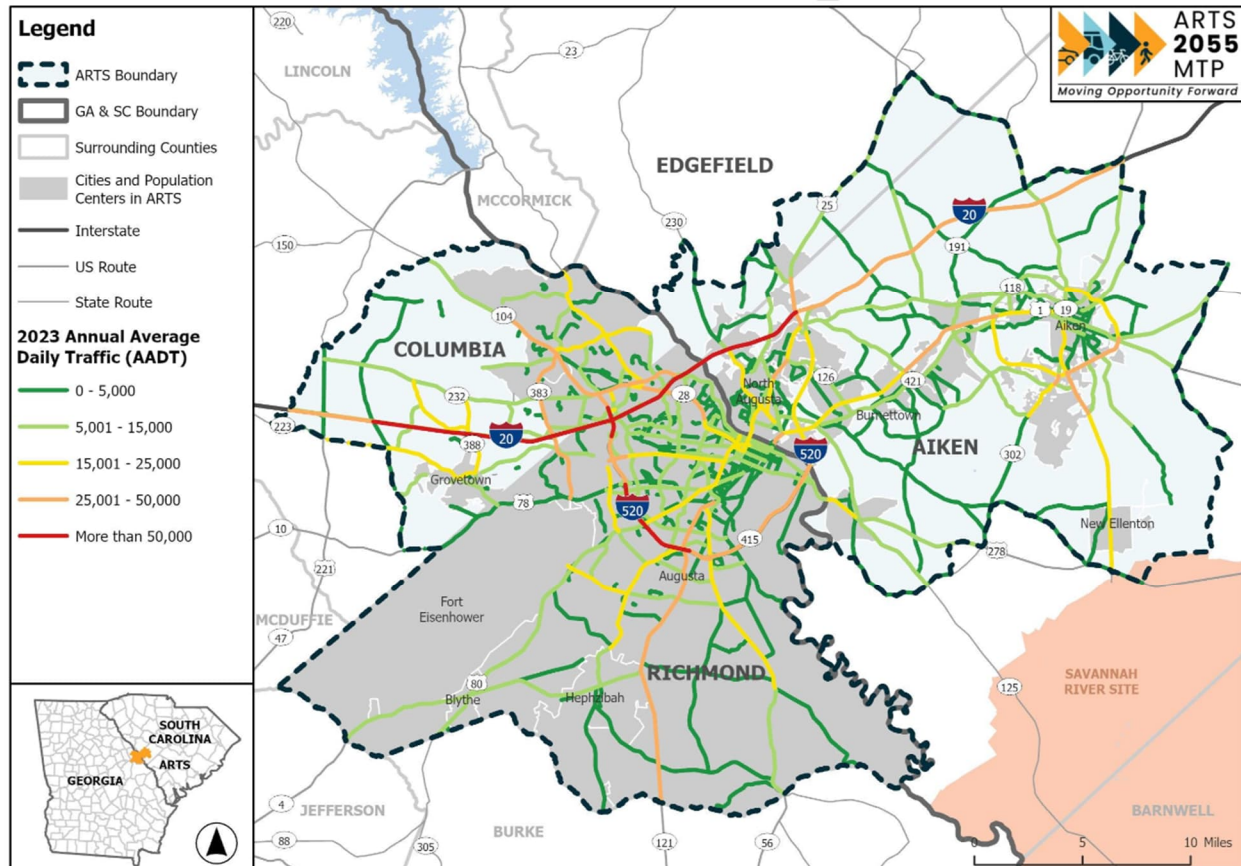


4 Regional Mobility & Safety

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.

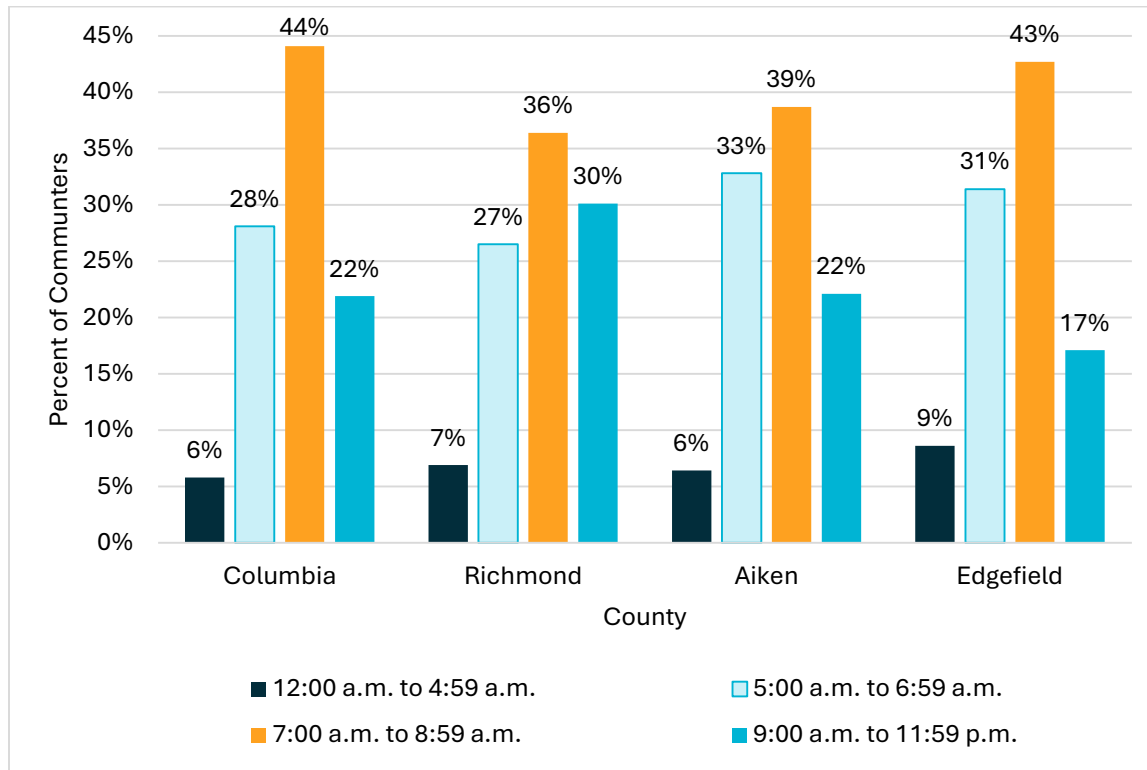
Figure 4.1-1: 2023 AADT



4.2 Regional Commuting

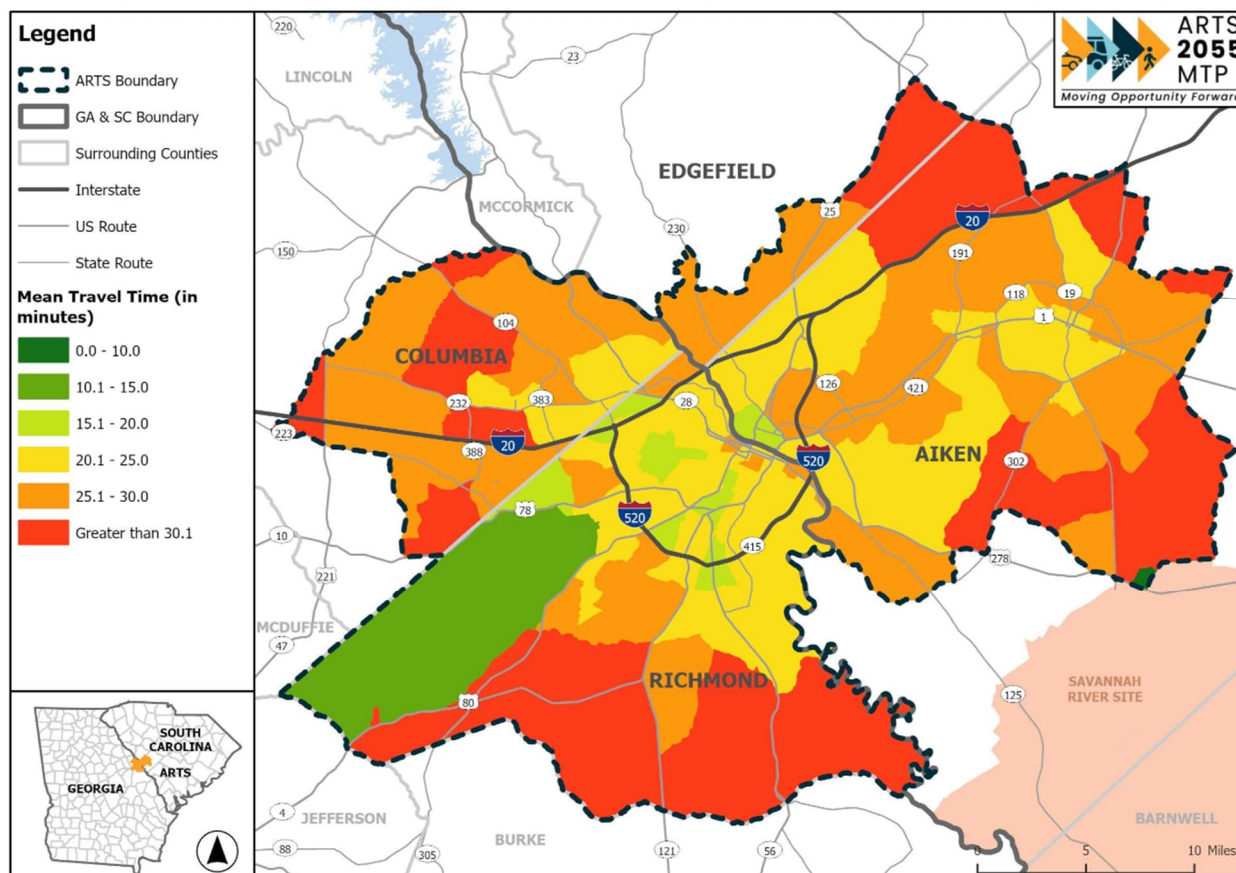
The percentage of commuters by time of day within the ARTS planning area is illustrated in Figure 4.2-1 and the mean commute time for commuters in the ARTS planning area is shown in Figure 4.2-2. In all counties, the majority of workers travel to work between 7:00 am and 8:59 am. However, all four counties 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



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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

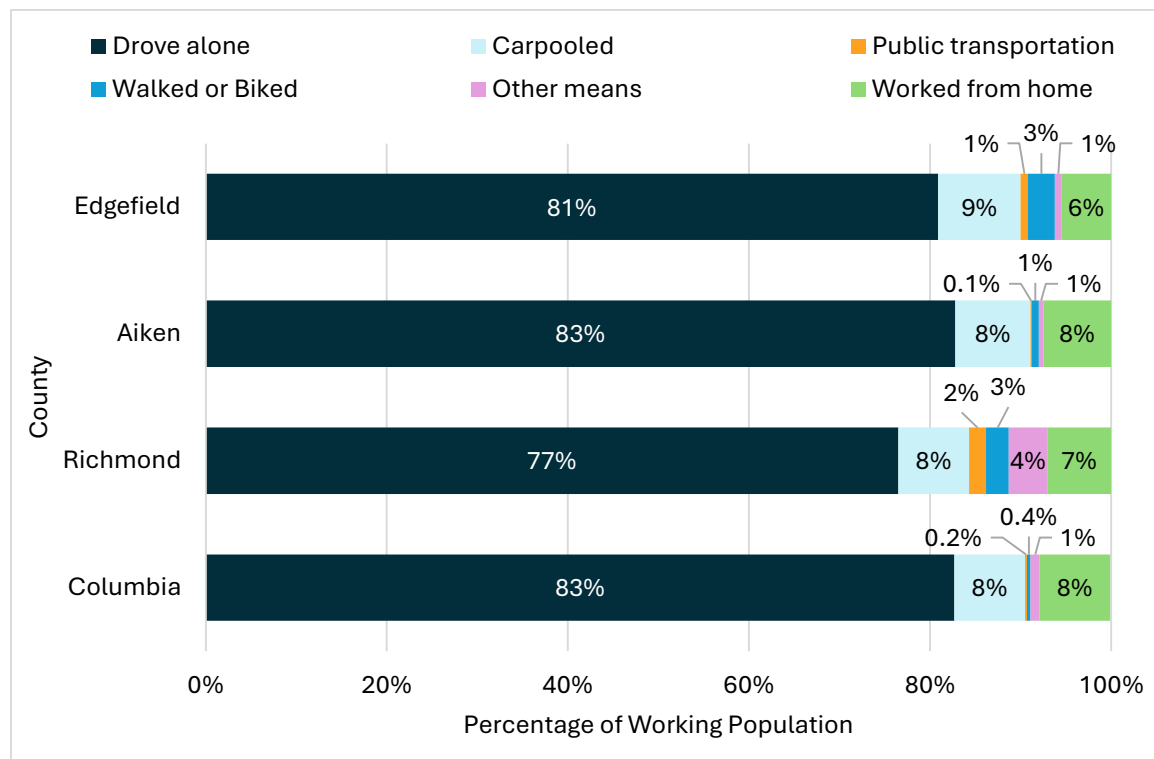
	Columbia	Richmond	Aiken	Edgefield
ACS 2013 – 2017 (in minutes)	25.5	20.5	24.9	25.2
ACS 2018 – 2022 (in minutes)	26.2	21.4	24.5	26.7

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 470¹, 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 (Riverwatch 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.

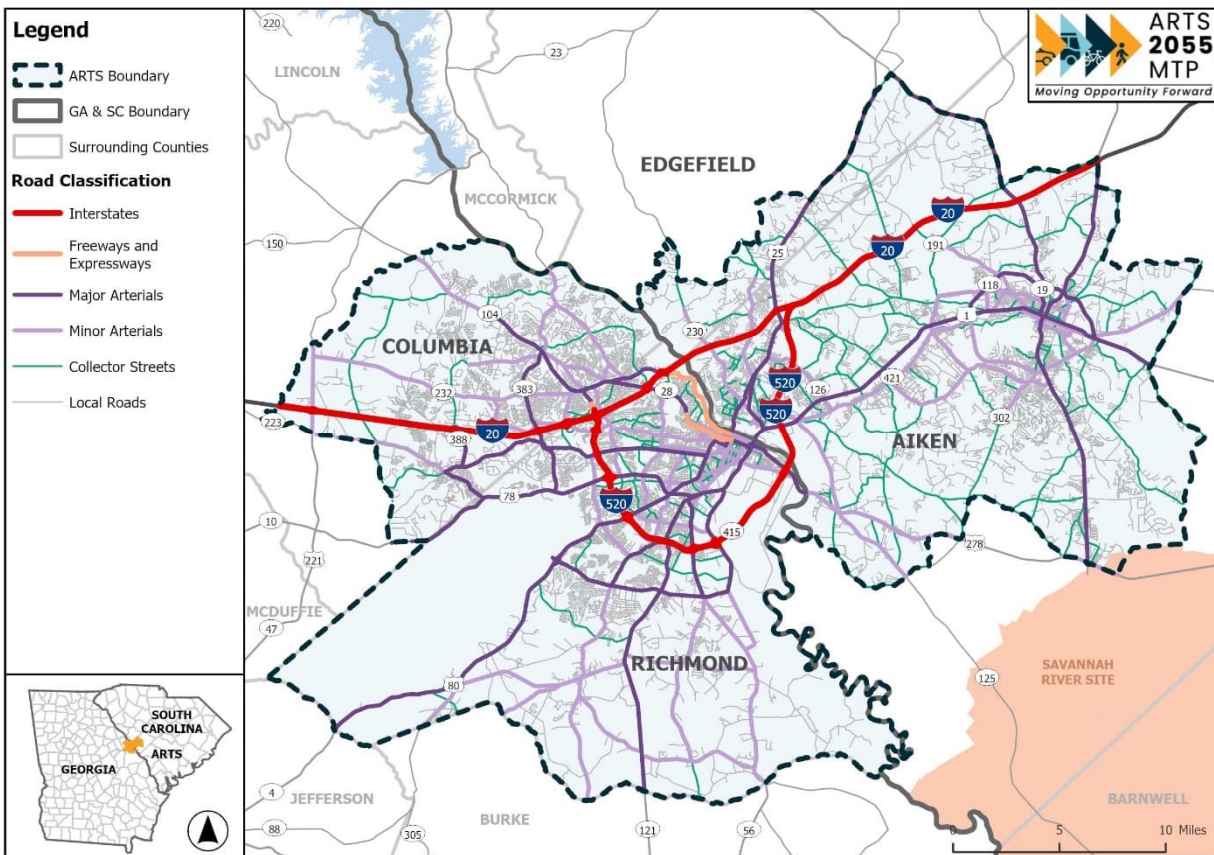
¹ <https://www.fhwa.dot.gov/legisregs/directives/fapg/cfr0470a.htm>

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

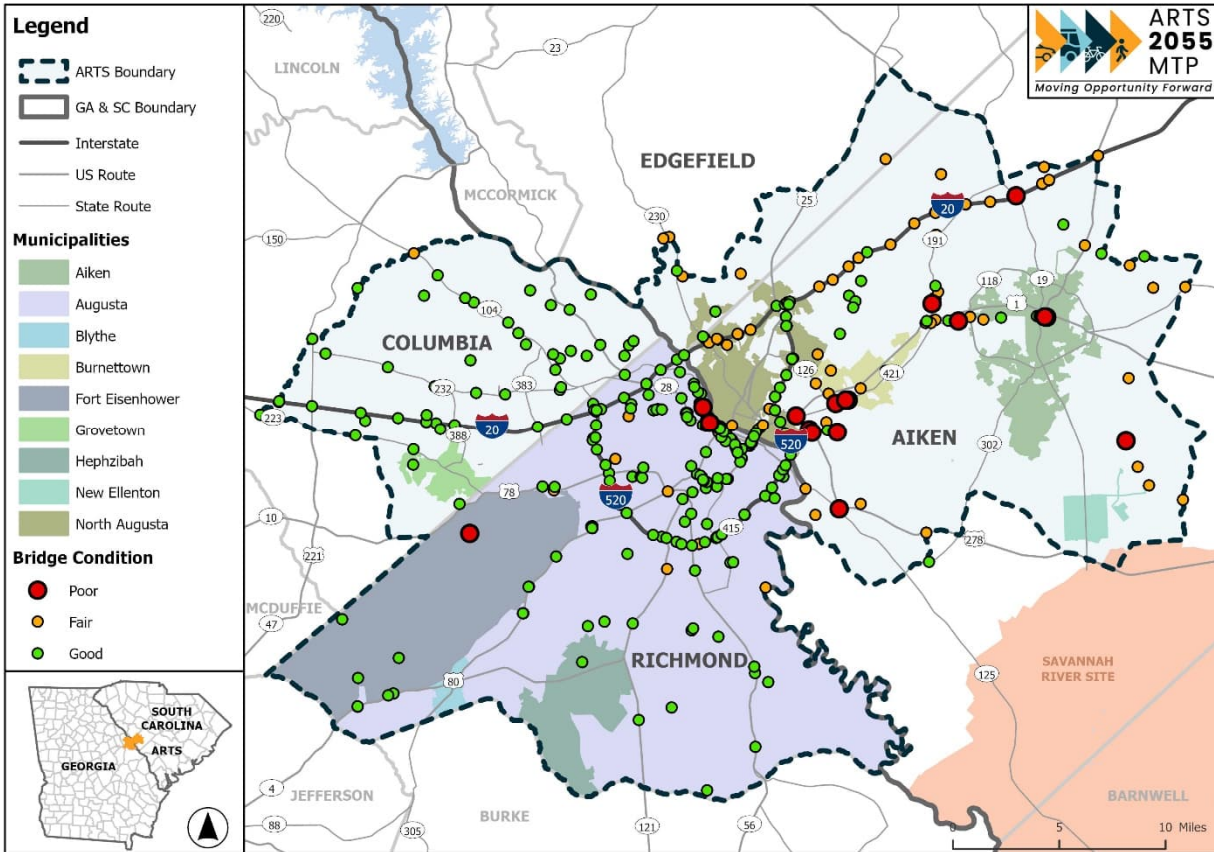


Figure 4.6-3: Bridge Rating

Description	State	County	Structure Number	Year Built	Lowest Condition Rating	Notes
Fairfield Street over Norfolk Southern Railroad, in Aiken	SC	Aiken	00000000008506	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	00000000001990	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	00000000008317	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	00000024550150	1940	4	
Goodrich Street over Canal Spillway, in Augusta	GA	Richmond	00000024550190	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

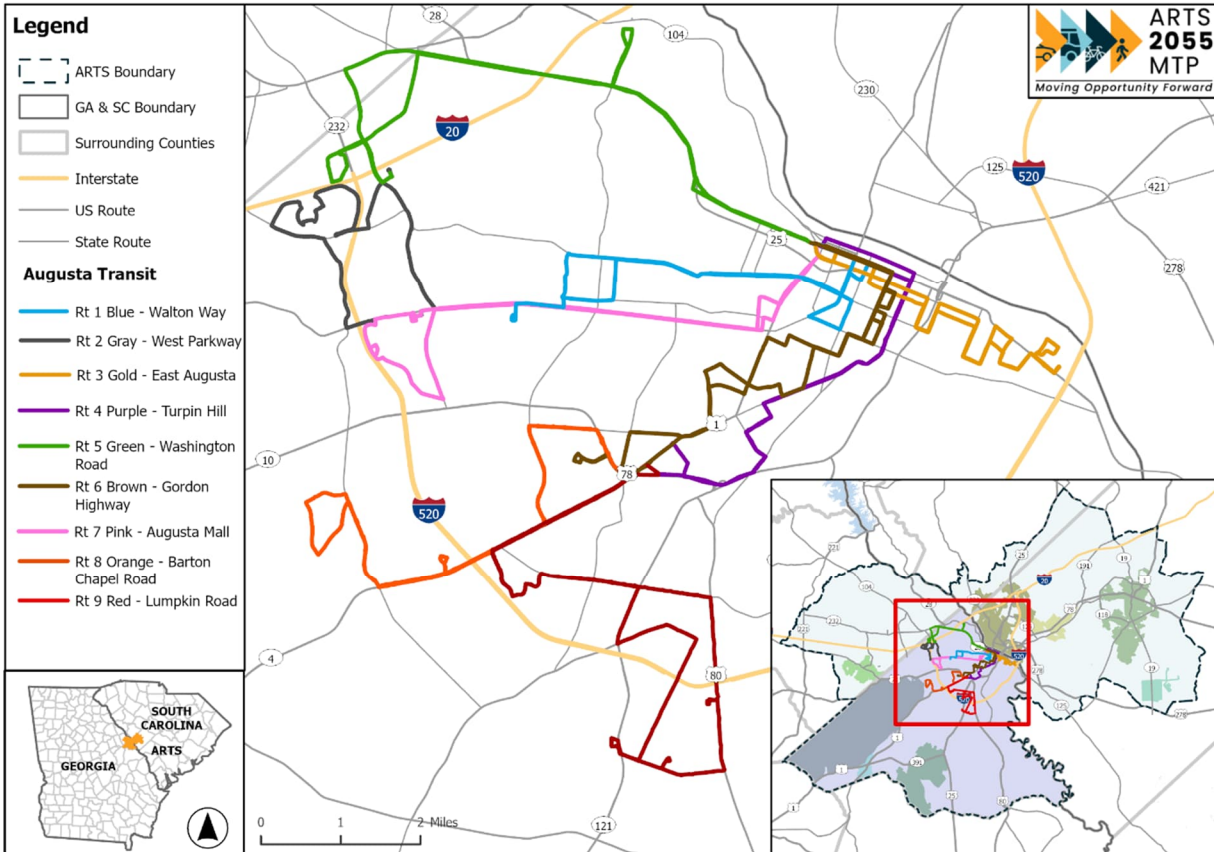
4.8 Existing Transit Services

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

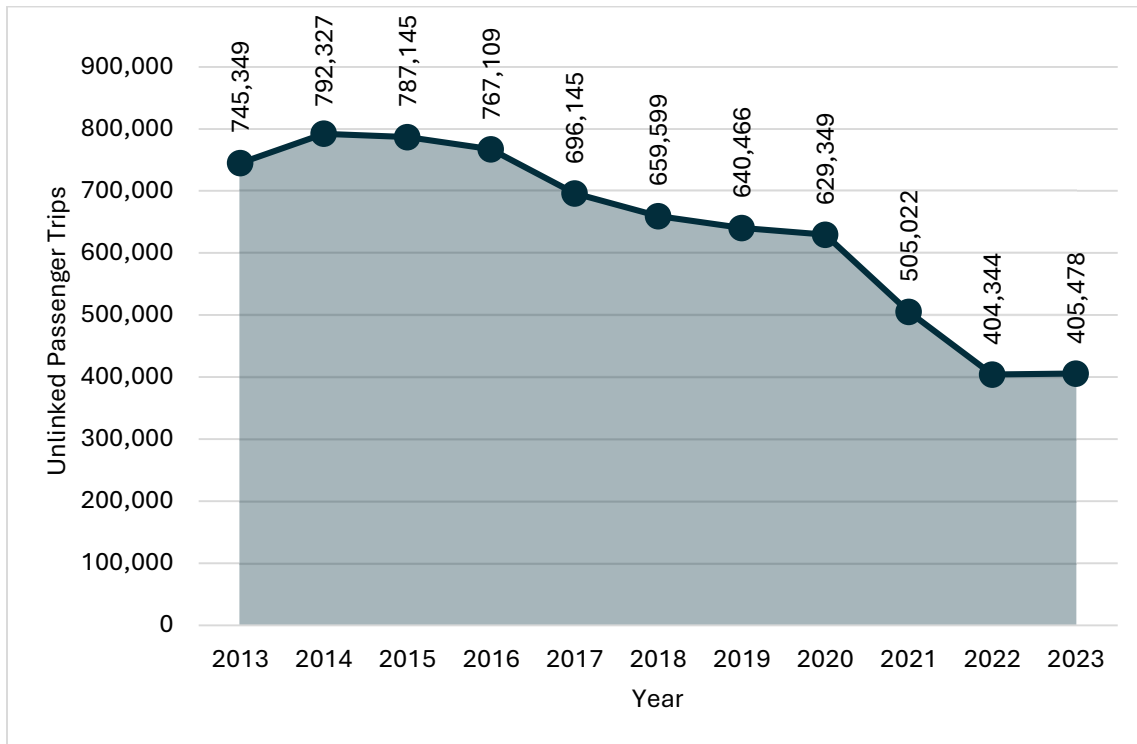


Source: Augusta Transit

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.

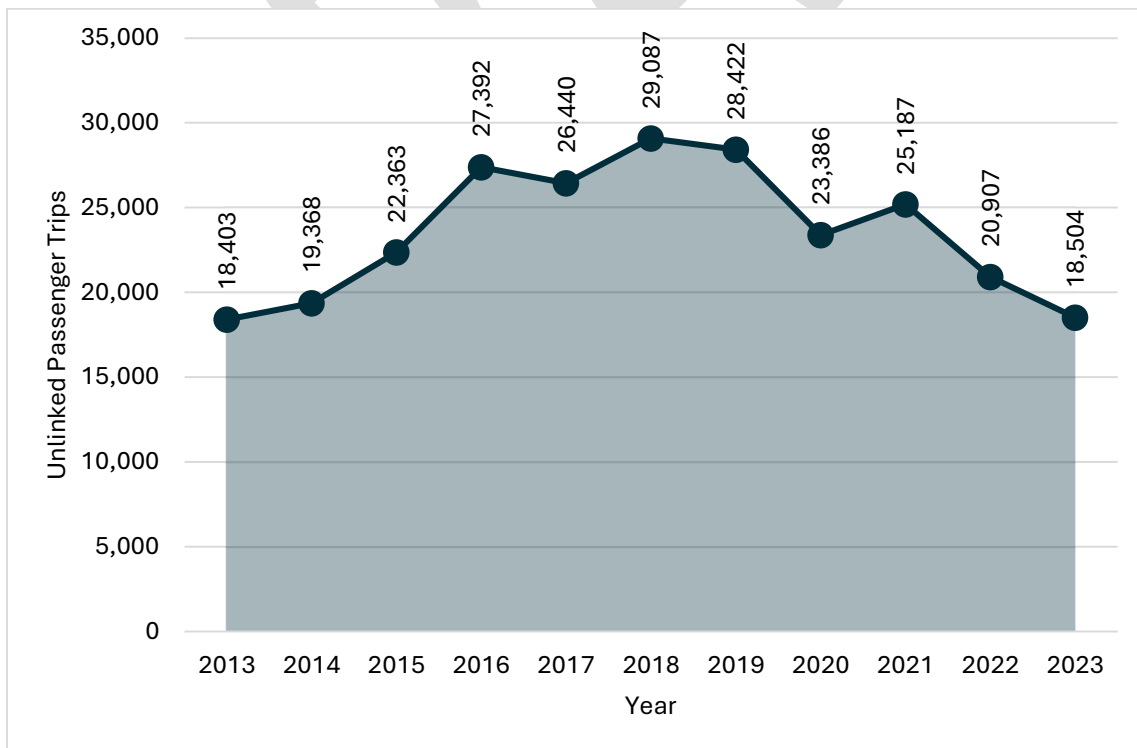
Figure 4.8-2 shows observed annual ridership on Augusta Transit fixed routes and Figure 4.8-3 shows the observed annual ridership on AT demand response from 2013 to 2023. Fixed-route ridership had a slight decline before COVID-19 in 2020 but saw a drastic decline post COVID in 2020; ridership stabilized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



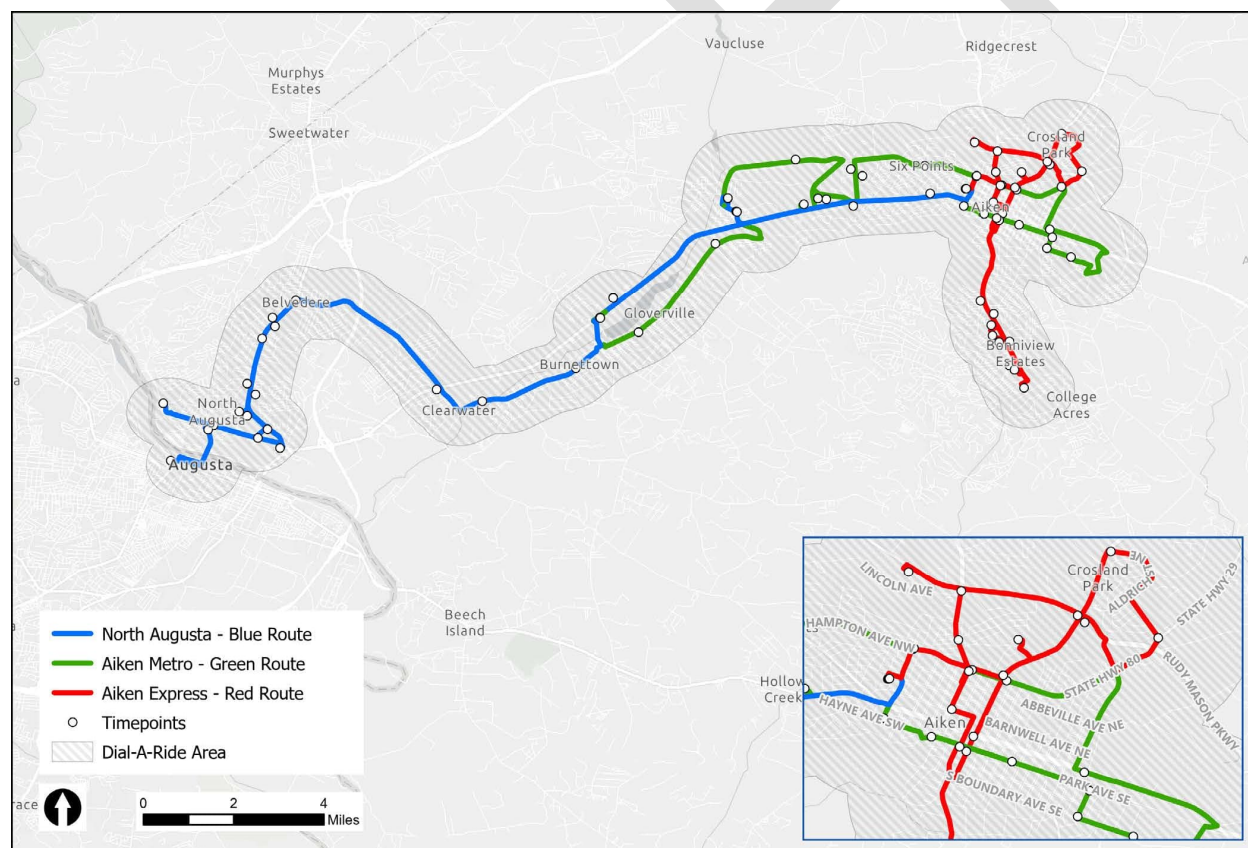
Source: National Transit Database

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 $\frac{3}{4}$ 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

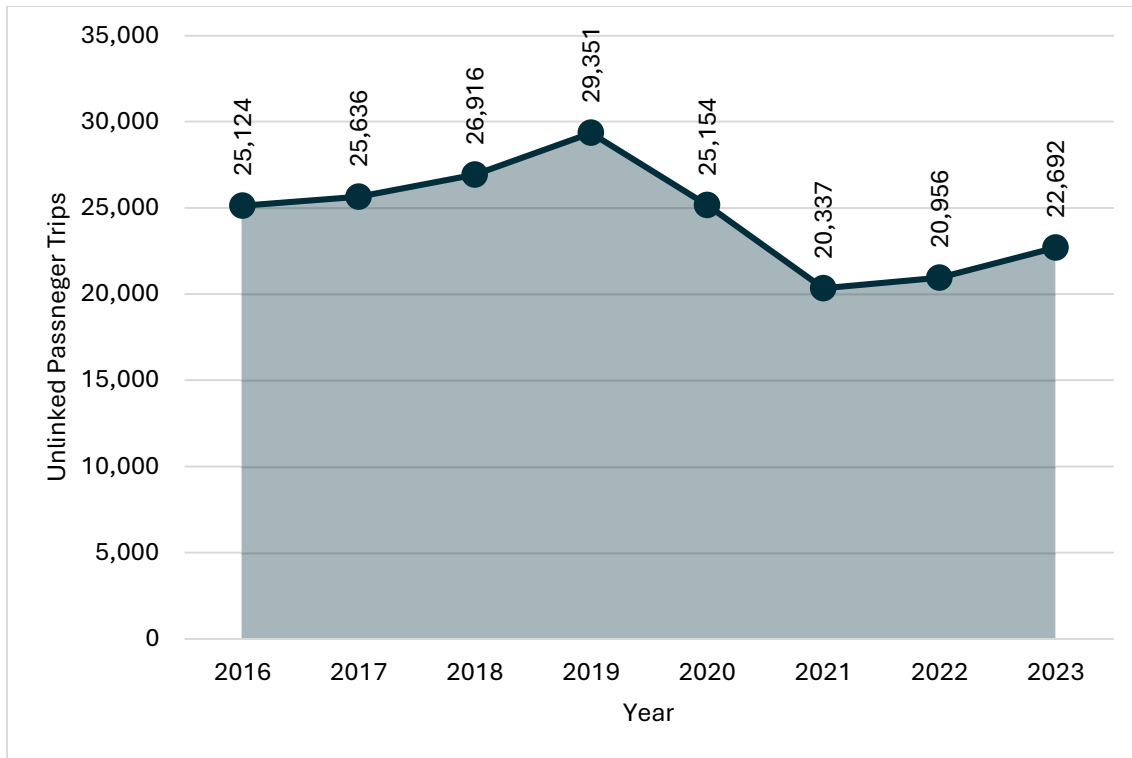


Source: Best Friends Express Transit Improvement Study

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

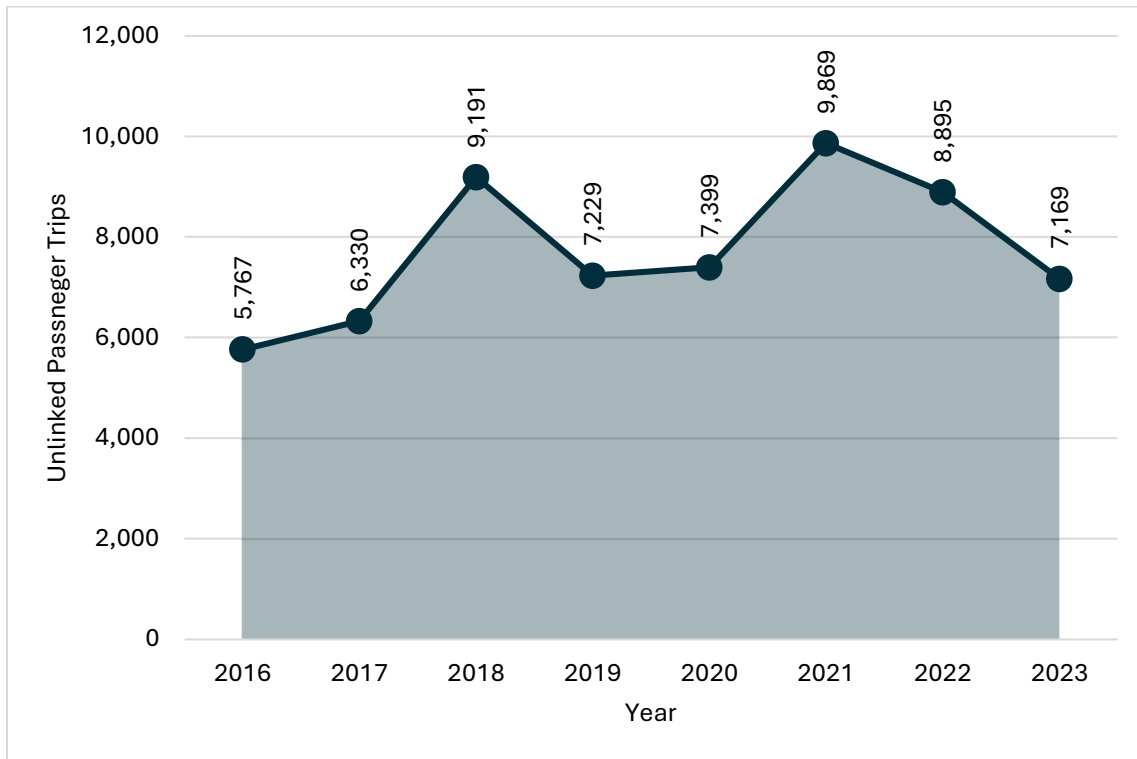
begun to rebound after COVID-19. Dial-a-Ride service ridership rebounded in 2021 following COVID-19 but has since declined in ridership.

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)

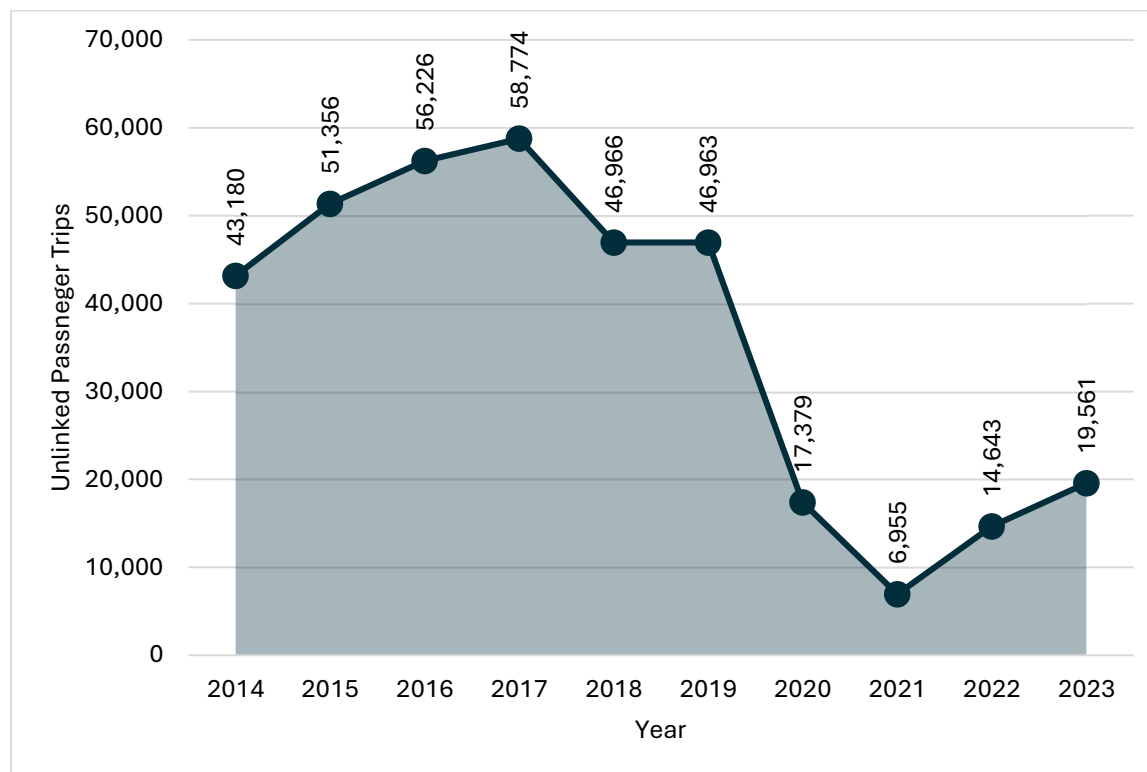


Source: National Transit Database

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

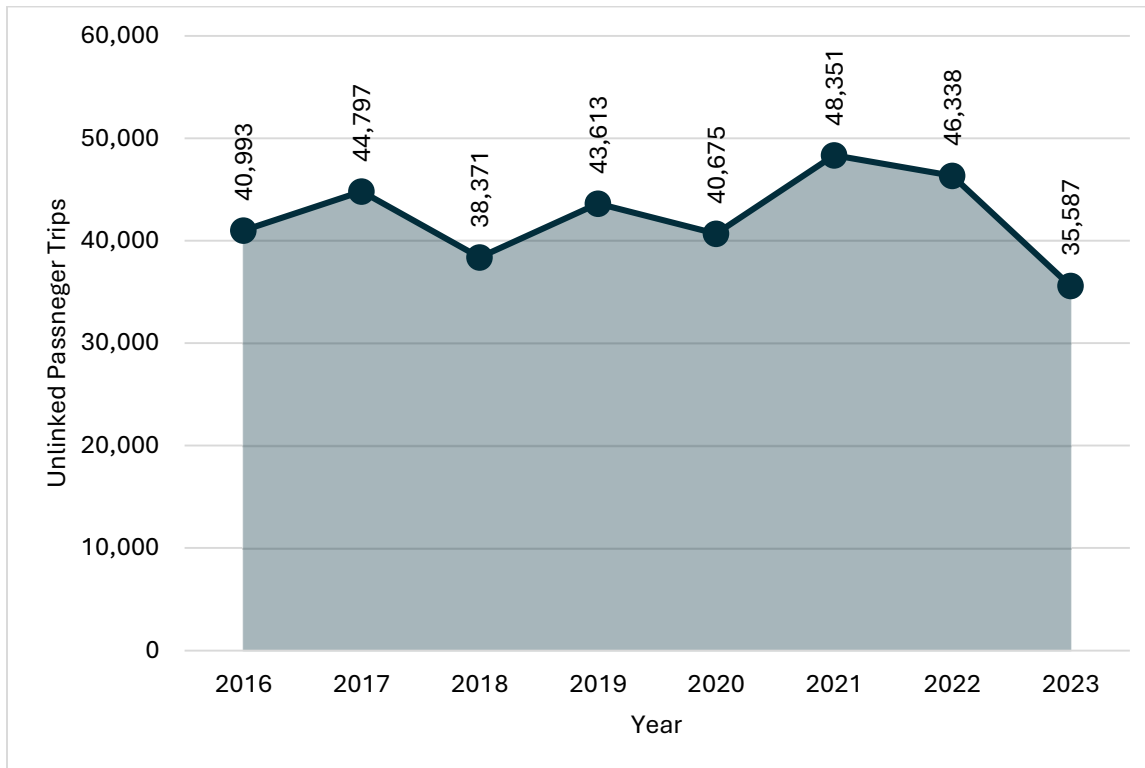
4.8.4 Aiken Senior Life Services

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)

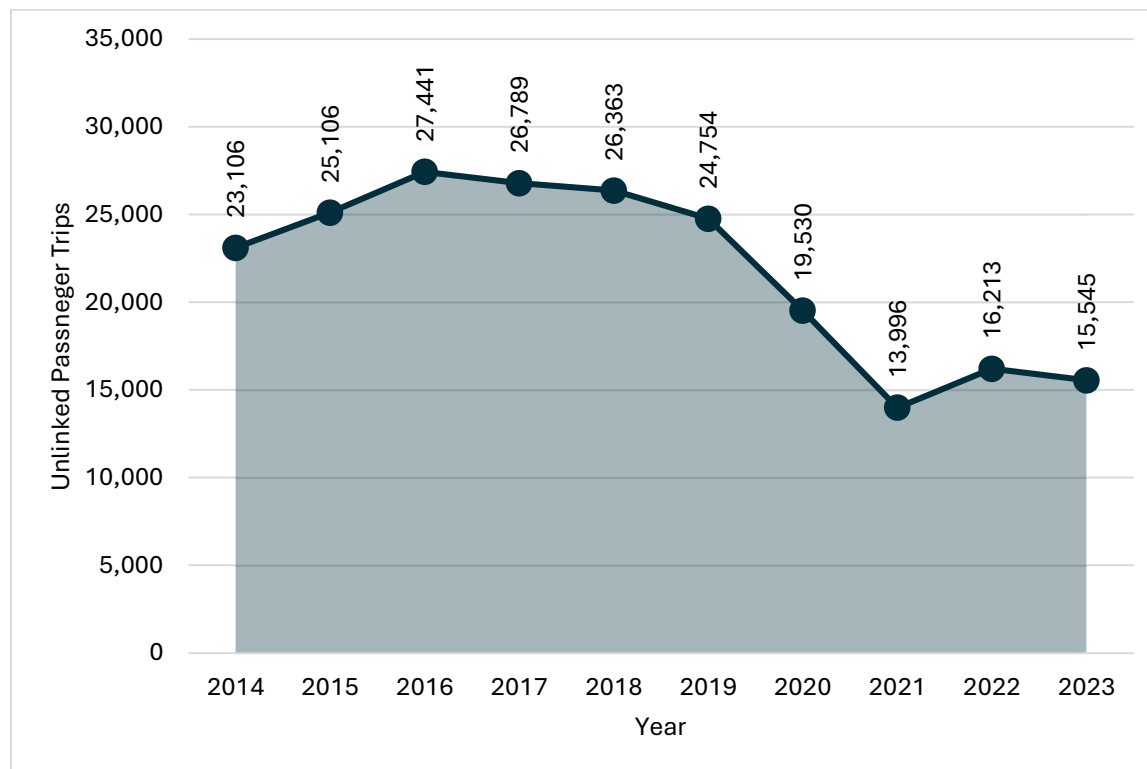


Source: National Transit Database

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). Their 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.

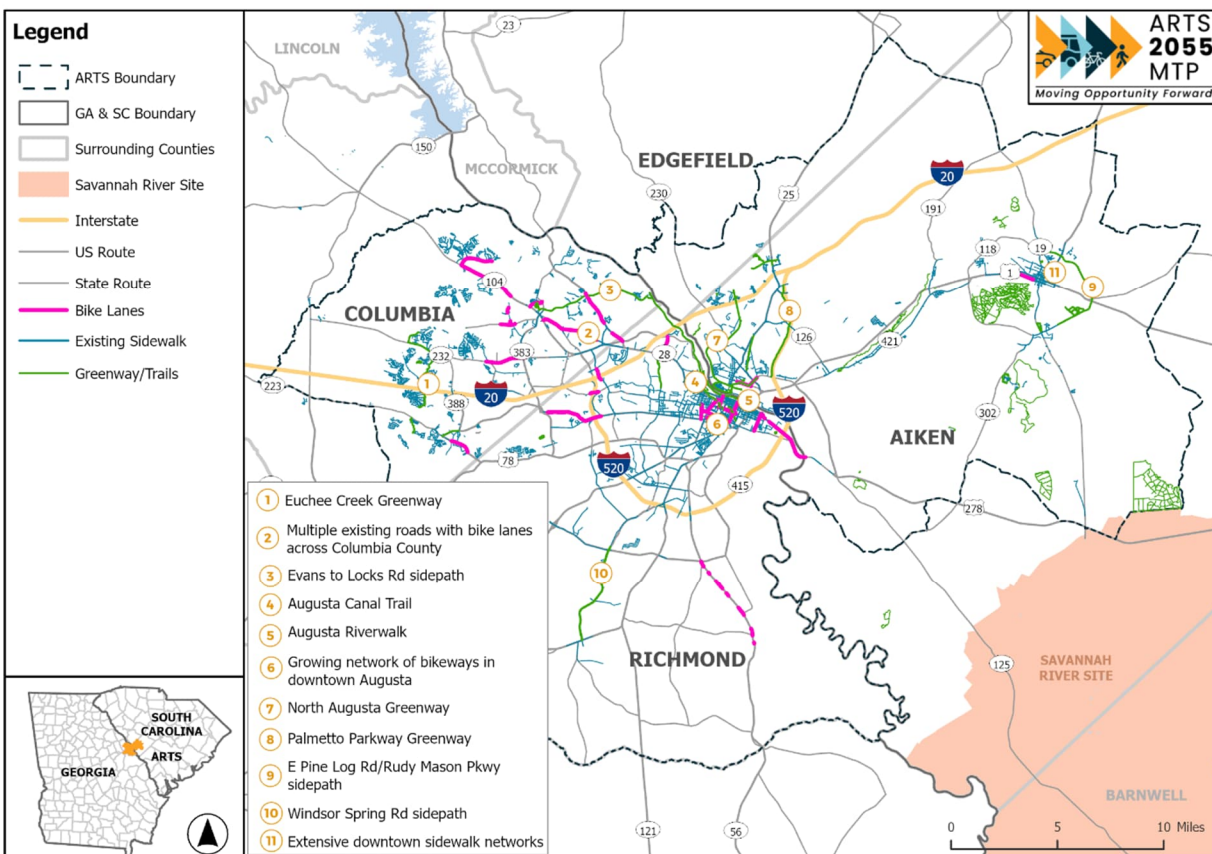
The Richmond County Comprehensive Plan of 2023 emphasizes on the importance of walking and biking throughout Augusta-Richmond County. Improving and maintaining the quality of bicycle and pedestrian facilities is one of ARTS top goals and objectives and hence promotes strategies that

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.

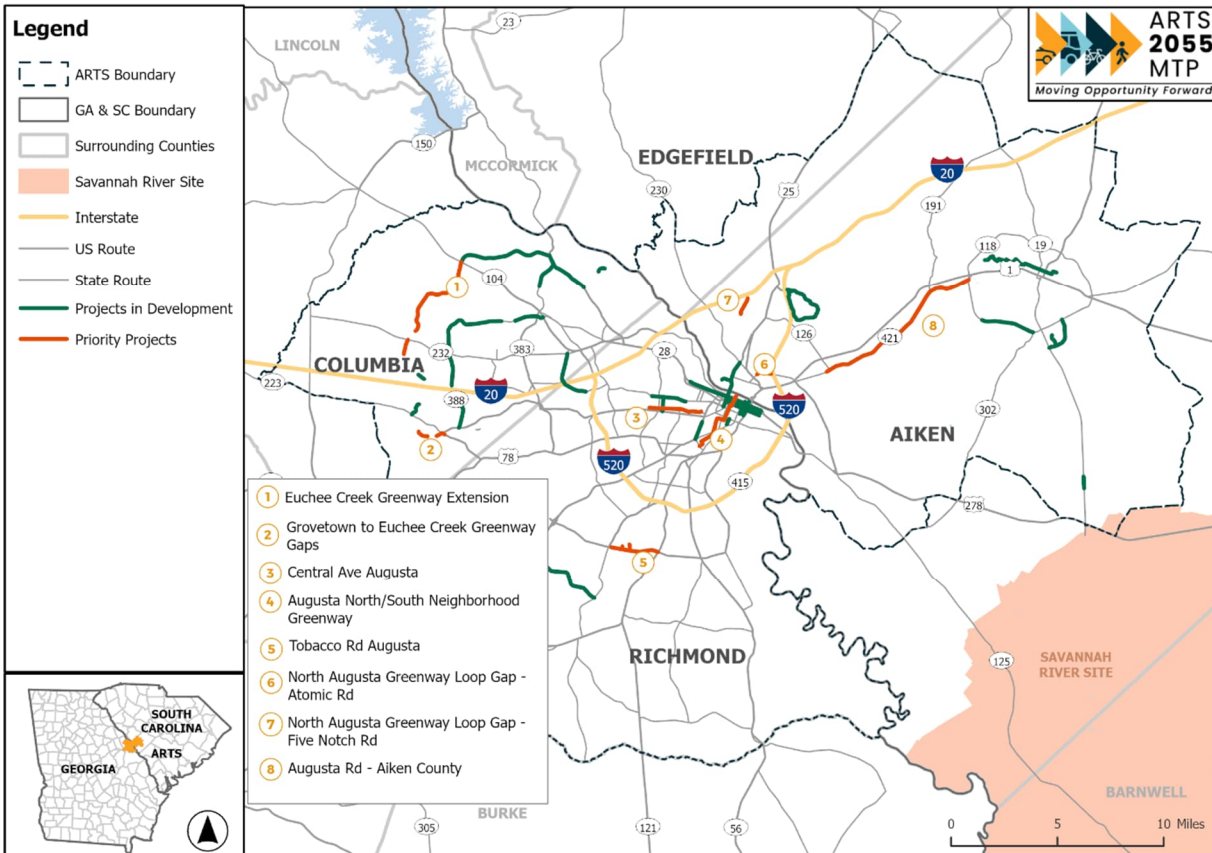
Figure 4.14-1: Existing Bicycle and Pedestrian Facilities



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

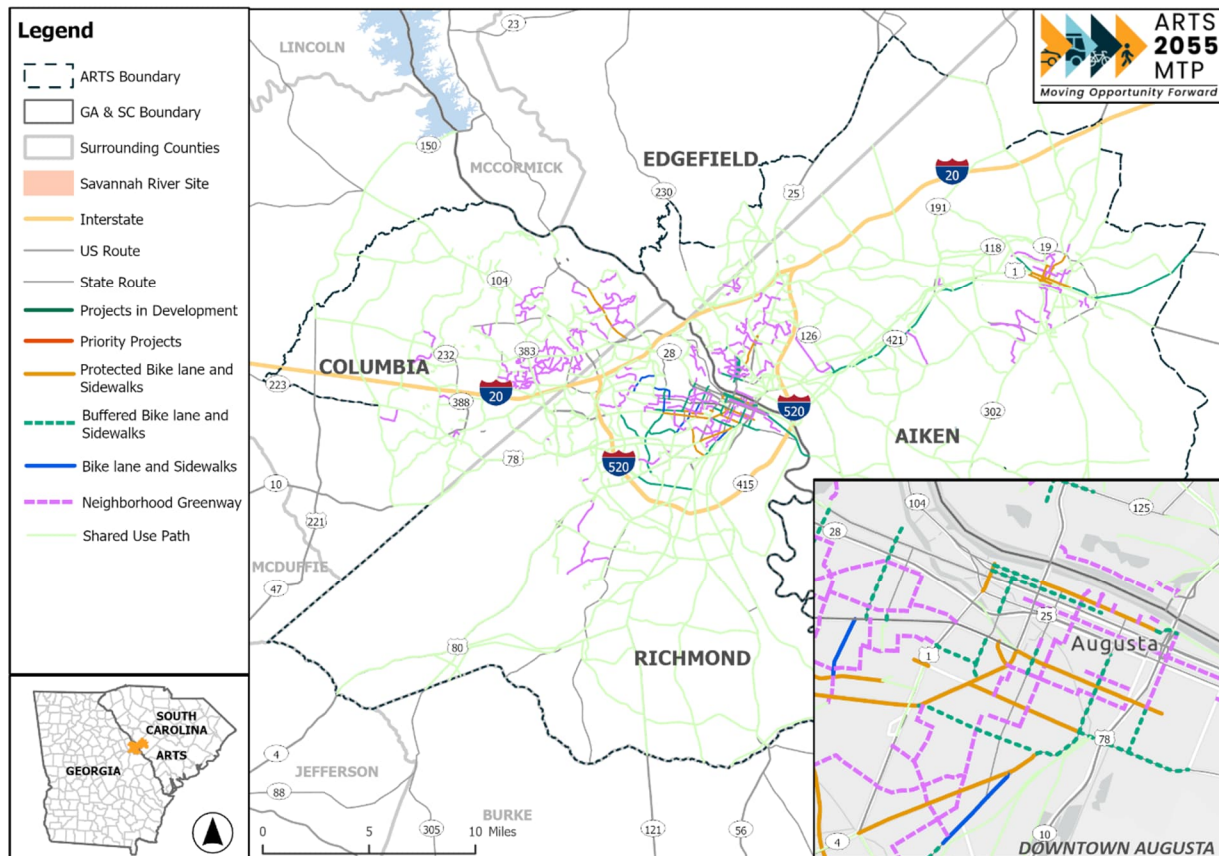


Source: ARTS Bicycle and Pedestrian Plan

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 (PM_{2.5}) 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:

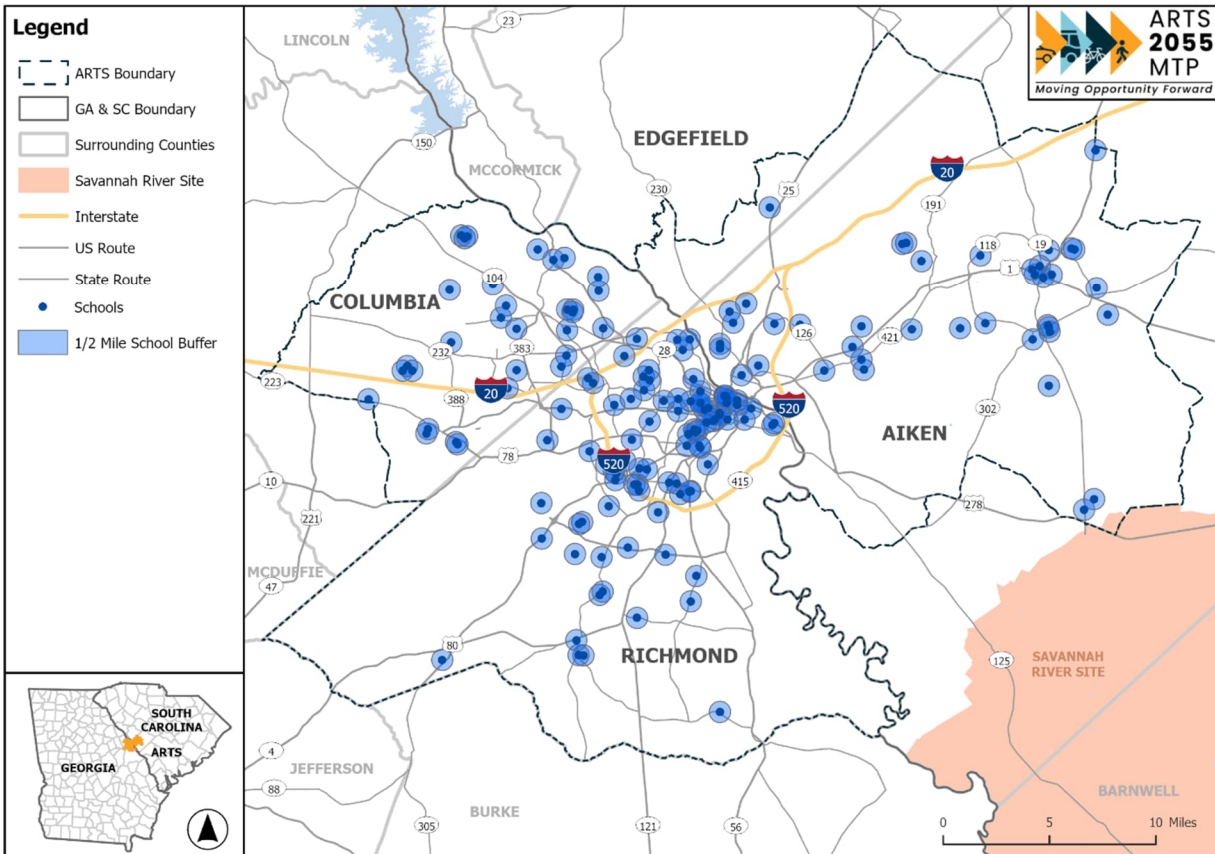
- **Augusta-Richmond County, GA** – A. Brian Merry Elementary School, Freedom Park Elementary School, Lake Forest Hills Elementary School, Meadowbrook Elementary
- **Columbia County, GA** – North Columbia Elementary School, Parkway Elementary School, River Ridge Elementary School, Lewiston Elementary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

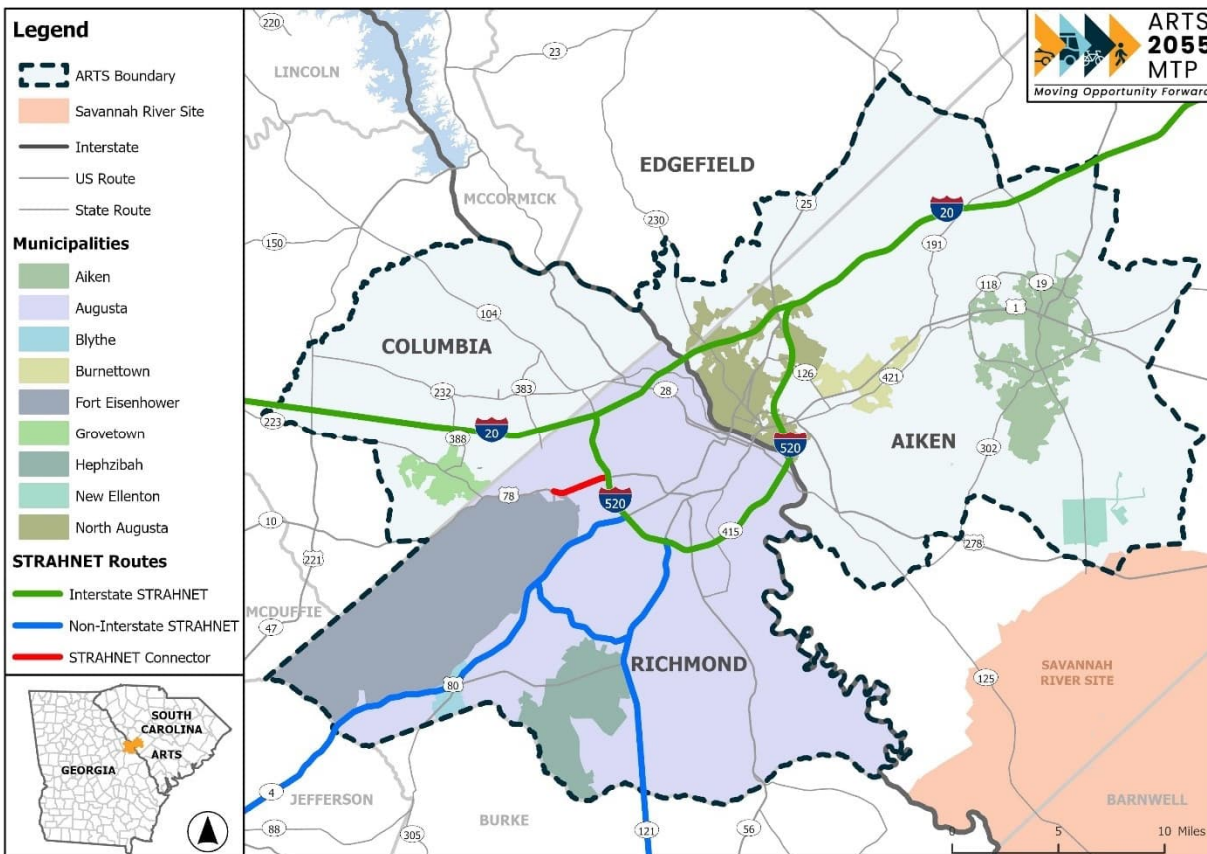
4.21 Security and Evacuation Routes

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 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 South Carolina Emergency Management Division have both adopted Emergency Operations Plans (EOPs), which ensure a coordinated response to the four phases of emergency management (mitigation, preparedness, response, and recovery) across all state government departments. In addition, Richmond County and Aiken County have also adopted EOPs, while Columbia County and Edgefield County have both adopted Hazard Mitigation Plans (HMPs).

The Strategic Highway Network (STRAHNET) is an important national network of roadways that are used for defense mobility and deployment of military equipment and personnel. STRAHNET is made up of 64,000 miles of Interstates, arterials, and connector roadways that link various 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 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

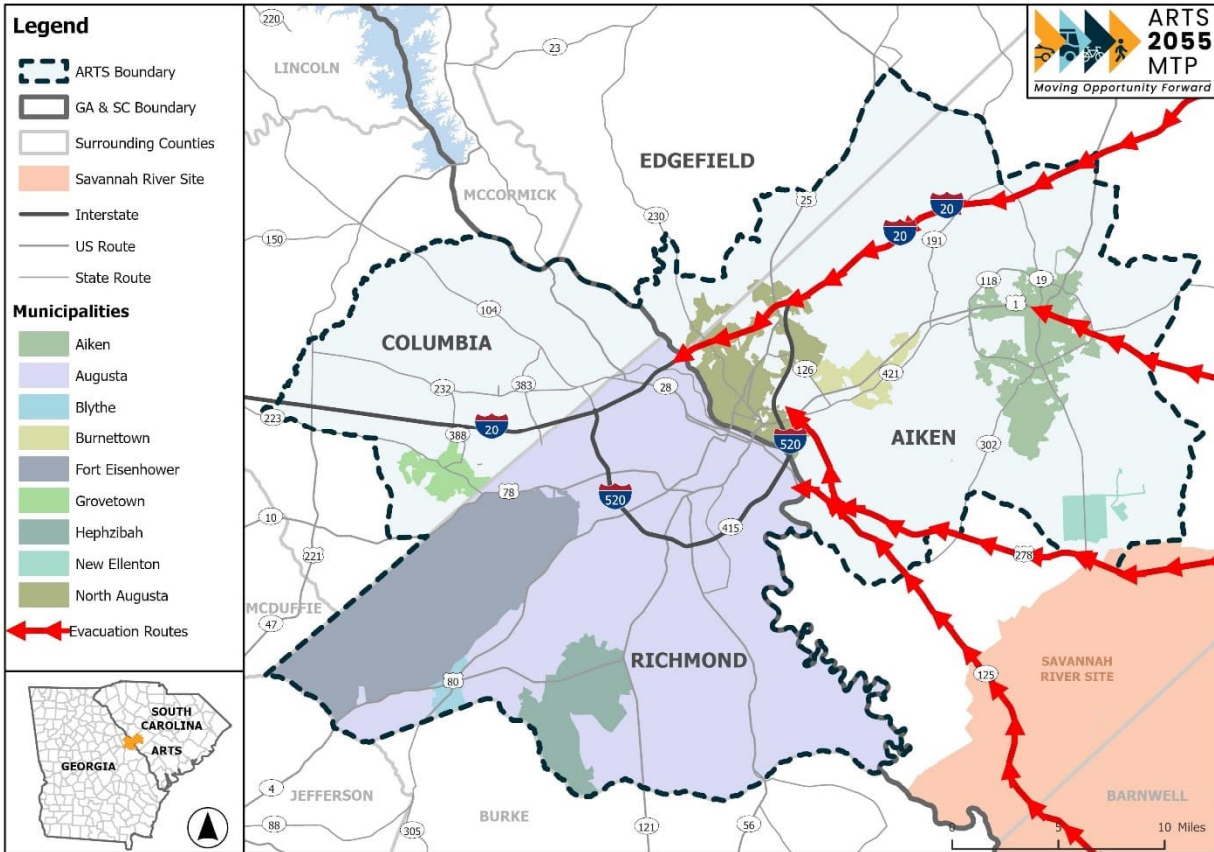
Figure 4.21-2: STRAHNET Routes in ARTS Area

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 (SCMED) 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, Olatie, 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

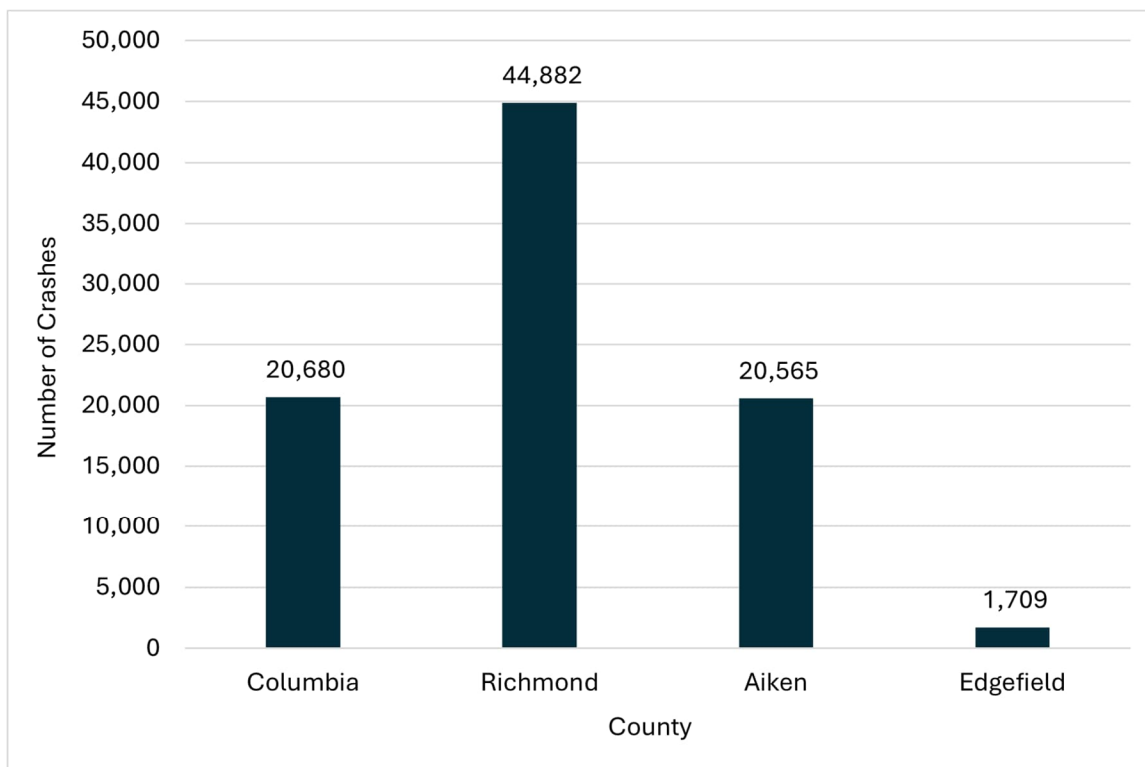


Source: SCEMD and SCDOT

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.

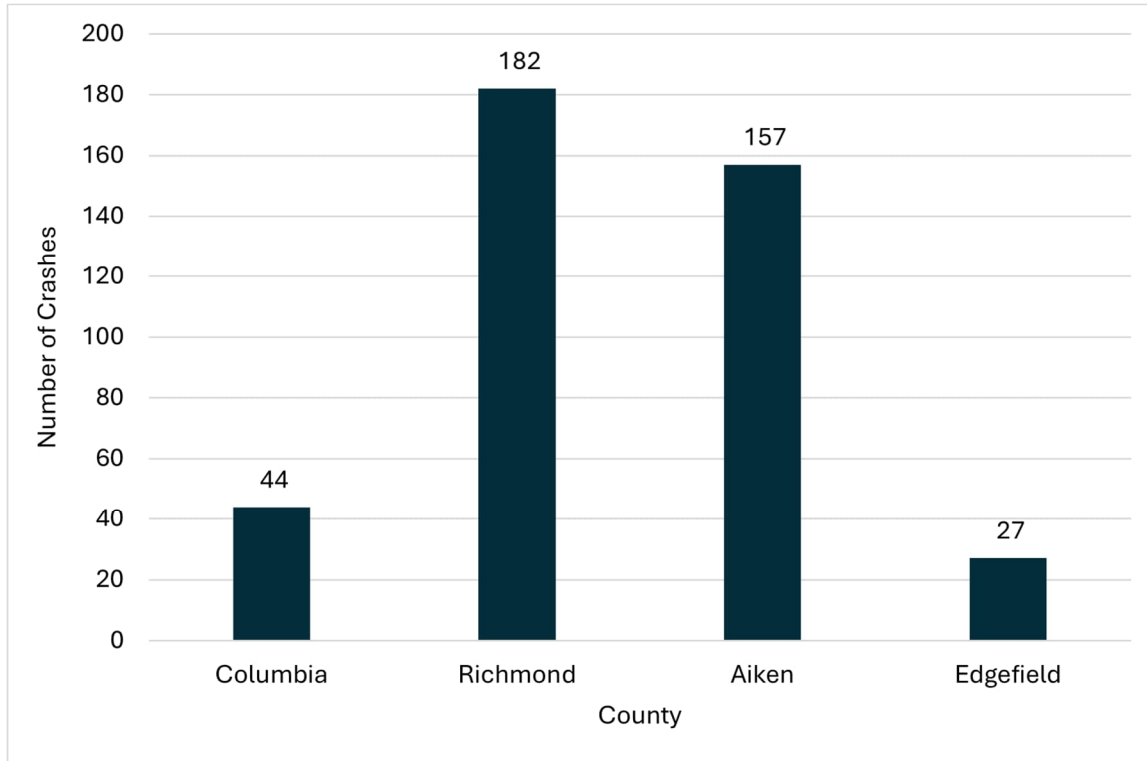
Figure 4.22-1: Number of Crashes by County (2019-2023)



Source: GDOT and SCDPS

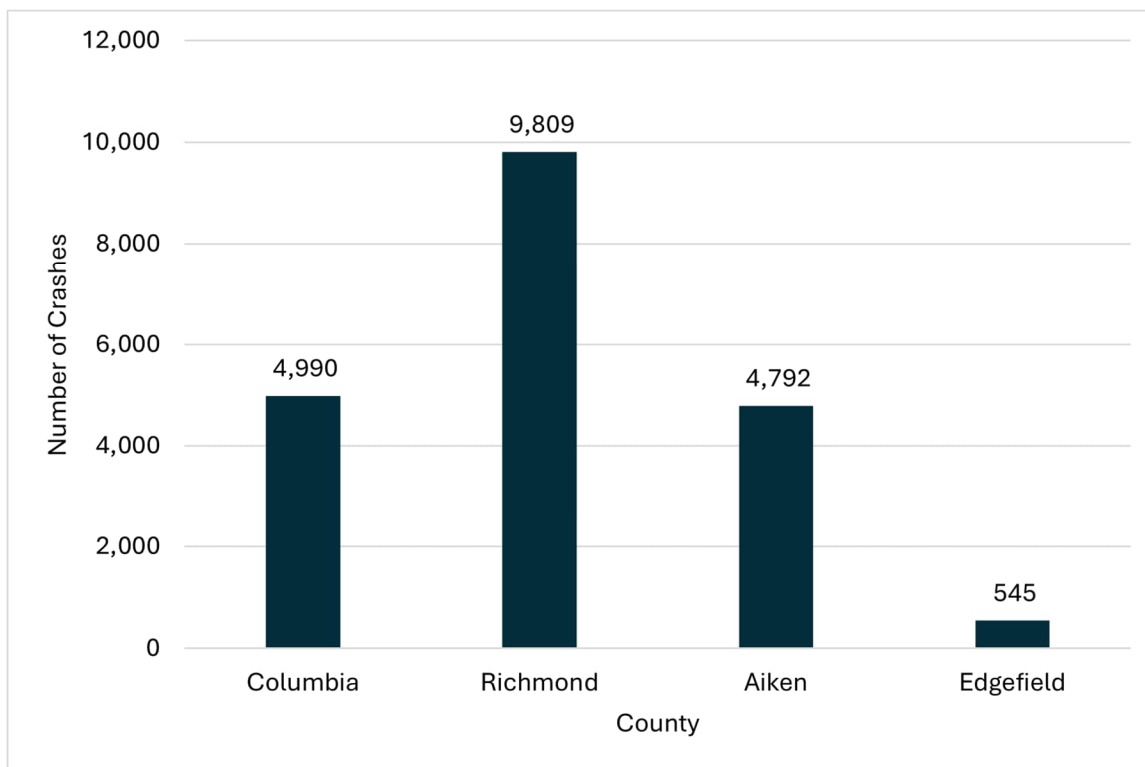
Figures 4.22-2 – 4.22-4 break down the crashes over the five-year period by state into three categories based on crash severity: Fatal Collisions, Injury Collisions, and Property Damage Only Collisions.

Figure 4.22-2: Fatal Crashes by County (2019-2023)



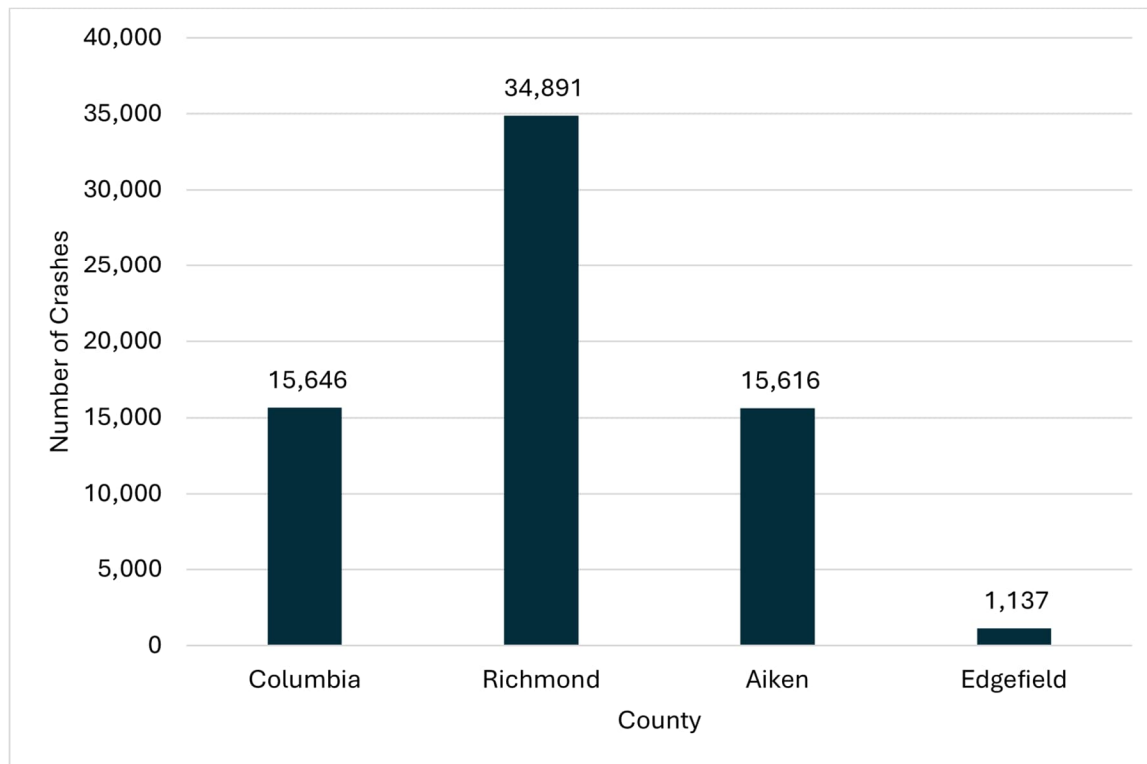
Source: GDOT and SCDPS

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



Source: GDOT and SCDPS

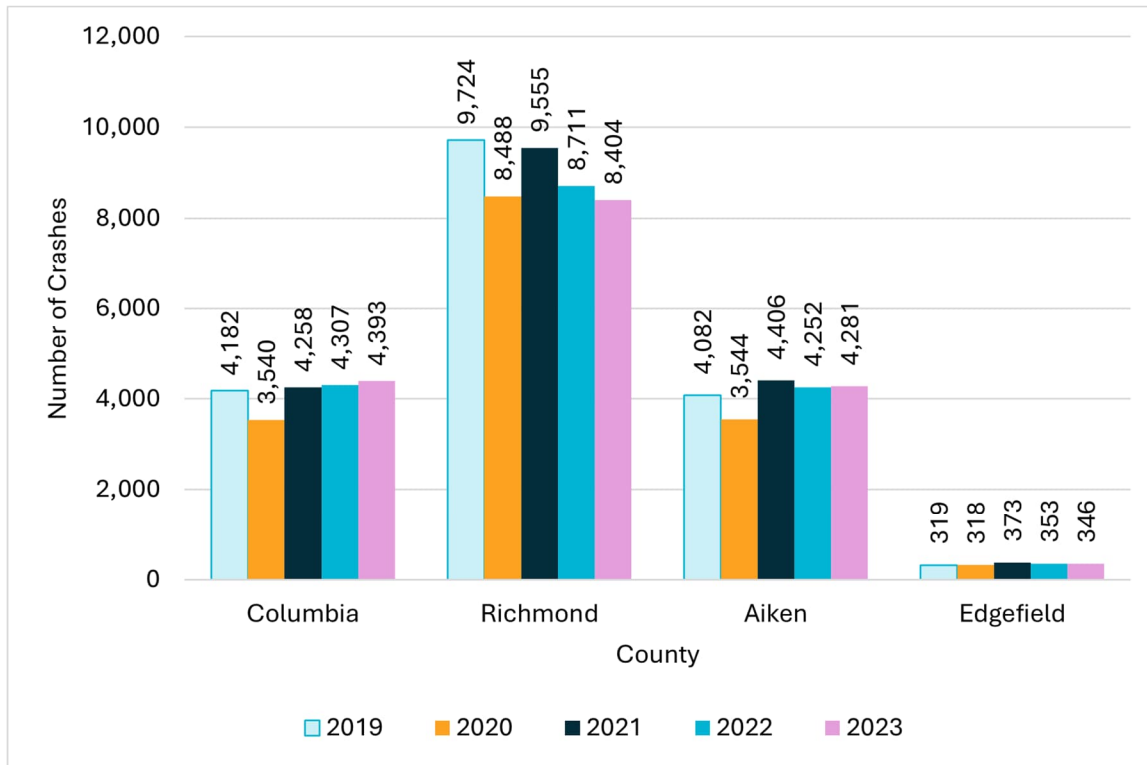
Figure 4.22-4: Property Damage Only Crashes by County (2019-2023)



Source: GDOT and SCDPS

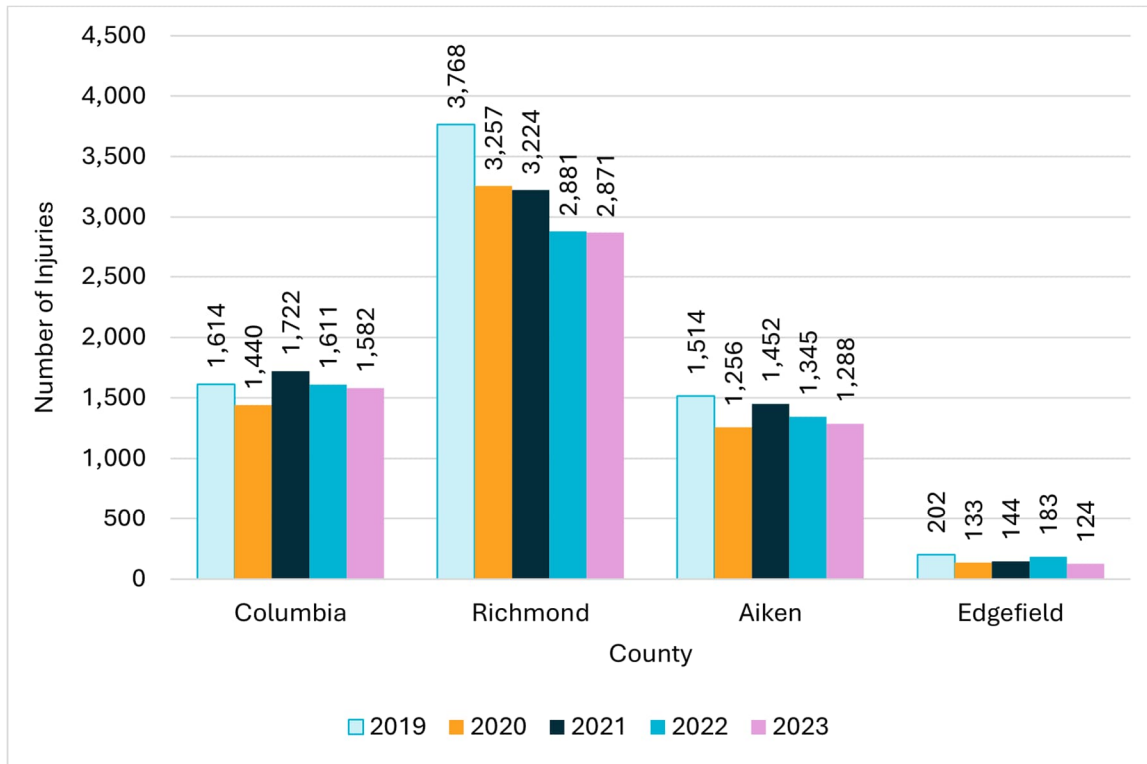
Figures 4.22-5 – 4.22-7 show the trends of crashes per year by county. Figure 4.22-5 shows that the number of total annual crashes in each county remained at a relatively similar level across the five-year period, with the biggest change found in Richmond County, which had a 1,320 crash drop from 2019 to 2023. The number of overall injuries in each county decreased over the five-year period (Figure 4-22.6), while the number of fatalities increased in Richmond and Aiken Counties (Figure 4.22-7).

Figure 4.22-5: Annual Trend of Total Crashes by County (2019-2023)



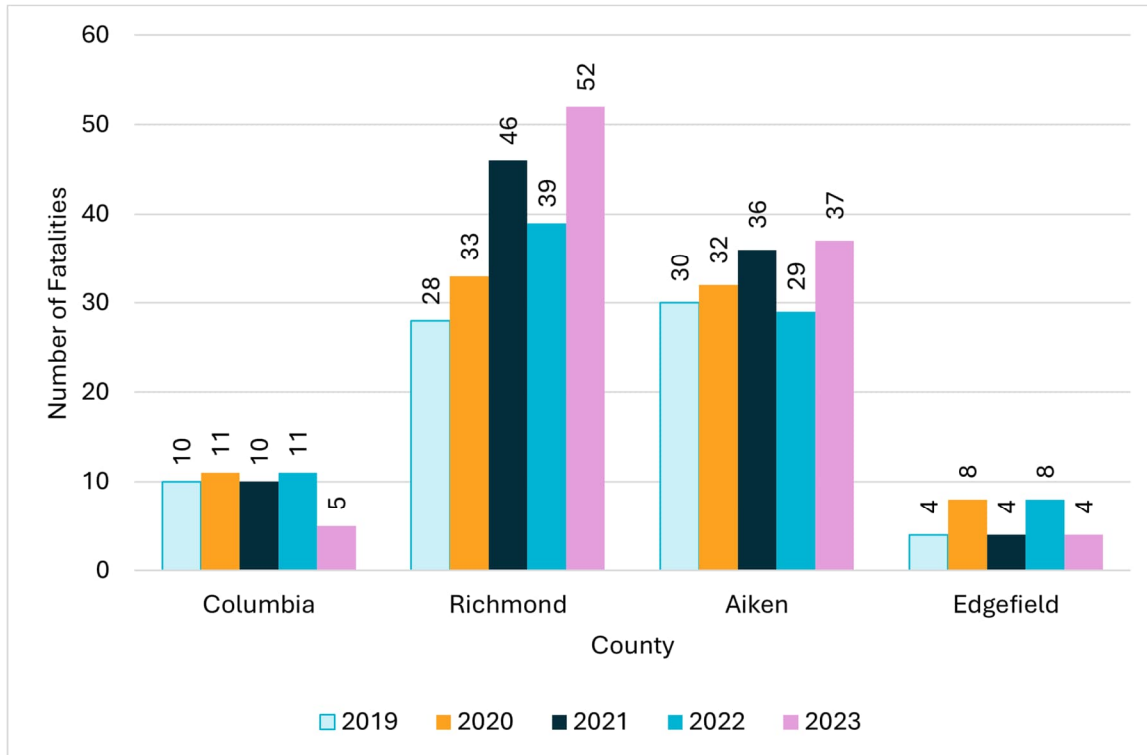
Source: GDOT and SCDPS

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



Source: GDOT and SCDCPS

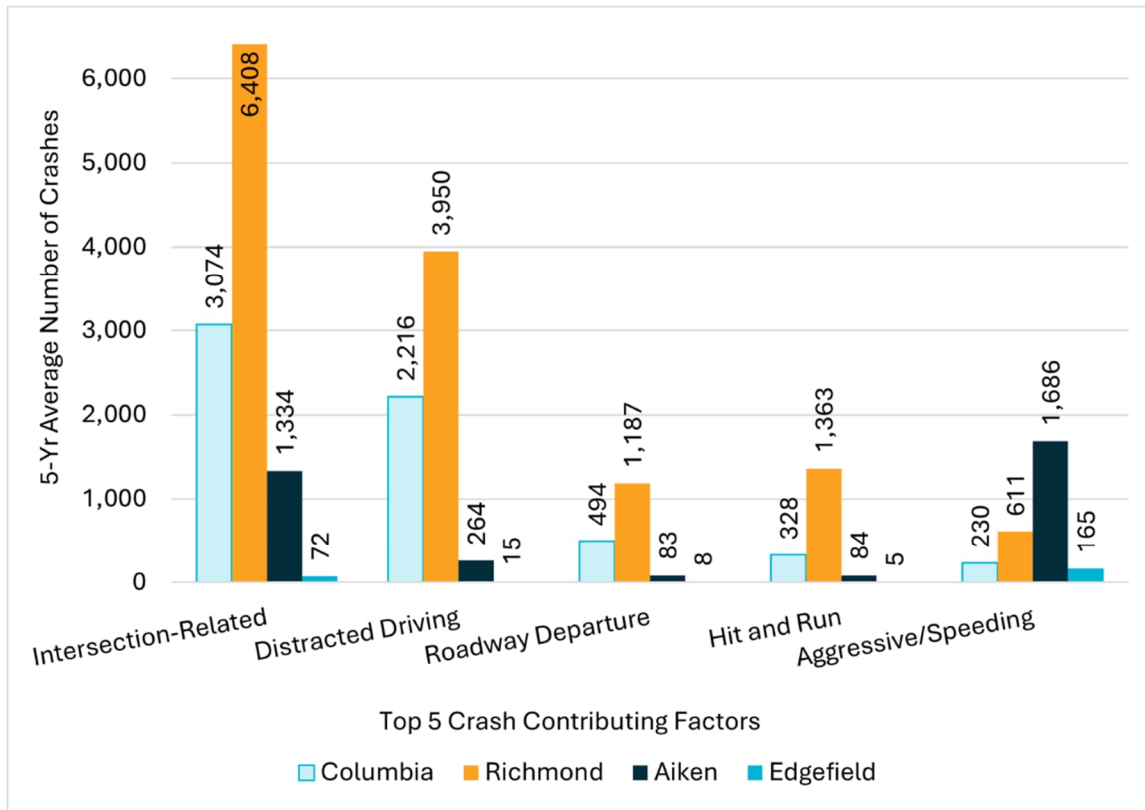
Figure 4.22-7: Annual Trend of Fatalities by County (2019-2023)



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 4.22-8 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.

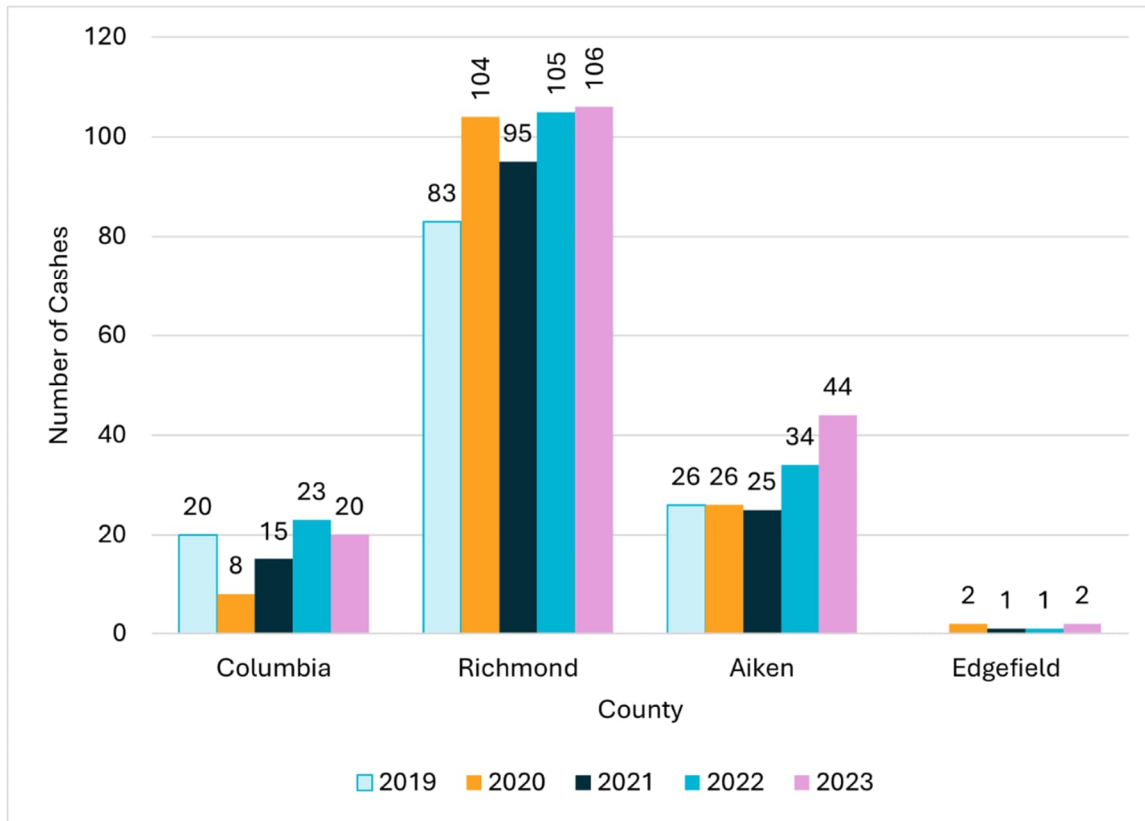
Figure 4.22-8: Top Five Crash Contributing Factors (2019-2023)



Source: GDOT and SCDPS

Figure 4.22-9 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 4.22-9: Pedestrian or Cyclist Crashes (2019-2023)

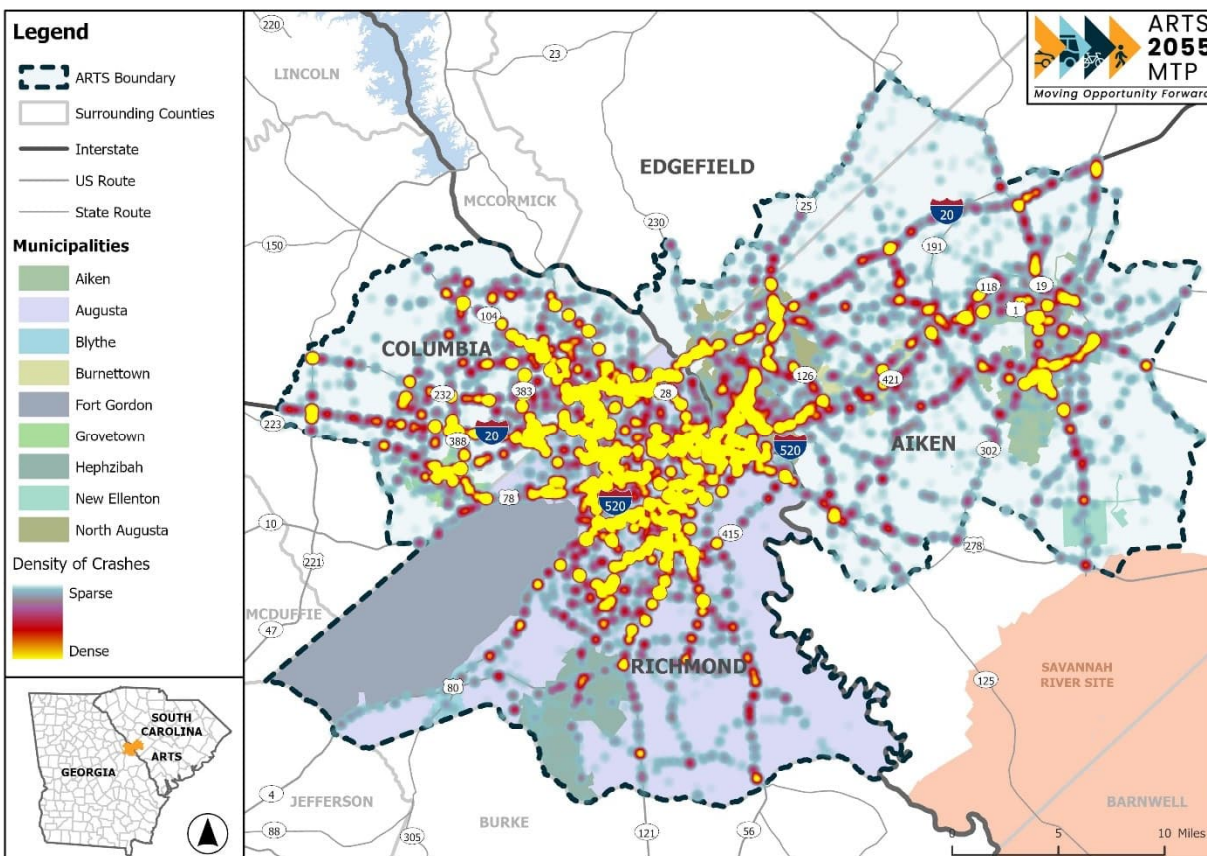


Source: GDOT and SCDPS

Figure 4.22-10 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

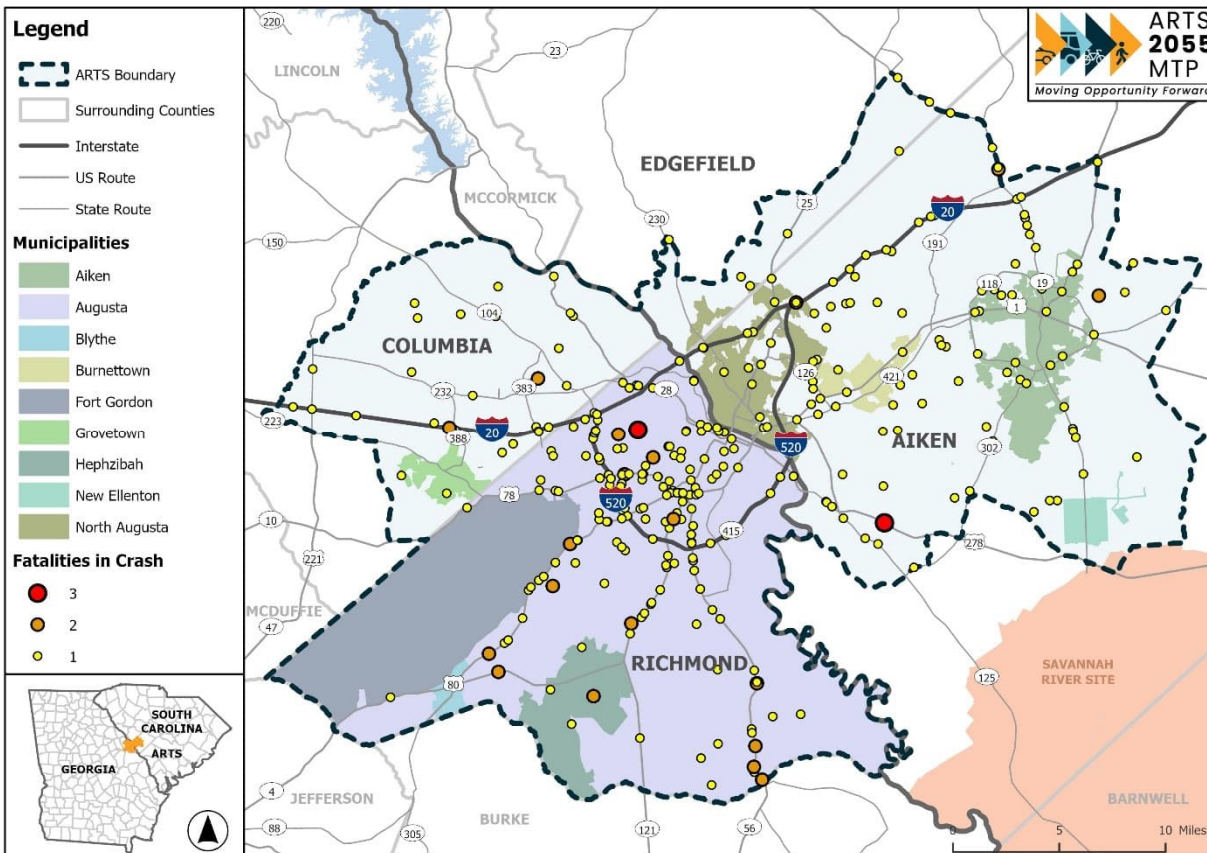
Figure 4.22-10: Heat Map of Crashes (2019-2023)



Source: GDOT and SCDPS

Figure 4.22-11 shows the locations of fatal crashes in the ARTS area, differentiated by the number of fatalities in each crash.

4.22-11: 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

This section outlines Planning Emphasis Areas (PEAs), which include transition to performance-based planning and programming as per the Infrastructure Investment and Jobs Act (IIJA), 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.

Enabling this process, national 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
<p>Continued System Recovery</p>	<p>Provide regular, routine maintenance to ensure a safe, smooth, and unrestricted transportation network.</p>
	<p>Continue pavement recovery efforts to maintain system quality.</p>
	<p>Enhance bridge investment to address aging infrastructure.</p>

Goal	Objective
	<p>Prioritize safety initiatives to reduce crashes, serious injuries, and fatalities, especially in high-risk areas like South Carolina.</p> <p>Prepare for the impacts of electric vehicles on infrastructure and safety.</p> <p>Identify and implement sustainable revenue sources to support long-term system needs, particularly as electric vehicle adoption increases.</p>
<p>Support Freight Investment</p>	<p>Systematically invest in a world-class interstate system to facilitate the movement of freight and people.</p> <p>Accelerate investment in rural interstate segments to complete widening efforts.</p> <p>Develop an urban congestion mitigation program focused on improving reliability along major freight corridors.</p> <p>Establish a Rural Off-Interstate NHS (National Highway System) Improvement Program to support critical freight routes.</p>
<p>Address Urban and Rural Mobility</p>	<p>Address urban traffic congestion while improving rural access to employment, healthcare, and education.</p> <p>Advance the Regional Mobility Program to target both urban and rural congestion and access challenges.</p> <p>Implement operational improvements, such as traffic signal retiming, to maximize the efficiency of the existing road network.</p> <p>Support transit initiatives that enhance workforce development and access to jobs.</p>
<p>Deepen Multimodal Partnerships</p>	<p>Expand and strengthen collaboration with other transportation modes to ensure statewide prosperity.</p>

Goal	Objective
	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.



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.



Reduce Traffic Congestion & Delay: Promote strategies to reduce traffic congestion and delay.



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



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



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



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



Land Use & Transportation Integration: Promote efficient land use and development patterns that improve safety and economic vitality to



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, multimodal transportation needs.



Effective Engagement & Coordination: Promote effective public and stakeholder engagement and coordinate strategies throughout the planning process, users, multimodal transportation needs.

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 Plans that establish public transit performance measures and targets (TAM). 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.

The following 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 Georgia’s Statewide Performance Measure Targets

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

Figure 5.5-1: 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 5.5-2: 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 5.5-3: 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)

5.5.2 South Carolina’s Statewide Performance Measure Targets

This section displays the South Carolina Statewide Performance Measure targets for PM 1 – highway safety (Figure 5.5-4), PM2 – pavement and bridges conditions (Figure 5.5-5), and PM3 – system performance, freight, and CMAQ (Figure 5.5-6).

Figure 5.5-4: 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
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Source: South Carolina State Highway Safety Report (2021 and 2022)

Figure 5.5-5: 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 Deck 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 5.5-6: 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 Emissions Reduction	11.01 kg/day	40.82 kg/day	41.89 kg/day	0.60 kg/day (statewide)
CMAQ NOx Cumulative Emissions 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)

5.5.3 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 5.5.7 lists the FY24 TAM Performance Measures for GDOT, SCDOT, and Lower Savannah Council of Governments (LSCOG - on behalf of Best Friend Express).

Figure 5.5-7: 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 seven public events were conducted from Winter 2024 to Spring 2025 to obtain input on transportation needs in the ARTS planning area. Stakeholders represented federal government, county and city officials, higher education representatives, nonprofit organization leaders, and youth advocates. 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 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
White Oak Business Park	Dependent on car to access	Transit service
Wrightsboro Rd / Katherine St intersection	Railroad conflict with traffic flow	Safety improvements

The public survey received over 1,200 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:

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

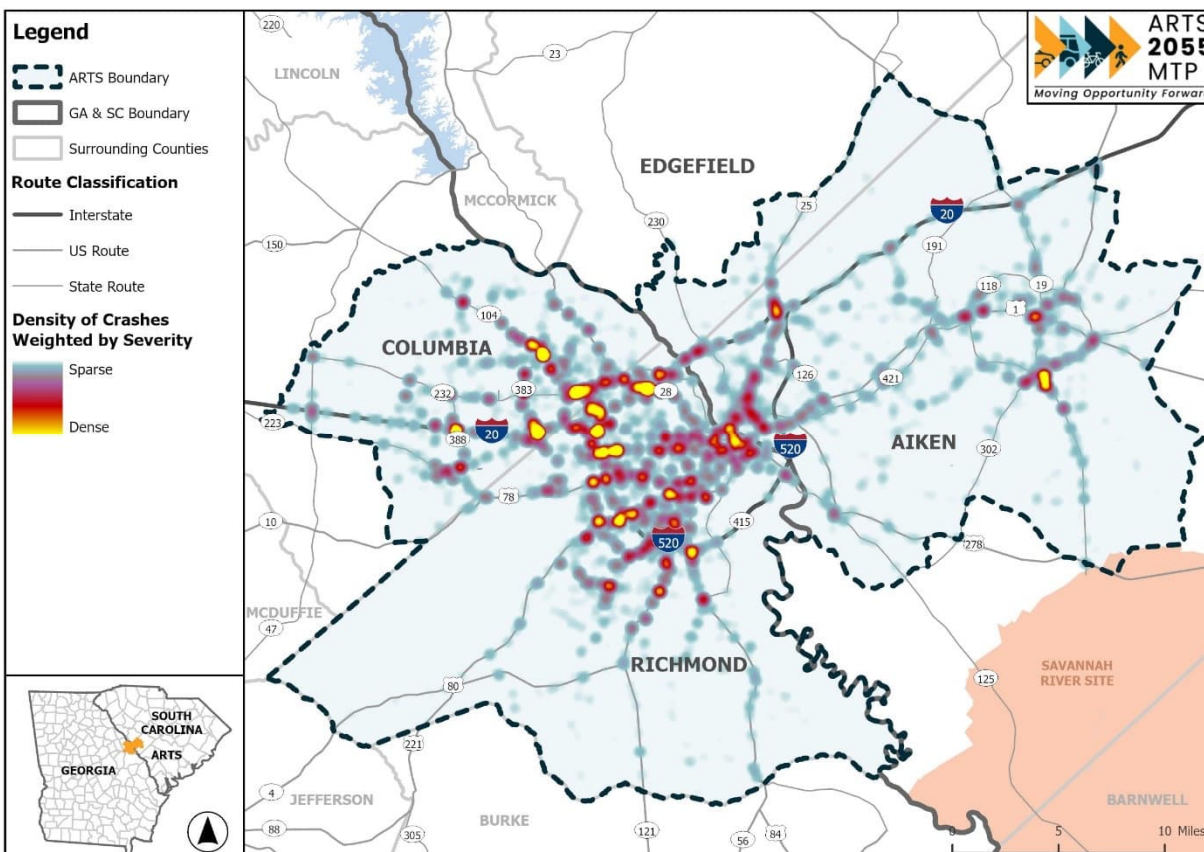
Roadway capacity refers to the maximum number of vehicles that can reasonably pass through a specific section of road within a given time period. When demand exceeds capacity, it leads to congestion, increased travel times, and reduced safety. Understanding and addressing roadway capacity needs is essential for maintaining efficient traffic flow, supporting economic activity, and improving overall mobility in both urban and rural areas. The following lists high congestion 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 Reeddale 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 13 th 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. These corridors were selected based on factors including delay, growth, vehicle volume, and safety.

Figure 6.3-1: SCDOT Regional Mobility Program Corridors

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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Install left-turn and right-turn lanes • Install traffic signal
3	Bettis Academy Road at Flat Rock Lane	<ul style="list-style-type: none"> • Install left-turn and right-turn lanes
4	Bettis Academy Road at Carmine Avenue/ Sage Valley Drive	<ul style="list-style-type: none"> • Install left-turn lane • Install traffic signal
5	Bettis Academy Road at Spring Dale Road/ Sage Mill Parkway	<ul style="list-style-type: none"> • Install left-turn lane • Install traffic signal
6	Bettis Academy Road at Giant Tire Parkway	<ul style="list-style-type: none"> • Install traffic signal
7	Bettis Academy Road at I-20 Eastbound Ramps	<ul style="list-style-type: none"> • Install left-turn and right-turn lanes • Install 5-lane bridge overpass over I-20
8	Bettis Academy Road at I-20 Westbound Ramps	<ul style="list-style-type: none"> • Install left-turn and right-turn lanes • Install 5-lane bridge overpass over I-20
9	Bettis Academy Road	<ul style="list-style-type: none"> • 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: Whiskey Road Corridor Study/ SC 118 Intersection Analysis Project Prioritization

Stage	Location	Improvements
1	SC 118 at Trolley Line Rd	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Add 250' NB left-turn lane
1	SC 118 at Vaucluse Rd	<ul style="list-style-type: none"> Extend EB right and left-turn lanes to 250' and optimize traffic signal
1	Trolley Line Rd at College Station Dr	<ul style="list-style-type: none"> Convert College State Dr to right-in/right-out
1	SC 118 at Vaucluse Rd	<ul style="list-style-type: none"> Add 200' SB right-turn lane
1	SC 118 at Trolley Run Blvd	<ul style="list-style-type: none"> Add 250' SB right-turn lane
1	SC 118 at Champion Way/New Connector	<ul style="list-style-type: none"> New connection with SC 118 and USC Aiken at Champions Way

Stage	Location	Improvements
2	SC 119 at Trolley Run Blvd/University Pkwy	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Convert intersection to single lane roundabout
2	SC 118 – Trolley Run Blvd to Trolley Line Rd	<ul style="list-style-type: none"> Widen to 4-lane divided roadway
2	SC 118 – Trolley Line Rd to Champion Way	<ul style="list-style-type: none"> Widen to 5-lane roadway
2	SC 118 – Hudson Road to University Pkwy	<ul style="list-style-type: none"> Widen to 5-lane roadway
2	SC 118 – Vaucluse Rd to Hudson Rd	<ul style="list-style-type: none"> Widen to 5-lane roadway
2	SC 118 – Champion Way to Proud Pacer Dr	<ul style="list-style-type: none"> Widen to 5-lane roadway
2	Trolley Line Rd – College Station Dr to University Pkwy	<ul style="list-style-type: none"> 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: Whiskey Road Corridor Study/ SC 118 Intersection Analysis Project Prioritization

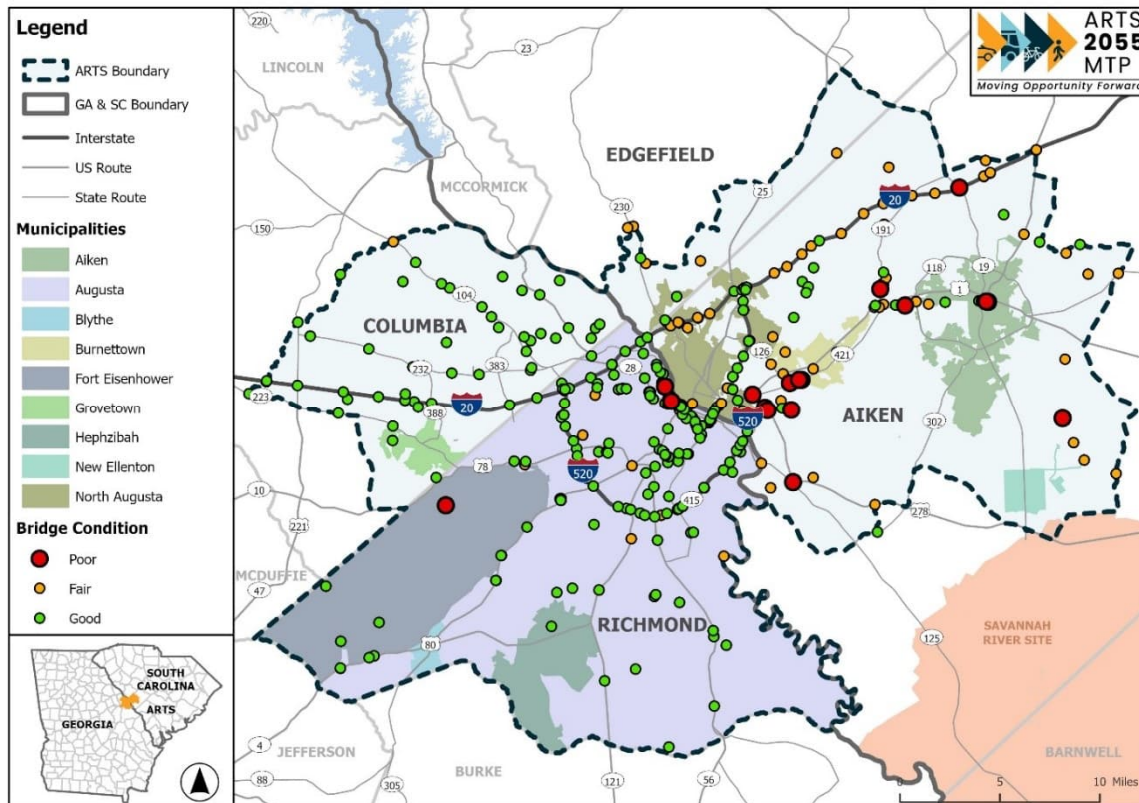
Location	Improvements
Old Barnwell Rd (SC 113) at Woodward Dr (S-2187)/ US 78	<ul style="list-style-type: none"> Add right-turn (no turn on red/no right turn blank out); clustered signalized intersections; no access to US 78 from Woodward Drive intersection EB (across from Montmorenci Road intersection)
US 78 at Airco Boulevard (s-2018)	<ul style="list-style-type: none"> Add EB left-turn lane

Location	Improvements
US 78 at Old Tory Trail (S-1669)	<ul style="list-style-type: none"> Add EB left-turn lane
US 78 at Oakwood Windsor Elementary School	<ul style="list-style-type: none"> 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

6.6 Transit

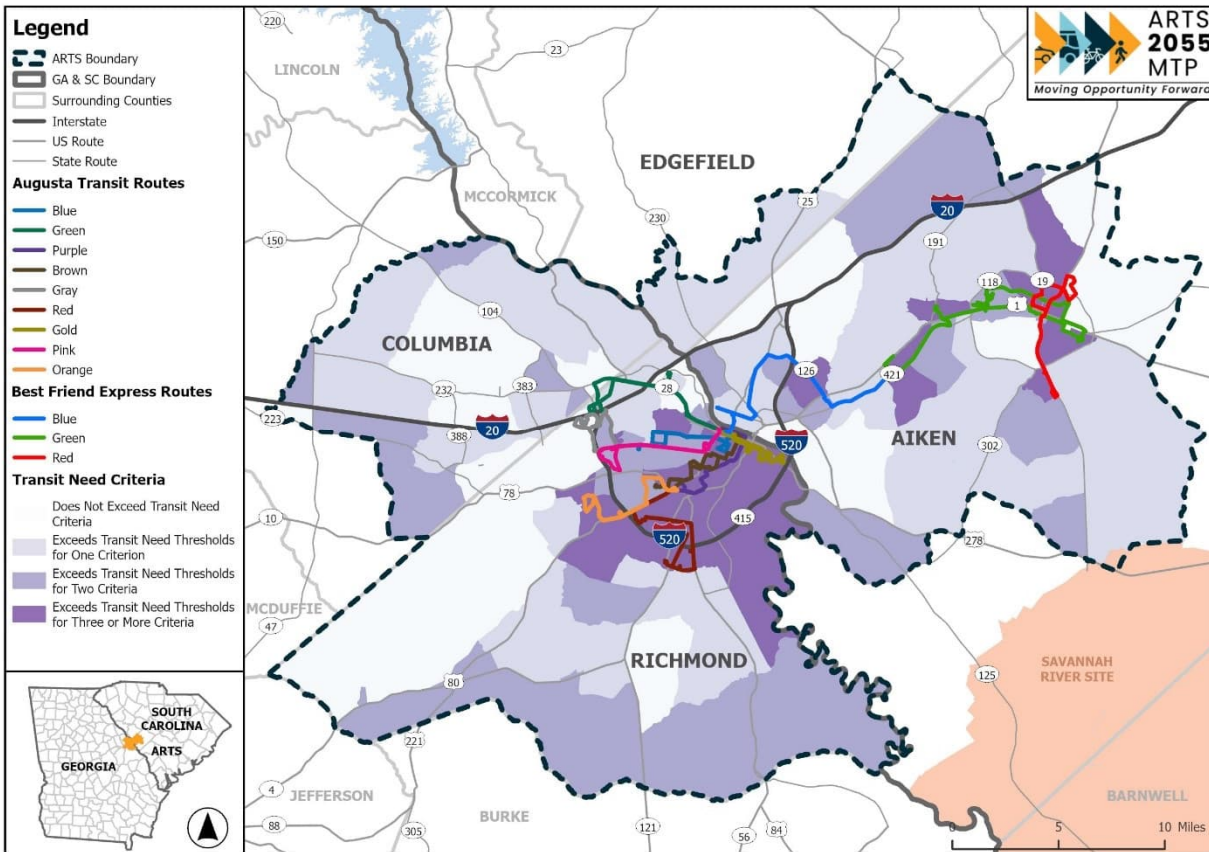
Public transit plays a critical role in enhancing mobility, supporting economic development, and promoting equitable access to opportunities across the area. As the region experiences continued growth and diversification, there is an increasing need to expand, modernize, and optimize transit services 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

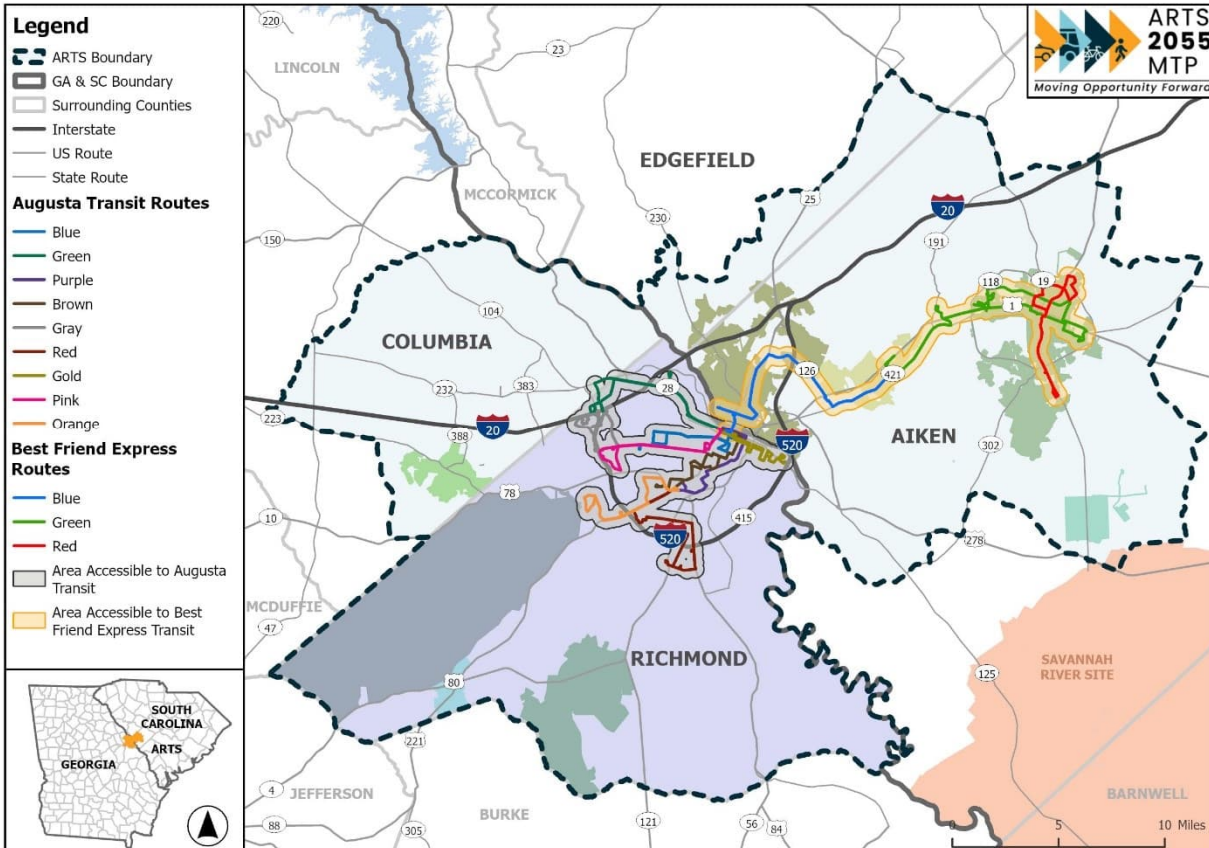


Figure 6.6-3: Transit Areas of Need

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), 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 10pm, 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 10pm, 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.

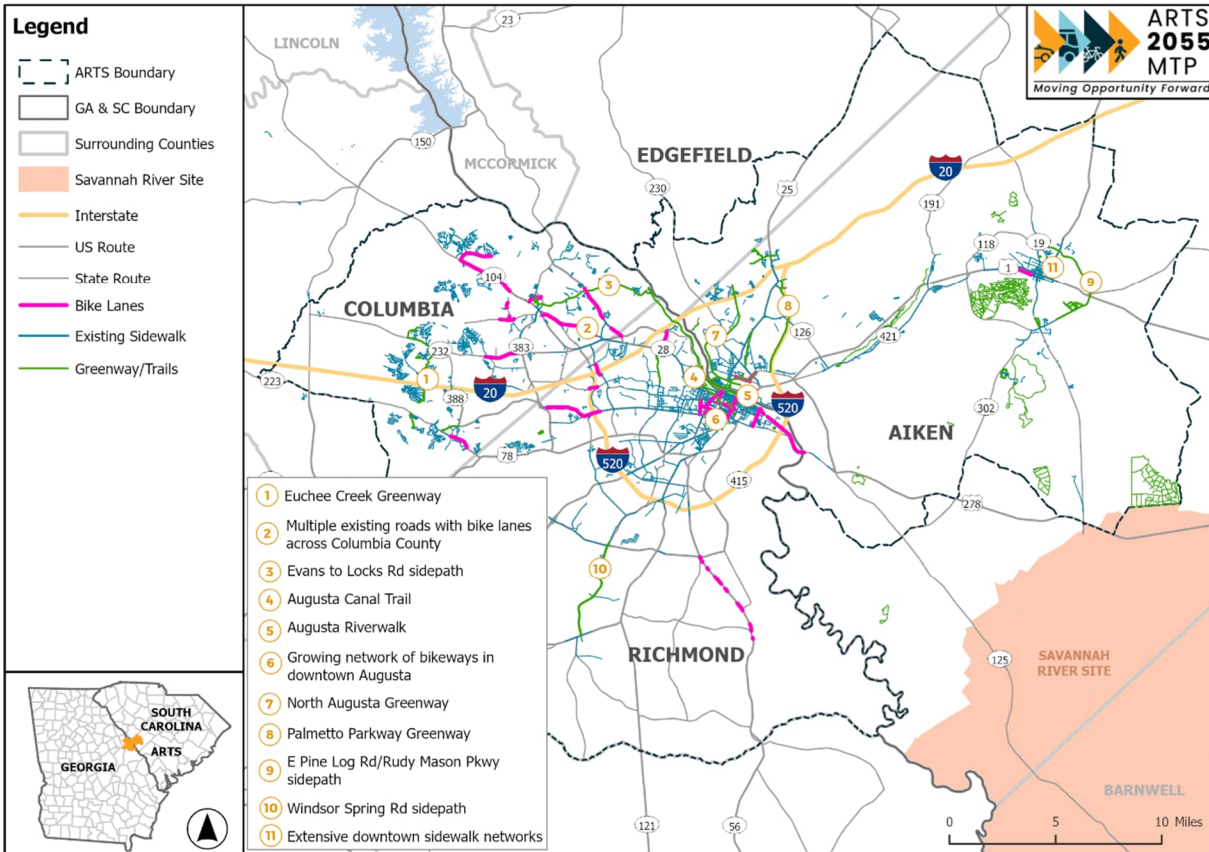
6.7 Active Transportation

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.

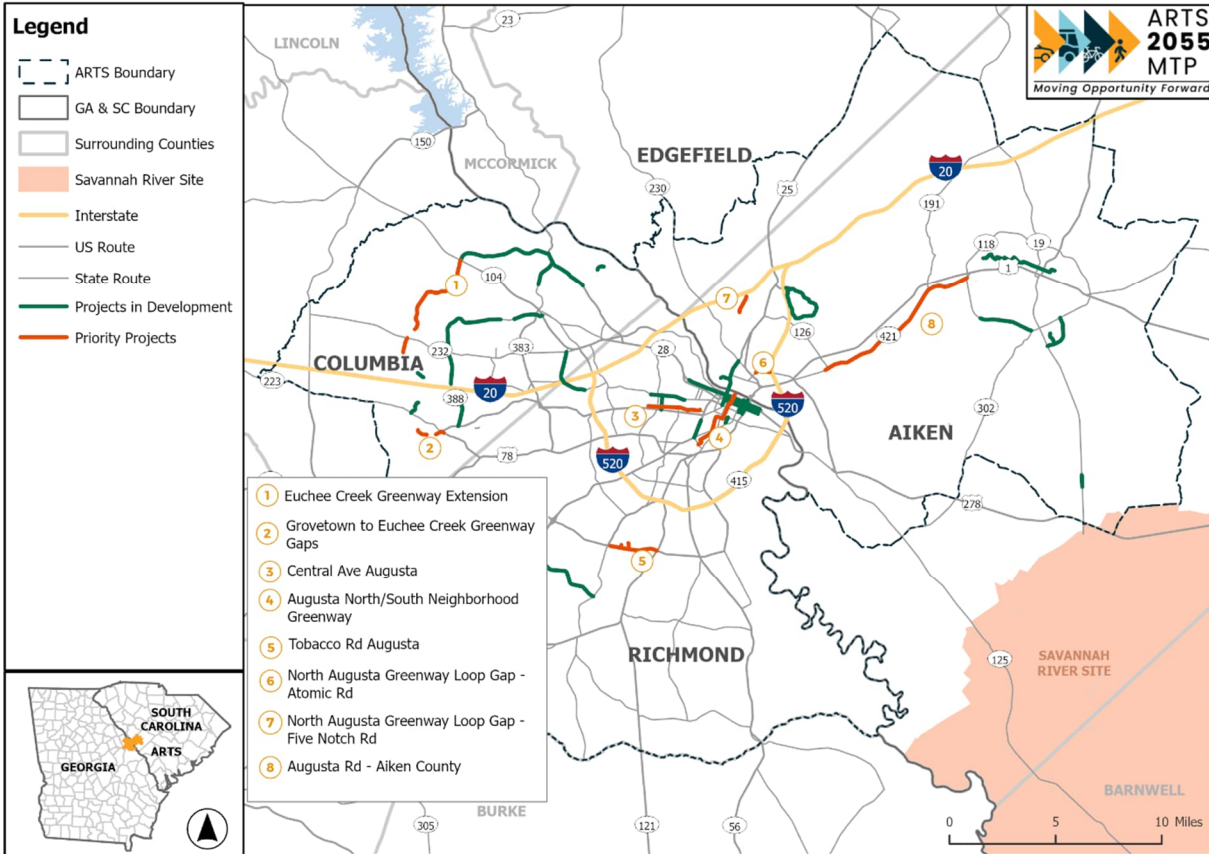
Figure 6.7-1: Existing Bicycle and Pedestrian Facilities



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

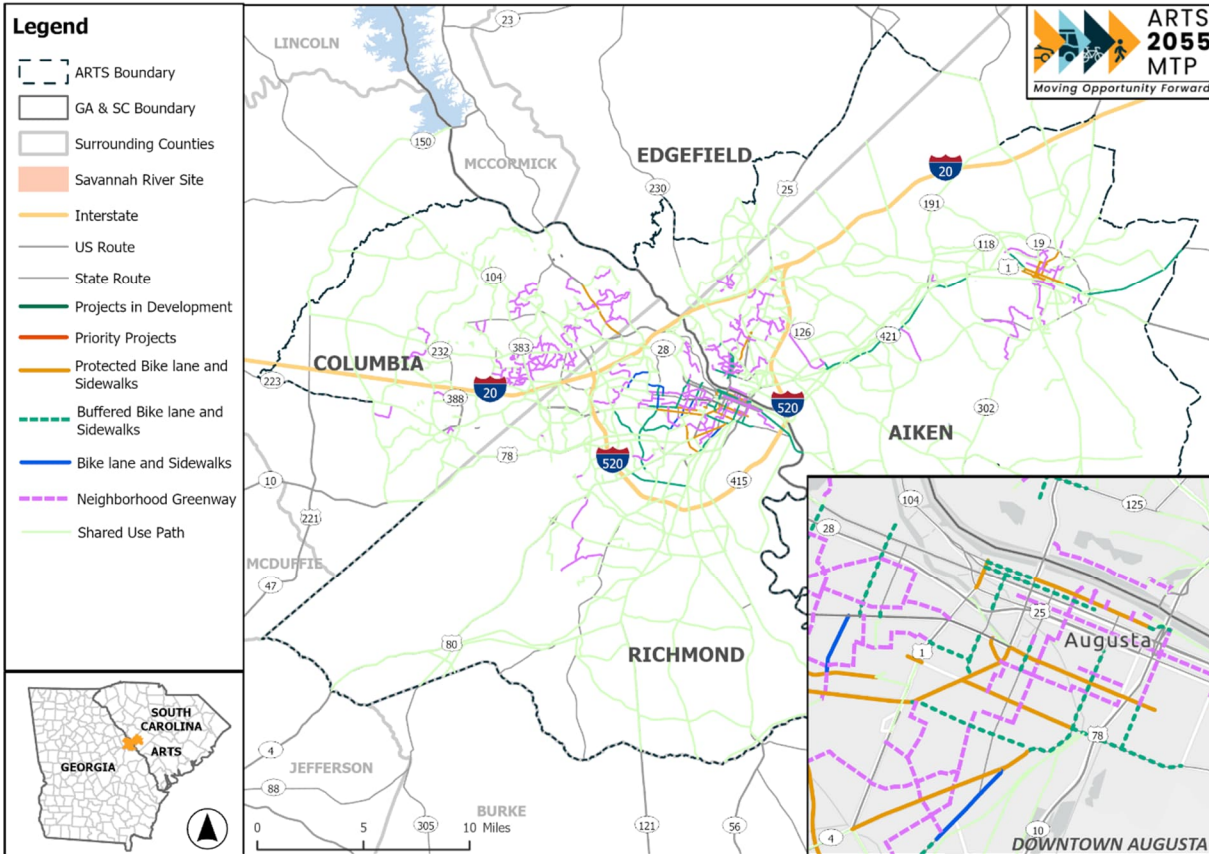


Source: ARTS Bicycle and Pedestrian Plan

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 Downtown 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:

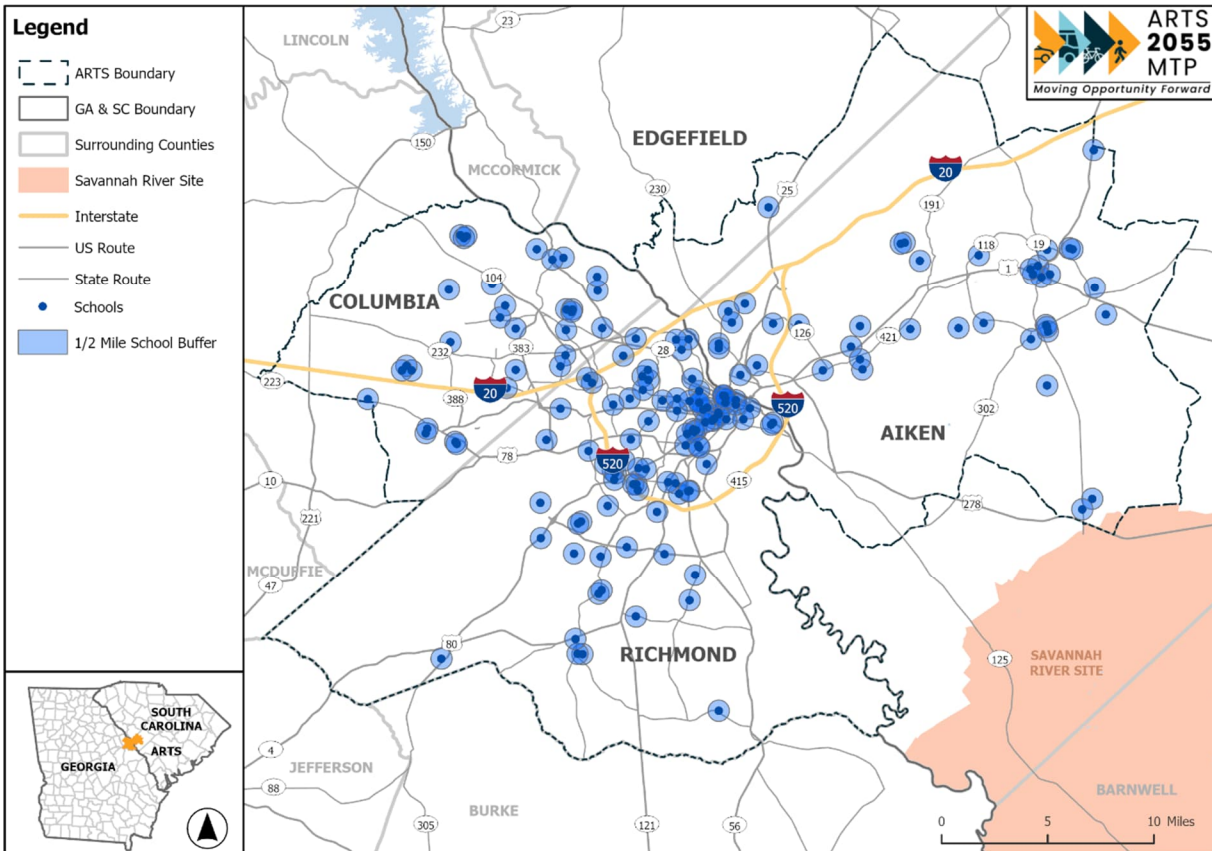
- **Augusta-Richmond County, GA** – A. Brian Merry Elementary School, Freedom Park Elementary School, Lake Forest Hills Elementary School, Meadowbrook Elementary
- **Columbia County, GA** – North Columbia Elementary School, Parkway Elementary School, River Ridge Elementary School, Lewiston Elementary 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 watershed of school from which a higher percentage of students will walk to school.

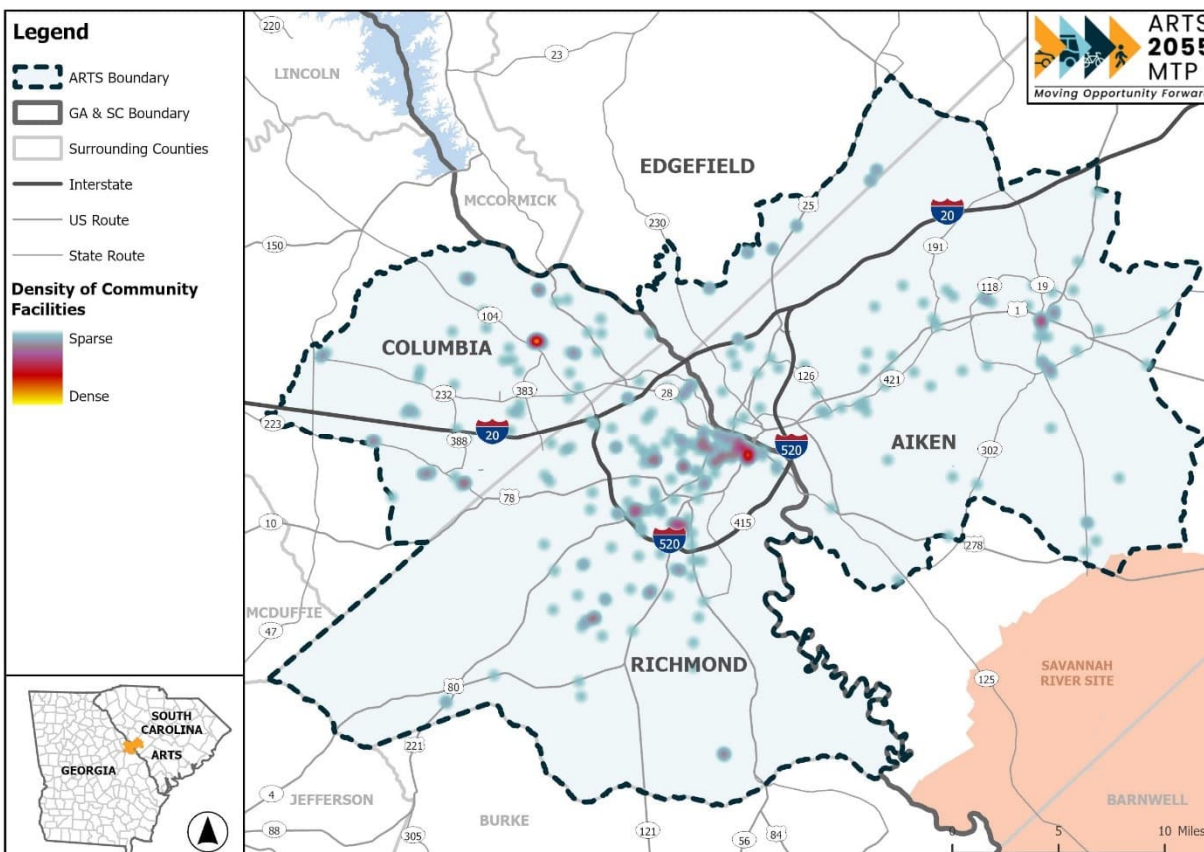
Figure 6.7-4: Half Mile Buffer Area around Schools



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

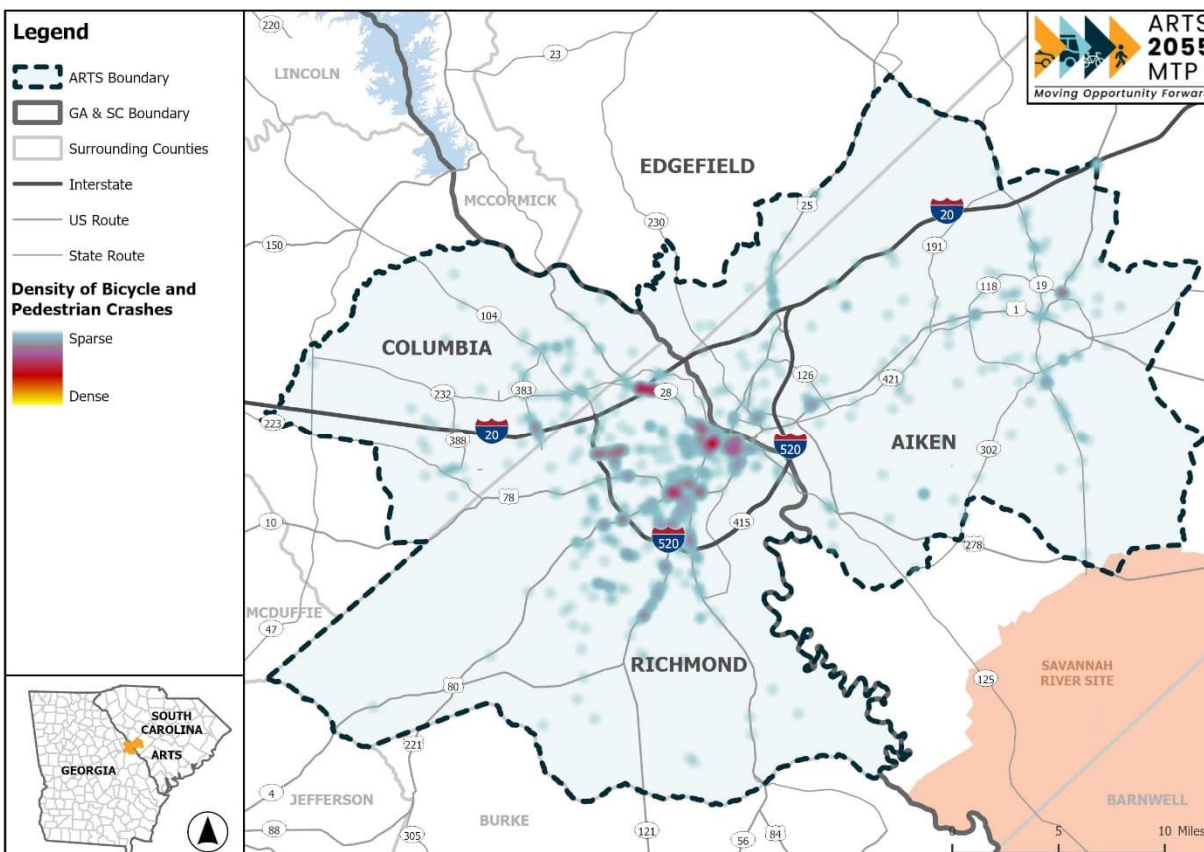


Figure 6.7-7: High Crash Locations

Location	State	County	Notes
Washington Road, in the vicinity of I-20	GA	Richmond	Commercial corridor
Walton Way, in the vicinity of 15 th 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

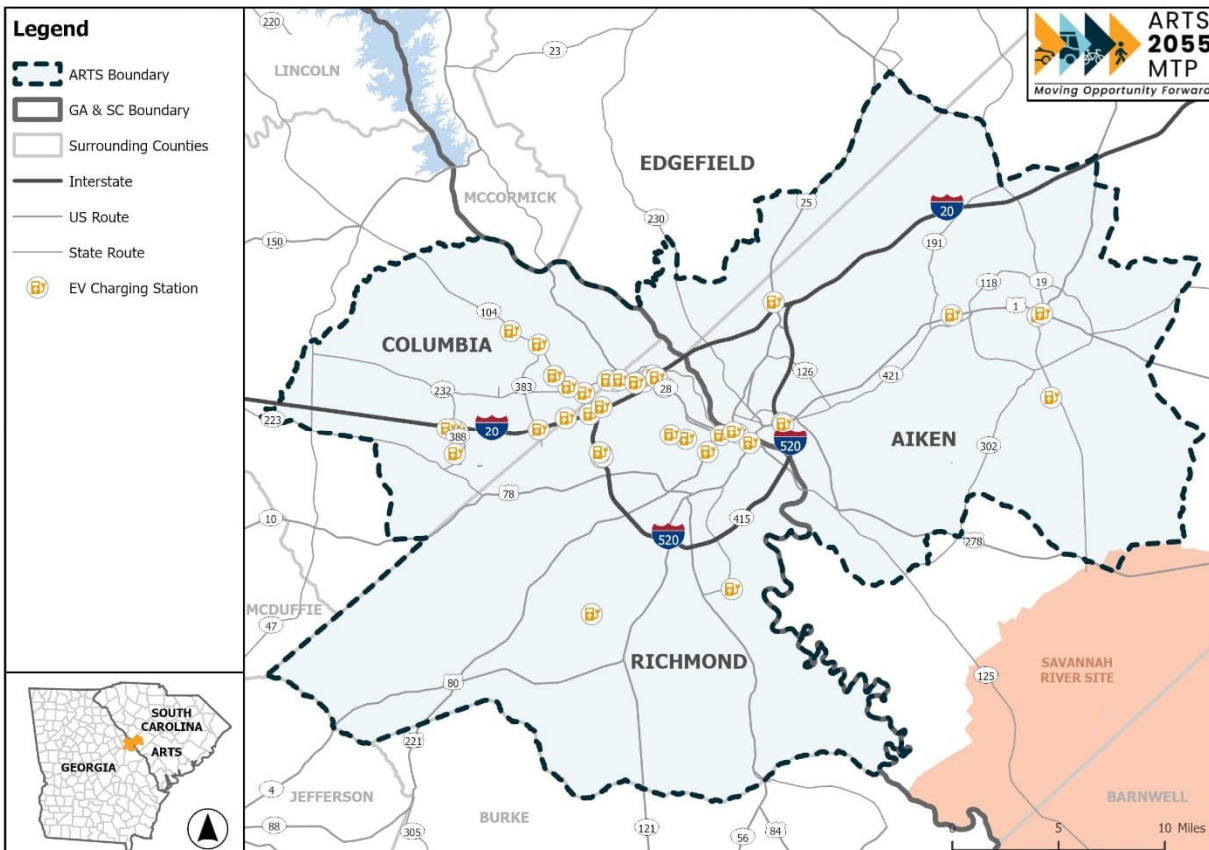
As the ARTS planning area grows and urbanizes, transportation patterns are shifting. Emerging needs include improving rideshare systems, Electric Vehicle (EV) infrastructure, and Connected and Autonomous Vehicle (CAV) infrastructure. Addressing these areas is essential for maintaining mobility and ensuring access for all residents across urban and rural parts of the region.

Ridesharing services like Uber and Lyft have been increasingly popular in the last decade and are important for flexible, cost-effective transportation. To support and expand rideshare, key needs 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.

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

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.

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.

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
<p>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:</p> <ul style="list-style-type: none"> • 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 railroad 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

<p>To address findings from stakeholder interviews, conduct a study of train delays and traffic congestion in Downtown Augusta:</p> <ul style="list-style-type: none"> • 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. 	<p>ARTS Regional Freight Plan Update 2024</p>
<p>Mobility-as-a-Service and Ride Hailing Plan</p>	
<p>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.</p>	<p>ARTS 2050 MTP</p>
<p>Surcharges that can help cities cover the cost of TNC program management, as well as support transit and accessibility improvements.</p>	<p>ARTS 2050 MTP</p>
<p>All vehicle travel should be priced to account for congestion, pollution, etc. Coordinate regionally for better connections.</p>	<p>ARTS 2050 MTP</p>
<p>Utilize rideshare as an extension of the region’s transit system to extend trip length and service coverage.</p>	<p>ARTS 2050 MTP</p>
<p>Offer discounts for rides that begin at or terminate at a transit stop.</p>	<p>ARTS 2050 MTP</p>
<p>Bicycle and Pedestrian Plan</p>	
<p>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.</p>	<p>ARTS 2050 MTP</p>
<p>Create and implement a Complete Streets policy.</p>	<p>ARTS Bicycle and Pedestrian Plan 2023</p>
<p>Develop Complete Street Design Guidelines for a variety of contexts and all street/roadway user groups.</p>	<p>ARTS Bicycle and Pedestrian Plan 2023</p>
<p>Require pedestrian accommodations, including by roadway type during new development or redevelopment or capital roadway projects.</p>	<p>ARTS Bicycle and Pedestrian Plan 2023</p>
<p>Require designated bicycle facilities during new development or redevelopment or capital roadway projects.</p>	<p>ARTS Bicycle and Pedestrian Plan 2023</p>

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	123
Columbia	GA	60
Aiken	SC	210
Edgefield	SC	1
Aiken/Edgefield	SC	3
Aiken/Richmond	GA/SC	2

7.2.1 Corridor Improvements and Widening

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 Widening

Project	Project Type	Source	Source ID
13th Street (RA Dent to Reynolds Street) from RA Dent to Reynolds Street	Operational	2050 MTP	Project_2
15th Street improvements (Walton Way to Government Street) 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
Wheless 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 19 from 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 19 from 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 19 from 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
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

Project	Type	Source	Source ID
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
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

Project	Type	Source	Source ID
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 Vacluse Road	Intersection	SC 118 Intersection Analysis	
Trolley Line Road at College Station Drive	Intersection	SC 118 Intersection Analysis	
SC 118 at Vacluse 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	
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
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

Project	Type	Source	Source ID
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

Project	Type	Source	Source ID
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
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		

Project	Type	Source	Source ID
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
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,	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	1

Project	Type	Source	Source ID
utilizing mostly Columbia County property. Trailhead opportunity at William Few Pkwy.			
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
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	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	71

Project	Type	Source	Source ID
Lakes Regional Park between Willis Foreman Rd and Windsor Spring Rd.			
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
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	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	44

Project	Type	Source	Source ID
sidewalk connection from the Grovetown sidewalk network to the Euchee Creek path.			
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 public ROW. The Sandbar Ferry intersection crossing would need further study.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	60
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,	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	6

Project	Type	Source	Source ID
pavement width along entrance to subdivision is wide enough to stripe bike lanes (Long Creek Falls).			
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 opportunity for creating a greenway as part of the project. This could serve as a regional connection.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	42
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

Project	Type	Source	Source ID
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 neighborhoods and park, and potentially serve as a regional connection.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	25
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	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	52

Project	Type	Source	Source ID
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.			
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 development fills in along the east side of Windsor Spring Rd toward Tobacco Rd, sidepath can be constructed.	Pedestrian/Bicycle	ARTS Bicycle and Pedestrian Plan 2023	67
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

Project	Type	Source	Source ID
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 / Carolina 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
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

Project	Project Type	Source	Source ID
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

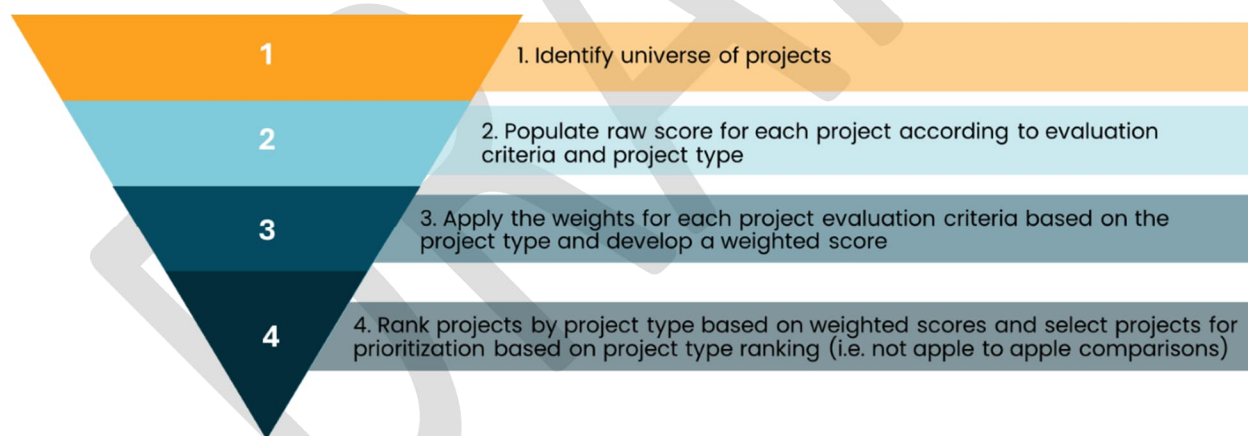
8 Project Prioritization Process

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. Corridor Improvements and Widening
2. New Roadway
3. Intersection Improvements
4. Bridge Projects
5. Transit
6. Bicycle and Pedestrian

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	Safety and Security	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
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 & 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 $\geq 10,000$
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
	<p>(2): Bridge Sufficiency Rating is ≤ 50 and > 40</p> <p>(4): Bridge Sufficiency Rating ≤ 40 and > 30</p> <p>(6): Bridge Sufficiency Rating ≤ 30 and > 20</p> <p>(8): Bridge Sufficiency Rating ≤ 20 and > 10</p> <p>(10): Bridge Sufficiency Rating ≤ 10</p>
PM 12: New or Improved Public Transit	Qualitative: 0 or 10, based on project type
PM 13: Pavement Quality Index	<p>(10): International Roughness Index (IRI) is < 170</p> <p>(0): International Roughness Index (IRI) is ≥ 170</p>
PM 14: Employment Density	<p>(0): Employment Density ≤ 0.2</p> <p>(2): Employment Density > 0.2 and ≤ 0.5</p> <p>(4): Employment Density > 0.5 and ≤ 1</p> <p>(6): Employment Density > 1 and ≤ 2</p> <p>(8): Employment Density > 2 and ≤ 3</p> <p>(10): Employment Density > 3</p>
PM 15: Freight Volume	<p>Low (1): $\leq 2,500$ Trucks per Day</p> <p>Medium (3): $> 2,500$ and $\leq 10,000$ Trucks per Day</p> <p>High (5): $> 10,000$ Trucks per Day</p>
PM 16: Travel and Tourism	Qualitative: 0 or 1, based on project type
PM 17: Historical Site, Religious Site, and Cemetery	<p>No (0): The project does not intersect a historical site, religious site, or cemetery</p> <p>Yes (10): The project does intersect a historical site, religious site, or cemetery</p>
PM 18: Environmental Feature	<p>Yes (10): The project does not intersect an environmental feature (e.g., wetlands, creek, river, endangered species, etc.)</p> <p>No (0): The project does intersect an environmental feature (e.g., wetlands, creek, river, endangered species, etc.)</p>
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 $\leq 1,000$ (6): Total Population and Employment Growth $> 1,000$ and $\leq 2,500$ (8): Total Population and Employment Growth $> 2,500$ and $\leq 5,000$ (10) Total Population and Employment Growth $> 10,000$
PM 23: Project Cost	Low (0): \leq \$1 Million Medium (5): Between \$1 Million and \$10 Million High (10): $>$ \$10 Million
PM 24: Local Share	No (0): \leq 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.

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 Program (TAP):** TAP provides funding for smaller-scale transportation projects that enhance mobility, accessibility, and quality of life—particularly for non-motorized users. TAP 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 TAP 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.

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 project revenue estimate totals **\$1,686,769,967**, and cumulative maintenance revenue estimate 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

Year	Projects Estimate	Maintenance Estimate	Total Estimate
2026	\$48,491,454	\$4,335,307	\$52,826,761
2027	\$48,976,369	\$4,378,660	\$53,355,029
2028	\$49,466,132	\$4,422,447	\$53,888,579
2029	\$49,960,794	\$4,466,671	\$54,427,465
2030	\$50,460,401	\$4,511,338	\$54,971,739
2031	\$50,965,005	\$4,556,451	\$55,521,457

Year	Projects Estimate	Maintenance Estimate	Total Estimate
2032	\$51,474,656	\$4,602,016	\$56,076,671
2033	\$51,989,402	\$4,648,036	\$56,637,438
2034	\$52,509,296	\$4,694,516	\$57,203,812
2035	\$53,034,389	\$4,741,461	\$57,775,851
2036	\$53,564,733	\$4,788,876	\$58,353,609
2037	\$54,100,380	\$4,836,765	\$58,937,145
2038	\$54,641,384	\$4,885,132	\$59,526,517
2039	\$55,187,798	\$4,933,984	\$60,121,782
2040	\$55,739,676	\$4,983,324	\$60,723,000
2041	\$56,297,073	\$5,033,157	\$61,330,230
2042	\$56,860,043	\$5,083,488	\$61,943,532
2043	\$57,428,644	\$5,134,323	\$62,562,967
2044	\$58,002,930	\$5,185,667	\$63,188,597
2045	\$58,582,960	\$5,237,523	\$63,820,483
2046	\$59,168,789	\$5,289,898	\$64,458,688
2047	\$59,760,477	\$5,342,797	\$65,103,275
2048	\$60,358,082	\$5,396,225	\$65,754,307
2049	\$60,961,663	\$5,450,188	\$66,411,850
2050	\$61,571,279	\$5,504,690	\$67,075,969
2051	\$62,186,992	\$5,559,736	\$67,746,729
2052	\$62,808,862	\$5,615,334	\$68,424,196
2053	\$63,436,951	\$5,671,487	\$69,108,438
2054	\$64,071,320	\$5,728,202	\$69,799,522
2055	\$64,712,033	\$5,785,484	\$70,497,517
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). 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**.

Guideshare funds are synonymous with Surface Transportation Block Grant (STBG) grants in other states like Georgia. The Guideshare amounts for FY2026 to 2055 is estimated to be **\$242,867,048**.

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

- Federal: Transportation Alternatives Program (TAP) = **\$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

Year	Project Estimate (Guideshare)	State Infrastructure Bank	TAP	Resurfacing / Preservation / Operations	Total Estimate
2026	\$6,981,969	\$1,000,000	\$355,053	\$11,705,668	\$8,337,023
2027	\$7,051,789	\$1,000,000	\$358,604	\$11,705,668	\$8,410,393
2028	\$7,122,307	\$1,010,000	\$362,190	\$11,705,668	\$8,494,497
2029	\$7,193,530	\$1,020,100	\$365,812	\$11,705,668	\$8,579,442
2030	\$7,265,465	\$1,030,301	\$369,470	\$11,705,668	\$8,665,236
2031	\$7,338,120	\$1,040,604	\$373,164	\$11,705,668	\$8,751,888
2032	\$7,411,501	\$1,051,010	\$376,896	\$11,705,668	\$8,839,407
2033	\$7,485,616	\$1,061,520	\$380,665	\$11,705,668	\$8,927,801
2034	\$7,560,472	\$1,072,135	\$384,472	\$11,822,725	\$9,017,079
2035	\$7,636,077	\$1,082,857	\$388,316	\$11,940,952	\$9,107,250
2036	\$7,712,438	\$1,093,685	\$392,200	\$12,060,362	\$9,198,323
2037	\$7,789,562	\$1,104,622	\$396,122	\$12,180,965	\$9,290,306

Year	Project Estimate (Guideshare)	State Infrastructure Bank	TAP	Resurfacing / Preservation / Operations	Total Estimate
2038	\$7,867,458	\$1,115,668	\$400,083	\$12,302,775	\$9,383,209
2039	\$7,946,132	\$1,126,825	\$404,084	\$12,425,803	\$9,477,041
2040	\$8,025,594	\$1,138,093	\$408,124	\$12,550,061	\$9,571,811
2041	\$8,105,850	\$1,149,474	\$412,206	\$12,675,561	\$9,667,530
2042	\$8,186,908	\$1,160,969	\$416,328	\$12,802,317	\$9,764,205
2043	\$8,268,777	\$1,172,579	\$420,491	\$12,930,340	\$9,861,847
2044	\$8,351,465	\$1,184,304	\$424,696	\$13,059,644	\$9,960,465
2045	\$8,434,980	\$1,196,147	\$428,943	\$13,190,240	\$10,060,070
2046	\$8,519,329	\$1,208,109	\$433,232	\$13,322,142	\$10,160,671
2047	\$8,604,523	\$1,220,190	\$437,565	\$13,455,364	\$10,262,277
2048	\$8,690,568	\$1,232,392	\$441,940	\$13,589,917	\$10,364,900
2049	\$8,777,474	\$1,244,716	\$446,360	\$13,725,817	\$10,468,549
2050	\$8,865,248	\$1,257,163	\$450,823	\$13,863,075	\$10,573,235
2051	\$8,953,901	\$1,269,735	\$455,332	\$14,001,706	\$10,678,967
2052	\$9,043,440	\$1,282,432	\$459,885	\$14,141,723	\$10,785,757
2053	\$9,133,874	\$1,295,256	\$464,484	\$14,283,140	\$10,893,614
2054	\$9,225,213	\$1,308,209	\$469,129	\$14,425,971	\$11,002,550
2055	\$9,317,465	\$1,321,291	\$473,820	\$14,570,231	\$11,112,576
TOTAL	\$242,867,048	\$34,450,388	\$12,350,485	\$382,966,177	\$672,634,097

Source: Coordination with LSCOG

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

Year	Federal Grant	Assumed Local Match	Local Columbia County Match	Local Richmond County Match
2026	\$38,793,163	\$9,698,291	\$4,170,265	\$5,528,026
2027	\$39,181,095	\$9,795,274	\$4,211,968	\$5,583,306
2028	\$39,572,906	\$9,893,226	\$4,254,087	\$5,639,139
2029	\$39,968,635	\$9,992,159	\$4,296,628	\$5,695,530
2030	\$40,368,321	\$10,092,080	\$4,339,595	\$5,752,486
2031	\$40,772,004	\$10,193,001	\$4,382,990	\$5,810,011
2032	\$41,179,724	\$10,294,931	\$4,426,820	\$5,868,111
2033	\$41,591,522	\$10,397,880	\$4,471,089	\$5,926,792
2034	\$42,007,437	\$10,501,859	\$4,515,799	\$5,986,060
2035	\$42,427,511	\$10,606,878	\$4,560,957	\$6,045,920
2036	\$42,851,786	\$10,712,947	\$4,606,567	\$6,106,380
2037	\$43,280,304	\$10,820,076	\$4,652,633	\$6,167,443

Year	Federal Grant	Assumed Local Match	Local Columbia County Match	Local Richmond County Match
2038	\$43,713,107	\$10,928,277	\$4,699,159	\$6,229,118
2039	\$44,150,238	\$11,037,560	\$4,746,151	\$6,291,409
2040	\$44,591,741	\$11,147,935	\$4,793,612	\$6,354,323
2041	\$45,037,658	\$11,259,415	\$4,841,548	\$6,417,866
2042	\$45,488,035	\$11,372,009	\$4,889,964	\$6,482,045
2043	\$45,942,915	\$11,485,729	\$4,938,863	\$6,546,865
2044	\$46,402,344	\$11,600,586	\$4,988,252	\$6,612,334
2045	\$46,866,368	\$11,716,592	\$5,038,135	\$6,678,457
2046	\$47,335,031	\$11,833,758	\$5,088,516	\$6,745,242
2047	\$47,808,382	\$11,952,095	\$5,139,401	\$6,812,694
2048	\$48,286,465	\$12,071,616	\$5,190,795	\$6,880,821
2049	\$48,769,330	\$12,192,333	\$5,242,703	\$6,949,630
2050	\$49,257,023	\$12,314,256	\$5,295,130	\$7,019,126
2051	\$49,749,594	\$12,437,398	\$5,348,081	\$7,089,317
2052	\$50,247,090	\$12,561,772	\$5,401,562	\$7,160,210
2053	\$50,749,561	\$12,687,390	\$5,455,578	\$7,231,812
2054	\$51,257,056	\$12,814,264	\$5,510,134	\$7,304,130
2055	\$51,769,627	\$12,942,407	\$5,565,235	\$7,377,172
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

Year	LMIG Grant	Assumed Local Match	Local Columbia County Match	Local Richmond County Match
2026	\$6,308,835	\$630,883	\$357,942	\$272,941
2027	\$6,371,923	\$637,192	\$361,522	\$275,671

Year	LMIG Grant	Assumed Local Match	Local Columbia County Match	Local Richmond County Match
2028	\$6,435,642	\$643,564	\$365,137	\$278,427
2029	\$6,499,999	\$650,000	\$368,788	\$281,212
2030	\$6,564,999	\$656,500	\$372,476	\$284,024
2031	\$6,630,649	\$663,065	\$376,201	\$286,864
2032	\$6,696,955	\$669,696	\$379,963	\$289,733
2033	\$6,763,925	\$676,392	\$383,763	\$292,630
2034	\$6,831,564	\$683,156	\$387,600	\$295,556
2035	\$6,899,880	\$689,988	\$391,476	\$298,512
2036	\$6,968,879	\$696,888	\$395,391	\$301,497
2037	\$7,038,567	\$703,857	\$399,345	\$304,512
2038	\$7,108,953	\$710,895	\$403,338	\$307,557
2039	\$7,180,043	\$718,004	\$407,372	\$310,633
2040	\$7,251,843	\$725,184	\$411,445	\$313,739
2041	\$7,324,361	\$732,436	\$415,560	\$316,876
2042	\$7,397,605	\$739,761	\$419,715	\$320,045
2043	\$7,471,581	\$747,158	\$423,913	\$323,246
2044	\$7,546,297	\$754,630	\$428,152	\$326,478
2045	\$7,621,760	\$762,176	\$432,433	\$329,743
2046	\$7,697,977	\$769,798	\$436,758	\$333,040
2047	\$7,774,957	\$777,496	\$441,125	\$336,371
2048	\$7,852,707	\$785,271	\$445,536	\$339,734
2049	\$7,931,234	\$793,123	\$449,992	\$343,132
2050	\$8,010,546	\$801,055	\$454,492	\$346,563
2051	\$8,090,652	\$809,065	\$459,037	\$350,029
2052	\$8,171,558	\$817,156	\$463,627	\$353,529

Year	LMIG Grant	Assumed Local Match	Local Columbia County Match	Local Richmond County Match
2053	\$8,253,274	\$825,327	\$468,263	\$357,064
2054	\$8,335,806	\$833,581	\$472,946	\$360,635
2055	\$8,419,165	\$841,916	\$477,675	\$364,241
TOTAL	\$219,452,136	\$21,945,214	\$12,450,983	\$9,494,231

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
2026	\$1,150,000	\$2,616,241	\$3,766,241
2027	\$1,150,000	\$2,616,241	\$3,766,241
2028	\$1,150,000	\$2,616,241	\$3,766,241
2029	\$1,150,000	\$2,616,241	\$3,766,241
2030	\$1,173,000	\$2,668,566	\$3,841,566
2031	\$1,196,460	\$2,721,937	\$3,918,397
2032	\$1,220,389	\$2,776,376	\$3,996,765
2033	\$1,244,797	\$2,831,904	\$4,076,701
2034	\$1,269,693	\$2,888,542	\$4,158,235
2035	\$1,295,087	\$2,946,313	\$4,241,400

Year	CPST (Total Local)	Aiken CTC - Resurfacing	Total Local Funding
2036	\$1,320,989	\$3,005,239	\$4,326,228
2037	\$1,347,408	\$3,065,344	\$4,412,752
2038	\$1,374,356	\$3,126,651	\$4,501,007
2039	\$1,401,844	\$3,189,184	\$4,591,028
2040	\$1,429,880	\$3,252,967	\$4,682,847
2041	\$1,458,478	\$3,318,027	\$4,776,505
2042	\$1,487,648	\$3,384,387	\$4,872,035
2043	\$1,517,401	\$3,452,075	\$4,969,476
2044	\$1,547,749	\$3,521,116	\$5,068,865
2045	\$1,578,704	\$3,591,539	\$5,170,243
2046	\$1,610,278	\$3,663,369	\$5,273,647
2047	\$1,642,483	\$3,736,637	\$5,379,120
2048	\$1,675,333	\$3,811,370	\$5,486,703
2049	\$1,708,840	\$3,887,597	\$5,596,437
2050	\$1,743,016	\$3,965,349	\$5,708,365
2051	\$1,777,877	\$4,044,656	\$5,822,533
2052	\$1,813,434	\$4,125,549	\$5,938,983
2053	\$1,849,703	\$4,208,060	\$6,057,763
2054	\$1,886,697	\$4,292,221	\$6,178,918
2055	\$1,924,431	\$4,378,066	\$6,302,497
TOTAL	\$44,095,972	\$100,318,006	\$144,413,978

Source: Coordination with LSCOG

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. 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 6.3-2 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 6.3-3 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 for 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 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 Funding Match for Rural Areas in Columbia and Richmond Counties

Year	State FTA Section 5311 Capital 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 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 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 Funding in Georgia

Year	Urbanized Areas			Rural		Total	By County		Grand Total
	GA Federal Transit	Total State & Local Transit	Total	GA Federal Rural Transit	Rural Total State & Local Transit		Federal, State, and Local by Richmond	Federal, State, and Local by Columbia	
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		Total	By County		Grand Total
	GA Federal Transit	Total State & Local Transit	Total	GA Federal Rural Transit	Rural Total State & Local Transit		Federal, State, and Local by Richmond	Federal, State, and Local by Columbia	
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 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 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

Year	Total SC Federal Transit Total	SC Transit State & Local Total	Grand Total
2050	\$2,639,863	\$1,060,560	\$3,700,423
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 will be converted to Year of Expenditure (YOE) dollars.

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. Each project has an in-depth cost estimation which can be found in the Appendix. Safety and Pavement projects were added because of their inclusion in the TIP.

Figure 10.1-1: Summary of Costs for Universe of Projects (2025 Dollars)

Project Type	Cost for all Projects		Total Cost for Projects not in TIP/ Tier I	
	Georgia	South Carolina	Georgia	South Carolina
Bicycle/ Pedestrian	\$ 206,563,931.33	N/A	\$202,026,315.22	\$117,656,697.19
Bridges	\$ 111,413,385.19	\$224,162,494.00	\$48,493,940.60	\$164,707,270.00
Corridors & Widenings	\$ 2,625,129,763.11	\$705,127,938.34	\$2,498,050,205.53	\$688,827,938.34
Intersections	\$ 65,032,737.00	\$133,172,755.00	\$58,778,265.00	\$131,895,255.00
New Roadways	\$50,606,100.00	\$164,057,159.47	\$50,606,100.00	\$130,262,686.47
Transit	\$28,105,000.00	\$14,621,439.60	\$28,105,000.00	\$14,621,439.60
Safety	N/A	\$1,574,629.00	N/A	N/A
Pavement	N/A	\$43,003,156.00	N/A	N/A
TOTAL	\$3,086,850,916.63	\$1,285,719,571.41	\$2,857,954,826.35	\$1,166,971,286.60

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.

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.

10.2.1 Tier I Projects (TIP Projects)

Figure 10.2-1 identifies the projects located in Georgia that are already programmed for funding in the current TIP and fall within Tier I projects. Figure 10.2-2 identifies the projects located in South Carolina that are already programmed for funding in the current TIP and fall within Tier I projects. Figure 10.2-3 shows the location of projects across the ARTS planning area that fall under Tier I.

Figure 10.2-1: 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 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.	Columbia	Corridors & Widenings	\$38,100,000.00
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 Interstate 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 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.	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
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Figure 10.2-2: South Carolina Tier I Projects (TIP Projects)

Project ID	Project	Project Description	County	Project Type	Project Cost (2025)
Bridge					
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
New Roadways					
351.2	Powderhouse Road Connector	Construct a new connector between Powderhouse Road SE (S-440) and the South Centennial Avenue Connector	Aiken	New Roadway	\$24,782,640

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
Corridors & Widening					
516	SC-126 (Belvedere Clearwater Road) corridor improvements	Widen from 2-lane to 5-lane C/G, with bike/ped accommodations	Aiken	Corridor & Widening	\$16,300,000
Intersections					
455	Whiskey Road (SC-19) At Powderhouse Road (S440)	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	Intersection	\$840,000
241	Bettis Academy Road (S-144) At Whaley Pond Road (S-780)	Realign intersection of Bettis Academy Road (S-144) at Whaley Pond Road (S-780) at 90 degrees	Aiken	Intersection	\$437,000
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	Installation of approximately 1,650 linear feet of new sidewalk	Aiken	Safety	\$649,702

	Improvement Project				
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10.2.2 Tier II Projects (2028-2040)

Figure 10.2-4 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 10.2-5 identifies the projects located in South Carolina that are included as Tier II projects, ranked according to the project prioritization results. Figure 10.2-6 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 10.2-4: Georgia Tier II Projects (2028-2040)

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
Bridges						
132	I-20/SR 47 Bridge Replacement	I-20/SR 47 Bridge Replacement	Columbia	Bridges	19	\$7,775,190.00
124	I-20 Bridge over Savannah River from GA to SC	I-20 Bridge over Savannah River from GA to SC	Richmond	Bridges	59	\$49,005.00
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	91	\$252,900.00
Corridors & Widening						
318	US 25/SR 121(Peach Orchard Road) from Tobacco Road to Brown Road	US 25/SR 121(Peach Orchard Road) from Tobacco Road to Brown Road, widen from 4 to 6 lanes	Richmond	Corridors & Widening	1	\$20,833,919.28
59	Deans Bridge between MLK and Willis Foreman	Deans Bridge between MLK and Willis Foreman	Richmond	Corridors & Widening	2	\$63,439,875.00
316	US 25 between I-520 and Tobacco Rd	US 25 between I-520 and Tobacco Rd	Richmond	Corridors & Widening	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	Corridors & Widening	4	\$4,887,270.00
284	SR 4/ US 1 (Deans Bridge Road) from Meadowbrook Drive to Tobacco Road	Widen from 4 to 6 lanes	Richmond	Corridors & Widening	6	\$49,161,764.82
127	I-20 construct one new HOV Lane in each direction from Louisville Road to Riverwatch Parkway	I-20 construct one new HOV Lane in each direction from Louisville Road to Riverwatch Parkway	Columbia	Corridors & Widening	7	\$233,949,494.00
139	Interstate 20 from SR 47 (Appling Harlem Highway) to SR 383 (Belair Road)	Widen from 4 to 6 lanes	Columbia	Corridors & Widening	8	\$183,685,287.68

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
122	I-20 between County Line and I-520	Widen from 4 to 6 lanes	Columbia	Corridors & Widenings	9	\$29,521,600.90
97	Gordon Highway US 78 Median Barrier from Us 25 to Walton Way	Gordon Highway US 78 Median Barrier from Us 25 to Walton Way	Richmond	Corridors & Widenings	48	\$21,550,455.00
213	Pleasant Home Road (Riverwatch Parkway to Walton Way Extension)	Pleasant Home Road (Riverwatch Parkway to Walton Way Extension)	Richmond	Corridors & Widenings	94	\$457,650.00
New Roadways						
154	Louisville Road and I-20 New Interchange	Louisville Road and I-20 New Interchange	Columbia	New Roadways	12	\$32,400,000.00
Intersections						
204	Peach Orchard, Windsor Spring and I-520 Intersection	Peach Orchard, Windsor Spring and I-520 Intersection	Richmond	Intersections	5	\$2,017,770.00
133	I-520 and Wrightsboro Road Interchange Improvements from I-520 to Wrightsboro Road	I-520 and Wrightsboro Road Interchange Improvements from I-520 to Wrightsboro Road	Richmond	Intersections	24	\$3,705,750.00
415	SR 383 from CR 573/Wheeler Road to CR 1501/Wrightsboro Rd	SR 383 from CR 573/Wheeler Road to CR 1501/Wrightsboro Rd	Richmond	Intersections	26	\$1,644,910.00
343	Wheeler Road Intersection from Wheeler Road to Robert C Daniel Parkway	Wheeler Road Intersection at Robert C Daniel Parkway	Richmond	Intersections	35	\$799,065.00
234	Roundabout at intersection of Evans Town Center Blvd and Evans to Locks Rd	Roundabout at intersection of Evans Town Center Blvd and Evans to Locks Rd	Columbia	Intersections	43	\$2,095,605.00
151	Laney Walker Road/RA Dent Boulevard/Augusta Avenue Intersection	Laney Walker Road/RA Dent Boulevard/Augusta Avenue Intersection	Richmond	Intersections	46	\$5,173,335.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
291	SR 56 at Marvin Griffin Road Safety Improvements from SR 56 (Mike Padgett Highway) to Marvin Griffin Road	SR 56 at Marvin Griffin Road Safety Improvements from SR 56 (Mike Padgett Highway) to Marvin Griffin Road	Richmond	Intersections	65	\$576,800.00
289	SR 56 at Apple Valley Drive Safety Improvements	SR 56 at Apple Valley Drive Safety Improvements	Richmond	Intersections	90	\$370,575.00
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	\$7,919,027.30
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 (or buffered where hard median exists). Future intersection improvement project at the RA Dent Blvd/Laney Walker Blvd intersection should include a protected intersection design for bicyclists and pedestrians.	Richmond	Bicycle & Pedestrian	11	\$1,440,538.06
226	River Levee Trail Extension 3D from Augusta Levee to Hawk's Gully	River Levee Trail Extension 3D from Augusta Levee to Hawk's Gully	Richmond	Bicycle & Pedestrian	13	\$847,036.60
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). 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 short left turn lane necessary. In those locations the bike lane protection could be narrowed.	Richmond	Bicycle & Pedestrian	17	\$2,531,198.93
320	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 would be trimmed in these locations).	Richmond	Bicycle & Pedestrian	18	\$2,383,839.25

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
173	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	Richmond	Bicycle & Pedestrian	20	\$1,605,000.00
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	23	\$2,187,080.00
441	Wheless 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. Sibley Rd from Gordon Hwy to N Leg Rd: 3-2 road reconfiguration; restripe to two travel lanes (currently 2 with center turn lane) and stripe buffered bike lanes. Lower speed limit to 25 mph (Current AADT is 3,850).	Richmond	Bicycle & Pedestrian	25	\$4,112,779.18
383	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 provision of a short, left turn lane necessary (or continuous center turn lane). In those locations the bike lane separation could be narrowed.	Richmond	Bicycle & Pedestrian	27	\$3,820,127.39
463	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 development fills in along the east side of Windsor Spring Rd toward Tobacco Rd, sidepaths should be constructed along the east side of the road and through the development to connect adjacent businesses and neighborhoods.	Richmond	Bicycle & Pedestrian	28	\$1,730,303.27
111	Hereford Farm Road	Hereford Farm Road	Columbia	Bicycle & Pedestrian	29	\$58,815,585.00
178	Deans Bridge Rd from south of Gordon Hwy to existing sidewalk	Sidewalk gap along otherwise continuous section.	Richmond	Bicycle & Pedestrian	30	\$765,722.06

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
280	Gordon Hwy/Milledgeville Rd intersection	Sidewalk gap and no pedestrian crossing facilities - very dangerous crossing, complete sidewalk gaps and install pedestrian crossing facilities.	Richmond	Bicycle & Pedestrian	36	\$163,586.48
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 (if traffic calming is needed, consider implementing quick build neighborhood traffic circles or speed humps).	Richmond	Bicycle & Pedestrian	37	\$6,782,508.19
275	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.	Richmond	Bicycle & Pedestrian	38	\$1,933,241.70
109	Harlem Grovetown Rd Sidewalk Construction from Old Berzelia Road to Elementary School Campus	Harlem Grovetown Rd Sidewalk Construction from Old Berzelia Road to Elementary School Campus	Columbia	Bicycle & Pedestrian	39	\$6,160,995.00
394	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 goat paths visible).	Richmond	Bicycle & Pedestrian	40	\$694,557.38
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 and other neighborhood destinations. A short link utilizing public ROW could make a formal connection from Warwick Pl and Tobacco Road Elementary School.	Richmond	Bicycle & Pedestrian	41	\$1,360,613.07
147	Kissingbower Road sidewalk installation between Marschalk Road and White Road	Kissingbower Road sidewalk installation between Marschalk Road and White Road	Richmond	Bicycle & Pedestrian	42	\$453,735.00
270	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.	Columbia	Bicycle & Pedestrian	44	\$496,946.56

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
409	Sand Bar Ferry Rd	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 corridor and create space for buffered bike lanes (AADT is 8,650 west of the Laney Walker Blvd Ext intersection).	Richmond	Bicycle & Pedestrian	45	\$648,185.88
305	Harlem Grove Rd/Robinson Ave	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 Greenway.	Columbia	Bicycle & Pedestrian	47	\$1,266,971.14
215	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 with a short, shared use path. Bike/ped intersection crossing markings of E Cedar St and E Telfair St should be implemented as well. Several intersections along E Boundary will have crossing improvements completed in second half of 2023.	Richmond	Bicycle & Pedestrian	51	\$3,344,677.30
374	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 the disc golf course) could provide a better bicycle and pedestrian link to the Lake Olmstead Trail. A future crossing improvement will be constructed across Broad St connecting to the southwestern edge of Lake Olmsted Park.	Richmond	Bicycle & Pedestrian	96	\$704,838.98
Transit						
155	Augusta Transit Hub	Relocate the primary Augusta Transit hub from Broad Street to downtown Augusta	Richmond	Transit	14	\$14,850,000.00
179	Wrightsboro Transit Hub	Transit Hub at Walmart on Wrightsboro Rd	Richmond	Transit	15	\$11,770,000.00
185	Deans Bridge Transit Hub	New Transit Hub at Walmart on Deans Bridge Road	Richmond	Transit	16	\$1,485,000.00

Figure 10.2-5: South Carolina Tier II Projects (2028-2040)

Project ID	Project	Project Description	Project Type	County	SC Prioritization Rank	Project Cost (2025)
Corridors & Widening						
118	I-20 from Exit 1 to US 25 (Edgefield Road), widen to 6 lanes:	Widen I-20 to 6 lanes from Exit 1 to US 25 (Edgefield Road).	Aiken	Corridors & Widening	10	\$106,129,302.71
129	I-20 Rehabilitation and Maintenance Work from Mile Marker 1 to Mile Marker 5	Repair and maintain a section of I-20 between Mile Markers 1 and 5.	Aiken	Corridors & Widening	1	\$7,620,480.00
313	US 25 (Edgefield Hwy) at SC 126/S-805	Improve the intersection of US 25 and SC 126/S-805.	Aiken	Corridors & Widening	53	\$58,000.00
Intersections						
119	I-20 and Martintown Road from I-20 to Martintown Road	Make transportation improvements near the I-20 and Martintown Road connection.	Aiken	Intersections	26	\$3,782,565.00
Bicycle and Pedestrian						
46	City of Aiken Bike Infrastructure Phase 1	Build the first phase of new bike infrastructure in the City of Aiken.	Aiken	Bicycle & Pedestrian	32	\$332,640.00
66	Atomic Rd from Old Edgefield Rd (and existing sidepath) to the Palmetto Pkwy Trail	Close a gap in the greenway by adding a shared use path along Atomic Rd in North Augusta.	Aiken	Bicycle & Pedestrian	57	\$625,690.05
156	Buena Vista Avenue to Pine Grove Avenue Traffic Calming and Pedestrian Access	Add pedestrian improvements and calm traffic between Buena Vista Ave and Pine Grove Ave.	Aiken	Bicycle & Pedestrian	115	\$214,000.00
160	Main Street (SC 19) Pedestrian	Extend pedestrian walkways along Main Street (SC 19) in New Ellenton.	Aiken	Bicycle & Pedestrian	52	\$148,905.00

	Walkways Phase II (New Ellenton)					
171	Center Street to Buena Vista Avenue Traffic Calming and Pedestrian Access	Add traffic calming features and pedestrian improvements between Center Street and Buena Vista Avenue.	Aiken	Bicycle & Pedestrian	7	\$420,000.00
264	Georgia Ave from Martintown Rd to Edgefield Rd	Reconfigure Georgia Ave to add bike lanes and improve sidewalks between Martintown Rd and Edgefield Rd.	Aiken	Bicycle & Pedestrian	43	\$1,870,351.02
378	Laurens St from Park Ave to Hampton Ave	Modify Laurens St to add bike lanes and improve crossings between Park Ave and Hampton Ave.	Aiken	Bicycle & Pedestrian	44	\$933,003.63
464	York St from Richland Ave to Rutland Dr/sidepath:	Reconfigure York Street to reduce lanes and add buffered bike lanes between Richland Ave and Rutland Dr.	Aiken	Bicycle & Pedestrian	37	\$1,873,492.10
Transit						
36	Aiken-Augusta Connector	Provide transit connection between Aiken and Augusta.	Aiken	Transit	4	\$1,591,261.20
137	Blue Route Re-alignment	Change the route alignment for the Blue transit line.	Aiken	Transit	17	\$1,591,261.20
283	Green Route Re-alignment	Adjust the path of the Green transit route.	Aiken	Transit	17	\$1,591,261.20
297	Green-Orange Route	Create the Green-Orange combined transit route.	Aiken	Transit	38	\$1,591,261.20
400	Red Route Re-alignment	Realign the Red transit route to better serve the area.	Aiken	Transit	17	\$1,591,261.20
410	Saturday Service Blue Route	Add Saturday service to the Blue Route transit line.	Aiken	Transit	17	\$1,591,261.20
ATMS/ITS						
11	Adaptive signal timing at Whiskey Road at Powderhouse Road, Citadel Drive, Chukker Creek Road	Improve traffic flow by adjusting signal timing at key intersections on Whiskey Road.	Aiken	ATMS/ITS	77	\$321,000.00

10.2.3 Tier III Projects (2041-2055)

Figure 10.2-7 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 10.2-8 identifies the projects located in South Carolina that are included as Tier III projects, ranked according to the project prioritization results. Figure 10.2-9 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 10.2-7: Georgia Tier III Projects (2041-2055)

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
Bridges						
4	15th Street over Augusta Canal	15th Street over Augusta Canal (Bridge Repair and Restoration)	Richmond	Bridges	113	\$2,255,445.00
Corridors & Widenings						
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	31	\$58,836,166.24
3	15th Street improvements (Walton Way to Government Street) Part II	15th Street improvements (Walton Way to Government Street) Part II from Walton Way to Government Street	Richmond	Corridors & Widenings	49	\$11,190,285.00
94	Gordon between Savannah River and SR 223	Gordon between Savannah River and SR 223	Richmond	Corridors & Widenings	50	\$38,964,240.00
35	Broad Street Improvements from Washington Road to Sand Bar Ferry Road	Broad Street Improvements from Washington Road to Sand Bar Ferry Road	Richmond	Corridors & Widenings	52	\$23,002,515.00
294	SR 56 between Lumpkin Rd and Tobacco Rd	SR 56 between Lumpkin Rd and Tobacco Rd	Richmond	Corridors & Widenings	54	\$20,903,670.00
24	Barton Chapel Road improvements from Deans Bridge Rd to Augusta West Parkway	Barton Chapel Road improvements from Deans Bridge Rd to Augusta West Parkway	Richmond	Corridors & Widenings	55	\$27,953,235.00
315	US 25 between Gordon Hwy and I-520	US 25 between Gordon Hwy and I-520	Richmond	Corridors & Widenings	56	\$20,056,680.00
366	Wrightsboro between Jackson and Highland	Wrightsboro between Jackson and Highland	Richmond	Corridors & Widenings	57	\$10,901,385.00
273	SR 104 between Hardy McManus and Pleasant Home	Widen from 5 to 6 lanes	Columbia	Corridors & Widenings	58	\$98,127,304.86
324	Walton between Gordon and Milledge	Walton between Gordon and Milledge	Richmond	Corridors & Widenings	60	\$21,028,410.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
281	SR 388 Widening from CR 571/Wrightsboro Rd to I-20	Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	61	\$12,147,622.12
345	Wheeless Road improvements from Gordon Highway to Deans Bridge Rd	Wheeless Road improvements from Gordon Highway to Deans Bridge Rd	Richmond	Corridors & Widenings	64	\$8,954,415.00
358	Windsor Spring between SR 25 and Tobacco Rd	Widen from 4 to 6 lanes	Richmond	Corridors & Widenings	66	\$22,467,357.93
332	Washington between Pleasant and Broad St	Widen from 4 to 6 lanes	Richmond	Corridors & Widenings	67	\$36,494,219.65
105	Greene Street Improvements from 13th Street to East Boundary Street	Greene Street Improvements from 13th Street to East Boundary Street	Richmond	Corridors & Widenings	68	\$14,946,525.00
338	Wheeler between Walton and Flowing Wells	Widen from 5 to 6 lanes	Richmond	Corridors & Widenings	69	\$38,350,585.47
365	Wrightsboro between Highland and 15th	Wrightsboro between Highland and 15th	Richmond	Corridors & Widenings	70	\$11,525,085.00
225	Richmont Hill Road improvements from Lumpkin to Deans Bridge	Richmont Hill Road improvements from Lumpkin to Deans Bridge	Richmond	Corridors & Widenings	71	\$12,869,955.00
87	Fury's Ferry Rd between Savannah River and Evans to Locks Rd	Widen from 4 to 6 lanes	Columbia	Corridors & Widenings	72	\$43,956,282.15
231	Riverwatch Pkwy between Pleasant Home Rd and Old Evans Road	Widen from 4 to 6 lanes	Columbia	Corridors & Widenings	73	\$22,004,957.32
167	Milledgeville Road improvements from North Leg to Barton Chapel	Milledgeville Road improvements from North Leg to Barton Chapel	Richmond	Corridors & Widenings	74	\$1,998,270.00
145	Jimmie Dyess Pkwy between Powell Rd & Gordon Hwy	Jimmie Dyess Pkwy between Powell Rd & Gordon Hwy	Richmond	Corridors & Widenings	75	\$1,278,855.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
192	Old Evans Rd between Bobby Jones and Washington Rd	Widen from 5 to 6 lanes	Columbia	Corridors & Widenings	76	\$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	78	\$22,832,145.04
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	Corridors & Widenings	79	\$2,964,600.00
27	Belair Rd between Washington Rd and Wrightsboro Rd	Widen from 5 to 6 lanes	Columbia	Corridors & Widenings	81	\$43,334,292.14
321	US 78 / SR 10 from Robinson Avenue to Fort Gordon Gate 1	Widen from 4 to 6 lanes	Columbia	Corridors & Widenings	82	\$24,325,015.51
25	Barton Chapel Road Widening from August West Pkwy to Deans Bridge Road	Widen from 2 to 4 lanes	Richmond	Corridors & Widenings	83	\$34,369,731.26
2	13th Street (RA Dent to Reynolds Street) from RA Dent to Reynolds Street	13th Street (RA Dent to Reynolds Street) from RA Dent to Reynolds Street	Richmond	Corridors & Widenings	84	\$4,630,095.00
272	Skinner Mill Road widening and improvements from Boy Scout Rd to Walton Way Ext	Skinner Mill Road widening and improvements from Boy Scout Rd to Walton Way Ext	Richmond	Corridors & Widenings	85	\$30,548,475.00
325	Jackson Rd between Walton Way and Wrightsboro	Widen from 2 to 4 lanes	Richmond	Corridors & Widenings	86	\$10,984,189.16

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
186	North Leg Road Widening from Lumpkin Road to Sibley Road	Widen from 2 to 4 lanes	Richmond	Corridors & Widenings	87	\$23,398,608.43
96	Gordon Highway improvements	Gordon Highway improvements	Richmond	Corridors & Widenings	88	\$20,863,575.00
188	Old Belair Road from Columbia Road to Belair Road	Old Belair Road from Columbia Road to Belair Road	Columbia	Corridors & Widenings	89	\$19,768,050.00
168	Monte Sano Avenue improvements from Wrightsboro Road to Walton Way	Monte Sano Avenue improvements from Wrightsboro Road to Walton Way	Richmond	Corridors & Widenings	92	\$12,432,285.00
327	Walton Way between Bransford and Jackson	Walton Way between Bransford and Jackson	Richmond	Corridors & Widenings	93	\$11,200,140.00
356	William Few Pkwy between Washington Rd & Berkley Hills Pass / Whispering Pines Way	William Few Pkwy between Washington Rd & Berkley Hills Pass / Whispering Pines Way	Columbia	Corridors & Widenings	95	\$11,109,150.00
277	SR 232 between Washington and Hereford	Widen from 5 to 6 lanes	Columbia	Corridors & Widenings	97	\$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	98	\$33,926,537.18
136	SR 232 between Richmond County line and Washington Rd	Widen from 4 to 6 lanes	Richmond	Corridors & Widenings	99	\$5,662,815.10
43	Chamblin Rd / William Few Pkwy bn Columbia Rd & Wrightsboro Rd	Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	100	\$39,245,268.23
113	Hereford Farms Rd bn Wrightsboro Rd & Washington Rd (Belair & Lewinston/Columbia)	Widen from 2/3 to 4 lanes	Columbia	Corridors & Widenings	101	\$45,370,464.89

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
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 & Widening	102	\$21,351,431.79
212	Pleasant Home Rd between Flowing Wells Rd & Washington Rd	Widen from 2 to 4 lanes	Columbia	Corridors & Widening	103	\$14,513,133.78
274	SR 104 from Old Washington Rd to William Few Pkwy	Widen from 5 to 6 lanes	Columbia	Corridors & Widening	105	\$8,989,758.84
395	Olive Road Over-Height Detection System	Olive Road Over-Height Detection System	Richmond	Corridors & Widening	111	\$85,600.00
Intersections						
89	Georgia/Knox Ave and Five Notch/Bradleyville Road from Georgia/Knox Avenue to Five Notch/Bradleyville Road	Georgia/Knox Ave and Five Notch/Bradleyville Road from Georgia/Knox Avenue to Five Notch/Bradleyville Road	Richmond	Intersections	62	\$5,710,095.00
220	Reconstruct Whiskey Rd from Wrightsboro Road project improvements to Guy Drive intersection	Reconstruct Whiskey Rd from Wrightsboro Road project improvements to Guy Drive intersection	Columbia	Intersections	77	\$3,199,095.00
Bicycle and Pedestrian						
162	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 Phinzy Swamp and Lock and Dam Park.	Richmond	Bicycle & Pedestrian	63	\$25,259,477.38
374	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 t	Richmond	Bicycle & Pedestrian	96	\$704,838.98

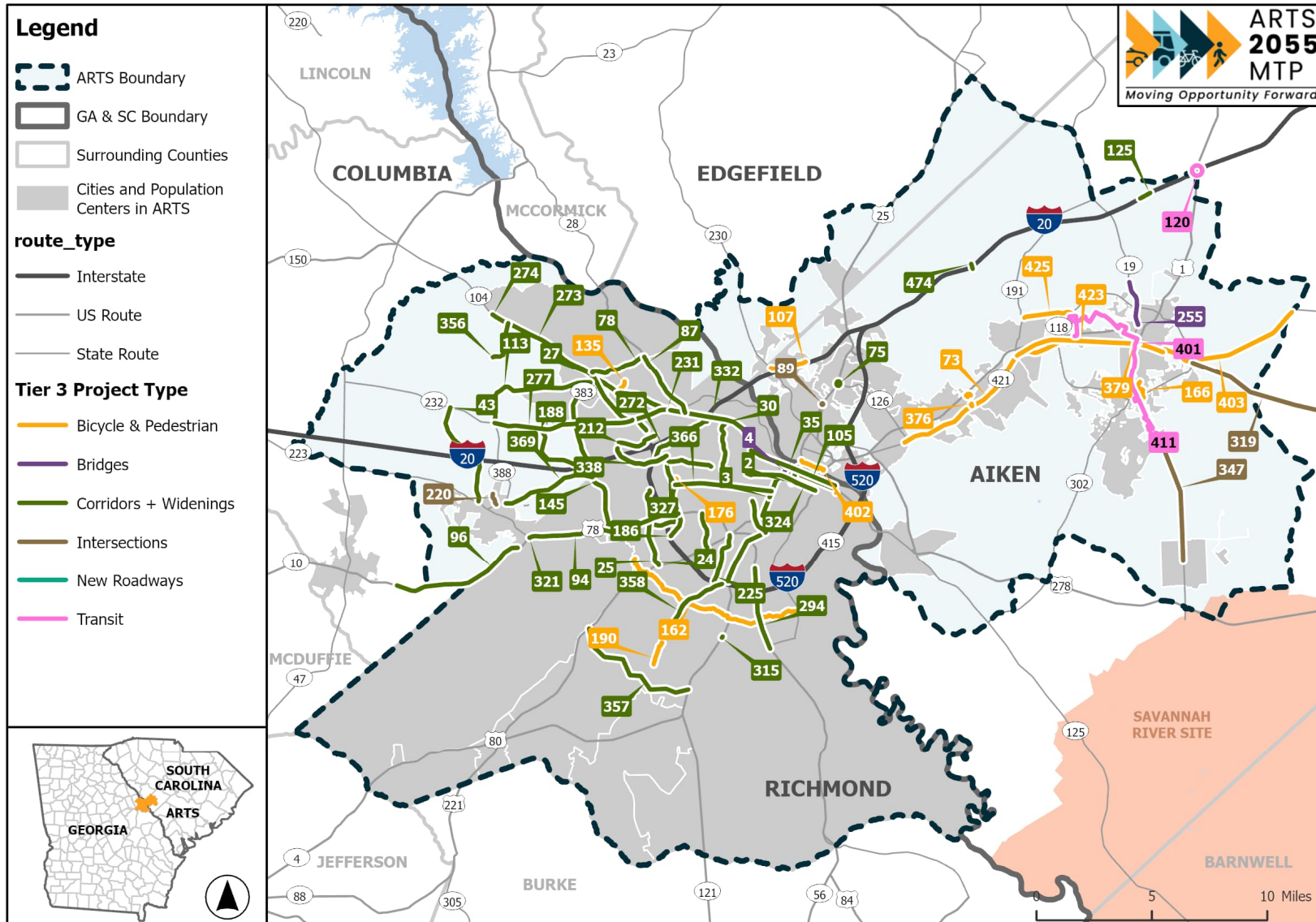
Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
176	Copeland Elementary School neighborhood links	Several short links utilizing public ROW could make formal connections to the school from the adjacent neighborhoods.	Richmond	Bicycle & Pedestrian	107	\$430,743.90
190	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 El	Richmond	Bicycle & Pedestrian	114	\$2,537,746.10
135	Blue Ridge Dr	Sidewalk gap - if connected, would enhance connectivity for large residential area as well as toward Lakeside HS and Blue Ridge ES.	Columbia	Bicycle & Pedestrian	117	\$584,790.26

Figure 10.2-8: South Carolina Tier III Projects (2041-2055)

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
Bridge						
255	SC 19 Install wildlife friendly culvert at Long Branch Stream crossing from south of Shiloh Heights Rd to South of I-20	Install wildlife-friendly culvert along SC 19 near Long Branch Stream.	Aiken	Bridges	351	\$32,940.00
Corridors & Widening						
75	Edgefield Rd at Bevedere Clearwater Rd	Upgrade intersection at Edgefield Rd and Bevedere Clearwater Rd.	Aiken	Corridors & Widening	210	\$58,000.00
125	I-20 from US 25 (Edgefield Road) to Bettis Academy Road, widen to 6 lanes	Widen I-20 from US 25 to Bettis Academy Road to 6 lanes.	Aiken	Corridors & Widening	58	\$8,588,150.77
474	Bettis Academy Road - I-20 Bridge; Widen to 5-lane	Widen Bettis Academy Road bridge over I-20 to 5 lanes.	Aiken	Corridors & Widening	86	\$3,605,000.00
Intersections						
347	Whiskey Road Intersection from Twin Lakes Drive to George Avenue	Improve intersection at Whiskey Road from Twin Lakes Dr to George Ave.	Aiken	Intersections	56	\$2,667,330.00
319	US 78 (Charleston Highway) from SC-302 (East Pine Log Rd) to Aiken/Barnwell County line	Upgrade US 78 from SC-302 to Aiken/Barnwell County line.	Aiken	Intersections	65	\$27,818,100.00
Bicycle & Pedestrian						

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
403	Richland Ave from downtown Aiken to the Rudy Mason Pkwy sidepath	Reconfigure Richland Ave from 5 to 3 lanes and add buffered bike lanes east of downtown Aiken.	Aiken	Bicycle & Pedestrian	41	\$6,686,704.66
166	Carolina Bay Nature Preserve/Virginia Acres Park/South Aiken High School connectivity	Add a sidepath along Two Notch Rd for better park and school connectivity.	Aiken	Bicycle & Pedestrian	55	\$3,616,153.43
376	Langley Pond Park connectivity	Improve bike/pedestrian links around Langley Pond Park and connect to US 78 corridor.	Aiken	Bicycle & Pedestrian	61	\$1,300,244.18
423	Highland Park Dr to downtown Aiken Rail Trail	Create a rail-trail greenway connection from Highland Park Dr to downtown Aiken.	Aiken	Bicycle & Pedestrian	68	\$21,033,101.67
379	Laurens St/Richland Ave/Newberry St/Park Ave in downtown Aiken	Reconfigure downtown Aiken corridors for buffered bike lanes and reduce vehicle lanes.	Aiken	Bicycle & Pedestrian	70	\$661,172.98
73	Augusta Rd from Clearwater St to Howlandville Rd:	Reconfigure Augusta Rd to add buffered bike lanes from Clearwater St to Howlandville Rd.	Aiken	Bicycle & Pedestrian	79	\$811,391.70

Figure 10.2-9: ARTS Planning Area Tier III Projects (2041-2055)



10.3 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 10.3-1 identifies the projects located in Georgia that are included as unfunded project priorities, ranked according to the project prioritization results. Figure 10.3-2 identifies the projects located in South Carolina that are included as unfunded project priorities, ranked according to the project prioritization results. Figure 10.3-3 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 10.3-1: Georgia Unfunded Projects

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
Bridges						
286	SR 4/US 1 at North Fork Spirit Creek Bridge Replacement	SR 4/US 1 at North Fork Spirit Creek Bridge Replacement	Richmond	Bridges	146	\$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	167	\$4,415,310.00
114	Highland Avenue Bridge Repair and Restoration Over CSX Railroad	Highland Avenue Bridge Repair and Restoration Over CSX Railroad	Richmond	Bridges	171	\$2,417,445.00
7	5th Street Bridge (Bridge Repair and Replacement)	5th Street Bridge (Bridge Repair and Replacement)	Richmond	Bridges	174	\$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	175	\$186,600.00
287	SR 4/US 1 Bridge Replacement from SR 4/US 1 to South Prong Creek	SR 4/US 1 Bridge Replacement from SR 4/US 1 to South Prong Creek	Richmond	Bridges	176	\$1,223,640.00
331	Walton Way over Hawks Gully (Bridge Repair and Restoration)	Walton Way over Hawks Gully (Bridge Repair and Restoration)	Richmond	Bridges	177	\$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	179	\$125,800.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
29	Berckmans Road over Rae's Creek	Berckmans Road over Rae's Creek	Richmond	Bridges	182	\$7,563,510.00
Corridors & Widenings						
282	SR 388 Widening from I-20 to SR 232/Columbia Rd	Widen 2 to 4 lanes	Columbia	Corridors & Widenings	104	\$20,701,163.80
22	Augusta West Parkway Widening from Wrightsboro Road to Wheeler Road	Augusta West Parkway Widening from Wrightsboro Road to Wheeler Road	Richmond	Corridors & Widenings	106	\$9,018,781.36
110	Harlem Grovetown Road Widening from Louisville Road to Wrightsboro Road	Harlem Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	108	\$27,897,727.47
33	Blue Ridge Dr between Riverwatch Pkwy & Evans to Locks Rd	Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	109	\$12,600,386.35
339	Wheeler Rd between Belair Rd & Flowing Wells Rd	Widen from 5 to 6 lanes	Columbia	Corridors & Widenings	110	\$13,220,643.62
295	Stevens Creek Rd between Evans to Locks Rd & I-20	Stevens Creek Rd between Evans to Locks Rd & I-20	Columbia	Corridors & Widenings	112	\$16,303,680.00
15	Appling Harlem Rd between Scotts Ferry Rd & Columbia Rd	Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	115	\$8,767,915.29
90	Gibbs Rd / Cox Rd / Owens Rd bn Washington Rd & Bohler Dr	Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	116	\$20,118,590.02
65	Doug Bernard Parkway improvements from Gordon Highway to Highway 56	Doug Bernard Parkway improvements from Gordon Highway to Highway 56	Richmond	Corridors & Widenings	118	\$5,165,235.00
293	SR 56 between International Blvd and Tobacco Rd	SR 56 between International Blvd and Tobacco Rd	Richmond	Corridors & Widenings	119	\$1,888,084.35

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
26	Baston between Fury's Ferry and Washington	Baston between Fury's Ferry and Washington	Richmond	Corridors & Widenings	120	\$5,048,865.00
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	121	\$23,296,304.34
194	Old Evans Road Widening from Riverwatch Parkway to SR 104 (Washington Road)	Widen from 4 to 6 lanes	Columbia	Corridors & Widenings	122	\$14,242,457.47
95	Gordon Highway from Old Louisville Road to SR 223	Widen from 2 to 4 lanes	Richmond	Corridors & Widenings	123	\$42,154,703.65
8	6th Street from Laney Walker Boulevard to Reynolds Street	6th Street from Laney Walker Boulevard to Reynolds Street	Richmond	Corridors & Widenings	126	\$10,352,745.00
368	Wrightsboro Rd between Chamblin Rd & Louisville Rd	Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	127	\$25,116,416.65
5	5th Street from Laney Walker Boulevard to Reynolds Street	5th Street from Laney Walker Boulevard to Reynolds Street	Richmond	Corridors & Widenings	129	\$7,742,250.00
142	James Brown Reconstruction	James Brown Reconstruction	Richmond	Corridors & Widenings	130	\$9,369,540.00
51	Columbia Rd between Hereford Farm Rd & Louisville Rd	Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	131	\$41,792,344.49
108	Hardy McManus Road widening	Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	132	\$27,023,640.87
299	Tobacco Road improvements from Deans Bridge to Peach Orchard	Tobacco Road improvements from Deans Bridge to Peach Orchard	Richmond	Corridors & Widenings	135	\$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	Corridors & Widenings	136	\$47,954,295.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
	Highway) to Hephzibah-McBean Road					
106	Halali Farm Road Widening and New Alignment 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	138	\$13,767,210.99
233	Robinson Ave between Gordon Hwy & Wrightsboro Rd	Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	140	\$24,838,822.54
355	William Few Pkwy between Columbia Rd & Clanton Rd	Widen from 2 to 4 lanes	Columbia	Corridors & Widenings	141	\$23,564,539.82
115	Highway 88 Widening from Keysville Road to Windsor Spring Road	Widen from 2 to 4 lanes	Richmond	Corridors & Widenings	143	\$12,120,922.27
158	Louisville Road Widening and Extension from Gordon Highway to Fort Gordon Gate	Widen from 0 to 2 lanes	Columbia	Corridors & Widenings	144	\$86,922,450.00
64	Doug Barnard Widening from Tobacco Road to Mike Padgett Highway	Widen from 2 to 4 lanes	Richmond	Corridors & Widenings	145	\$33,189,550.13
329	Walton Way between Lake Forest Dr & Highland Ave	Widen from 2 to 4 lanes	Richmond	Corridors & Widenings	147	\$3,618,370.50
285	SR 4/15th Street Pedestrian Improvements 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	Corridors & Widenings	148	\$4,435,560.00
86	Ft Gordon Access near Tobacco Rd & Deans Bridge Rd	Ft Gordon Access near Tobacco Rd & Deans Bridge Rd	Richmond	Corridors & Widenings	149	\$3,912,030.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
199	Old Wrightsboro Rd to Newmantown Rd realignment and improvements at Robinson Ave	Old Wrightsboro Rd to Newmantown Rd realignment and improvements at Robinson Ave	Richmond	Corridors & Widening	154	\$13,283,190.00
47	Clanton Road improvements from William Few Pkwy to Washington Rd	Clanton Road improvements from William Few Pkwy to Washington Rd	Columbia	Corridors & Widening	156	\$11,885,130.00
180	Newmantown Rd between Parham Rd & Gordon Hwy	Widen from 2 to 4 lanes	Richmond	Corridors & Widening	157	\$13,159,792.57
200	Parham Rd between Newmantown Rd & Gordon Hwy	Widen from 2 to 4 lanes	Richmond	Corridors & Widening	158	\$7,992,030.06
341	Wheeler Rd between Berckmans Rd & Monte Sano Ave	Widen from 2 to 4 lanes	Richmond	Corridors & Widening	161	\$4,815,927.51
302	Tubman Rd/ Old Washington Rd Widening from Scotts Ferry Rd to Washington Road	Widen from 2 to 4 lanes	Columbia	Corridors & Widening	162	\$46,967,830.64
157	Louisville Road Widening 4 from Tubman Road to Columbia Road	Louisville Road Widening 4 from Tubman Road to Columbia Road	Columbia	Corridors & Widening	164	\$31,701,962.85
63	Dennis Road widening and improvements	Dennis Road widening and improvements	Richmond	Corridors & Widening	170	\$8,895,690.00
999	Fury's Ferry Rd between Evans to Locks Rd and Washington	Widen from 4 to 6 lanes	Columbia	Corridors & Widening	183	\$19,711,720.57
Intersections						
372	Wrightsboro Road/RA Dent Boulevard intersection improvement	Wrightsboro Road/RA Dent Boulevard intersection improvement	Richmond	Intersections	124	\$6,848,820.00

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
292	SR 56 at Old Waynesboro Road Safety Improvements from SR 56 (Mike Padgett Highway) to Old Waynesboro Road	SR 56 at Old Waynesboro Road Safety Improvements from SR 56 (Mike Padgett Highway) to Old Waynesboro Road	Richmond	Intersections	125	\$5,422,140.00
235	Roundabout at intersection of 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	SR 56 at Dixon Airline Road Safety Improvements	SR 56 at Dixon Airline Road Safety Improvements	Richmond	Intersections	153	\$7,584,030.00
189	Old Berzalia Road and Harlem Grovetown Road Roundabout	Old Berzalia Road and Harlem Grovetown Road Roundabout	Richmond	Intersections	166	\$1,539,000.00
81	Five Notch Road and Pisgah Road	Five Notch Road and Pisgah Road	Richmond	Intersections	172	\$2,589,840.00
82	Five Notch Road and Walnut Lane	Five Notch Road and Walnut Lane	Richmond	Intersections	173	\$6,358,095.00
New Roadways						
222	Reynolds Farm Road Paving from Old Louisville Road to Old Berzalia Road	Reynolds Farm Road Paving from Old Louisville Road to Old Berzalia Road	Columbia	New Roadways	133	\$18,206,100.00
Bicycle and Pedestrian						
382	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). Crossing needed at Long	Columbia	Bicycle & Pedestrian	128	\$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) could utilize public ROW in making improvements to walking	Columbia	Bicycle & Pedestrian	134	\$1,562,137.50

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
228	Euchee Creek Greenway connectors	Several short links could be made utilizing County owned property to link adjacent neighborhoods to the Euchee Creek Greenway.	Columbia	Bicycle & Pedestrian	137	\$2,771,952.67
380	Levee Trail from Augusta Riverwalk to the Lock and Dam Park	Most of the ROW is currently in public ROW. The Sandbar Ferry intersection crossing would need further study.	Richmond	Bicycle & Pedestrian	139	\$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, utilizing mostly Columbia County property. Trailhead opportunity at William Few Pkwy.	Columbia	Bicycle & Pedestrian	150	\$4,269,641.81
79	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.	Richmond	Bicycle & Pedestrian	155	\$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 intersection	Columbia	Bicycle & Pedestrian	160	\$712,625.54
381	Lewiston Elementary School connector	Opportunity to make short link between neighborhoods via HOA property (and existing sidewalk/trail) and additional connectivity to Lewiston Elementary.	Columbia	Bicycle & Pedestrian	165	\$308,881.45
419	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.	Columbia	Bicycle & Pedestrian	168	\$207,915.90
440	Washington Rd	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. Creating a for	Columbia	Bicycle & Pedestrian	169	\$19,179,523.49
198	Diamond Lakes Regional Park	Bike/ped connectivity needed through Diamond Lakes Regional Park between Willis Foreman Rd and Windsor Spring Rd.	Richmond	Bicycle & Pedestrian	178	\$3,823,768.57

Project ID	Project	Project Description	County	Project Type	GA Prioritization Rank	Project Cost (2025)
80	Belair K-8 School to MM Scott Park neighborhood greenway	Belair 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.	Columbia	Bicycle & Pedestrian	181	\$1,231,728.43

Figure 10.3-2: 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 and Widening from Richmond to Aiken	Widen and improve I-20 at the Savannah River between Richmond and Aiken.	Aiken	Bridges	85	\$10,731,285.00
6	5th Street at Savannah River at the South Carolina state line	Improve bridge or road access at 5th Street over Savannah River at the SC state line.	Aiken	Bridges	119	\$10,720,350.00
261	SC 421 at Little Horse Creek, 1 mile east of Clearwater	Reconstruct or upgrade the bridge on SC 421 over Little Horse Creek near Clearwater.	Aiken	Bridges	190	\$320,220.00
417	SR 4/US 25BU @ Savannah River @ South Carolina State Line - TIA	Bridge improvements at Savannah River crossing for SR 4/US 25BU near state line.	Aiken	Bridges	221	\$--
245	S-2-180 at abandoned railroad at Fairfield Street in Aiken	Bridge work at abandoned railroad on S-2-180 at Fairfield Street in Aiken.	Aiken	Bridges	242	\$511,515.00
243	S-2-145 at tributary to Horse Creek 3 miles north of Beach Island	Bridge or culvert work at a Horse Creek tributary on S-2-145 near Beach Island.	Aiken	Bridges	253	\$1,087,290.00
244	S-2-166 at NS Railroad at Union Street in Aiken	Bridge improvements at NS Railroad crossing on Union Street in Aiken.	Aiken	Bridges	271	\$632,475.00
246	S-2-33 at Gregg Canal at Graniteville	Bridge improvements at Gregg Canal crossing on S-2-33 in Graniteville.	Aiken	Bridges	278	\$510,030.00
308	US 1 at Savannah River at the Georgia/South Carolina state line	Bridge improvements on US 1 at the Savannah River state line.	Aiken	Bridges	322	\$4,746,060.00
242	S-2-144 Bridge Rehabilitation/ Maintenance from S-2-144 to Bettis Academy	Rehabilitate or maintain S-2-144 bridge to Bettis Academy Road.	Aiken	Bridges	347	\$1,027,755.00
258	SC 28 Bridge Replacement/Rehabilit	Rehabilitate or replace bridge on SC 28 over the Savannah River.	Aiken	Bridges	353	\$4,984,065.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
	ation from SC 28 to Savannah River					
310	US 1 over Shaw's Creek bridge replacement	Replace bridge on US 1 over Shaw's Creek.	Aiken	Bridges	358	\$22,676,760.00
288	SR 4/US 25 BU at Savannah River Bridge Replacement	Replace SR 4/US 25 BU bridge at the Savannah River.	Aiken	Bridges	381	\$27,239,220.00
240	S-1304 over Shaw's Creek	Bridge work at S-1304 over Shaw's Creek.	Aiken	Bridges	390	\$1,069,740.00
502	Intersection Improvement - S-494 Short Cut Road and US 25	Intersection upgrades at S-494 (Short Cut Road) and US 25.	Edgefield	Bridges	390	\$1,060,000.00
Bicycle and Pedestrian						
443	Whiskey Rd south of Corporate Pkwy	Implement bike/ped facilities on Whiskey Rd south of Corporate Pkwy where none currently exist.	Aiken	Bicycle & Pedestrian	63	
262	Robert M. Bell Pkwy future development in this area should include bike/ped connectivity to USC Aiken and surrounding neighborhoods/destinations.	Ensure new development near Robert M. Bell Pkwy includes bike/pedestrian connections to USC Aiken and nearby areas.	Aiken	Bicycle & Pedestrian	89	\$1,750,922.49
412	Spring Grove Avenue to Jackson Avenue Traffic Calming and Pedestrian Access	Add traffic calming and pedestrian access improvements between Spring Grove Ave and Jackson Ave.	Aiken	Bicycle & Pedestrian	94	\$480,000.00
438	Vaucluse Rd from Hampton Ave to US 78 Bike Lane Improvements	Stripe buffered bike lanes and reduce speed limit on Vaucluse Rd from Hampton Ave to US 78.	Aiken	Bicycle & Pedestrian	94	\$1,587,794.95

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
112	Bergen Rd from the North Augusta Greenway to Five Notch Rd	Construct a sidepath on Bergen Rd to connect neighborhoods to the North Augusta Greenway and close the greenway loop.	Aiken	Bicycle & Pedestrian	100	\$2,005,644.64
396	Pine Grove Avenue to Spring Grove Avenue Traffic Calming and Pedestrian Access	Add traffic calming and pedestrian access between Pine Grove and Spring Grove Avenues.	Aiken	Bicycle & Pedestrian	107	\$1,190,000.00
393	North/South neighborhood greenway	Build a short greenway path to connect Bluff Ave to Lake Ave and the North Augusta Greenway.	Aiken	Bicycle & Pedestrian	110	\$227,910.00
303	Hampton Ave from Laurens St to the existing bike lanes past York St	Reconfigure Hampton Ave to reduce lanes and add buffered bike lanes.	Aiken	Bicycle & Pedestrian	112	\$980,599.60
439	W. Buena Vista Ave from West Ave to Riverview Park Dr	Stripe buffered bike lanes along W. Buena Vista Ave, analyze angled parking near Lions Park.	Aiken	Bicycle & Pedestrian	141	\$973,408.41
459	Whiskey Road, from Powderhouse Road to Talatha Church Road, SUP	Add a shared use path along Whiskey Road between Powderhouse and Talatha Church.	Aiken	Bicycle & Pedestrian	148	\$5,921,945.61
391	North Augusta greenway loop	Create short greenway segments to connect neighborhoods and close the greenway loop.	Aiken	Bicycle & Pedestrian	172	\$665,117.35
229	Five Notch Rd: from the North Augusta Greenway to Expedition Dr	Install bike/ped facilities along Five Notch Rd between Greenway and Expedition Dr.	Aiken	Bicycle & Pedestrian	177	\$2,361,591.52
175	Continuing the signed bike route that is in development from USC Aiken to Hammond Williams Park	Continue developing bike route connecting USC Aiken to Hammond Williams Park.	Aiken	Bicycle & Pedestrian	211	\$3,204,746.03
174	Clearwater Elementary School to ballfields and	Build a greenway to connect Clearwater Elementary to ballfields and nearby roads.	Aiken	Bicycle & Pedestrian	217	\$1,216,861.59

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
	Old Cherokee Dr/Parker Dr					
306	Hayne Ave from Trafalgar St to Park Ave	Add protected bike lanes along Hayne Ave; consider lowering speed limit.	Aiken	Bicycle & Pedestrian	232	\$585,513.88
389	North Augusta Community Center/Edenfield Park/North Augusta Elementary	Build a short greenway between the community center, park, and elementary school.	Aiken	Bicycle & Pedestrian	232	\$387,271.37
12	Aiken County Recreation Center Walking Track	Maintain and enhance the walking track at Aiken County Recreation Center.	Aiken	Bicycle & Pedestrian	238	\$56,025.00
53	Crosland Park Sidewalks	Construct sidewalks in the Crosland Park neighborhood.	Aiken	Bicycle & Pedestrian	266	\$332,640.00
84	Belvedere Rd from Elm St to Augusta Rd	Add buffered bike lanes on Belvedere Rd to create a walk/bike corridor.	Aiken	Bicycle & Pedestrian	273	\$474,747.88
461	Whiskey Road, from Talatha Church Road to Eagle Road, SUP	Construct a shared use path on Whiskey Road from Talatha Church to Eagle Rd.	Aiken	Bicycle & Pedestrian	316	\$9,425,567.26
28	Aiken Tech connector	Create a shared use path from Aiken Tech to US 78 and Langley Pond Park.	Aiken	Bicycle & Pedestrian	339	\$1,640,617.20
221	Edisto Dr to Palmetto Pkwy Trail: Utilizing public ROW, a short, shared use path would link this neighborhood to the nearby trail.	Link Edisto Dr to the Palmetto Pkwy Trail using a short, shared path.	Aiken	Bicycle & Pedestrian	339	\$1,075,693.70
390	North Augusta Greenway extension from Mayfield Dr to the old golf course site	Extend the North Augusta Greenway to the old golf course park site.	Aiken	Bicycle & Pedestrian	339	\$2,879,241.63
421	Atomic Rd to the Harrison-Caver Park Rail Trail	Repurpose vacant rail bed into a greenway linking neighborhoods and Harrison-Caver Park.	Aiken	Bicycle & Pedestrian	343	\$6,955,523.90

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
267	Georgia Avenue at Jackson Avenue / Carolia Avenue Intersection Traffic Calming and Pedestrian Access	Install pedestrian safety improvements at Georgia Ave and Carolia Ave intersection.	Aiken	Bicycle & Pedestrian	372	\$319,000.00
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	377	\$1,760,901.57
392	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 opportunity for creating a greenway as part of the project.	Aiken	Bicycle & Pedestrian	378	\$13,901,495.69
Corridors & Widenings						
85	Freight corridor improvements on U.S. 78	Improve freight movement along U.S. 78 corridor.	Aiken	Corridors & Widenings	136	\$14,267,745.00
426	Truck Parking Information System Pilot at Aiken Truck Parking Area going EB on I-20	Install truck parking info system at Aiken EB I-20 truck stop.	Aiken	Corridors & Widenings	386	\$68,000.00
431	Truck Parking Information System Pilot at South Carolina Welcome Center going EB on I-20	Install truck parking info system at SC Welcome Center EB on I-20.	Aiken	Corridors & Widenings	386	\$189,000.00
14	Aiken-Augusta Highway from Savannah River to I-520 (Palmetto Parkway)	Upgrade the Aiken-Augusta Highway from Savannah River to I-520 (Palmetto Parkway).	Aiken	Corridors & Widenings	98	\$14,605,380.00
311	US 1/78 between Martintown and S-67	Improve the corridor along US 1/78 between Martintown and S-67.	Aiken	Corridors & Widenings	114	\$30,037,095.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
18	Atomic Rd between Old Edgefield Rd (S-197) and Jefferson Davis Hwy	Reconstruct Atomic Road between Old Edgefield Road and Jefferson Davis Highway.	Aiken	Corridors & Widening	128	\$12,765,898.35
346	Whiskey Road additional curb and gutter, plantable median islands from Pine Log Road to Powderhouse Road	Add curb, gutter, and landscaped medians on Whiskey Road from Pine Log to Powderhouse Road.	Aiken	Corridors & Widening	140	\$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	Reconfigure Whiskey Road to two lanes with medians and angled parking from Georgia Ave to US 278.	Aiken	Corridors & Widening	154	\$5,839,020.00
251	SC 19 between S Boundary and I-20	Widen and improve SC 19 between S Boundary and I-20.	Aiken	Corridors & Widening	158	\$11,117,385.00
223	Richland Avenue West and University Parkway from Richland Avenue West to University Parkway	Enhance Richland Avenue West and University Parkway corridor.	Aiken	Corridors & Widening	160	\$1,238,490.00
19	Atomic Rd between Jefferson Davis Hwy and Silver Bluff Rd	Rebuild Atomic Road between Jefferson Davis Highway and Silver Bluff Road.	Aiken	Corridors & Widening	174	\$55,514,835.00
249	SC 19 10-foot shoulder (6 foot paved, 4-foot grass) from the Aiken/Edgefield County line to south of Shiloh Heights Rd	Add a 10-foot shoulder to SC 19 with paved and grass sections near Shiloh Heights Road.	Aiken	Corridors & Widening	177	\$9,048,915.00
250	SC 19 Add raised median with dedicated left turns at Hedge Rd,	Install a raised median and dedicated left-turn lanes at key intersections along SC 19.	Aiken	Corridors & Widening	197	\$1,563,030.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
	Williams Lane, Allan Ave, Sassafras Rd at Mayfield Rd, Reynolds Pond Rd & Good Springs Rd					
296	Sudlow Lake Rd between US 1 / US 78 & Brevard Rd / Pride Ave	Improve Sudlow Lake Road between US 1/US 78 and Brevard/Pride Avenue.	Aiken	Corridors & Widenings	254	\$2,410,830.00
187	Old Aiken Rd (S-365) from SC 421 (Augusta Rd) to Carolina Sprs Rd (S-68)	Reconstruct Old Aiken Road from Augusta Road to Carolina Springs Road.	Aiken	Corridors & Widenings	264	\$3,407,670.00
301	Trolley Line Road from Robert M Bell Parkway to Ascauga Lake Road	Upgrade Trolley Line Road between Bell Parkway and Ascauga Lake Road.	Aiken	Corridors & Widenings	286	\$15,588,450.00
71	East Buena Vista Ave from Barton Road to Martintown Road	Improve East Buena Vista Avenue from Barton Road to Martintown Road.	Aiken	Corridors & Widenings	290	\$2,647,755.00
196	Old Sudlow Lake Rd (S-1760) from SC 126 (Belvedere Clearwater) to Blanchard Rd (S-1761)	Old Sudlow Lake Rd between SC 126 and Blanchard Rd.	Aiken	Corridors & Widenings	298	\$2,953,935.00
257	SC 230 (W Martintown Road) operational and signal improvements from I-20 to Edgefield County Line	Upgrade SC 230 (W Martintown Rd) with signal and operational improvements from I-20 to Edgefield Co. line.	Aiken	Corridors & Widenings	299	\$869,265.00
42	Celeste Avenue from US 25 (Edgefield Road) to S-45 (Five Notch Road)	Improve Celeste Ave from US 25 to Five Notch Rd.	Aiken	Corridors & Widenings	315	\$2,318,355.00
216	Project Rd (S-285) from Pine Log Rd (S-56) to Baker Street (S-1294)	Reconstruct Project Rd from Pine Log Rd to Baker St.	Aiken	Corridors & Widenings	329	\$2,133,270.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
117	Huntsman Dr bn Pine Log Rd & Hitchcock Pkwy	Upgrade Huntsman Dr between Pine Log Rd and Hitchcock Pkwy.	Aiken	Corridors & Widenings	331	\$1,986,660.00
491	Bettis Academy Road at Whaley Pond Road; Add 150-foot EB left-turn lane	Add 150 ft EB left-turn lane at Bettis Academy Rd and Whaley Pond Rd.	Aiken	Corridors & Widenings	335	\$200,000.00
498	Bettis Academy Road at I-20 WB ramps; Channelize WN right-turn lane and receiving lane	Channelize WN right-turn lane at Bettis Academy Rd and I-20 WB ramps.	Aiken	Corridors & Widenings	359	\$650,000.00
494	Bettis Academy Road at Sage Creek Boulevard; Add 150-foot NB right-turn lane	Add 150 ft NB right-turn lane at Bettis Academy Rd and Sage Creek Blvd.	Aiken	Corridors & Widenings	362	\$150,000.00
499	Bettis Academy Road at I-20 EB ramps; Add 1 EB left-turn lane (dual lefts)	Add dual EB left-turn lanes at Bettis Academy Rd and I-20 EB ramps.	Aiken	Corridors & Widenings	364	\$450,000.00
492	Bettis Academy Road at Sage Valley Drive/Carmine Avenue; Add 150-foot WB left-turn lane	Add 150 ft WB left-turn lane at Bettis Academy Rd and Sage Valley Dr.	Aiken	Corridors & Widenings	365	\$225,000.00
493	Bettis Academy Road at Flat Rock Lane; Add 150-foot NB right-turn lane	Add 150 ft NB right-turn lane at Bettis Academy Rd and Flat Rock Ln.	Aiken	Corridors & Widenings	365	\$150,000.00
495	Bettis Academy Road at Springdale Road/Sage Mill Parkway; Add 150-foot EB left-turn lane	Add 150 ft EB left-turn lane at Bettis Academy Rd and Springdale Rd/Sage Mill Pkwy.	Aiken	Corridors & Widenings	365	\$225,000.00
496	Bettis Academy Road at Flat Rock Lane; Add	Add 150 ft WB right-turn lane at Bettis Academy Rd and Flat Rock Ln.	Aiken	Corridors & Widenings	365	\$150,000.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
	150-foot WB right-turn lane					
497	Bettis Academy Road at I-20 EB ramps; Channelize EB right-turn lane and receiving lane	Channelize EB right-turn lane at Bettis Academy Rd and I-20 EB ramps.	Aiken	Corridors & Widenings	365	\$550,000.00
500	Bettis Academy Road at I-20 WB ramps; Add 1 NB left-turn lane (dual lefts)	Add dual NB left-turn lanes at Bettis Academy Rd and I-20 WB ramps.	Aiken	Corridors & Widenings	365	\$550,000.00
144	Jefferson Davis Hwy between Savannah River & Belvedere Clearwater Rd	Improve Jefferson Davis Hwy between Savannah River and Belvedere Clearwater Road	Aiken	Corridors & Widenings	230	\$214,000.00
70	E Pine Log Rd at Charleston Hwy	Enhance intersection at E Pine Log Road and Charleston Highway	Aiken	Corridors & Widenings	245	\$58,000.00
76	Edgefield Rd between Ascauga Lake Rd & Sweetwater Rd	Upgrade Edgefield Road between Ascauga Lake and Sweetwater Roads	Aiken	Corridors & Widenings	249	\$120,000.00
143	Jefferson Davis Hwy between Chalk Bed Rd & Gregg Hwy	Improve Jefferson Davis Hwy from Chalk Bed Road to Gregg Hwy	Aiken	Corridors & Widenings	282	\$162,000.00
314	US 25 (Martintown Rd) at SC 125 (Atomic Rd)	Upgrade intersection at US 25 (Martintown Rd) and SC 125 (Atomic Rd)	Aiken	Corridors & Widenings	292	\$58,000.00
237	Rudy mason Pkwy at Wagener Rd	Improve intersection at Rudy Mason Parkway and Wagener Road	Aiken	Corridors & Widenings	300	\$58,000.00
248	SC 19 (Laurens St) at SC 118 (Rutland Dr)	Upgrade intersection at SC 19 (Laurens St) and SC 118 (Rutland Dr)	Aiken	Corridors & Widenings	384	\$1,750,000.00
247	SC 118 Bell Pkwy at Trolley Line safety improvements	Add safety improvements at SC 118 Bell Parkway and Trolley Line	Aiken	Corridors & Widenings	385	\$1,750,000.00
218	Edgefield Rd from Ramp to I-520 to Edgefield County Line	Upgrade Edgefield Rd from I-520 ramp to Edgefield County Line	Aiken	Corridors & Widenings	97	\$--

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
371	Jefferson Davis Hwy from US 25 (Old Martintown Rd) to SC-125 (Atomic Rd)	Improve Jefferson Davis Hwy from Old Martintown Rd to Atomic Rd	Aiken	Corridors & Widening	133	\$--
323	Wagener Road from US 78 to S-260 (Wright's Mill Road), widen from 2 to 4 lanes	Widen Wagener Road from US 78 to Wright's Mill Road to 4 lanes	Aiken	Corridors & Widening	135	\$31,949,160.76
370	Jefferson Davis Hwy from SC-125 (Atomic Rd) to SC 126 (Belvedere Clearwater Rd)	Upgrade Jefferson Davis Hwy from Atomic Rd to Belvedere Clearwater Rd	Aiken	Corridors & Widening	144	\$--
442	Whiskey Rd from Kings Grant Dr (L-2403) to Powderhouse Rd (S-440)	Improve Whiskey Rd from Kings Grant Dr to Powderhouse Rd	Aiken	Corridors & Widening	153	
304	University Parkway (S-2131) from US 1/US 78 Richland Avenue to SC 118, widen from 3 to 5 lanes	Widen University Parkway from 3 to 5 lanes	Aiken	Corridors & Widening	170	\$37,950,282.47
404	Richland Ave from SC 118 (Robert Bell Pkwy) to US 1 (York St)	Upgrade Richland Ave from SC 118 to US 1	Aiken	Corridors & Widening	171	\$--
74	East Pine Log Road Widening from Silver Bluff Road to Charleston Hwy	Widen East Pine Log Road from Silver Bluff Rd to Charleston Hwy	Aiken	Corridors & Widening	181	\$29,166,310.53
385	Martintown Rd from US 25 Business (Georgia Avenue) to I-20	Improve Martintown Rd from US 25 Business to I-20	Aiken	Corridors & Widening	185	\$--
39	Ascauga Lake Rd from US 25 (Edgefield Rd) to SC 191 (Canal St.)	Upgrade Ascauga Lake Rd from US 25 to SC 191	Aiken	Corridors & Widening	195	\$--

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
364	Jefferson Davis Hwy from S-254 (Sudlow Lake Rd) to SC 191 (Main St)	Improve Jefferson Davis Hwy from Sudlow Lake Rd to SC 191	Aiken	Corridors & Widening	196	\$--
208	Pine Log Road from US 278 (Williston Road) to S-66 (Huber Clay Road), widen from 2 to 4 lanes	Widen Pine Log Road from 2 to 4 lanes	Aiken	Corridors & Widening	204	\$40,811,278.48
397	Pine Log Rd from Silver Bluff Rd (SC 302) to Charleston Hwy (US 78)	Upgrade Pine Log Rd from SC 302 to Charleston Hwy	Aiken	Corridors & Widening	205	\$--
209	Pine Log Road Widening from Hillman Street to Town Creek Road, widen from 2 to 4 lanes	Widen Pine Log Road from Hillman Street to Town Creek Road	Aiken	Corridors & Widening	211	\$21,712,221.00
384	Martintown Rd from Jefferson Davis Hwy (US 1) to Georgia Ave (US 25 BUS)	Improve Martintown Rd from Jefferson Davis Hwy to Georgia Ave	Aiken	Corridors & Widening	219	
217	Edgefield Hwy from Shiloh Church Rd (SC 191) to Hampton Ave (S-80)	Upgrade Edgefield Hwy from Shiloh Church Rd to Hampton Ave	Aiken	Corridors & Widening	222	
44	Charleston Highway from SC 302 (Pine Log Road) to S-507 (Old Dibble Road)	Improve Charleston Highway from Pine Log Rd to Old Dibble Rd	Aiken	Corridors & Widening	225	\$22,266,717.82
67	Dougherty Road improvements	Improve Dougherty Road	Aiken	Corridors & Widening	226	\$5,165,235.00
68	Atomic Rd from SC 125 (E. Buena Vista Ave) to S-879 (Seymour Dr)	Upgrade Atomic Rd from E. Buena Vista Ave to Seymour Dr	Aiken	Corridors & Widening	241	

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
406	Robert M Bell Pkwy from Richland Ave (US 1) to Vaucluse Rd (S-105)	Improve Robert M Bell Pkwy from Richland Ave to Vaucluse Rd	Aiken	Corridors & Widening	246	\$360,000.00
83	Five Notch Road from US 25 Business Road (Georgia Avenue) to Walnut Lane, widen from 2 to 4 lanes	Widen Five Notch Road from 2 to 4 lanes	Aiken	Corridors & Widening	247	\$28,831,342.63
16	Ascauga Lake Rd between US 25/Edgefield Rd & Blanchard Rd, widen from 2/3 to 4 lanes	Widen Ascauga Lake Rd from 2/3 to 4 lanes	Aiken	Corridors & Widening	250	\$5,994,394.59
69	Augusta Aiken Rd from SC 191 (Main St) to SC 118 (Robert Bell Pkwy)	Upgrade Augusta Aiken Rd from SC 191 to SC 118	Aiken	Corridors & Widening	256	
354	Widen from 2 to 4 lanes from south of Shiloh Heights Rd to South of I-20 on SC 19	Widen SC 19 from south of Shiloh Heights Rd to south of I-20	Aiken	Corridors & Widening	262	\$8,479,823.05
477	Bettis Academy Road - Weldon Way to I-20; Widen to 5-lane	Widen Bettis Academy Road to 5 lanes from Weldon Way to I-20	Aiken	Corridors & Widening	272	\$11,377,035.44
422	Sudlow Lake Rd from Horse Creek to L-843 (Brevard Dr)	Upgrade Sudlow Lake Rd from Horse Creek to Brevard Dr	Aiken	Corridors & Widening	275	
236	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	Widen Rudy Mason Parkway from 2 to 4 lanes	Aiken	Corridors & Widening	283	\$10,065,442.80
271	Silver Bluff Road Widening from	Widen Silver Bluff Road from Richardson Lake Rd to Anderson Pond Rd	Aiken	Corridors & Widening	285	\$11,334,829.55

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
	Richardson Lake Road to Anderson Pond Rd					
473	Bettis Academy Road - Ascauga Lake Road to Whaley Pond Road; Widen to 5-lane	Widen Bettis Academy Road to 5 lanes from Ascauga Lake Rd to Whaley Pond Rd	Aiken	Corridors & Widenings	287	\$2,156,302.80
472	Bettis Academy Road - Whaley Pond Road to Weldon Way; Widen to 3-lane	Widen Bettis Academy Road to 3 lanes from Whaley Pond Rd to Weldon Way	Aiken	Corridors & Widenings	295	\$1,281,010.41
163	Martintown Road from I-20 to Murrah Road, widen from 2 to 4 lanes	Widen Martintown Road from I-20 to Murrah Road	Aiken/ Edgefield	Corridors & Widenings	301	\$27,031,476.02
336	Hitchcock Parkway from L-3029 (Wando Ridge Rd) to US 1 (Richland Ave)	Upgrade Hitchcock Parkway from Wando Ridge Rd to US 1	Aiken	Corridors & Widenings	301	
468	SC 118 - Hudson Road to University Pkwy	Upgrade SC 118 from Hudson Road to University Pkwy	Aiken	Corridors & Widenings	304	\$4,798,912.50
469	SC 118- Vaucluse Road to Hudson Road	Improve SC 118 from Vaucluse Road to Hudson Road	Aiken	Corridors & Widenings	304	\$1,500,398.27
475	Bettis Academy Road - Whaley Pond Road to Weldon Way; Widen to 5-lane	Widen Bettis Academy Road to 5 lanes from Whaley Pond Rd to Weldon Way	Aiken	Corridors & Widenings	309	\$3,757,630.52
478	Bettis Academy Road - I-20 to Sage Mill Parkway; Widen to 5-lane	Widen Bettis Academy Road to 5 lanes from I-20 to Sage Mill Parkway	Aiken	Corridors & Widenings	309	\$4,037,740.74
471	Trolley Line Rd - College Station Dr to University Pkwy	Upgrade Trolley Line Rd from College Station Dr to University Pkwy	Aiken	Corridors & Widenings	313	\$372,352.03
466	SC 118 - Trolley Run Blvd to Trolley Line Road	Improve SC 118 from Trolley Run Blvd to Trolley Line Road	Aiken	Corridors & Widenings	327	\$571,851.84

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
476	Bettis Academy Road - Giant Tire Parkway to US 25; Widen to 3-lane	Widen Bettis Academy Road to 3 lanes from Giant Tire Pkwy to US 25	Aiken/ Edgefield	Corridors & Widening	333	\$14,054,662.01
467	SC 118 - Trolley Line Road to Champion Way	Improve SC 118 from Trolley Line Road to Champion Way	Aiken	Corridors & Widening	337	\$611,677.42
470	SC 118 - Champion Way to Proud Pacer Drive	Upgrade SC 118 from Champion Way to Proud Pacer Drive	Aiken	Corridors & Widening	359	\$817,949.99
479	Bettis Academy Road - Sage Mill Parkway to Giant Tire Parkway; Widen to 5-lane	Widen Bettis Academy Road to 5 lanes from Sage Mill Pkwy to Giant Tire Pkwy	Aiken	Corridors & Widening	361	\$10,979,265.32
998	Silver Bluff Road Widening from Anderson Pond Rd to Storm Branch Road	Widen Silver Bluff Road from Anderson Pond Rd to Storm Branch Rd	Aiken	Corridors & Widening	392	\$25,950,142.52
New Roadways						
17	Ascauga Lake Road from US 25 (Edgefield Road) to S 80 (Canal Street)	Improve Ascauga Lake Road from US 25 to S 80 (Canal Street).	Aiken	New Roadways	74	\$84,723,455.25
31	Bergen-Five Notch Collector from Bergen Road to Gregory Lake Road	Build Bergen-Five Notch collector between Bergen Road and Gregory Lake Road.	Aiken	New Roadways	192	\$11,012,760.00
126	I-20 Frontage Collector from Five Notch Road to US 25 (Edgefield Road)	Build I-20 frontage collector from Five Notch Rd to US 25.	Aiken	New Roadways	220	\$8,258,736.22
72	East Gate Connector from Dougherty Road to East Gate Drive	Create East Gate connector from Dougherty Rd to East Gate Dr.	Aiken	New Roadways	235	\$7,804,500.00
490	Pawnee-Neilson Connector from Tyler St to Pawnee Street	Build connector between Pawnee St and Tyler St.	Aiken	New Roadways	235	\$8,157,200.00

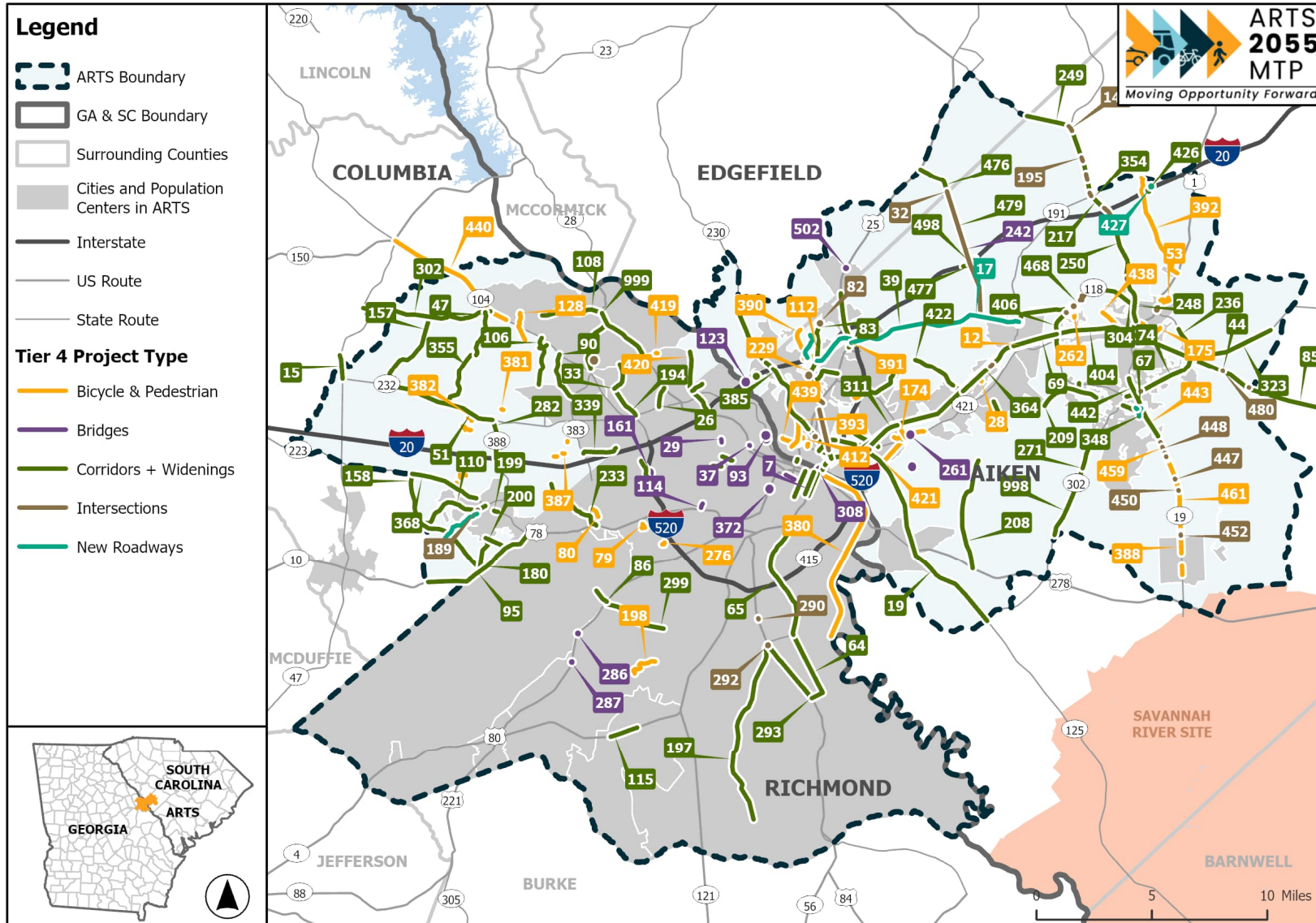
Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
427	Truck Parking Information System Pilot at Aiken Truck Parking Area going WB on I-20	Install truck parking info system at Aiken WB I-20 truck stop.	Aiken	New Roadways	388	\$108,000.00
Intersections						
269	Georgia Avenue/Knox Avenue (US-25) and Five Notch Road/Bradleyville Road (S-45)	Intersection improvements at US-25 and S-45.	Aiken	Intersections	96	\$4,487,710.00
480	US 78 Intersection Analysis Projects Lump Sum	Conduct intersection analysis for US 78 corridor.	Aiken	Intersections	111	\$2,070,000.00
373	York St./Columbia Hwy and Rutland Ave/Aldrich St from York Street to Rutland Avenue	Improve connection from York St/Columbia Hwy to Rutland Ave.	Aiken	Intersections	117	\$677,835.00
149	Knox Avenue and Martintown Road	Intersection improvements at Knox Ave and Martintown Rd.	Aiken	Intersections	124	\$2,410,290.00
191	Old Edgefield Road (S-197) from US 25 (Knox Ave) to SC 230 (Martintown Rd)	Reconstruct or upgrade Old Edgefield Rd from Knox Ave to Martintown Rd.	Aiken	Intersections	124	\$3,077,325.00
32	Bettis Academy Road (S-144) from Ascauga Lake Road (S-33) to Aiken/Edgefield County line	Upgrade Bettis Academy Rd from Ascauga Lake Rd to Aiken/Edgefield County line.	Aiken/Edgefield	Intersections	143	\$9,562,455.00
150	Lake Shore northbound turn lane on SC 19 from the Aiken/Edgefield County line to south of	Add NB turn lane on SC 19 near Lake Shore and Shiloh Heights Rd.	Aiken	Intersections	161	\$246,780.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
	Shiloh Heights Rd on SC 19					
457	Whiskey Road at Talatha Church Road	Intersection improvements at Whiskey Rd and Talatha Church Rd.	Aiken	Intersections	198	\$344,540.00
488	SC 118 at Trolley Run Boulevard/University Parkway	Intersection upgrades including turn lane and signal at SC 118 and University Pkwy.	Aiken	Intersections	209	\$2,250,000.00
253	SC 19 Improve intersection turning radii for all ramp termini from south of Shiloh Heights Rd to South of I-20	Improve intersection radii on SC 19 from Shiloh Heights Rd to I-20.	Aiken	Intersections	244	\$493,560.00
266	Shiloh Church/ SC 19 intersection improvement with traffic signal/turn lane and roundabout	Add signal, turn lane, and roundabout at Shiloh Church and SC 19.	Aiken	Intersections	258	\$411,345.00
307	US 1 at Highland Ave, add left-turn lane	Add left-turn lane at US 1 and Highland Ave.	Aiken	Intersections	259	\$3,824,955.00
312	US 1 at SC 421	Improve intersection at US 1 and SC 421.	Aiken	Intersections	265	\$718,470.00
405	Robert M Bell Parkway (SC-118) at Trolley Line Road (S-80) Intersection Improvements	Intersection upgrades at Robert M Bell Pkwy and Trolley Line Rd.	Aiken	Intersections	267	\$2,500,000.00
481	SC 118 at Trolley Line Road	Intersection improvements at SC 118 and Trolley Line Rd.	Aiken	Intersections	267	\$2,500,000.00
453	Whiskey Road at Eagle Road / Old Whiskey Road	Upgrade Whiskey Rd intersection at Eagle Rd and Old Whiskey Rd.	Aiken	Intersections	269	\$5,000,000.00
454	Whiskey Road at Eagle Road	Improve intersection at Whiskey Rd and Eagle Rd.	Aiken	Intersections	269	\$3,745,000.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
447	Whiskey Road at Chime Bell Church Road	Upgrade Whiskey Rd at Chime Bell Church Rd.	Aiken	Intersections	277	\$2,970,520.00
482	SC 118 at Trolley Run Boulevard: Add 250-foot NB left-turn lane	Add 250 ft NB left-turn lane at SC 118 and Trolley Run Blvd.	Aiken	Intersections	279	\$750,000.00
484	Trolley Line Road at College Station Drive	Upgrade intersection at Trolley Line Rd and College Station Dr.	Aiken	Intersections	279	\$250,000.00
486	SC 118 at Trolley Run Boulevard: Add 200-foot SB right-turn lane	Add 200 ft SB right-turn lane at SC 118 and Trolley Run Blvd.	Aiken	Intersections	279	\$400,000.00
138	Intersection SC 118 and S-1303 Croft Mill Road/Hudson Road	Improve intersection at SC 118 and Croft Mill/Hudson Rd.	Aiken	Intersections	284	\$2,503,575.00
207	Pine Log Road and Collier Street	Intersection upgrades at Pine Log Rd and Collier St.	Aiken	Intersections	321	\$1,116,180.00
489	Trolley Line Road at University Parkway	Improve intersection at Trolley Line Rd and University Pkwy.	Aiken	Intersections	325	\$3,500,000.00
449	Whiskey Road at Citadel Drive	Intersection improvements at Whiskey Rd and Citadel Dr.	Aiken	Intersections	328	\$2,782,000.00
263	SC-19 Edgefield Hwy Intersection	Upgrade SC-19 Edgefield Hwy intersection.	Aiken	Intersections	330	\$17,820,945.00
452	Whiskey Road at Dry Branch Road, Eagle Road	Intersection upgrades at Whiskey Rd and Dry Branch Rd/Eagle Rd.	Aiken	Intersections	334	\$2,033,000.00
483	SC 118 at Vaucluse Road: Extend EB right and left-turn lanes to 250 feet and optimize signal	Extend turn lanes and optimize signal at SC 118 and Vaucluse Rd.	Aiken	Intersections	345	\$550,000.00

Project ID	Project	Project Description	County	Project Type	SC Prioritization Rank	Project Cost (2025)
485	SC 118 at Vacluse Road: Add 200-foot SB right-turn lane	Add 200 ft SB right-turn lane at SC 118 and Vacluse Rd.	Aiken	Intersections	345	\$360,000.00
450	Whiskey Road at Crosby Road	Upgrade intersection at Whiskey Rd and Crosby Rd.	Aiken	Intersections	350	\$2,889,000.00
195	Old Friar Road northbound left turn lane on SC 19 from the Aiken/Edgefield County line to south of Shiloh Heights Rd on SC 19	Add a northbound left-turn lane on SC 19 near Old Friar Road and Shiloh Heights Road.	Aiken	Intersections	352	\$246,780.00
448	Whiskey Road at Chukker Creek Road	Upgrade the intersection at Whiskey Road and Chukker Creek Road.	Aiken	Intersections	354	\$2,568,000.00
451	Whiskey Road at Dominion Drive / Talatha Church Road	Improve the intersection at Whiskey Road and Dominion Drive / Talatha Church Road.	Aiken	Intersections	355	\$3,745,000.00
146	Johnson Highway realignment with SC 19 from the Aiken/Edgefield County line to south of Shiloh Heights Rd on SC 19	Realign Johnson Highway with SC 19 near Shiloh Heights Road.	Aiken	Intersections	356	\$246,780.00
487	SC 118 at Champion Way/New Connector	Add a connector and improve SC 118 at Champion Way.	Aiken	Intersections	374	\$2,500,000.00
456	Whiskey Road at Southmeadows Boulevard	Intersection improvements at Whiskey Road and Southmeadows Boulevard.	Aiken	Intersections	376	\$887,030.00

Figure 10.3-3: ARTS Planning Area Unfunded Projects



10.4 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.

10.4.1 ARTS Area Roadways 2020 and 2055 LOS

Figure 10.4-1 shows LOS of the existing transportation network taken from year 2020. Several roadways, especially in Columbia and Richmond Counties experience a LOS F.

Figure 10.4-1: LOS of the Existing Transportation Network in 2025

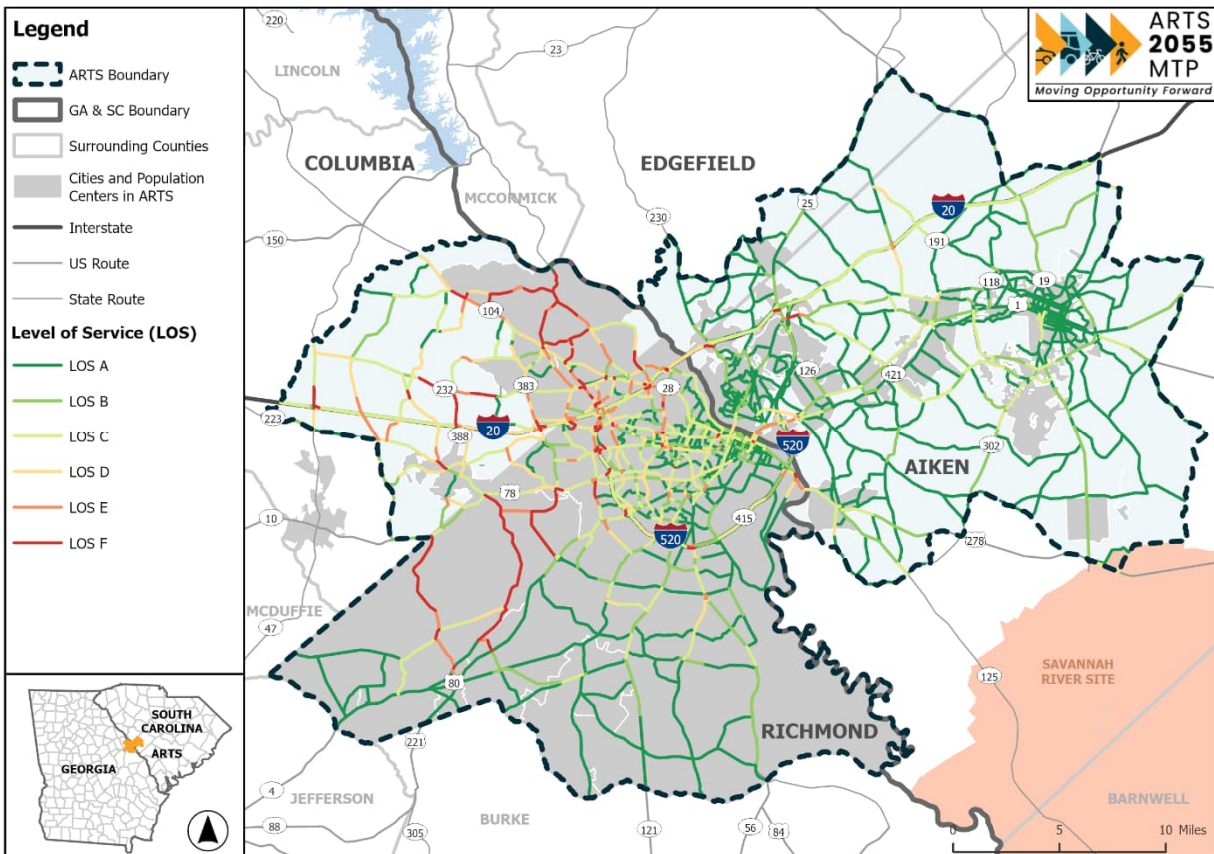


Figure 10.4-2 shows LOS of the transportation network in 2055 if no capacity improvements are made beyond projects identified in the TIP/ Tier I that have committed funding. With no additional transportation improvements, the region's roadway network begins to experience an abundance of roadways with LOS F.

Figure 10.4-2: LOS of the 2055 Transportation Network with only TIP/ Tier I Projects Implemented

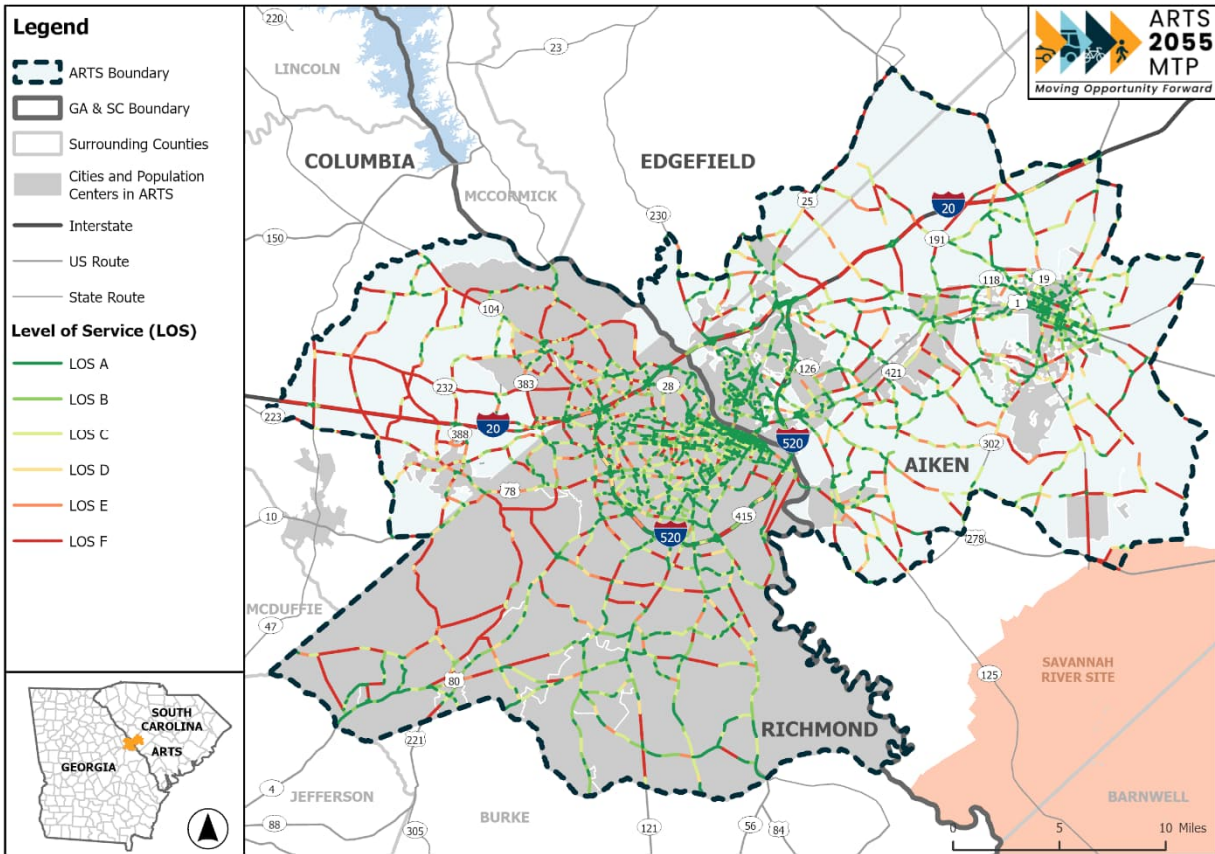


Figure 10.4-3 shows the transportation network LOS in 2055 when all projects identified in the universe of projects list (Tiers II and III, and Unfunded List) are implemented. As shown in Figure 10.4-3, these projects will improve the ARTS planning area’s LOS, reducing the amount of roadways operating at LOS E or F, versus the transportation network in 2055 with no MTP projects implemented.

Figure 10.4-3: LOS of the Transportation Network in 2055 with Universe of Projects Implemented

