

# **AUGUSTA REGIONAL TRANSPORTATION STUDY**

## **2030 LONG RANGE TRANSPORTATION PLAN**

Prepared for the:

**AUGUSTA-RICHMOND COUNTY PLANNING COMMISSION**

By:

**URS Corporation**

In Cooperation With:

**FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL TRANSIT ADMINISTRATION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION**

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Augusta Regional Long Range Transportation Plan  
Update 2030

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## I. INTRODUCTION

The Augusta Regional Transportation Study 2030 Long Range Transportation Plan (LRTP) outlines the direction and specific actions to be taken to meet the transportation needs of the Augusta urbanized area through the Year 2030. Based on the goals and objectives adopted during its development (see Appendix A), the LRTP provides the basis for the Transportation Improvement Program (TIP) as well as state and federal funding for regional transportation planning and projects. This version of the document serves as an update to the 2025 LRTP which was published in 2001. It describes the social, economic and land use characteristics of the urbanized area, explains the regulatory requirements for the long range plan, and details the process followed in developing the plan. The local plan development process includes an analysis of transportation needs, a review of projects to meet the needs, and a recommended transportation plan based on a combination of technical merit, public involvement, and the financial limits placed on transportation funding.

The Augusta Regional Transportation Study (ARTS) was established in response to a mandate contained in the Federal-Aid Highway Act of 1962. The 1962 Act stated that by July 1, 1965 any urban area of more than fifty thousand population would not have Federally funded highway programs approved unless those programs had been based on "...a continuing, comprehensive transportation planning process carried out cooperatively by states and local communities...", now referred to as the "3-C" planning process. ARTS was established and the first long range street and highway plan was completed by the 1965 deadline.

### *A. History*

Both the 1962 Act and Federal regulations pertaining to it have been revised over the last forty years. However, the basic nature of the 3-C planning process remains unchanged. There remains a Federal requirement for a long range transportation plan, a short range Transportation Improvement Program (TIP), and, in urban areas of more than 200,000 population such as the Augusta area, a Unified Planning Work Program (UPWP) that defines the transportation planning activities to be undertaken each year. What has changed are the federal, state, and local roles in the planning process, and the standards that the planning process is expected to meet. The current legislative basis for the transportation planning process is the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). On October 28, 1993, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly published regulations implementing ISTEA. The ARTS 2015 Long Range Transportation Plan was developed and adopted in compliance with the regulations. Since then Congress has reauthorized the ISTEA legislation once, in the form of TEA-21 in 1998. The 2030 Update to the plan conforms to the regulations and guidelines of TEA-21, as well as the reauthorization of TEA-21, which is the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA) of 2005.

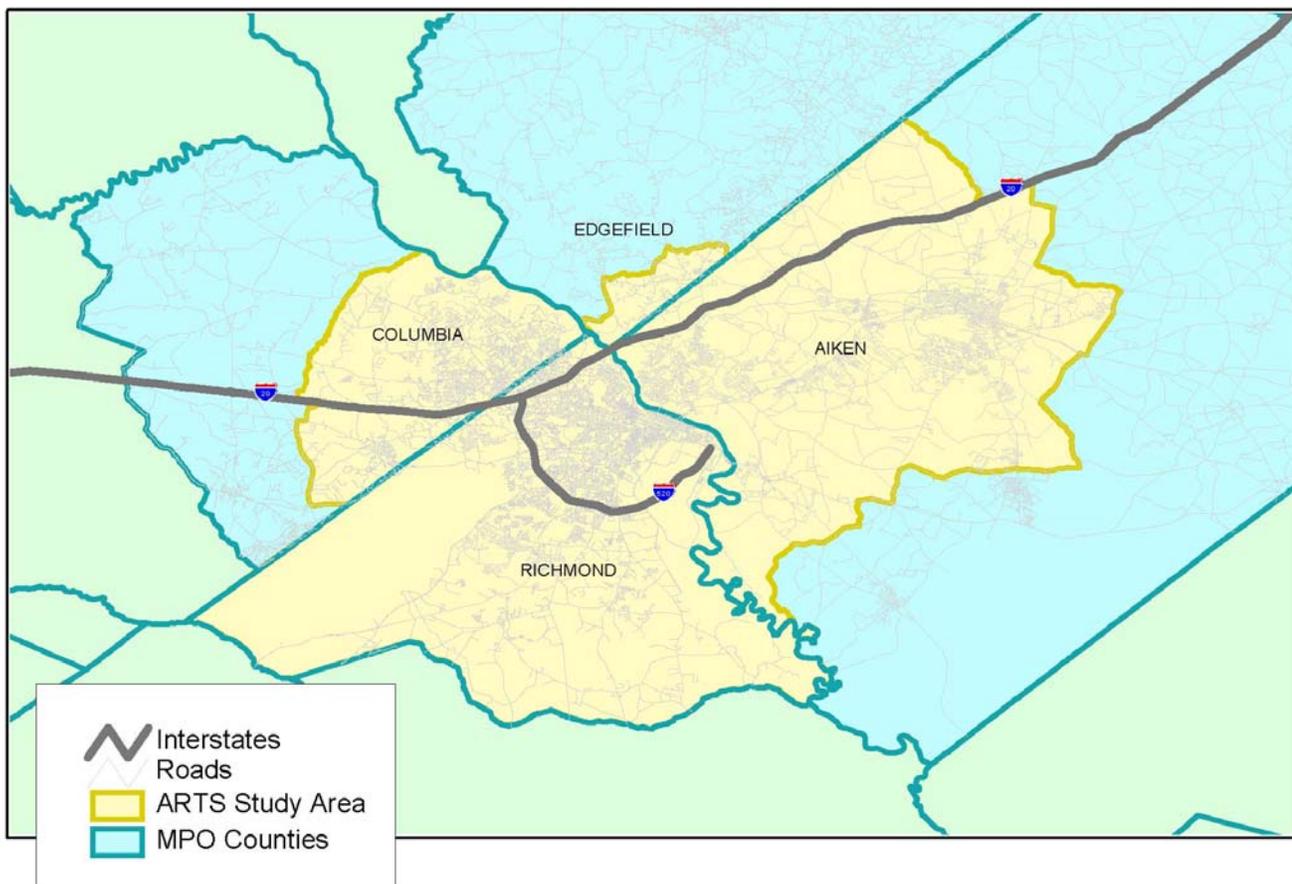
From an organizational standpoint, ARTS is comprised of three committees: the Policy Committee, the Technical Coordinating Committee (TCC), and the Citizens Advisory Committee (CAC). The Policy Committee is comprised of local, state, and federal appointed and elected officials, and is responsible for prioritizing projects and making final decisions on transportation planning and programming issues. The South Carolina Policy Subcommittee serves in an advisory capacity to the Policy Committee, and is responsible for insuring that the South Carolina portion of ARTS is kept up-to-date. The South Carolina Subcommittee is comprised of local elected officials (voting members), and federal, state and local appointed personnel (non-voting members). The TCC reviews projects and activities from a technical standpoint. Transportation planners and engineers from federal, state, and local levels comprise the TCC. The CAC reviews projects and activities from the perspective of the general public. All parts of the ARTS area are represented on the CAC. The Augusta-Richmond County Planning Commission (ARPC) is the Metropolitan Planning Organization (MPO) for ARTS. The Executive Director of the ARPC serves as the ARTS Project Director and also

chairs the TCC. Staff support for ARTS is provided by the ARCPC, Aiken County Planning and Development Department (ACPDD), the Lower Savannah Council of Governments (LSCOG), Augusta Public Transit (APT) and the Georgia and South Carolina Departments of Transportation.

***B. ARTS Area Description***

The ARTS study area includes the urbanized area as defined by the U. S. Bureau of Census, plus the area that is expected to become urbanized over the next twenty years. The ARTS study area, shown on Figure 1, includes all of Richmond County and portions of Columbia County in Georgia and parts of Aiken and Edgefield Counties in South Carolina. The ARTS area includes the Georgia cities of Augusta, Grovetown Hephzibah and Blythe, the South Carolina cities of Aiken, North Augusta, and Burnetown, and the Fort Gordon Military Reservation, located in Georgia's Columbia and Richmond Counties.

**Figure 1  
ARTS Study Area**



### *C. Surface and Public Transportation*

The ARTS area is served by a surface transportation network that includes two interstate highways, four federal highways, twenty-one state highways, and numerous local streets and roads. Interstate 20 passes through the northwest part of the study area and connects the region to Columbia, South Carolina and Atlanta, Georgia. Interstate 520, also known as the Bobby Jones Expressway in Georgia and as the Palmetto Parkway in South Carolina, is a circumferential limited access highway which begins at I-20 in west Augusta and extends in a southeasterly direction to its current terminus at U.S. 1/78 (Jefferson Davis Highway) in South Carolina. The Bobby Jones Expressway has interchanges with some of the federal highways passing through the area, including U.S. 78/278 (Gordon Highway), U.S. 1 (Deans Bridge Road), and U.S. 25 (Peach Orchard Road). Interstate 20 has seven interchanges in the Georgia part of the study area, and intersects with SR 230 (Martintown Road) and U.S. 25/SR 121 (Edgefield Road) in the North Augusta part of the study area. U.S. 1 and U.S. 25 are part of separate Governor's Road Improvement Program (GRIP) corridors in Georgia. The Fall Line Freeway includes U.S. 1 and, upon completion, will provide multi-lane access between Columbus, Macon, and Augusta. Peach Orchard Road (U.S. 25) is a component of the Savannah River Parkway GRIP corridor connecting Augusta to Savannah, Georgia's primary port city.

Augusta Public Transit (APT) is a city department providing fixed route transit service to the citizens of Augusta-Richmond County and a selected portion of Columbia County. The department also provides complimentary paratransit service to all areas within 3/4 mile of any fixed route service. APT consists of three (3) divisions: Administrative, Operations, and Maintenance. In 2003, APT carried approximately 1.35 million passengers. Funding for the transit department is derived from three sources: the Federal Transit Administration (FTA), local contributions, and transit revenues. The local contribution comes from the City of Augusta's general fund. Transit revenues consist of revenue from the fare box, special services, contract services, and paratransit.

The Aiken County Transit System was established in 1990 and is managed by the Lower Savannah Council of Governments (LSCOG). Aiken Transit provides fixed route and complimentary paratransit service between the cities of Aiken and North Augusta through the Midland Valley area of Aiken County. LSCOG is responsible for the planning, directing, and marketing of the system. The daily operation and maintenance of the system is contracted to the Aiken Area Council on Aging. The two-bus interconnecting system currently carries approximately 24,000 passengers per year. Aiken County Council's approval of the transit system budget each year reflects a commitment to provide the local funding necessary to meet the matching requirements of Federal and South Carolina programs.

## **II. EXISTING AND FUTURE CONDITIONS**

### *A. Population and Employment Trends*

An understanding of a community's past, present and projected population and employment characteristics serves as the basis of any comprehensive planning effort. This section provides basic information about the study area's residents and households, including past trends, the population/employment characteristics, and forecasts of the future. Future population and housing data, along with future employment forecasts, help determine demand for housing and employment opportunities, infrastructure improvements, and land development patterns that are consistent with the goals and policies established in the other elements of this Plan. All of the local jurisdictions were involved in the process of developing population and employment projections which were incorporated into the travel demand model maintained by GDOT.

1. *Columbia County*

Columbia County has experienced massive growth over the past thirty years, and that growth trend has been particularly pronounced since 1985. During the 1990s, Columbia County's population grew at almost twice the average annual rate for Georgia. Compared to its neighbors, Richmond and McDuffie Counties, Census Bureau estimates for 1990-99 indicate that almost all of the growth in the three counties occurred in Columbia County (92%).

Forecasts suggest that this growth will continue at roughly the same pace. The following chart illustrates population, household and employment growth in Columbia County from 1970 to today, and on to the year 2020.

Up until the current data, there has been less than 1 job for every household in the county (although there is, on average, more than one employed person in each household). This underlines Columbia County's historic role as a "bedroom" community to Augusta-Richmond County and major employers such as the Savannah River Site, Ft. Gordon and the regional medical community. Projections from 2000 forward, however, show an increasing jobs-to-households ratio, suggesting a growing local employment base and a lessening reliance on commuter-oriented jobs.

2. *Augusta-Richmond County*

Augusta's population and household characteristics reflect those of an older city that has merged with newer suburbs. Table-1 shows the change in population and households in Richmond County between 1980 and 2000. Overall, the local changes reflect the trend toward suburbanization evident throughout the United States in recent decades. As the total population and households in the older, previously developed areas leveled off, comparable figures for the then unincorporated part of Richmond County rose. The 2000 Census figures reflect the consolidation of the city and the county, so the suburbanization trend is not as evident.

Richmond County's population growth is relatively low in comparison to the other counties in the Augusta MSA and the state of Georgia. Table 2 shows that Richmond County's population growth rate has declined over the last thirty years and is now lower than the other counties, the MSA, and the state of Georgia.

Population projections were made for Augusta and Richmond County based on an examination of trends over the last four decades and, more specifically an extension of the growth rates experienced over the last twenty years. The projections assume that Hephzibah and Blythe will continue to account for a relatively small percentage of the county's total population. Three sets of projections-high, medium, and low - were made for the county. The projections reflected growth rates below, on, and above the population growth experienced during the last two decades. Population was then allocated to each of the three municipalities based on the percentage of the population each has historically captured. The medium level projection was selected for use in the Comprehensive Plan. Table 3 shows the Population in Richmond County from 2000 (Census Bureau), and projected to 2025 in five-year increments. The population projections for Augusta, Hephzibah and Blythe are also shown.

**Table 1**  
**Population and Household Trends (Richmond County, 1980-2000)**

Total Population	1980	1990	2000
Richmond County	181,620	189,719	199,775
Augusta	47,532	44,639	195,182
Hephzibah	1,452	2,466	3,880
Blythe	365	300	713
Unincorporated	132,280	142,314	0
<b>Total Households</b>			
Richmond County	59,501	68,675	73,921
Augusta	19,108	18,819	72,307
Hephzibah	435	822	1,374
Blythe	121	101	240
Unincorporated	39,837	48,933	0
<b>Average Household Size</b>			
Richmond County	2.81	2.61	2.55
Augusta	2.4	2.26	2.55

SOURCE: U.S Bureau of the Census

**Table 2**  
**Comparison of Population Trends (Augusta MSA Counties and the State of Georgia)**

	Population				Change in Population (%)		
	1970	1980	1990	2000	1970s	1980s	1990s
Columbia Co.	22,474	40,474	66,910	89,288	80.1	65.3	33.4
McDuffie Co.	15,276	18,546	20,119	21,231	21.4	8.5	5.5
Richmond Co.	162,437	181,629	189,719	199,775	11.8	4.5	5.3
Burke Co. #	18,255	19,349	20,579	22,243	6.0	6.4	8.1
Aiken Co., SC	91,025	105,625	120,940	142,552	16.0	14.5	17.9
Edgefield Co., SC	15,692	17,528	18,375	24,595	11.7	4.8	33.9
Augusta-Aiken MSA	305,953	363,340	417,823	477,441	19.1	14.7	14.3
State of Georgia	4,589,575	5,463,105	6,478,216	8,186,453	19.0	18.6	26.4

SOURCE: U.S Bureau of the Census  
# Burke County was added to the MSA in the 2000 Census

**Table 3**  
**Population Projections, 2005-2030 (Richmond County, Augusta, Hephzibah and Blythe)**

	2000	2005	2010	2015	2020	2025	2030
Richmond Co.	199,775	203,771	208,356	213,773	219,759	224,715	229,783
Augusta	195,182	199,084	203,564	208,856	214,705	219,642	224,693
Hephzibah	3,880	3,953	4,042	4,148	4,263	4,263	4,263
Blythe	713	734	750	769	791	810	829

*Note: All data as of April 1 of the year shown*

*SOURCES: 2000, U.S. Bureau of the Census, 2005-2025, Augusta-Richmond County Planning Commission, 2002*

Table 4 shows the Employment projections for Richmond County. The numbers indicate that the number of jobs have increased at a steady rate of 4%.

**Table 4**  
**Employment Projections, 2005-2030 (Richmond County, Augusta, Hephzibah and Blythe)**

	2000	2005	2010	2015	2020	2025	2030
Richmond Co.	107,857	116,1081	121,330	126,126	130,899	135,431	140,120

*SOURCES: 2000, U.S. Bureau of the Census, 2005-2025, Augusta-Richmond County Planning Commission, 2002*

### 3. Aiken County

Table 2 shows a consistent population growth pattern for 1970s and 1980s in which the population went up at a rate of 15,000 persons per decade. In the last decade (1990-2000) it went up by 22,000 persons. According to the data provided by Aiken County the total employment for the year 2000 is 41,739.

### 4. Edgefield County

Edgefield County shows almost the same growth pattern as Aiken County. The population increased by 6,000 persons in the last decade (1990-2000) in contrast to a growth rate of roughly 1,000 – 2,000 persons per decade in 1970s and 1980s. This data includes the entire County. According to the data provided by Aiken County the total population of the Edgefield County portion of ARTS Study Area for the year 2000 is 4,741. This portion of the Edgefield County is likely to grow at the same rate as the County as a whole.

### 5. Conclusions

- Augusta-Richmond County has shown modest and steady growth
- Columbia County has shown the most rapid growth. On average the County shows an increase of 15,000-17,000 persons every five years.
- Aiken and Edgefield Counties have grown at a higher rate in the 1990s as compared to 1970s and 1980s.
- In Columbia County employment growth is accelerating, indicating the beginning of a shift from a bedroom community to a more self-sufficient economy.

## B. 2030 Socio-Economic Data Forecast Issues and Methodology

The primary use of socio-economic (SE) data in the ARTS LRTP Update is as input to the travel demand model used to predict future travel patterns. For the ARTS area, the Georgia Department of Transportation (GDOT) maintains the travel demand model on the TP+ platform. The SE data serves as one of the two major input elements (the other being roadway network data) to that model. Therefore, the focus of this analysis will be the identification of existing and future SE data necessary to run the travel demand model.

1. *Socio-Economic Data Needs*

**Data Geography**

The standard GDOT modeling process requires socio-economic data to be compiled at the Traffic Analysis Zone (TAZ) level. TAZs are polygons that are used to quantify SE data into manageable geographic areas. ARTS and GDOT staff update the TAZ boundaries for the ARTS area. GDOT maintains the travel demand model for the ARTS area. The area defined includes the total extents of the travel demand model, which comprise the entire ARTS area and the entirety of Columbia County.

**Data Required**

The socio-economic data required for each TAZ using the GDOT standard trip generation process are shown in Table 5; according to this table the following SE data is required:

- Population, households, and income;
- Employment by type;
- School enrollment; and
- Area (in acres).

**Table 5  
Data Required for GDOT Trip Generation Process**

TAZ Data Variables	Potential Data Source(s)
Population	U.S. Census (www.census.gov) and local building and demolition permits.
Households	
Median Income	
Total Employment	U.S. Census, Georgia Department of Labor (www.dol.state.ga.us), commercial sources, and local employment data.
Retail Employment	
Service Employment	
Manufacturing Employment	
Wholesale Employment	Georgia Department of Education, Georgia Independent Schools Association, local school systems, private schools, and Georgia Board of Regents.
School Enrollment	
Area (in acres)	Geographic Information Systems

Source: Georgia Department of Transportation.

## *2. Description And Sources Of Data*

### **Population And Households**

The GDOT modeling process requires population and household information for each TAZ. These are expressed as total population and total households. A further breakdown of population (i.e. by age, race or gender) is not required.

U.S. census data is the primary source for current population and household data. Population and household totals are available at the census block level. TAZ boundaries do not normally cross census block boundaries, so estimation of population and housing data are an aggregation processes. This is performed using Geographic Information Systems (GIS). GIS makes such an aggregation process from block data to TAZ data relatively straightforward (i.e., each block receives an associated TAZ number, and is then summarized using the assigned TAZ number).

### **Income**

The GDOT modeling process requires income data expressed as median household income for each TAZ. Income data is available at the census block group and census tract level through the U.S. Bureau of Census. Since detailed income data is not available for smaller geographic areas (i.e. census block), the block group data is typically used to estimate income data at the TAZ level.

Relatively large changes in development patterns (e.g., high cost homes constructed in a low income area) are usually necessary to produce significant changes in median income at the census tract level. Such changes often occur slowly, so most TAZs will not require adjustments from census income data. However, if specific TAZs have experienced considerable changes in development patterns since the last census (e.g., new residential areas in a rural tract), some adjustments to income data are recommended. To reflect the influence of households with significant income differences one could assume they have the median income for their respective income group, and then prorate the tract's income.

### **Employment by Type**

The GDOT trip generation procedures require employment by TAZ and type of employment. Type of employment is summarized in one of four labor categories:

- Manufacturing;
- Service;
- Wholesale; and
- Retail.

Employment data are not readily available for geographic areas smaller than counties. But, there are many data sources at the county-level. The Georgia Department of Labor (DOL) provides excellent county profiles and other reports that include county employment totals by employment class. The US Census Bureau produces County Business Patterns reports, which provide employment by type at the county level. There are also private vendors for employment data, such as Woods & Poole Inc. and ESRI Business Information Solutions. Some of the private vendors (such as Info USA) also provide employment by SIC labor category by specific employer. Using a GIS, this data can be geo-referenced according to the employer's street address and then summarized into each TAZ.

The GDOT trip generation procedures were developed using Georgia Department of Labor (DOL) data as its basis. Therefore, Department of Labor data should be used as the primary source of employment data. Other data sources can be used to support the data development and allocation process. Table 6 contains the DOL employment categories and the corresponding more generalized GDOT employment category.

**Table 6**  
**DOL/GDOT Employment Equivalency Table**

DOL Category	GDOT Category
Agriculture, forestry, and fishing	Omit
Mining	Omit
Construction	Omit
Manufacturing	Manufacturing
Transportation and public utilities	Service
Wholesale Trade	Wholesale
Retail Trade	Retail
Finance, insurance, and real estate	Service
Services	Service
Federal, State, Local government (or Public Administration)	Service

### School Enrollment

The GDOT trip generation procedures also use school enrollment by TAZ as an input variable. This data should be available from the County's Board of Education. It is preferable to obtain enrollment totals for each school in the study area. These should include Elementary, Middle, High School, Private Schools, Technical Schools, Colleges, and Universities. Ideally, this data will be GIS-based to allow for aggregation into each TAZ.

If individual enrollments are not available, then system-wide totals by type of school could be an option. When combined with a comprehensive list of schools, an average school size could be calculated and allocated to each school (by type) equally. If school enrollment data is not available directly from the Board of Education, other potential data sources also exist, such as the State Board of Education, the Georgia Department of Technical and Adult Education, or the State Board of Regents.

### Area (In Acres)

The GDOT model structure also utilizes the size of each TAZ expressed in acres. TAZ acreage can be estimated best using GIS. MPO's should each maintain a GIS layer for TAZ boundaries.

### 3. Forecast Methodology

Population growth or decline that occurs between census counts must be reflected in base year data (for base years between census years). TAZ specific adjustments can usually be made using local building and demolition permit data, supplemented by local knowledge of building activity. If building activity data is unavailable, planners should use a step-down estimation process. Begin the process by estimating the regional growth in population, then allocate that growth to planning districts based on discussions with regional planning partners who are knowledgeable of local trends and development patterns, then further disaggregate the growth to TAZs. Existing land use data can be used as a basis for TAZ level allocation.

The overall methodology employs a “top down” approach. County-level forecasts were obtained from the South Carolina State Budget and Control Board Office of Research and Statistics Health and Demographics Division and Woods & Poole Economics, Inc. and were disaggregated to each TAZ based on previous spatial allocations of growth, a review of available future land use plans, and recent development information obtained through discussions with MPO and county planners.

Aiken and Edgefield County population projection control totals are based on projections produced by the South Carolina State Budget and Control Board Office of Research and Statistics Health and Demographics Division. As these projections only covered out to 2025, they were extended to 2030 by determining the rate of growth from 2020 to 2025 and applying it to the 2025 projected population.

A similar methodology was utilized to determine population projection control totals for Columbia and Richmond Counties. Population projections produced by Woods & Poole Economics, Inc. are the basis for the 2030 control totals. The Woods & Poole projections only went out to 2025 and were extended by determining the rate of growth from 2020 to 2025 and applying it to the 2025 projected population. The Richmond County 2030 population control total was revised downward slightly, based on the recommendation of the Augusta-Richmond County Planning Commission.

Employment projections were based on employment data derived from the respective comprehensive plans developed by Columbia County and the Augusta-Richmond County Planning Commission. These documents contained projections through 2020, which were extended to 2030 by determining the rate of growth from 2010 to 2020 and applying it to the 2020 projected employment. Based on input from the Columbia County Planning and Development Services Department, this regional control total was also reduced marginally.

The available population and employment projections are at the county level for the South Carolina counties. However, the travel demand model only includes parts of Aiken and Edgefield counties. Therefore, the first step was to determine the percentage of the total population and employment of each county that will be included in the geographic area covered by the travel demand model. This percentage was determined by dividing the total population in TAZs by the total population in the county in 2000.

Next, county-level forecasts were disaggregated to the TAZ level for both population and employment. A key assumption that underlies this “top down” approach is that TAZs forecast to grow between 2000 and 2025 will continue to grow at a similar rate to 2030.

#### *4. Adjustments To The Socio - Economic Data*

Based on future land use plans and current development trends and discussion with the regional planning partners (ARTS, Richmond, Columbia, and Aiken Counties) the population and employment data for individual TAZs was modified. In several cases, these modifications to population and employment at the TAZ level were quite dramatic. All drastic modifications from this step are based on recent construction activity, building permits issued, subdivision activity, recent zoning changes, near-term development trends, or economic development initiatives currently in place.

Additional adjustments were made based on input and discussion with GDOT and the regional planning partners. As part of this process, GDOT flagged:

- TAZs where population decreased by more than 500;
- TAZs where population decreased by more than 60% and over 200 people;
- TAZs where population increased by more than 3,000; or
- TAZs where population increased by more than 1000 % and over 500 people.
  
- TAZs where employment decreased by more than 60% and over 100 jobs;
- TAZs where employment increased by more than 10,000% and over 500 jobs; and
- TAZs where employment increased by more than 2,000 jobs.
  
- TAZs where households decreased by more than 100; or,
- TAZs where households increased by more than 200% and over 500 households.

5. Results

The following table documents the projected countywide population utilized:

**Table 7  
Forecast Population through 2030**

		2020	2025	2030
Aiken	Total	184,000	194,100	204,754
	Model	139,806	147,480	157,307
Columbia	Total	126,600	136,500	155,000
	Model	126,600	136,500	155,000
Edgefield	Total	31,200	33,130	35,179
	Model	4,568	4,848	5,116
Richmond	Total	221,000	227,300	230,544
	Model	221,000	227,300	230,544

The resulting employment figures are illustrated in Table 8:

**Table 8  
Forecast Employment through 2030**

		2020	2025	2030
Aiken	Total	n/c	n/c	n/c
	Model	n/c	n/c	50,660
Columbia	Total	n/c	n/c	68,500
	Model	n/c	n/c	68,500
Edgefield	Total	n/c	n/c	n/c
	Model	n/c	n/c	153
Richmond	Total	n/c	n/c	138,490
	Model	n/c	n/c	138,490

The resulting spatial distribution of these numbers by TAZ is contained with the ArcView database.

Residential development in the ARTS area is concentrated around the City of Augusta, Georgia. Augusta, which consolidated with Richmond County in 1996, suburban Columbia County, and the city of North Augusta

account for approximately 80% of the 2002 (base year) ARTS area population. Most of the remaining study area population is located in the Midland Valley and in the City of Aiken, South Carolina.

Nonresidential development in the ARTS area tends to be more clustered than residential development. The medical complex near downtown Augusta, and Fort Gordon Military Reservation contain the two largest concentrations of employment in the ARTS area. There are also clusters of industrial development along the Georgia side of the Savannah River. Augusta Mall and the Augusta Exchange Shopping Center in Richmond County, Aiken Mall in Aiken County, as well as commercial strip development scattered throughout the urbanized area, account for a significant portion of the retail development. This tendency towards clustering is an important factor in planning for ARTS transportation needs. Another unique aspect of nonresidential development is that a major source of employment for ARTS area residents is located outside of the study area. The Savannah River Site, located outside the ARTS area boundary in Aiken and Barnwell Counties, South Carolina, provides employment for 12,000 persons, most of whom live in the ARTS area.

The ARTS area is projected to continue growing rapidly. A comparison of 2002 socio-economic estimates with the Year 2030 forecast shows growth is expected to continue in the urbanized parts of all three counties (Tables 7 & 8). In Richmond County, traffic zone level data forecast housing unit and population growth in west Augusta and south Augusta, outside the Bobby Jones Expressway, and declines in the older neighborhoods inside the expressway. All of the Columbia County portion of the ARTS area is projected to grow, with population and housing unit increases particularly high in parts of Evans and Martinez. In Aiken County, most of the population and housing unit growth is forecast for suburban areas east of North Augusta and south of the city of Aiken.

Employment growth is projected to be more evenly distributed than population growth. Few parts of the urbanized area are forecast to experience substantial declines in employment. Traditional employment centers, such as Fort Gordon, the medical complex near downtown Augusta, and the industrial parks scattered throughout the study area, are projected to have some of the largest net increases in jobs. As population and housing units increase in newer suburban areas, so will the job opportunities in retail and service establishments that serve these new activity centers. All of these changes will influence future transportation needs and underscore the value of long range planning in identifying and developing the transportation facilities to meet those needs. Figure 2 depicts projected growth for the major ARTS socio-economic data categories.

### *C. Travel/Transportation Performance*

This section reviews available information relative to the performance of the existing transportation system. This section considers not only traffic volumes and congestion, but also the adequacy of all modes (transit, sidewalks and bikeways), overall travel safety, system maintenance, system connectivity, evolving regional travel patterns and interaction between travel modes.

#### *1. Traffic Volumes and Congestion*

The most congested locations in the study area have been identified in the Congestion Management System report, which has been prepared every year since 1995. Current traffic volumes are available through data obtained from the Georgia DOT.

## 2. High Accident Locations

The ARTS Plan Update will include a review of those locations with the most frequent accidents to ensure that those are being addressed in the resulting Plan. Table 9 shows the high accident location sites for Aiken and Edgefield Counties, while the high accident location sites for Richmond and Columbia Counties are included in Appendix D.

## 3. Bridge Conditions

Appendix E includes the bridge inventory data for Richmond County. The bridges inventory data shows that all the bridges in Columbia County are satisfactory. The bridge inventory data was obtained from the GDOT. These bridges require immediate attention and need reconstruction or replacement. The bridge condition is determined by a factor called sufficiency rating, if the sufficiency rating is greater than 50 it is considered satisfactory and if it is less than 50 its in a poor condition.

Appendix E shows the bridge inventory data for Aiken County. The bridges in the Edgefield County portion of the study area are satisfactory. This information was provided by the SCDOT. The bridges are classified as "Functionally Obsolete" or "Structurally Deficient". A "Functionally Obsolete" classification occurs when certain bridge condition codes, such as geometrical, structural and/or waterway adequacy fall below a prescribed FHWA level. A bridge is classified as "Structurally Deficient" when certain bridge condition code concerning the structural and/or waterway adequacy fall below a prescribed Federal Highway Administration level. This does not mean that the bridge has to be load restricted or closed.

## 4. Regional Travel Patterns

As part of the 2000 census, the U.S. Bureau of Census collected information regarding the origin and destination of commute trips. This data allows us to understand regional commute patterns. The following table shows the Inter and Intra Counties Worker Flow.

**Table 9**  
**County to County Worker Flow**

# Workers	From			
	Richmond	Columbia	Aiken	Edgefield
To				
Richmond	67,645	22,363	10,262	1,476
Columbia	7,637	14,211	1,522	278
Aiken	5,051	3,844	44,243	2,762
Edgefield	225	127	1,339	3,930

Source: U.S. Census Bureau

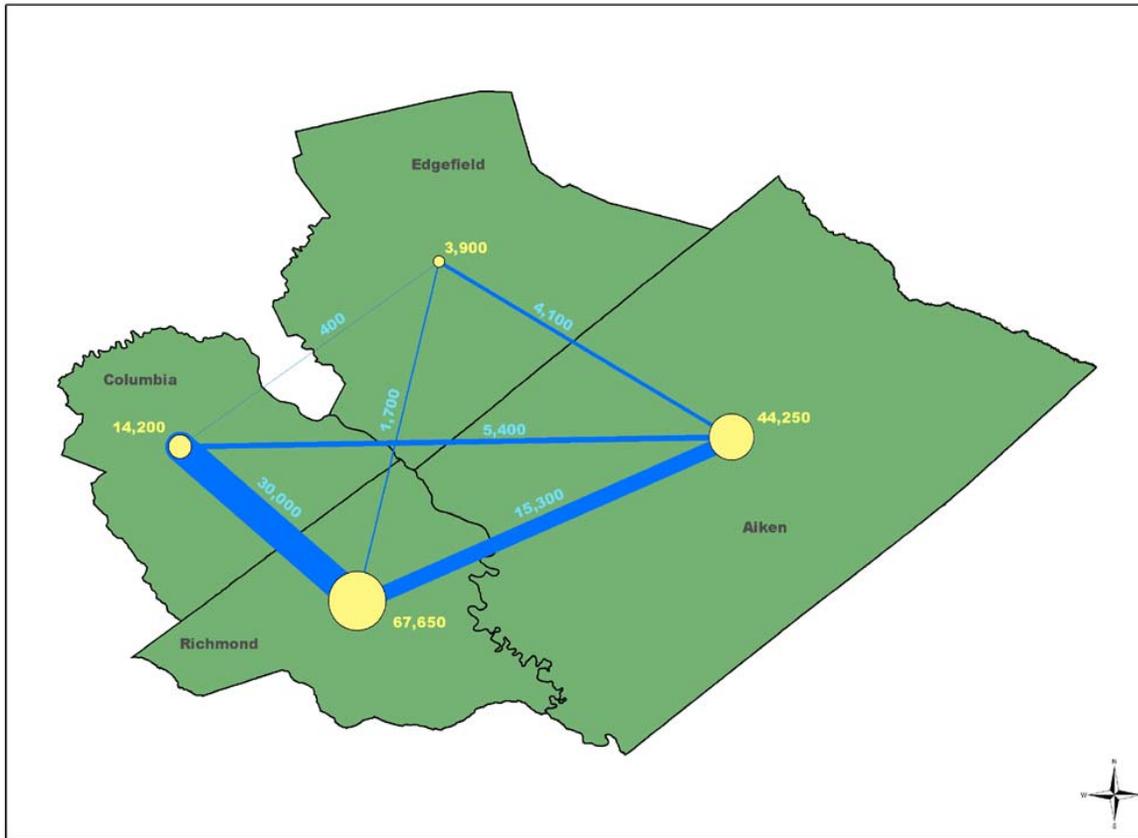
The shaded numbers show the predominant commute patterns. The following important observations can be made from this data:

- Most Aiken County residents work within Aiken County;
- Aiken County residents who commute outside the County for work are most likely to commute to Richmond County;
- Most Richmond County residents work within Richmond County;

- Richmond County residents who commute outside the County for work are likely to commute to Columbia or Aiken counties; and
- Most Columbia County residents work in Richmond County.

Figure 2 illustrates the worker commuter flow travel patterns for all four counties.

Figure 2  
County-to-County Worker Flow Travel Pattern.



### 5. *Multimodal Considerations*

The following additional transportation issues were identified and have been addressed in the ARTS Plan Update:

- Freight rail/vehicle conflicts, particularly in downtown Augusta;
- Provisions for bicycle and pedestrian needs; and
- Transit needs which include the potential for a new maintenance and transfer facility for APT, and a Safety & Security Plan for the transit system. This Plan is being developed as part of the development of the LRTP.

Augusta Public Transit, in an effort to address recent security and safety concerns, is reviewing and updating the current safety and security procedures to address any deficiencies in complying with new FTA transit security requirements. At the end of the analysis, projects will be identified to assist in the implementation of the plan.

The work effort includes the following steps.

- **Data Collection/Interviews** – time will be spent at the APT facilities to collect as much information as possible regarding the safety and security, including the placement of evacuation charts, fire extinguishers, training manuals, etc. Interviews will be conducted with APT staff, emergency services personnel and other agencies that interface with APT.
- **Documentation of Safety and Security Policies, Procedures and Systems** – All policies, procedures and systems will be combined into one document, which will serve as the APT Manual for Safety and Security and will be available for the next triennial review.
- **Gap Analysis** – Using the checklist created by the Association of Public Transit Agencies, APT will perform a “gap analysis” designed to determine the improvements and enhancements to the Safety and Security Program that will be required to bring APT into compliance with security-related US Executive Orders and USDOT regulations.
- **Safety and Security Improvement Plan** – APT will develop a realistic schedule and financial plan to bring the system into compliance with Safety and Security regulations.

The needs within each of these areas were considered during development of the ARTS Plan Update policies, programs and project listings.

### 6. *Previous Plans*

Previously planned transportation improvements are outlined in the ARTS 2025 Plan and FY 2004-2006 TIP. In addition, many proposals have been made in previous studies. This section provides a brief review of planned and proposed projects relative to the issues and needs described above.

#### **Addressing Congestion**

As part of the ARTS updated plan high-congested locations have already been identified. The project team will do some additional work to identify congested locations that have not been identified in the 2025 LRTP.

### **Addressing Safety**

Safety is an important consideration of the Plan update. The project team will review all the projects listed in the TIP and ARTS 2025 Plan, compare it with the high accident locations in the study area and identify those locations which are not addressed through the current plans. (Similarly, at-grade railroad crossings will be reviewed as discussed in the Multi-Modal Conflict section below.)

### **Addressing Bridge Maintenance**

The current plans include certain bridge replacements or repairs. Those bridges that have low sufficiency rating or are structurally deficient based on most currently available data will be compared with the bridge construction or maintenance projects in the TIP or LRTP. Any additions or modifications will be recommended as appropriate as part of the ARTS Plan Update.

### **Addressing Multi-Modal Conflict**

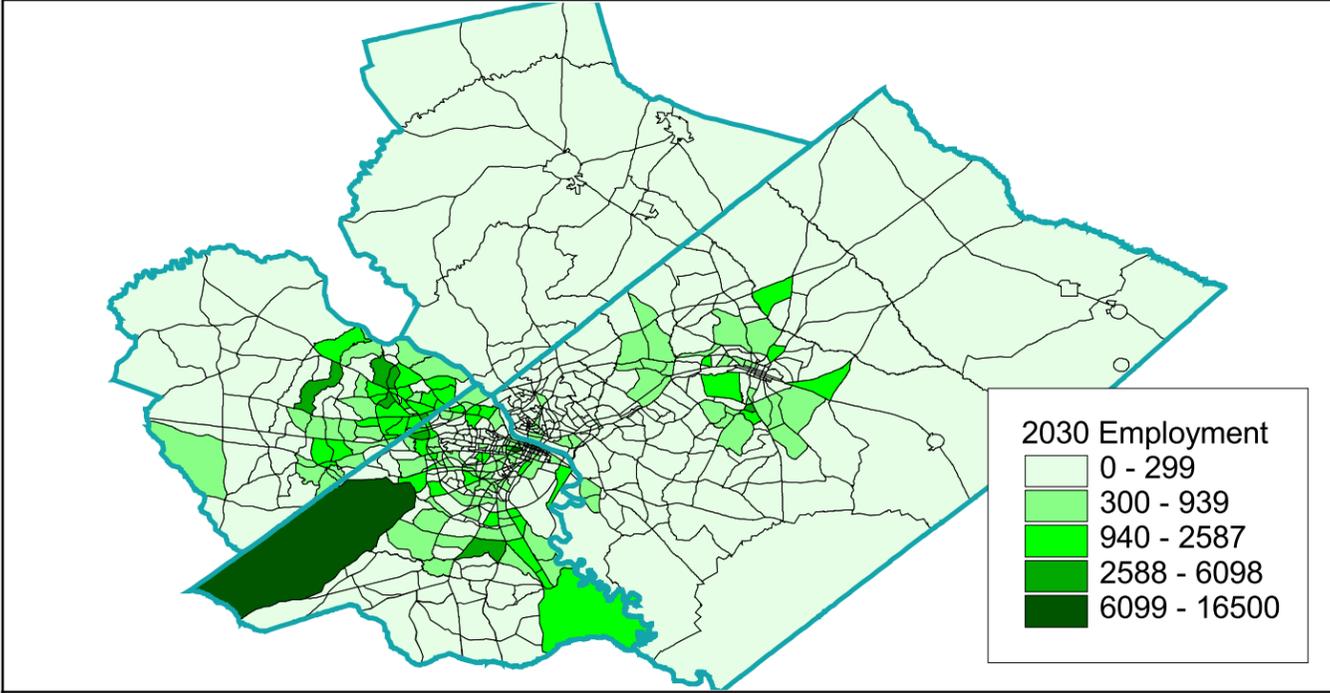
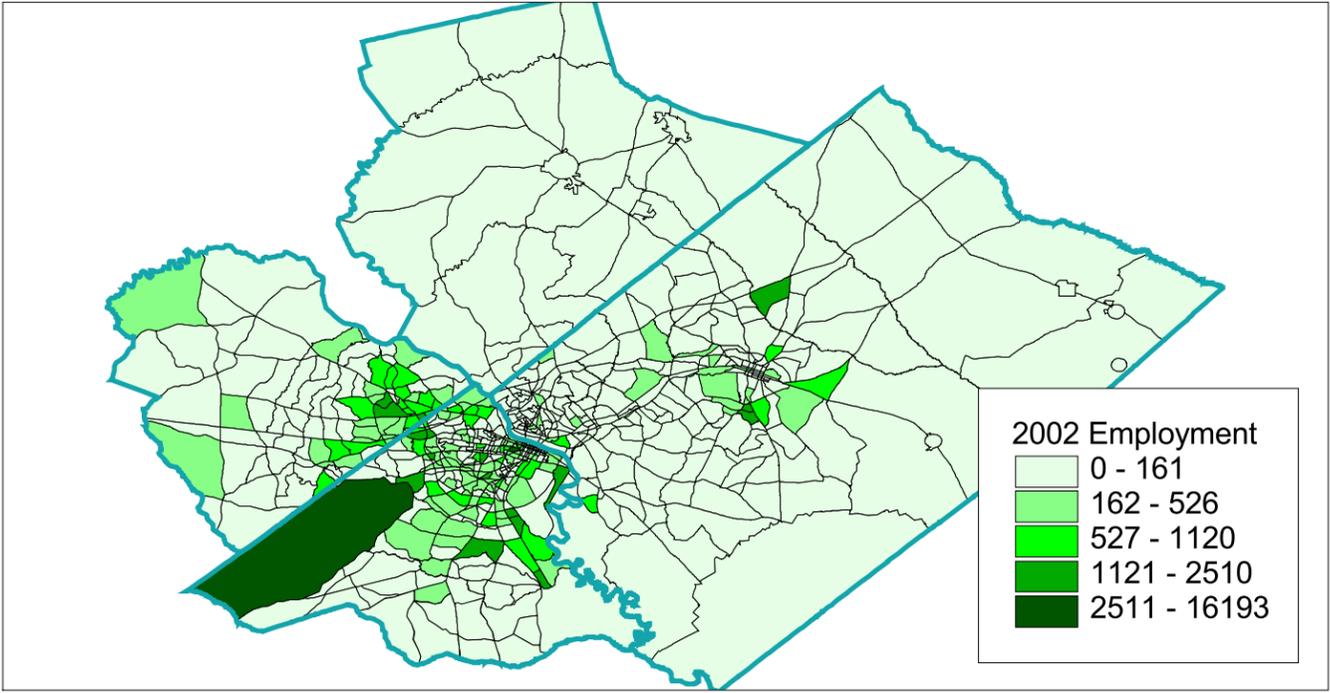
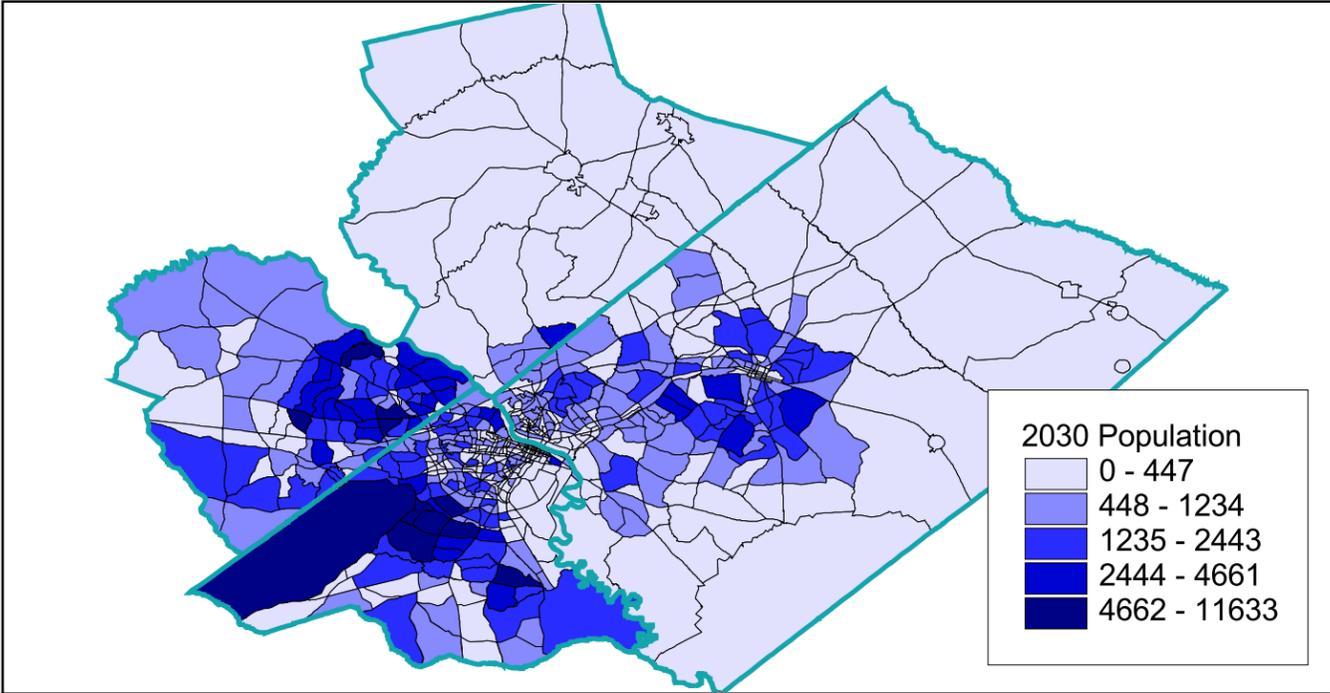
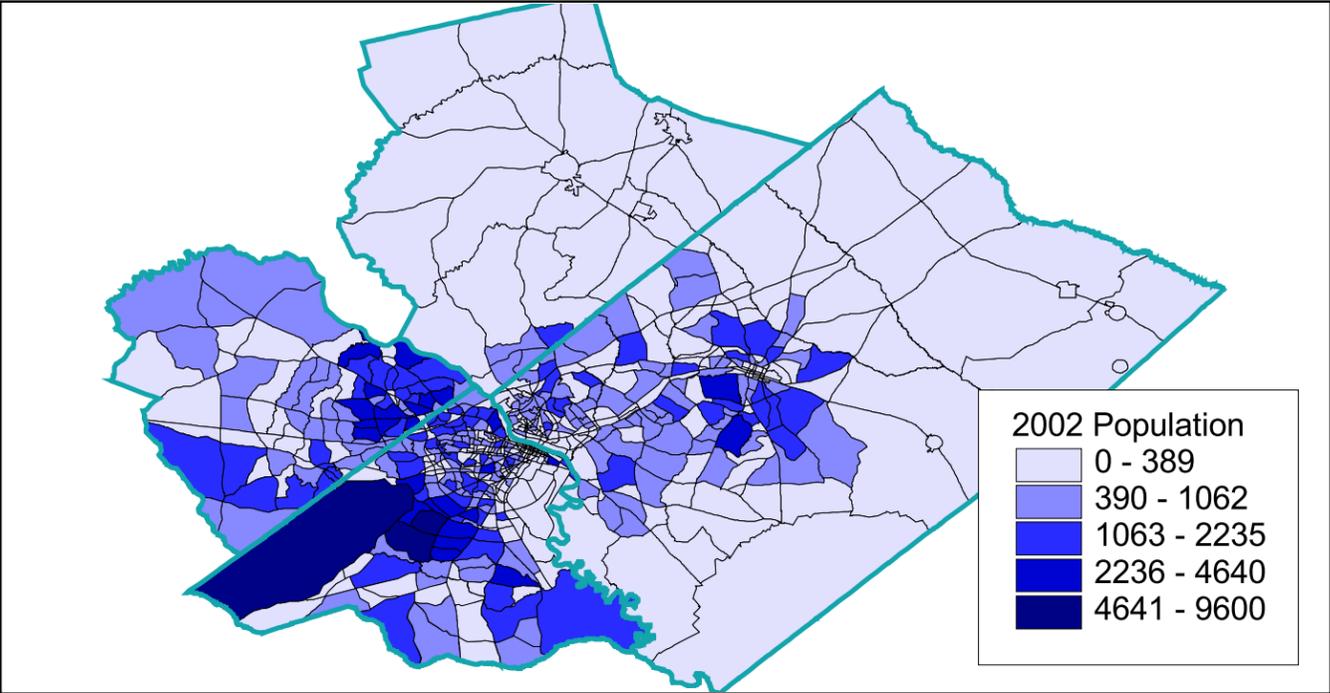
The most critical multi-modal conflicts are the at-grade railroad crossings within downtown Augusta, but at-grade railroad crossings exist throughout the Region. The ARTS 2025 Plan identifies the conflicts between railroad and other surface transportation facilities in the ARTS area. Certain railroad crossing projects have been identified in the TIP and Plan. The ARTS Plan also mentions the study processes that have been going on since the 1970s, and which identified several sites for construction of railroad grade separation facilities. While a few of these facilities were not feasible due to physical constraints or community objections, most of the recommended projects have been constructed. The ARTS Plan will continue to consider the need to eliminate additional at-grade conflicts, especially as part of larger roadway improvement projects.

### **Addressing Bicycle, Pedestrian and Transit Needs**

The region has a comprehensive Bike Plan updated in 2003. To date, two significant bicycle facilities have been constructed: the Augusta Canal Multi-Use Trail and the North Augusta Greenway. There are a number of projects identified in the ARTS Bicycle and Pedestrian Plan, but they are presently unfunded. ARTS will continue to encourage project proponents to include provisions for bicycles as part of a planned roadway improvements or construction.

The ARTS 2025 Plan also identified specific projects that address the transit needs of the study area, including new buses and system maintenance and operation. The project team assessed whether or not there are additional transit needs that should be addressed in the Plan Update – those might include additional or improved transit facilities and infrastructure, expanded route coverage or revised service patterns.

Figure 3-ARTS Area Data Projections



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### III. PLAN DEVELOPMENT PROCESS

The planning regulations issued jointly by the FHWA and the FTA made changes in both the transportation planning process and the requirements for the long range transportation plan. In order to comply with the new regulations, it was necessary to revise the ARTS planning process and prepare a new long range transportation plan.

#### *A. Long Range Transportation Plan Requirements*

Certain basic requirements for the long range transportation plan have been included in the ARTS 2030 Update to the Long Range Transportation Plan. The plan is to have a twenty year horizon, include short and long range strategies and/or actions, and must be updated at least every five years. There also must be adequate opportunity for public involvement in the preparation of the long range transportation plan. As outlined in the program regulations (23 CFR 450.322), the long range transportation plan must:

- identify near term demand for passenger and goods movement;
- identify adopted Congestion Management System strategies;
- identify pedestrian walkway and bicycle facilities;
- assess capital investment and other measures to preserve the existing transportation system;
- include a multi-modal evaluation of the transportation, socio-economic, environmental, and financial impact of the Transportation Plan;
- identify corridors and subareas where major investment studies may be needed;
- reflect consideration of local plans, goals, and objectives;
- indicate, as appropriate, transportation enhancement activities; and
- include a financial plan.

These elements reflect some fundamental changes in the requirements for the long range transportation plan. They significantly expand the scope of the plan by including the movement of goods as well as people. By requiring the plan to be multi-modal, with specific requirements for including pedestrian and bicycle facilities, they require the plan to be a true transportation plan rather than a street and highway plan. By requiring the consideration of transportation system maintenance and enhancement activities, the plan is expanded to include the full range of transportation activities. The long range transportation plan must include a financial plan that demonstrates that only projects for which there is a reasonable expectation of funding are included.

#### *B. Transportation Planning Process Requirements*

Among other things, the planning regulations set new standards for public involvement. While the ARTS planning process has long included public participation, complying with the regulations required a reevaluation of current efforts. As a result, a new Public Involvement Policy (PIP) was adopted in September 1994 to ensure the early and continuing involvement of public and private transportation services, representatives of environmental resource and permit agencies, the general public, and other interested parties. Finally, the public involvement process is to be consistent with the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. The ARTS area PIP was amended in September 1996 by adding public involvement steps to be followed in the event that a substantial change is proposed to an ARTS planning document. The most recent update to the PIP occurred in 2003. The full text of the amended and updated PIP can be found in Appendix B.

The regulations underscored the Federal commitment to transportation planning by specifically authorizing the preparation of any technical or other reports necessary to document the development, refinement, and reappraisal of the long range transportation plan. This, backed with the continued commitment of transportation planning funds, insures the efficient use of funds to construct and maintain the area's transportation system.

Certain aspects of the regulations apply only to areas with certain characteristics. A significant portion of the regulations apply only to areas that are nonattainment and maintenance areas under the air quality standards of the Clean Air Act. Since the Augusta metropolitan area is not currently a nonattainment area, meaning it meets applicable air quality standards, these portions of the regulations do not apply and have not been incorporated into the ARTS transportation planning process. Other aspects of the regulations apply only to areas exceeding 200,000 population. Such areas are designated as Transportation Management Areas (TMAs). In TMAs the transportation planning process requirements are more extensive and more of the responsibility for conducting the process is placed with local agencies. The population of the Augusta urban area is over 200,000; therefore, the ARTS process must comply with the TMA requirements.

### *C. Highlights of Augusta's Early Action Compact (2002-2005)*

In December 2002, the city of Augusta entered into an Early Action Compact (EAC) with Georgia EPD and U. S. EPA. The EAC is a Memorandum of Agreement for the express purpose of developing and implementing an Early Action Plan (EAP) that will reduce ozone levels in the Augusta area to maintain compliance with the 8-hour ozone standard. The EAC represents a proactive effort to meet air quality standards sooner than required (by December 31, 2007) under the 8-hour ozone implementation rule. Among the potential benefits of participation in the EAC are the following:

- A positive impact on public health and the environment.
- Public health benefits will be realized by meeting the more stringent 8-hour ozone standard sooner than required.
- Partnerships working together to implement local control strategies to maintain clean air and provide public health protection.
- Positive public reaction for voluntarily addressing air pollution problems ahead of federal requirements.
- Deferral of effective date of non-attainment designation thereby deferring costly and potentially unnecessary requirements associated with non-attainment. This includes deferral of New Source Review and Transportation Conformity requirements.

Since signing the EAC, the city has worked with other stakeholders to develop emission reduction control strategies and a public involvement strategy that are part of Augusta's Early Action Plan (EAP). Emission reduction strategies in the Augusta EAP include a seasonal open burning ban and a Stage I Vapor Recovery Program. Augusta was not on list of ozone nonattainment areas issued by EPA in April 2004. However, the City decided to continue to be a part of the Early Action Compact. On December 31, 2004, Georgia EPD forwarded the Augusta Early Action Plan for Air Quality to U.S. EPA. On May 1, 2005, a seasonal open burning ban took effect in Augusta for the first time. The ban remains in effect through September 30, 2005. This annual ban is designed to limit open burning during the hottest, sunniest time of the year when weather conditions can intensify air quality problems.

***D. Regional Transportation Plan Goals and Objectives***

The goals and objectives listed below were adopted during the development of the 2015 Long Range Transportation Plan. They were reviewed and recommended for adoption by the CAC on August 3, 1994 and by the TCC on August 11, 1994, and formally adopted by the Policy Committee on September 29, 1994. They reflect many of the new regulatory requirements for the transportation planning process and were useful in prioritizing the projects included in the long range plan. They remain in effect today and have been incorporated into the development of the 2030 update through project selection criteria. Since the 2030 Plan is officially an update, ARTS primary goal was to add projects to the out-years of the Plan, recalculate financial constraint and review programmed projects for their consistency with Plan goals and objectives.

- 1. Goal 1: *Develop a Transportation System Integrated with Planned Land Use***
  - Objective 1: Promote orderly development of the region by providing transportation services to those areas where growth is planned.
  - Objective 2: Discourage development in conservation or preservation areas by limiting access to those areas.
  - Objective 3: Promote revitalization of the urban core through improved accessibility.
  - Objective 4: Promote redevelopment of the urban fringe through improved accessibility.
  
- 2. Goal 2: *Develop a Transportation System that is Financially and Politically Feasible and has Broad Public Support***
  - Objective 1: Provide a financially balanced plan based on realistic funding availability and opportunities.
  - Objective 2: Provide a plan that works to preserve existing facilities and operate them more efficiently.
  - Objective 3: Prepare a plan where total benefits exceed total costs.
  - Objective 4: Provide a plan that includes public participation from all groups, with special emphasis in reaching environmental justice populations..
  
- 3. Goal 3: *Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods***
  - Objective 1: Provide a plan that works to relieve existing congestion and prevent it in the future.
  - Objective 2: Provide a transportation plan that realizes the importance of public transportation as a viable option in meeting daily travel needs.
  - Objective 3: Provide a plan which positions public transportation as a viable alternative to single occupant vehicles, through routing and scheduling changes and other system improvements.
  - Objective 4: Provide a plan which addresses consideration of non-motorized travel modes such as bicycles and pedestrians.
  - Objective 5: Provide a plan which addresses the needs of intermodal movement of goods via rail and truck.

Objective 6: Provide a plan that allows for an efficient system of intracity freight movements which does not conflict with the circulation of traffic.

Objective 7: Provide a plan that improves travel safety.

4. Goal 4: *Develop a Transportation System that will Enhance the Economic, Social, and Environmental Fabric of the Area, Using Resources Wisely While Minimizing Adverse Impacts*

Objective 1: Provide a plan that increases job accessibility through improved transportation systems.

Objective 2: Provide a plan that ensures that new transportation facilities result in disruption or displacement of residential or commercial areas only when the benefits to the community at large outweigh the costs and where no viable alternative exists.

Objective 3: Provide a plan that works to ensure that transportation facilities avoid historic areas and structures, and other environmentally sensitive areas, while providing access when desired.

Objective 4: Provide a plan to enhance the appearance of transportation facilities whenever possible.

Objective 5: Provide a plan that reduces mobile emissions and meets air quality standards.

## IV. IDENTIFY TRANSPORTATION NEEDS

The first major step in developing the ARTS 2030 Long Range Plan was the identification of transportation needs in the urbanized area. This step involved a combination of technical analysis, a review of local plans affecting transportation, and input from the public, policy makers, and technical personnel. Other technical documentation mandated by SAFETEA, such as the ARTS Bikeway Plan and Congestion Management System, supplemented the needs analysis.

### *A. The ARTS Travel Demand Model*

As a result of the 2000 Census, the U.S. Bureau of the Census added the remainder of Richmond County (GA), increased the portion of Columbia (GA) and Aiken (SC) Counties and a small portion of the southwestern part of Edgefield County to the Augusta urbanized area. In 2002, the newly expanded area became part of the ARTS study area. During the preparation of the previous long range transportation plan, ARTS Year 2015 Long Range Plan With Extension To The Year 2025, future transportation needs in the expanded area were determined by the SCDOT using a separate method.

The travel demand model was expanded to include these areas and matches relatively closely to the Census Designated Urbanized Area. New socio-economic projections were developed with input from the ARTS Planning Partners and then incorporated by Georgia Department of Transportation (GADOT) into the travel demand model.

The technical update utilized the traditional four-step travel demand modeling process. This method of planning is based on the interrelationships that exist between various urban activities and trips made on the transportation network. System-wide planning provides the ability to predict system dynamics - not just what the system looks like, but how it reacts to changes in land use, development patterns and transportation facilities. With this predictive ability, alternative improvements may be evaluated and preferred alternatives selected.

The ARTS area was subdivided into 755 small geographical units called Traffic Analysis Zones (TAZ). Year 2002 and Year 2030 socio-economic data was allocated to each TAZ so that traffic-producing activities and demographic characteristics could be located and analyzed. The ARTS zones were defined using U.S. Census boundaries, roads, railroads, and natural features such as creeks and rivers.

The first step in the four-step modeling process is to determine the number of trips beginning and ending in each TAZ. This is done through trip generation and is performed on a zonal basis. By establishing a relationship between trips and specific socio-economic data variables, mathematical equations can be used to determine the number of trip ends (trip productions and trip attractions) for each traffic analysis zone. These equations do not indicate where these trips will go or from where they come, but only the total trip ends generated by that zone's socio-economic characteristics.

Trip distribution, the second step in the model, uses the trips produced by the trip generation equations and estimates where these trips will go or from where they come. Distribution of these trips is based on a mathematical relationship between a traffic zone's ability to produce and attract trips and its distance (in terms of travel time) from other zones that produce and attract trips. Therefore, as travel time increases due to congestion or decreases due to new or widened transportation facilities, the distribution of a zone's trips changes accordingly.

Mode split is the third step in the process and determines which mode of travel will be used to make the trips between traffic analysis zones. FHWA publications acknowledge that in small or medium-sized urban areas, transit patronage may be too small to warrant an adjustment to highway volumes for transit trips. In the ARTS area, the Augusta and Aiken County transit ridership is significantly smaller than the plus-or-minus 5% calibration margin of

error recommended by the FHWA publication. Therefore, the mode split step was not incorporated in the ARTS modeling efforts.

Trip assignment, the last step in the four-step modeling process, accepts the travel patterns produced by the trip distribution model and simulates how those trips would utilize a transportation network. Trip assignment for the ARTS area is accomplished using capacity restraint assignment. This technique is based on the premise that as traffic flow increases the speed of traffic decreases. At low volume-to-capacity ratios, traffic travels at a “free” speed on any facility. As volume increases, the volume-to-capacity ratio increases and an increasing restraint is placed on the driver’s freedom of action. As speeds decrease, trips divert from slower to faster routes.

By modifying the input data for trip generation and/or trip distribution models, the base year traffic assignment models were calibrated to simulate existing travel demands and patterns. Once calibrated the traffic assignment model was used to systematically test various road improvements and display their effect on the transportation network. A more in-depth discussion concerning the technical update is located in the report titled Technical Report Documentation prepared by the GADOT Office of Planning.

***B. Congestion Management Strategies***

The ARTS Congestion Management System (CMS) also was integral to the identification of transportation needs for the long range plan. The work plan for the ARTS CMS was prepared cooperatively with GADOT and subject to an agreement giving lead responsibility to the staff of the Augusta-Richmond County Planning Commission (ARCPC). In addition, the South Carolina Department of Transportation (SCDOT) entered into an agreement that outlines the lead responsibility of the ARCPC and assures compatibility of the CMS across state lines. The Test Network Subcommittee (acting as the CMS Subcommittee), ARTS Citizen Advisory Committee and Technical Coordinating Committee were involved in the preparation of the CMS work plan. The CAC and TCC recommended the draft work plan to the Policy Committee for adoption.

**Table 10  
ARTS CMS Congestion Performance Measures**

Not Presently Congested	Average Speed is No More Than 15% Slower Than the Posted Limit.
At Risk of Congestion	Average Speed is More Than 15% Slower, but Less Than 25% Slower Than the Posted Limit.
Marginally Congested	Average Speed is More Than 25% Slower, but Less Than 30% Slower Than the Posted Limit.
Seriously Congested	Average Speed is More Than 30% Slower Than Posted Limit.

The ARTS CMS work plan was designed to focus congestion management strategies on major travel corridors in the urbanized area. In 1995, base year travel time surveys were executed on all major travel corridors in the ARTS area. Travel time was selected as the performance measure for CMS because the collection of travel times was determined to be relatively easy and inexpensive. The measures of relative congestion outlined in Table 10 were adopted by ARTS based on the travel time surveys. The CMS Work Plan included the development of a multi-year, regional strategy for collecting travel time data based on the relative level of congestion in the base year (see Table 11). Congestion mitigation strategies were developed, based on the results of the first two years of survey work,

and a matrix was designed to rank the strategies that had been included in the CMS regulations. Suggested strategies for each of the seriously congested corridors were rated against the matrix and recommended to the ARTS Committees. A list of the suggested congestion mitigation strategies is included as Appendix C. Implementation of the work plan has resulted in a fully operational Congestion Management System for the ARTS area.

**Table 11**  
**ARTS CMS Data Collection Schedule**

Not Presently Congested (in 3 or more periods)	Every 3 Years.
At Risk of Congestion (in 3 or more periods)	Every Other Year.
Marginally Congested (in 3 or more periods)	Every Other Year.
Seriously Congested	Every Year.

The results of the CMS were of significant benefit to the long range planning process. In some cases, serious congestion was documented on corridors identified for inclusion in the long range plan. In other cases, congestion was documented at specific points along a corridor, suggesting that an intersection improvement or travel demand management project might be more appropriate (and less costly) than a road widening project. Their incorporation into the long range transportation planning process provided a suitable means of identifying and considering congestion problems. The CMS work also resulted in relatively inexpensive transportation improvement projects, such as adjustments to the timing of traffic signals on Washington Road in Augusta and the signalization improvement project on Whiskey Road in Aiken.

In addition, ARTS area officials are taking steps to coordinate local congestion management with Georgia's Intelligent Transportation System 20-Year Deployment Plan. Local engineers are working with GADOT to develop a local strategy for intelligent transportation systems. More specifically, the ARTS area has been exposed to the workings of Georgia's Intelligent Transportation System (ITS), called NAVIGATOR. GADOT initially developed this transportation management system to deal with the vehicle crashes and incidents that cause prolonged rush hours, create more traffic congestion, and generate poor air quality along the freeways in the Atlanta metropolitan area. NAVIGATOR is designed to gather information from a variety of sources -- a surveillance system, Highway Emergency Response Operators (HEROs) and the public -- and process it using geographical software. The information is then displayed to decision makers who formulate an immediate response plan. The plan is then implemented using NAVIGATOR and simultaneously communicated to the public via changeable message signs located along the freeways. This update of the LRTP includes funding for ITS projects including a Transportation Control Center (TCC) and improvements along the I-20 and I-520 corridors.

Two principal objectives of NAVIGATOR are to expand its use throughout the state and allow state and local engineers to interact and participate in real-time transportation decisions. In keeping with these objectives, NAVIGATOR resources have been used in Augusta during the Masters Golf Tournament for the past nine years. A mobile NAVIGATOR command center is operated from a law enforcement substation located across the street from the Augusta National Golf Course. A camera mounted on a Georgia State Patrol helicopter, and another mounted on a telephone pole near the Washington Road - I-20 interchange, provide traffic engineers with real-time visuals of traffic flows in the vicinity of the golf course. This information is relayed to the command center and enables

engineers to take immediate steps to reduce vehicular congestion on the major roads affected by the golf tournament traffic. Changeable message signs are used to inform drivers about traffic conditions, road closings, and other problems. In addition, a HERO team is on site part of the week to handle specific incidents impeding the flow of traffic. Local officials are exposed to the use of NAVIGATOR during the tournament, and the local media use the opportunity to convey information about the program to the general public.

### *C. ARTS Bikeway Planning*

The original ARTS Bikeway Plan (c.1994) included recommendations for a bicycle safety and awareness campaign, including bicycle facilities in highway widening projects, and making the existing transportation network more bicycle-friendly. The Bikeway Plan identified the Augusta Canal, the Savannah River levee, and several interconnected streets in the Summerville/Academy Baker area as potential sites for bikeways. In 1997, the list of potential bike corridors was expanded significantly as part of the update of the ARTS Long-Range Transportation Plan. In Richmond County, thirty-five corridors were identified as potential sites for either on-road or off-road bicycle facilities. Some could be done in conjunction with planned road widening projects. The following page includes a list of the projects.

The 1994 Bicycle Plan was updated and expanded in January 2003. The new plan provides a blueprint for development of bicycle and pedestrian facilities over the next 20 years. The plan includes an inventory of the current regional bicycle and pedestrian network, design standards for new facilities, a list of 194 recommended projects (with cost estimates), and strategies for implementing the projects.

The plan was developed with a public involvement program that included a bicycle and pedestrian steering committee, public meetings, a project newsletter, web page updates, and media outreach. The project steering committee included representatives from the Recreation and Parks Department, the Neighborhood Alliance, the Safe Communities Coalition, the Augusta Canal Authority, and bicycle and pedestrian organizations from across the region.

Several recommendations of the original bicycle plan have been implemented. Federal STP funds have been programmed for a bicycle safety awareness campaign. Bicycle parking racks have been provided at Augusta Public Transit's transfer facility, and discussions with APT have been initiated toward the allowance of racks to attach bikes to the buses. Local governments in the ARTS area have adopted bike plans and one bike-related enhancement project has been funded.

### *D. Consideration of Local Plans*

In order to assure the Long Range Transportation Plan's consistency with local policies, a special effort was made to review copies of all adopted local plans. Special attention was focused in two areas: recommended growth patterns, and recommendations for transportation projects and policies. Projected growth patterns provided guidance in forecasting changes in the ARTS socio-economic data. Incorporating the results of local plans into the long range transportation plan provided a satisfactory means of broadening the identification of future transportation needs related to public transportation, bicycles, pedestrian movement, and goods movement.

### *E. Enhancement Projects*

The ARTS Long Range Transportation Plan includes programming for transportation enhancement activities. The Transportation Enhancement Activities (TEA) program was established by ISTEA with the objective of enriching the travel experience of highway users. The TEA program does this by providing funding for specific types of projects. Examples of eligible TEA projects include bicycle and pedestrian facilities, streetscape and landscaping, historic

preservation, and rehabilitation of historic structures. Both GADOT and SCDOT administer TEA programs in compliance with the federal law.

Since the TEA program was established, the development and funding of enhancement projects has become part of the ARTS planning process. Projects are routinely included in annual updates of the Transportation Improvement Program, and funding requests are submitted to the states during the scheduled application cycles. Proposals for enhancement projects have come from a wide variety of sources, including local greenway plans, comprehensive plans, bike plans, and downtown revitalization strategies. Interested parties have proposed projects through the CAC and through the long range plan public involvement process. As a result, several enhancement projects have been approved for funding in the ARTS area, and applications have been submitted for additional projects. The first enhancement project to be completed in the ARTS area, the Augusta Canal Master Plan, has itself generated several follow-up enhancement grant applications. Additional enhancement projects are listed on the project list for this long range transportation plan.

#### *F. The Seven Planning Areas of Emphasis*

One of the most significant aspects of TEA-21 is the requirement that seven areas of emphasis be considered in the long range transportation planning process. The areas of emphasis are designed to ensure that transportation planning activities take into account such issues as the preservation of existing transportation facilities and rights-of-way for new facilities, the effects of transportation projects on other community issues (housing, land use, economic development, employment, etc.), the expanded use of transit services, and the impact of transportation projects on the human, natural, and man-made environment. The seven planning areas of emphasis are listed in Appendix C.

#### *G. Input from ARTS Committees*

ARTS committee members (Policy, TCC, CAC, and South Carolina Policy Subcommittee) provided regular input throughout the plan development process. Committee members had personal knowledge of transportation problems not revealed by the technical analysis. They also had suggestions for projects and solutions that would not otherwise have been apparent. They provided feedback to the ARTS staff on draft long range plan project lists, and suggested funding sources, such as the special local option sales tax, that could be used to supplement federal and state transportation funds. Under State of Georgia law, counties may levy a special purpose tax for a specific purpose and time period (known as a "sunset tax"), if approved by county referendum. Both Columbia and Richmond Counties manage voter-approved special purpose local option sales tax programs containing transportation improvement elements. Aiken County (SC) has a similar tax established to fund local roadway improvements.

#### *H. Goods Movement*

A freight movement survey has been made a part of the ARTS planning process in order to better track the difficulties encountered in moving goods in and out of the study area. The identification of goods movement needs was especially difficult because there was little technical guidance on the issue and little background information on such facilities in the ARTS area. As a first step, ARTS planners established a list of approximately 350 manufacturers, trucking firms, warehouses, and service companies located in the study area and involved in goods movement activities. A survey form was then developed in order to collect information about each company (name, address, contact person), the type(s) of goods movement operations performed or utilized, the major state and federal highways used in transporting goods, and the severity of any problems encountered in using the transportation system (e.g. availability of loading zones, road conditions, traffic congestion). The survey form was sent to 329 businesses on the list and 77 (23%) returned the completed form.

The survey results indicate there is a mix of common carriers, contract carriers, and private motor carriers in the urbanized area. Most of the survey respondents indicated they use their own trucks and/or other company's trucks to ship and receive goods. Only eight respondents indicated they ship or receive goods by rail. The majority of carriers conduct their shipping and receiving activities during daylight hours, with the period from 8 AM - 5 PM being the peak period. All of the major federal and state highways are utilized, with I-20, I-520, Gordon Highway, US 1, US 25, SC 19, and SC 302 listed most frequently. Problems identified by the carriers include highway/railroad conflicts at various locations, the need to widen and extend I-520, the timing of traffic lights, congestion around the medical complex, and the down sizing at the CSX and Norfolk Southern rail yards. While the survey does not provide a profile of all goods movement facilities in the area, it does provide a starting point for identifying the needs of such businesses. The survey results also indicated that many of the problems identified by freight haulers are ones to be addressed through the ARTS Long Range Transportation Plan. Most importantly, the survey enabled ARTS planners to establish permanent contact with freight haulers, so that they can be included in ongoing transportation planning efforts.

Railroads are an important part of goods movement activities in the ARTS area. Two railroads provide freight service in the study area. The Norfolk Southern Railroad has a mainline and spur tracks serving industrial areas in Augusta, North Augusta and Aiken. The CSX Railroad has a mainline and spur tracks serving manufacturing facilities in Augusta and Columbia County. Both railroads have rail yards located in Augusta. As important as railroad service is to the movement of goods, there have long been conflicts between railroad and other surface transportation facilities in the ARTS area. Studies dating back to the 1970s identified several sites for construction of railroad grade separation facilities. While a few of these facilities were not buildable due to physical problems or community objections, most of the recommended projects have been constructed. Railroad overpasses constructed to date include Highland Avenue @ CSX Railroad (1983); J. C. Calhoun Expressway @ CSX Railroad (1982); Walton Way @ Norfolk Southern Railroad & Sixth Street (1984); and Fifteenth Street @ CSX Railroad & Wrightsboro Road (1988).

## V. ARTS TECHNICAL UPDATE

The second major step in developing the ARTS 2030 Long Range Transportation Plan was the identification of transportation improvements capable of handling expected traffic volumes and addressing the mandates of TEA-21, while doing so within the constraints of available funding levels. As with the needs analysis, this step involved a combination of technical analysis, consideration of other local plans affecting transportation, and input from the public, policy makers, and technical personnel.

### *A. Establishment of Test Network Subcommittee*

A special subcommittee of the Technical Coordinating Committee (TCC) was established to facilitate the model calibration and identification of transportation needs. The Test Network Subcommittee membership consisted of representatives from Augusta-Richmond County, North Augusta, Aiken, Columbia County, Aiken County, GDOT, SCDOT, the Chairman of the ARTS Citizens Advisory Committee, and public transit representatives from Augusta Public Transit (APT) and Aiken County Transit. The subcommittee was assigned four tasks: 1) provide local knowledge to assist GDOT in calibrating the base year network; 2) identify roadway and access deficiencies; 3) recommend potential projects for the out years of the Plan; and 4) establish recommended priorities for the projects ultimately selected for inclusion in the Plan. The term "network" refers to a selection of routes representing the more traveled routes of the ARTS area. The Test Network Subcommittee, acting in its dual capacity as the CMS Subcommittee, also provided guidance in developing and recommending congestion management strategies for routes identified as "seriously congested" corridors.

### *B. Calibration of Base Year Network*

In order to build a future network, the base year network was calibrated to best represent base year travel as depicted by traffic counts. Through the use of multiple analysis and calibration techniques, the 2002 travel demand model was adjusted until it calibrated to within an acceptable range. That is, the base year model was determined to replicate base year travel with sufficient accuracy to be extended into the future. The basic assumption being that human behavior and decision-making criteria are relatively constant - people strive to find the fastest route to their destination. The 2030 traffic forecast, in turn, identified the location and extent of future capacity deficiencies on the highway network. Transportation projects that addressed those deficiencies were then tested by revising the highway network to represent the construction of new roads, expansion of existing roads, or other changes in the network that affect its traffic carrying capacity and ability to address those deficiencies.

### *C. Development of E+C, E+P and E+LR Networks*

Once the calibration process was completed the Test Network Subcommittee identified roadway and access deficiencies in the study area. This was accomplished by using the travel demand model to assign projected traffic volumes to the ARTS area road network. The Year 2030 socio-economic characteristics were incorporated into the model, and the resulting traffic volumes were tested against a roadway network called the Existing Plus Committed (E+C) Network. This network was defined as the base year network and all projects in the 2004 – 2006 Transportation Improvement Program (TIP) Tier I. This network is basically the existing road network plus very short term improvement projects. On the included figures, these projects are color coded and identified as TIP Tier 1 Projects in the legend.

Next, the Existing Plus Probable (E+P) Network was defined as the E+C network and all projects included in the 2007 – 2009 TIP Tier II. The E+P Network was essentially the existing road network plus improvement projects scheduled in

the near future. These projects are color coded and referenced as TIP Tier 2 Projects in the legends of the attached figures.

The E+C and E+P Network analysis determined that projects currently under construction or proposed for construction within six years would not adequately address future transportation needs. Some roads would be able to handle projected changes in traffic volume, but others would experience increased levels of congestion and reductions in efficiency. The initial traffic assignments also suggested there would be transportation problems at locations along the network not currently experiencing difficulties.

Finally, an Existing Plus Long Range (E+LR) Network was created and tested using the travel demand model. The E+LR Network includes all projects in the E+P Network in addition to the projects included in the previous 2025 LRTP. After testing, it was determined that several facilities in the region were still unable to handle projected changes in traffic volume and were congested. Additionally, the ARTS region was also experiencing high levels of delay. From a technical standpoint, the next challenge for the Test Network Subcommittee was to come up with a mix of transportation improvements capable of handling the projected changes in the location and volume of traffic. On the included figures, these projects are identified as LRTP projects in the legends.

#### *D. Identification of Potential Projects*

Once it was determined that the E+LR Network would be incapable of handling forecasted traffic, the Test Network Subcommittee used the travel demand model to examine transportation improvements to address the deficiencies. The subcommittee's approach involved modeling two sequential networks, each one built on its predecessor.

Projects added to the networks were identified based on the following criteria:

- Congestion (Roadway operating at LOS E or F);
- Safety;
- Connectivity; and
- Economic development.

Of these criteria, congestion and safety were weighted the highest. Connectivity was weighted slightly less, and economic development was weighted very low.

Potential transit projects, such as park and ride lots and associated express bus service were based on a select link analysis, in addition to the above criteria. The first step in the select link process was to identify congested corridors that carry a high volume of traffic. These select link analysis points included:

- I-20 at the Savannah River;
- US 25 at the Savannah River;
- 5th Street at the Savannah River;
- US 78 at the Savannah River;
- Bobby Jones Expressway/Palmetto Parkway at the Savannah River;
- SR 28 at the Savannah River;
- River Watch Parkway near I-20;
- Old Evans Road near McCormick Road;
- I-20 in Georgia near Belair Road;
- US 78/278 (Gordon Highway) near Craig Symms Parkway;

- US 1 (Deans Bridge Road) near Wyevale Road;
- US 25 (Peach Orchard Road) near Faircrest Avenue;
- Atomic Road near County Highway 220;
- US 1/25 (Jefferson Davis Highway) near Sudlow Lake Road;
- Hitchcock Parkway near SR 225;
- Whiskey Road near Shannon Road;
- US 1 (Columbia Highway) near County Highway 283;
- I-20 in South Carolina near Ridge Road; and
- Martintown Road near Byrnes Road;

Next, the study area was divided into 26 districts, roughly based on land use (i.e. high employment areas, residential areas). Major facilities chosen based on volumes. Origin – destination tables for each zone. 60 or more trips, express service along the corridor.

A test network subcommittee meeting was held to identify potential new projects based on the above mentioned criteria and the E+LR network model results and performance measures. Through this process, several projects were identified by the subcommittee and ARTS staff and resulted in the first new test network.

The first network, Network 6, included 22 projects aimed at addressing the deficiencies identified in the E+LR Network. The subcommittee reviewed the results of these traffic assignments and identified remaining shortcomings.

Network 7, the second network, addressed the shortcomings of Network 6. In addition, Network 7 is also the fiscally constrained network. These projects are illustrated on the included figures and referenced as New LRTP Projects.

These recommendations tested in Network 6 and Network 7 were not included in previous transportation plans but are now recommended to address future transportation deficiencies and local priorities.

#### ***E. Identification of Other Improvements***

The ARTS plan update process also included identification of potential improvements not suited to or incapable of being reflected in technical network analyses. These included such expenditures as park and ride lots, express bus service, railroad grade separations, construction or redesign of roadway medians, signal system improvements, transportation enhancement projects, bridge reconstruction and/or replacements, special studies or programs, roadway maintenance costs, and transit system expenditures for Augusta Public Transit and Aiken County Transit Systems.

Recommended public transit projects were based on a combination of documented needs analysis, staff input, and the experience of the local transit operators. Augusta Public Transit system needs were most recently documented in a report prepared by Manual Padron and Associates in 2001. The consultant's study recommended both a short range (five-year) program and long range strategic plan (twenty-year) for the transit system. Recommended short range activities included additional data collection (ride checks & surveys), marketing and public information measures, evaluation of alternative fare structures, purchase of new transit vehicles, and maintaining the efficiency of the paratransit service. These projects were incorporated into the LRTP as part of the final project listing, including individual projects with a geographic component, such as park and ride lots, and as lump sum improvements where the enhancements are not fixed in place, for example rolling stock.

As part of this 2030 LRTP Update, APT has developed a Safety and Security Plan that identifies short and long range transit security projects.

The Aiken County Transit systems have on file with the FTA Southeast Region office, a statement that it is not necessary to program at least one percent of FTA Section 9 funding for transit security projects. Accordingly, Aiken County Transit has not identified transit security projects in either short range or long range plans.

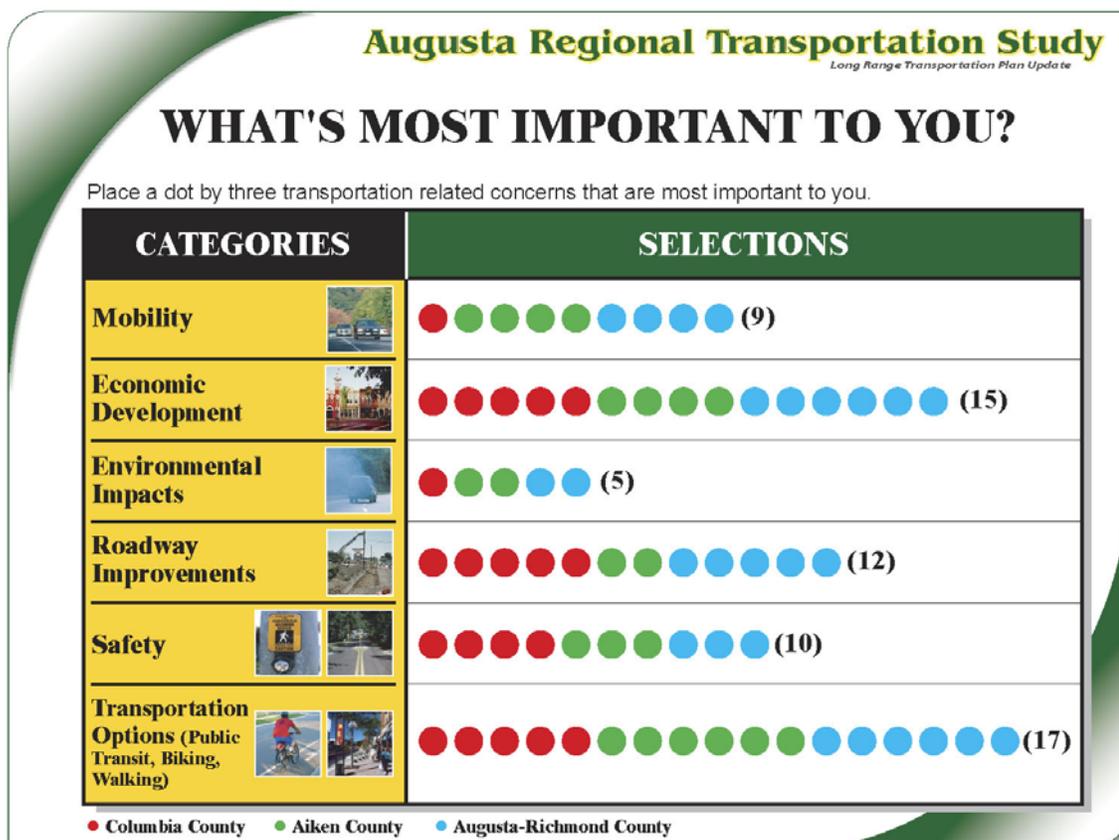
## VI. PUBLIC INVOLVEMENT PROCESS

Public involvement was critical to the identification of transportation projects included in the long range plan. Throughout the model update process, the Test Network Subcommittee coordinated with the ARTS Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC). Local government officials also were kept apprised throughout the testing of the various systems. The plan update process utilized two rounds of public meetings. The first round of public meetings was voluntary and beyond that prescribed by the ARTS Public Involvement Policy (PIP). The purpose of these meetings was to seek public input in identifying transportation deficiencies and recommending improvements. The second round of public meetings complied with the PIP's requirements for public presentation of the Draft Recommended Plan. The meetings are described below, and a summary of the public involvement process is included as Appendix F.

### A. First Round of Public Meetings

The first round of meetings were held on Monday, April 12th and Tuesday, April 13th 2004 in three different locations within the study area. The intent of the meetings was to educate the public on the planning process for this study, as well as solicit input on transportation issues and concerns. The format for the meetings included an open house, a formal presentation, and a question and answer session.

Figure 4  
ARTS LRTP Open House Display



During the open house, members of the Project Team were on hand to answer questions from attendees as they viewed displays of study area information. Display boards were presented during the open house portion of the meeting to illustrate the distribution of land uses over time, and population and employment growth within the Augusta-Richmond County region. In addition, displays were viewed that specifically addressed transportation related concerns including traffic volumes in key areas and high accident locations. One of the displays (depicted above) included an exercise that allowed citizens to select three needs they felt were priorities for the study area. Participants were given colored dots to indicate their preferences.

At the meetings the efforts being undertaken to revise the plan and gain input from the public on major transportation needs and issues were addressed. Attendees were informed that the study process consisted of collecting and analyzing baseline transportation data, a public involvement program, and identification of immediate and long-term transportation needs and solutions. A number of public outreach methods, highlighted during the presentation, will take place throughout the study process. These methods include, but are not limited to, public meetings, community events, and the study's webpage. Handouts distributed during the meeting included a:

- Meeting Agenda
- PowerPoint Presentation
- Study Newsletter
- Comment Sheet

Graphic displays viewed during the open house included the:

- Study Area Map
- Existing and Future Land Use Patterns
- Existing and Future Population
- Existing and Future Employment
- Top 20 Traffic Accident Locations
- Traffic Counts
- Currently Planned Projects
- Interactive Exercise

Following the presentation, a question and answer session was provided. In addition to this comment period, the public was asked to submit further questions and statements on comment forms. Input received through the meetings will be used to:

- ensure the Plan's goals and objectives reflect citizen issues;
- provide a guide to the study team as to the 3 issues that need to be evaluated; and
- provide elected officials a summary of what the project team has heard from citizens regarding transportation issues and needs

#### **First Round Results:**

During the question and answer period, many attendees were interested in the study process and funding availability. Questions (Q), answers (A), and comments (C), are included below.

Monday, April 12

Evans Government Center (Columbia County)

5:30 – 7:30 PM

**Q: Will there be a connection from Augusta to other major cities such as Atlanta, Savannah and surrounding port cities?**

A: The state has possible connections being addressed, with implementation potentially being included in the Governor's Roadway Improvement Plan (GRIP).

A: The focus of this Plan is within the Augusta region.

**Q: What are other major transportation/transit issues (question from team to citizens)?**

A: Lack of Choices. The communities don't have sidewalks that citizens can use. There are minimal choices to get from point A to point B. Would like to see more transit as well as bike and pedestrian options.

A: More options for paratransit riders. The current system only allows them to ride at certain times. Possibly, open up the schedule so that the buses travel more regularly. Also, create wheelchair accessible sidewalks.

**Q: The section of Washington Road from Furry's Ferry to Greenbriar is constantly congested. There are three schools on one two-lane road with only one traffic light. Is there a plan to alleviate the congestion and extend the road by Greenbrier from Hardy -McManus.**

A: The extension was proposed, but is not as great a concern as the congestion on William Few and Washington Road.

**Q: Should Columbia County be looking at starting roadway improvement projects now to meet the needs of the future?**

A: It will take \$300 million to complete all projects in the current plan. The County Plan will be incorporated into the regional plan. The draft transportation plan is scheduled to be presented to the board later this year.

Tuesday, April 13

Aiken Municipal Building

11:30 AM – 1:30 PM

**Q: Who is URS and what is their involvement in the process?**

A: URS is an engineering consulting firm hired to assist the Augusta-Richmond Planning Commission in updating their transportation plan. My colleagues and I work in the planning department and specialize in transportation projects.

**Q: How will URS project population and employment for the area? What are your techniques for research?**

A: We gather our information from the US Census Bureau and other sources such as the University of Georgia's Department of Economic Forecasts. We will utilize this information in a forecasting model to predict population and employment growth for the year 2030.

**Q: How will this project address environmental concerns?**

A: Environmental concerns are addressed in two different areas. First, we will look at environmental issues that impact future growth. These issues will be presented to ARTS and the local counties. Secondly, environmental concerns associated with this Plan Update such as air quality, have been included in the goals and objectives. We will strategize with local planning partners to ensure environmental concerns are included in the Plan Update and that solutions are provided.

**Q: Once projects are identified, how are they prioritized and scheduled?**

A: The project team will first recommend projects to be included in the Plan Update based on identified needs. The team will identify costs associated with each project and a schedule based on available funding sources. Local officials working through the ARTS committees will finalize the schedule and those priorities.

**Q: Realistically, how fast can the study be completed?**

A: We are scheduled to give our recommendations to the Planning Commission in the fall. We will take the current projects and evaluate which ones will stay and which ones will be adjusted. We will also add projects. The Plan will be adopted in December 2004.

**Q: What is ARTS exactly?**

A: ARTS is the Augusta-Regional Transportation Study (ARTS). ARTS is the transportation process established for the Augusta-Richmond County region. We are working with the Planning Commission throughout the study process. The ARTS consists of 3 major committees. These committees are:

Policy Committee is made up of elected officials. They are responsible for the yearly update of the short-term projects that are pulled from the long-range study. This committee makes the final decisions.

Citizens Advisory Committee is composed of citizens that live in the metropolitan planning area.

Technical Coordinating Committee is composed of engineers, planners, transit operator that assist the Planning Commission with technical efforts.

**Q: Which elected officials are a part of the Policy Committee?**

A: Mayors of Aiken, Burnetttown, Augusta, Grovetown, Hephzibah, Blythe, and North Augusta. Other members of the committee include representatives from South Carolina and Georgia DOT's, FHWA, Chair of Columbia County and Aiken County Commission, and FTA.

**Q: What do we know about the reauthorization of TEA-21, which is working it's way through Congress?**

A: The reauthorization of TEA-21 is currently being reviewed by Congress. There are two primary versions, and each proposes higher funding levels than the President will likely approve. We are tracking this issue closely.

**Q: Will that affect the planning requirements?**

A: As of right now, we are assuming that there will not be many changes, business as usual.

**Q: A lot of variables are involved in the socioeconomic data for a model. The model is what gives us the information needed for analysis at a local level. Can it be analyzed at a city or street level?**

A: We have to be careful of how specific we ask the model to be. The model is best at a larger level rather than a smaller level. It is hard to get the model to run at the micro-level to better accuracy.

**Q: Can we do the model run only for Aiken with different criteria?**

A: Yes. When the results are presented it will be with Aiken County data and Aiken County streets. If there are certain streets that we should analyze, please let us know.

**Q: Are the models that are being run already completed by the DOTs?**

A: No. Models are project specific and are updated constantly. The model is currently being updated with the most current data. Local officials and technical advisory committees will review results of the model output.

**Q: What model is used for future congestion levels?**

A: We look at the travel demand model run at a great level and extract out areas of concern. We then use other techniques to analyze those areas more specifically.

**Q: Are we using a subset of models from the DOTs?**

A: No, just for the Augusta- Richmond area for the ARTS.

**Q: What year are we projecting to?**

A: We project out to the year 2030, but will also run the model for years 2005, 2010, and 2020, for accuracy purposes. We will ask the DOTs to do that for us.

**Tuesday, April 13**  
**Augusta Civic Center**  
**5:30 – 7:30 PM**

**Q: Are the majority of SPLOST projects in the current plan?**

A: Some of the projects are included, but not all.

**Q: Will there be upgrades to the local current transit system?**

A: We will be looking at the current system to see if there are issues that can be improved in the Augusta Public Transit system. Some corridors may be looked at on a closer level to improve service efficiency. We can also look at signal preemption.

A: The congestion management system is set-up to look at the transit system and see what links can be improved for riders.

**Q: How much money is to be spent over the 30-year plan?**

A: Probably \$600-\$700 million over the next 30 years.

*C: We find that there is a lack of funding for restriping roads for pedestrian and bicycle use. As well as upgrading safety issues for existing roads (crosswalks, bike lanes, sidewalks)*

*C: We will take this into account when identifying projects for the Plan Update.*

**Q: What is the status of the Bobby Jones and Windsor Spring connector?**

A: Windsor Spring is currently in the conception stage.

**Q: What about the Bobby Jones/ I-520 interchange?**

A: Right-of-way plans have been approved, and rights-of-way will be acquired next.

**Q: Are there improvements to be made the bridge over I-20?**

A: It is included as part of the Davis Rd. widening.

**Q: Claussen Road and Steven's Creek?**

A: That is a local project. Please contact the Public Works Department with written comments

*C: We need more transportation choices-sidewalks and bike paths-don't force us into our cars to go one mile.*

*C: Gibbs at Washington needs a light.*

*C: Look at widening Columbia Industrial Boulevard off of N. Belair Road.*

*C: Transportation for individuals with physical disabilities that can't drive.*

*C: Wheelchair cuts in sidewalks-more sidewalks.*

*C: Please work on Target shopping center area, Davis Road, and Wheeler Road area for better flow especially at high traffic times.*

*C: Our office has received inquiries concerning traffic problems on the Washington Road and William Few Parkway area because of congestion caused by traffic to and from Greenbriar High School.*

**Q: Is there a projected plan to add roads in the Greenbriar school area to alleviate the traffic congestion on Washington Road/William Few Parkway during weekday mornings and afternoons?**

*C: Connectivity to major cities.*

*C: This meeting could have been better announced. Encourage more public participation. Suggest next time a brief newspaper article announcing and describing it.*

*C: Relationship of new and improved roads and sprawl.*

*C: It is still early in the process – as more information and data become available, more meetings/information dissemination will be necessary.*

*C: Connectivity of arterials and collectors to reduce trip length and current and future congestion.*

*C: I am most concerned [t]hat the environment is not a big concern now because it has a very natural setting. The horror of smog does not exist yet.*

*Q: How much deforestation will take place to complete this project (give a percentage)?*

*C: Too much wasted paper.*

*C: Concerned with Whiskey to Silver Bluff Road.*

**Q: Can I be alerted by this department of future meetings?**

*C: ARTS is very auto-oriented. Need to develop (not just review/study) alternative modes of transportation.*

*C: I would like to see Windsor Spring completed at the earliest possible date.*

## **B. Second Round of Public Meetings**

### **Columbia County**

The Columbia County public information meeting for the Long Range Transportation Plan update was held from 5:00 PM until 7:00 PM on July 28, 2005 at the Evans Government Center Auditorium. Five people attended the meeting and provided comments. All the comments were in opposition to the widening of Stevens Creek Road

### **Aiken County**

The Aiken County public information meeting for the Long Range Transportation Plan update was held from 4:00 PM until 7:00 PM on July 26, 2005 at the Kalmia Mall. Eleven people attended the meeting and provided comments. Several of the comments centered on changes that needed to be made to the maps and are as follows: the termini for the Whiskey/Silver Bluff Connector Road and the Palmetto Parkway were incorrect and needed to be adjusted; and Hitchcock Parkway widening needed to be coded as a current Long Range project instead of being coded as a new project.

The remaining comments were about projects and timing, and they were as follows:

- when was Hitchcock Parkway scheduled to be widened,
- why was Hitchcock Parkway not in the short range projects because it needs to be widened, and
- why were there so many projects in North Augusta when Aiken (City of Aiken) has more traffic and a greater need for projects.

In addition to these comments, an official from the City of Aiken stated that their City Council was holding a special meeting to discuss the Long Range Plan, and they would be submitting a list of their priorities to be included in the update.

### **Augusta-Richmond County**

The Richmond County public information meeting for the Long Range Transportation Plan update was held from 5:00 PM until 7:00 PM on August 4, 2005 at the Municipal Building in Augusta. No one from the public attended. Staff took this time to review comments on the Long Range Plan with FHWA and Georgia DOT officials.

## VII. RECOMMENDED PLAN

As noted above, the Recommended Plan incorporates Network 7 and other proposed expenditures incapable of being reflected in network analyses. The financially-constrained system is the culmination of a sequential, methodical approach to identifying deficiencies and recommending improvements. The Test Network Subcommittee determined the remaining deficiencies either could not be addressed (due to a variety of constraints) or were addressable through travel demand management (TDM) strategies, congestion management techniques, and traffic operations improvements.

These off-model improvements, collectively known as transportation system management (TSM) analyses, will need to be conducted by the Augusta-Richmond County traffic engineer and incorporated into the MPO's continuing planning effort.

### A. Network Comparisons

The following table provides general system characteristics for the various networks tested as part of the plan update, as well as the base year:

**Table 12**  
**ARTS 2030 Plan System Characteristics**

SYSTEM	VEHICLE MILES TRAVELED (VMT)	VEHICLE HOURS TRAVELED (VHT)	AVERAGE SYSTEM SPEED (MPH)	% Route Miles Operating at LOS D
Base Year 2002 Data	9,720,573	360,960	26.9	13%
2030 With No Projects (Do Nothing)	14,179,836	1,368,339	10.4	38%
Existing + Committed (E+C) 2030 Data	14,543,588	1,347,018	10.8	38%
Existing + Proposed (E+P) 2030 Data	14,566,602	1,251,381	11.6	35%
Existing + Long Range (E+LR) 2030 Data	14,611,051	1,044,513	14.0	32%
Network 6 2030 Data	14,758,318	797,515	18.5	27%
Network 7 2030 Data	14,842,071	780,076	19.0	25%

This table illustrates that high population and employment growth anticipated in the ARTS study area between 2002 and 2030 will contribute to an overall decline in average system speed and an increase in the percentage of the system operating at unacceptable levels of service (LOS) D through F. Average system speed on the E+C Network declines almost 60 percent when applied to the 2030 SE data. The percent of route miles operating in congested conditions increases 375 percent when the E+C Network is run on 2030 SE data. Performance of the E+P Network is

very similar and only slightly better. The result of this analysis is the E+C and the E+P Networks, which address many of the ARTS area's near term transportation needs, do not provide an improvement in travel conditions for the ARTS area through 2030.

Although the E+LR Network performs better than the E+C or E+P Networks, average system speed still declines 48 percent and travel in congested conditions increases 146 percent. Therefore, Network 6 was developed to address deficiencies in the E+LR network. In contrast to the base year travel conditions, Network 6 shows a 31 percent reduction in speed and a 108 percent increase in travel in congested conditions. However, Network 6 also provides a 78 percent increase in average system speed and a 30 percent decrease in travel in congested conditions compared to building no projects.

The final network tested, Network 7 is fiscally constrained and, was tested using all the Network 6 projects with a few additional projects aimed at addressing shortcomings of Network 6. Contrasted with the base year travel conditions, Network 7 shows a 29 percent reduction in speed and a 92 percent increase in travel in congested conditions. When compared to the Do Nothing network, Network 7 shows an 83 percent increase in average system speed and a 34 percent decrease in travel in congested conditions.

A list of the ARTS Year 2030 Transportation Plan projects is included as Table 13. The project table includes the name of each project, a brief description, the estimated cost, and the state in which it is located. Categories covered by the table include surface transportation, intermodal, multimodal, enhancement, and repair and maintenance projects. Figures 4-6 are a visual interpretation of the location of plan projects. Figure 7 is a map of the bike corridors included in the *ARTS Bicycle and Pedestrian Plan* (2003). Locating the actual route of recommended roadway extensions and bike corridors is a function of project design, not the planning process. Therefore, locations depicted on the maps are approximate and provided for information only.

### ***B. Plan Adoption***

The Test Network Subcommittee reviewed and considered the comments received during the second round of public meetings and recommended the Plan for adoption on August 10, 2005. The plan was again reviewed for financial constraint. Once financially balanced, the Recommended Plan was forwarded through the ARTS committee structure. The ARTS Policy Committee adopted the Year 2030 Transportation Plan on September 1, 2005.

### ***C. Continuing Planning Process***

Even though the planning process has produced a locally adopted transportation plan, the process will continue. The continuing phase involves managing, monitoring, and implementing the Adopted ARTS 2030 Long Range Transportation Plan.

#### ***1. Transportation System Management***

At the recommendation of the Test Network Subcommittee, transportation system management analyses, such as congestion management techniques and traffic operational improvements, will be incorporated into the MPO's continuing planning effort and are included in the annual Congestion Management System Report. As discussed above, the Augusta-Richmond County Traffic Engineer position was vacant at the time of the plan update. The subcommittee recommended delaying these analyses until the position was filled and the person was familiar with the area's needs.

## *2. Monitoring*

The study process is flexible and may be amended to reflect unforeseen and sometimes inevitable changes. Project priorities may change in response to financial constraints or impacts of development projects, such as construction of new shopping centers. Development will be monitored to determine its effect on both the existing transportation system and adopted plan. In the event changes take place significantly affecting the study area, they may be incorporated into the plan and their impacts evaluated. In addition, the TCC monitors the plan by periodically revalidating the travel demand models and/or undertaking major updates. At a minimum, the plan will be updated every five years to maintain compliance with federal regulations.

Socio-economic data for recent plan updates has been projected by straight line forecasting the population and employment projections of prior plans. Although this methodology has worked well in the past, areas of the ARTS region are beginning to change dramatically in terms of employment and better data is becoming available as the region increases its technical capabilities. Therefore, it is recommended that a complete update of the socio-economic data be undertaken as part of the next plan update.

Any changes in the ARTS conformity determination would trigger a more aggressive update schedule. In nonconforming areas, the LRTP is required to be updated every three years.

## *3. Implementing the Plan*

Highway and transit expenditures are advanced from the Plan to the Transportation Improvement Program (TIP) through both formal and informal processes. The process of selecting candidate projects/expenditures is a cooperative effort among ARTS participants. The ARTS project selection process is formal and, by necessity, flexible. Project selection is performed by the existing ARTS committee structure, which includes the Citizens Advisory Committee, the Technical Advisory Committee, the Test Network Subcommittee, and the Policy Committee. The Federal requirement for a financially-constrained TIP results in study participants practicing "give and take", considering not only transportation factors but also financial capacity.

Some TIP changes originate from informal dialog among ARTS participants. As a result of the monitoring process, MPO and State-level planners may suggest adjustments to the TIP based on project schedules. Local engineers, as members of the TCC, may propose changes due to a local government's ability to move forward with a particular project. All committee members, particularly CAC members, routinely identify maintenance problems, potential intersection hazards, and other problems they encounter. Other interested parties, such as the Augusta Canal Authority, promote projects for funding under the transportation enhancement program. Projects are routinely advanced based on their inclusion in the adopted plan, financial capacity or constraints, and the importance of a project/expenditure to the area's transit providers or transportation network. Regardless of its informal origin, any change in the Plan or TIP is subject to the formal review and approval process mandated by the ARTS Public Involvement Process.

Table 13 - ARTS  
2030 LRTP Update

Project List

State	Project No.	Project Name	From	To	Description	Total PE/Design (2005 Dollars)	Year PE Completed	Total ROW (2005 Dollars)	Year ROW Completed	Total Construction (2005 Dollars)	Year Construction Completed	Project Total (2005 Dollars)
GA	250560	Davis Road	Skinner Mill RD	Washington RD & I-20 Half Diamond	Widen to 4 through lanes with turn lanes as needed.	\$ -		\$ -		\$ 10,920,879	2004	\$ 10,920,879
GA	262750	SR 28 (St. Sebastian/Greene ST Extension)	CSX Railroad	15th ST	Modifications and additions to streets, railroad, and related	\$ -		\$ -		\$ 4,445,000	2006	\$ 4,445,000
GA	26Y750	SR 28 (St. Sebastian/Greene ST Extension)	CSX Railroad	15th ST	improvements in the vicinity of the grade crossing of the	\$ -		\$ -		\$ 6,996,000	2006	\$ 6,996,000
GA	26U750	SR 28 (St. Sebastian/Greene ST Extension)	CSX Railroad	15th ST	CSX Railroad and 15th Street	\$ -		\$ -		\$ 2,044,000	2006	\$ 2,044,000
GA	250610	CR 65 (Windsor Springs RD)	Willis Forman RD	Tobacco RD	Widen to 4 through lanes with turn lanes as needed.	\$ -		\$ 9,955,000	2008	\$ 11,500,000	2009	\$ 21,455,000
GA	210450	I-20 @ I-520 Interchange Reconstruction	I-20	I-520	Reconstruct interchange and approaches.	\$ -		\$ -	2006	\$ 85,673,000	2008	\$ 85,673,000
GA	231440	SR 232	CR 221 (Old Belair RD)	SR 383 (Belair RD)	Widen to 4 through lanes.	\$ -	2006	\$ 129,492	2005	\$ 4,489,777	2008	\$ 4,619,270
GA	250620	William Few PKWY	SR 104 (Washington RD)	Hardy-McManus RD	Extension	\$ -	2006	\$ 911,000	2006	\$ 10,000,000	2007	\$ 10,911,000
GA	250600	SR 1017 (Flowing Wells RD)	I-20	SR 104 (Washington RD)	Widen to 4 through lanes with turn lanes as needed.	\$ -	2005	\$ 5,450,000	2009	\$ 5,657,000	2011	\$ 11,107,000
GA	1794	CR 560 (Alexander DR)	SR 104 (Washington RD)	Riverwatch PKWY	Widen to 4 through lanes with turn lanes at median openings.	\$ -		\$ -	2004	\$ 4,432,000	2006	\$ 4,432,000
GA	262080	Washington RD	SR 383 (Belair RD)	Cumberland DR	Widen to 4 through lanes with turn lanes as needed.	\$ 1,663,128	2007	\$ 6,710,253	2008	\$ 29,066,796	2010	\$ 37,440,178
GA	222140	SR 47	NB MP 8.33 & 13.48; SB MP 13.48	NB MP 9.53 & 15.48; SB MP 15.48	Add passing lane.	\$ 489,099	2010	\$ 49,356	2011	\$ 5,210,477	2012	\$ 5,748,931
GA	231350	SR 47 SB	MP 2.45 (near Keg Creek)	MP 3.88	Add passing lane.	\$ 125,034	2010	\$ 108,264	2011	\$ 2,414,715	2012	\$ 2,648,013
SC	5	Palmetto PKWY	US 1/78 (Jefferson Davis HWY)	US 1/78 (Jefferson Davis HWY)	Construct a new expressway.	\$ 212,283	2004	\$ 3,184,239	2004	\$ 131,402,935	2006	\$ 134,799,457
SC	89	Palmetto PKWY	US 1/78 (Jefferson Davis HWY)	I-20	Construct a new expressway.	\$ -		\$ -	2006	\$ -		\$ -
SC	37	East Buena Vista RD	US 1/78 (Jefferson Davis HWY)	West AVE	Widen to 4 through lanes.	\$ 300,000	2005	\$ 600,000	2006	\$ 1,410,000	2007	\$ 2,310,000
SC	11	Atomic RD	East Beuna Vista AVE	US 1/78 (Jefferson Davis HWY)	Widen to 4 through lanes and 1 continuous center turn lane.	\$ 1,000,000	2007	\$ 953,000	2008	\$ 6,112,000	2008	\$ 8,065,000
SC	74	Georgia AVE Extension	Georgia AVE	Riverside BLVD	Construct a new 2 lane facility.						2005	
SC	Aiken 04	North Augusta Riverfront Road Network Extension				\$ 950,000	2006	\$ 1,000,000	2007	\$ 8,000,000	2009	\$ 9,950,000
					2004 - 2012 Subtotal	\$ 4,739,544		\$ 29,050,605		\$ 329,774,578		\$ 363,564,727
GA	210570	I-20	SR 383 (Belair RD)	Riverwatch PKWY	Widen to 6 through lanes.	\$ -		\$ -		\$ 36,100,000	2008	\$ 36,100,000
GA	250510	CR 1501 (Wrightsboro RD)	Jimmie Dyess PKWY	I-520	Widen to 4 through lanes with turn lanes as needed.	\$ -	2004	\$ 5,400,000	2009	\$ 11,500,000	2009	\$ 16,900,000
GA	250470	Old Petersburg RD/Old Evans RD	Baston RD	SR 104 (Washington RD)	Widen to 4 through lanes with turn lanes as needed.	\$ -		\$ 40,513,651	2008	\$ 27,000,000	2010	\$ 67,513,651
GA	210700	I-520	US 1/SR 4 (Deans Bridge RD)	US 78/278 (Gordon HWY)	Widen	\$ -	2005	\$ 110,000	2008	\$ 9,559,473	2015	\$ 9,669,473
GA	6431	SR 56	Old Waynesboro RD	Bennock Mill RD		\$ 175,000	2007	\$ 500,000	2008	\$ 1,750,000	2010	\$ 2,425,000
GA	220680	SR 5 (15th ST)	Milledgeville RD	Government ST	Widen to 4 and 6 through lanes with turn lanes as needed.	\$ -		\$ 7,000,000	2011	\$ -		\$ 7,000,000
					2004 - 2016 Subtotal	\$ 175,000		\$ 53,523,651		\$ 85,909,473		\$ 139,608,124
GA	245320	CR 65 (Windsor Springs RD)	SR 88	Willis Forman RD	Widen to 4 through lanes with turn lanes as needed.	\$ -		\$ 1,592,120	2005	\$ 7,627,314	2006	\$ 9,219,434
GA	245200	North Belair RD	SR 104 (Washington RD)	Fury's Ferry RD	Widen to 4 through lanes with turn lanes as needed.	\$ -		\$ 5,023,668	2006	\$ 7,278,109	2009	\$ 12,301,777
GA	221805	SR 104 (Washington RD)	MP 8.95 South Of CR 515	MP 11.95 South Of CR 80	Widen to 4 through lanes with turn lanes as needed.	\$ -		\$ -	2008	\$ 1,774,000	2010	\$ 1,774,000
GA	231710	SR 104 (Washington RD)	Flowing Wells RD	SR 383 (Belair RD)	Construct raised median	\$ 474,452	2005	\$ 1,003,035	2007	\$ 4,361,346	2011	\$ 5,838,833
GA	232020	Riverwatch PKWY	I-20	Jones ST	Construct median barrier	\$ -		\$ -		\$ 5,413,207	2011	\$ 5,413,207
GA	210327	I-20 Bridge Shoulders at Savannah River	I-20	Savannah River	Widen bridge Shoulders	\$ 53,071	2015	\$ -		\$ 5,222,152	2017	\$ 5,275,223
GA	221790	US 78/278 (Gordon HWY)	SR 223	Existing 4 Lane Section in Harlem	Widen to 4 through lanes with turn lanes as needed.	\$ 1,116,819	2015	\$ 3,350,456	2016	\$ 6,700,913	2017	\$ 11,168,188
SC	68	Whiskey RD-Silver Bluff RD Connector	SR 19 (Whiskey RD)	SR 302 (Silver Bluff RD)	Construct a new 2 lane facility.	\$ 1,141,019	2006	\$ 153,905	2007	\$ 8,385,163	2007	\$ 9,680,087
SC	86	SR 302 (Silver Bluff RD)	Indian Creek TRL	Richardson's Lake RD	Widen to 3 lanes (passing lanes where needed).	\$ 700,000	2005	\$ 1,268,000	2007	\$ 5,062,000	2008	\$ 7,030,000
SC	Aiken 09	Clearwater RD	US 1/78 (Jefferson Davis HWY)	US 25 (Edgefield RD)	Widen to four through lanes.	\$ 575,817	2010	\$ 1,727,450	2011	\$ 3,454,899	2012	\$ 5,758,166
SC	Aiken 10	Old Dibble RD Extension	Banks Mill RD	SR 19 (Whiskey RD)	Construct a new 2 lane facility.	\$ 338,060	2011	\$ 1,014,180	2012	\$ 2,028,360	2013	\$ 3,380,601
SC	69	SC 19 (Edgefield HWY)	SC 118 (University PKWY)	I-20	Widen to 4 through lanes.	\$ 1,047,904	2011	\$ 3,143,712	2013	\$ 10,479,040	2015	\$ 14,670,656
SC	Aiken 11	Five Notch RD	Georgia AVE	Walnut LN	Widen to 4 through lanes.	\$ 1,815,016	2012	\$ 5,445,049	2013	\$ 10,890,098	2015	\$ 18,150,163
SC	Aiken 12	Celeste Avenue	Georgia AVE	Five Notch RD	Operational improvements.	\$ 100,000	2012	\$ -		\$ 1,000,000	2013	\$ 1,100,000
SC	Aiken 07	US 78 (Charleston HWY)	Pine Log RD	Old Dibble RD	Widen to 4 through lanes.	\$ 398,030	2018	\$ 1,194,090	2019	\$ 2,388,179	2020	\$ 3,980,299
SC	Aiken 08	I-20	Savannah River	US 25 (Edgefield RD)	Widen to 6 through lanes.	\$ 1,161,717	2018	\$ 3,485,150	2019	\$ 6,970,299	2020	\$ 11,617,166
					2006 - 2020 Subtotal	\$ 8,921,904		\$ 28,400,814		\$ 89,035,081		\$ 126,357,798

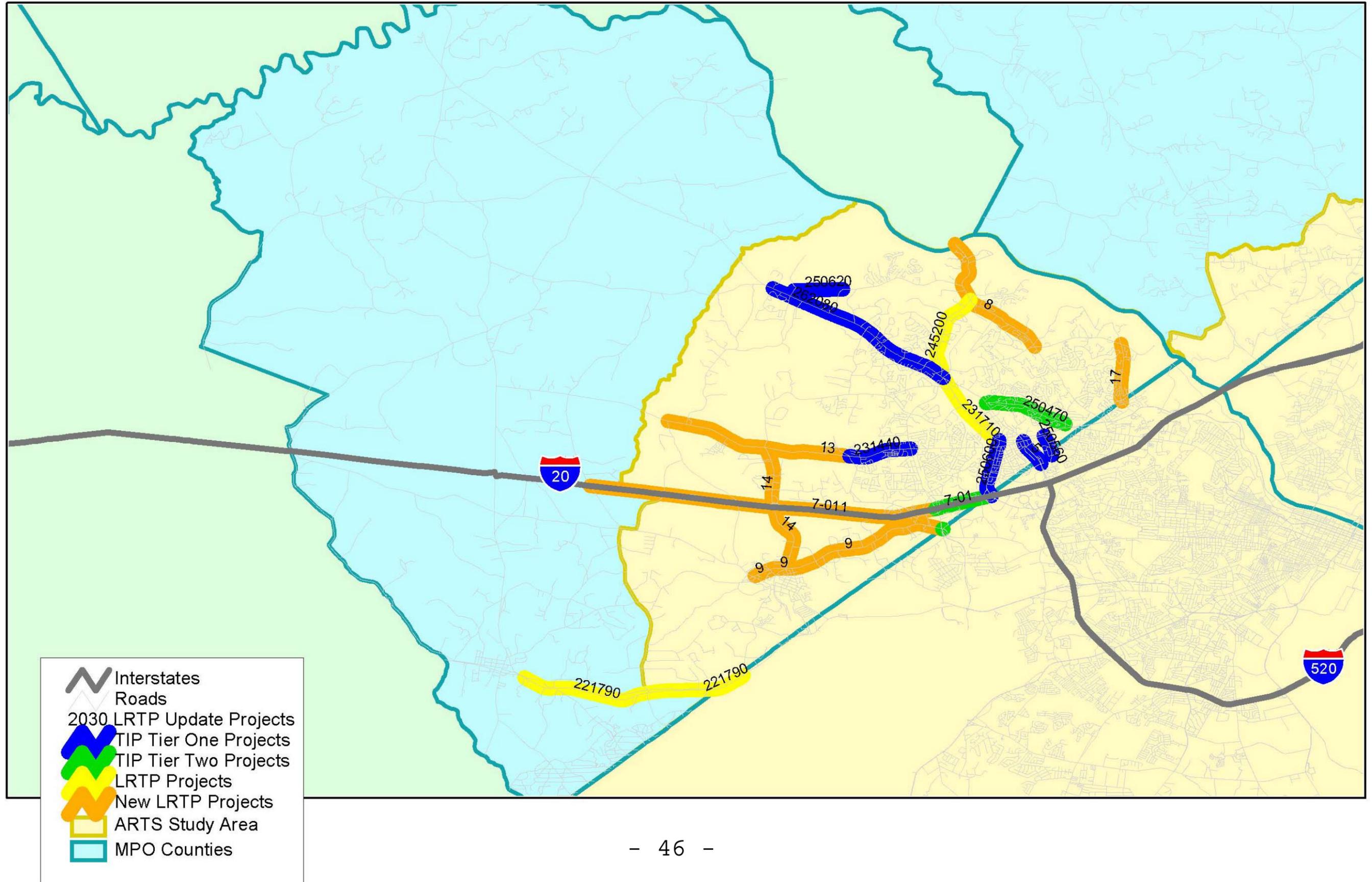
Table 13 - ARTS  
2030 LRTP Update

Project List

State	Project No.	Project Name	From	To	Description	Total PE/Design (2005 Dollars)	Year PE Completed	Total ROW (2005 Dollars)	Year ROW Completed	Total Construction (2005 Dollars)	Year Construction Completed	Project Total (2005 Dollars)
GA	4	I-520 Southbound	Wrightsboro RD	US 78 (Gordon HWY)	Add auxiliary lane.	\$ 80,000	2010	\$ 240,000	2011	\$ 800,000	2011	\$ 1,120,000
GA	3	US 78/SR 10 (Gordon HWY)	Robinson AVE	Fort Gordon Gate 1	Widen to 6 through lanes.	\$ 875,226	2011	\$ 2,625,678	2012	\$ 8,752,260	2013	\$ 12,253,164
GA	1	I-20	McDuffie County Line	SR 383 (Belair RD)	Widen to 6 through lanes.	\$ 4,907,292	2011	\$ 14,721,876	2013	\$ 49,072,920	2016	\$ 68,702,088
GA	5	Bobby Jones Expressway	North Of Scott Nixon Memorial BLVD	SR 104 (Washington RD)	Widen to 6 through lanes.	\$ 220,199	2012	\$ 660,597	2013	\$ 2,201,990	2015	\$ 3,082,786
GA	6	US 25/SR 127 (Peach Orchard RD)	Tobacco RD	Browns RD	Widen to 6 through lanes.	\$ 610,006	2015	\$ 1,830,018	2017	\$ 6,100,060	2019	\$ 8,540,084
GA	7	US 1 (Dean's Bridge RD)	Meadowbrook DR	Tobacco RD	Widen to 6 through lanes.	\$ 689,572	2016	\$ 2,068,716	2018	\$ 6,895,720	2020	\$ 9,654,008
GA	8	SR 28 (Fury's Ferry RD)	South Carolina State Line	Evans To Locks RD	Widen to 4 through lanes.	\$ 928,824	2019	\$ 2,786,472	2021	\$ 9,288,240	2024	\$ 13,003,536
GA	9	Wrightsboro RD	SR 233 (Robinson AVE)	SR 875 (Jimmie Dyess PKWY)	Widen to 4 through lanes.	\$ 1,166,984	2020	\$ 3,500,952	2022	\$ 11,669,840	2025	\$ 16,337,776
GA	13	SR 232 (Columbia RD)	Chamblin RD	Old Belair RD	Widen to 4 through lanes.	\$ 1,095,536	2021	\$ 3,286,608	2023	\$ 10,955,360	2026	\$ 15,337,504
GA	14	SR 388 (Lewiston RD/Horizon South PKWY)	SR 232 (Columbia RD)	Wrightsboro RD	Widen to 4 through lanes.	\$ 881,192	2021	\$ 2,643,576	2023	\$ 8,811,920	2025	\$ 12,336,688
GA	17	Stevens Creek RD	Evans To Locks RD	Claussen RD	Widen to 4 through lanes.	\$ 690,664	2022	\$ 2,071,992	2023	\$ 6,906,640	2024	\$ 9,669,296
GA	18	Louisville Road Interchange At I-20	I-20	Louisville RD	New interchange.	\$ 6,000,000	2023	\$ 18,000,000	2025	\$ 60,000,000	2028	\$ 84,000,000
GA	19	Old Waynesboro RD	SR 56 (Mike Padgett HWY)	Hephzibah-McBean RD	Turn lanes.	\$ 564,898	2026	\$ 1,694,694	2027	\$ 5,648,980	2028	\$ 7,908,572
GA	20	Willis Foreman RD	US 1 (Deans Bridge RD)	US 25 (Peach Orchard RD)	Widen to 4 through lanes.	\$ 1,405,144	2026	\$ 4,215,432	2028	\$ 14,051,440	2030	\$ 19,672,016
GA	7-03	I-20 Park And Ride			Park and ride lot with express bus service.	\$ 150,000	2011	\$ 450,000	2012	\$ 1,500,000	2013	\$ 2,100,000
GA	7-04	Riverwatch PKWY Park And Ride			Park and ride lot with express bus service.	\$ 150,000	2012	\$ 450,000	2013	\$ 1,500,000	2014	\$ 2,100,000
GA	7-05	US 78 (Gordon HWY) Park And Ride			Park and ride lot with express bus service.	\$ 150,000	2013	\$ 450,000	2014	\$ 1,500,000	2015	\$ 2,100,000
GA	7-06	US 1 (Deans Bridge RD) Southwest Park And Ride			Park and ride lot with express bus service.	\$ 150,000	2013	\$ 450,000	2014	\$ 1,500,000	2015	\$ 2,100,000
GA	7-07	US 25 (Peach Orchard RD) Southwest Park And Ride			Park and ride lot with express bus service.	\$ 150,000	2014	\$ 450,000	2015	\$ 1,500,000	2016	\$ 2,100,000
SC	10	SR 118	North Of Willow Run RD	North Of Old Wagener RD	Widen to 4 through lanes.	\$ 309,608	2017	\$ 928,824	2018	\$ 3,096,080	2021	\$ 4,334,512
SC	2	I-20	US 25/SR 121 (Edgefield RD)	Bettis Academy RD	Widen to 6 through lanes.	\$ 1,447,022	2021	\$ 4,341,066	2023	\$ 14,470,220	2027	\$ 20,258,308
SC	11	CR 65 (Pine Log RD)	US 278 (Williston RD)	Huber Clay RD	Widen to 4 through lanes.	\$ 1,166,984	2024	\$ 3,500,952	2026	\$ 11,669,840	2030	\$ 16,337,776
SC	15	SR 19 (Edgefield HWY)	I-20	SR 191 (Shiloh Church RD)	Widen to 4 through lanes.	\$ 190,528	2027	\$ 571,584	2028	\$ 1,905,280	2028	\$ 2,667,392
SC	12	SR 118 (Hitchcock Parkway)	US 1/78	SR 302 (Silver Bluff RD)	Widen to 4 through lanes.	\$ 1,166,984	2026	\$ 3,500,952	2028	\$ 11,669,840	2030	\$ 16,337,776
SC	16	SR 302 (Wagener RD)	North of Redd's Branch RD	Wright's Mill RD	Widen to 4 through lanes.	\$ 500,136	2028	\$ 1,500,408	2029	\$ 5,001,360	2030	\$ 7,001,904
SC	7-09	I-20 Park And Ride			Park and ride lot with express bus service.	\$ 150,000	2011	\$ 450,000	2012	\$ 1,500,000	2013	\$ 2,100,000
SC	7-10	US 1 (Columbia Highway) North Park And Ride			Park and ride lot with express bus service.	\$ 150,000	2012	\$ 450,000	2013	\$ 1,500,000	2014	\$ 2,100,000
					<i>2010 - 2030 Subtotal</i>	\$ 25,646,799		\$ 76,940,397		\$ 256,467,990		\$ 359,055,186
GA	7-01	2+ Concurrent Flow HOV on I-20	Louisville RD	Riverwatch PKWY	Construct 1 HOV lane in each direction.	\$ 4,718,550	2021	\$ 14,155,650	2022	\$ 47,185,500	2026	\$ 66,059,700
GA	7-02	Washington RD Frontage Roads	I-20	Calhoun EXPWY	Construct 2 lane frontage roads in each direction.	\$ 2,996,328	2017	\$ 8,988,984	2018	\$ 29,963,280	2021	\$ 41,948,592
SC	7-11	US 1 (Aiken-Augusta HWY)	Savannah River	I-520 (Palmetto PKWY)	Widen to 4 through lanes with continuous center turn lane.	\$ 399,165	2015	\$ 1,197,495	2016	\$ 3,991,650	2017	\$ 5,588,310
SC	7-12	I-20 Frontage Road Collector	Five Notch Road	US 25 (Edgefield RD)	Construct 3 lane frontage road on the south side of I-20.	\$ 447,890	2016	\$ 1,343,669	2017	\$ 4,478,895	2018	\$ 6,270,453
SC	7-13	Bergen-Five Notch Collector	Bergen RD	Five Notch RD	Construct 3 lane frontage road on the north side of I-20.	\$ 373,241	2017	\$ 1,119,724	2018	\$ 3,732,413	2019	\$ 5,225,378
SC	7-14	SR 230 (Martintown RD)	I-20	Murrah RD	Widen to 4 through lanes with turn lanes as needed.	\$ 476,320	2019	\$ 1,428,960	2020	\$ 4,763,200	2021	\$ 6,668,480
					<i>2016 - 2030 Subtotal</i>	\$ 9,411,494		\$ 28,234,481		\$ 94,114,938		\$ 131,760,913
GA	T-L1	Transit operating funds (2005 - 2030)										\$ 92,200,000
GA	T-L2	Transit capital funds (2005 - 2030)										\$ 86,500,000
SC	T-L3	Transit operating funds (2005 - 2030)										\$ 11,900,000
SC	T-L4	Transit capital funds (2005 - 2030)										\$ 11,000,000
					<i>Transit Subtotal</i>							\$ 201,600,000



Figure 6 - ARTS 2030 Long Range Transportation Plan Projects - Columbia County





**Figure 8 - ARTS 2030 Long Range Transportation Plan Bicycle and Pedestrian Projects**



## VIII. FINANCIAL PLAN

The Long Range Transportation Plan must be financially constrained. That is, it must show in a financial plan that anticipated revenues to fund transportation projects are adequate to fund all of the projects contained in the plan. Transportation projects for which funding cannot be identified cannot be included in the Long Range Transportation Plan. This financial plan shows that the ARTS 2030 Long Range Transportation Plan is financially constrained.

### *A. Revenue Estimation Process*

Preparation of the financial plan began by estimating revenue expected from existing and proposed funding sources for the period covered by the Long Range Transportation Plan. Both the Georgia and South Carolina Departments of Transportation provided estimates of Federal and State funding that would be available to fund transportation projects in their respective portions of the ARTS area. Also, based on recent expenditure trends, each DOT indicated what portion of those funds would be used for maintaining the existing transportation system.

Estimates of revenue expected from other current Federal and State sources were prepared using a similar process. Long term funding estimates based on short term programming of funds were combined with funding commitments to produce estimates of revenue expected from the Federal Transit Administration and Federal appropriations for demonstration projects or congressional earmarks. In preparing this estimate, there was no speculation of receiving funds in amounts significantly higher than that indicated by recent trends. In fact, this update included a more conservative approach to estimating revenue, because at the time of the Plan's development Congress had not passed a reauthorization for TEA-21. The basic assumption is that formula funding and congressional district balancing (GA Only) would continue in its present form and many of the outyear funding levels are based on the track record for expenditures in the ARTS Area.

For the portion in South Carolina, the SCDOT has generally spent the same amount of funding on an annual basis on roadway improvement projects and operations & maintenance (O & M). The amount, called the guideshare, is aggregated on an annual basis to estimate their revenue over the course of the plan. It is assumed that the annual amount will increase over time due to inflation and the increase in population; therefore, an additional \$1.0 million per year was added to the annual revenue from SCDOT beginning in 2016. An additional \$800,000 per year is added to the revenue projections beginning in 2020.

Given the modest level of revenue associated with the SCDOT guideshare for the Region, it was also assumed that additional funds would be available for some of the major improvement projects that exceed the level of the guideshare. Recent experience on major projects suggests that additional funds through the State Infrastructure Bank or some other source will be available for major projects. Over \$130 million was made available to fully-fund the Palmetto Parkway in the most recent Transportation Improvement Program. Over the course of the Plan, the revenue estimate includes \$51.85 million in additional funds, which are not specifically identified, but are expected to be available either from the SIB or other federal/state sources. SCDOT has agreed that these assumptions are valid and reasonable.

Estimates of local funding for transportation projects include anticipated appropriations from local governments, revenue produced by the operation of a transportation facility or service, and private funding. While all local governments fund transportation projects as part of their annual budgetary process, no method of accurately estimating long term funding from local government for transportation projects was available. As a result, the estimate of local funding was based on a straight-line analysis of recent annual expenditures at the county and city level. New Special Local Option Sales Tax (SPLOST) initiatives in Columbia County (GA) and existing programs in Richmond

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County and have been included in the regional revenue estimates. Aiken County expenditures have also been added to the revenue estimate.

The estimate of maintenance funds is limited to Federal and State funding. A consistent method of estimating and forecasting maintenance revenue and expenses was developed from information provided by the State Departments of Transportation. However, a consistent, accurate method of estimating local revenue and expenses could not be developed due to varying processes used by local governments for funding and implementing transportation maintenance projects. Without an accurate current estimate, forecasts of local maintenance revenues and expenses also could not be developed. With neither a firm basis for current estimates nor an accurate method for forecasting local maintenance revenue and expenses, this financial plan confines itself to Federally and State funded maintenance revenue and expenses.

***B. Revenue Estimate Summary and Financial Constraint***

Based on the process described above, an estimate was made of all revenue expected to be available to fund transportation projects in the ARTS area until the Year 2030. The estimate includes funds from all sources: federal, state, and local. Although not specifically identified in this financial plan, the estimate includes funding for engineering, right-of-way acquisition, construction, and maintenance.

**Table 14a  
Revenue Estimate Summary for ARTS 2030 Plan (in 1,000's)**

<u>Revenue</u>	<u>Georgia</u>	<u>South Carolina</u>	<u>Total</u>
Federal/State (non-transit)	\$1,129.0	\$327.9	\$1,456.9
Local	\$55.3	n/a	\$55.3
Transit Federal	\$48.5	\$15.5	\$64.0
Transit Local	\$41.9	\$8.4	\$50.3
<b>Total Revenue</b>	<b>\$1,274.7</b>	<b>\$351.8</b>	<b>\$1,626.5</b>

**Table 14b  
Cost Estimate Summary for ARTS 2030 Plan (in 1,000's)**

<u>Project Costs</u>	<u>Georgia</u>	<u>South Carolina</u>	<u>Total</u>
Infrastructure Improvements	\$963.4	\$315.1	\$1,278.5
Roadway O&M	\$85.4	\$13.1	\$98.5
Bike/Ped Improvements	\$6.5	\$0.3	\$6.8
Transit Capital	\$86.5	\$11.0	\$97.5
Transit O & M	\$92.2	\$11.9	\$104.1
<b>Total Cost</b>	<b>\$1,234.0</b>	<b>\$351.4</b>	<b>\$1,585.4</b>
<b>Balance (Total Revenue-Total Cost)</b>	<b>\$40.7</b>	<b>\$0.4</b>	<b>\$42.1</b>

AUGUSTA REGIONAL TRANSPORTATION STUDY  
YEAR 2030 LONG RANGE TRANSPORTATION PLAN

APPENDICES

## APPENDIX A

### AUGUSTA REGIONAL TRANSPORTATION STUDY PUBLIC INVOLVEMENT POLICY

As part of the continuing efforts of the Augusta Regional Transportation Study (ARTS) to encourage citizen participation and facilitate public involvement, in June of 1993 the ARTS Policy Committee established the first ARTS Public Participation Policy. The adoption of this policy followed a 45-day review and comment period. Since the establishment of this policy, public involvement in the ARTS process has increased substantially. However, it can certainly benefit from additional effort.

As required by US 23 CFR 450, public involvement policies are to be revisited periodically, to evaluate their success. As a result of the ARTS certification review, it was discovered that the public involvement activities actually carried out by ARTS were not evident from the policy itself. ARTS was doing more than it was giving itself credit for doing. The new public involvement policy will attempt to describe ARTS activities in more detail.

In keeping with legislation and regulatory intent, the overall objective of the ARTS Public Involvement Policy is to provide a process that is proactive, provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement [23 CFR 450.212(a) and 450.316(b)(l)].

#### I. Meetings / Committees

##### A. Citizen Advisory Committee (CAC)

The cornerstone of the ARTS Public Involvement Policy will remain the CAC. The committee was reorganized in 1994, has adopted bylaws and is evolving into a group that can voice concerns or opinions and know that they will be taken seriously. The CAC has regularly scheduled meetings on a monthly basis and its chair is a designated voting member of the Technical Coordinating Committee (TCC) and a non-voting member of the Policy Committee.

The CAC has been evolving and growing since its establishment. The group has increased its involvement beginning FY 1996. They assigned certain geographic areas to each member. It is that member's responsibility to get involved in community groups and activities in their area, such that they can share information, and provide feedback to the entire group about transportation issues in their area.

##### B. Other ARTS Committees

All meetings of the ARTS Committees shall be open to the public. Agendas will be mailed at least seven days in advance to all members as well as an "interested citizens" list maintained by the Augusta Richmond County Planning Commission. Notice of the meetings and agendas will also be mailed to area media. The media list will be representative of all parts of the area including minority focused outlets.

#### II. Document Review and Amendment

- A. Major transportation documents (examples: Transportation Improvement Program (TIP), the Long Range Plan (LRP), Major Investment Studies (MIS), Americans with Disabilities Act (ADA) Plan updates, and others as needed) shall be prepared in accordance with the following procedures:

- (1) Draft versions of documents are prepared by staff with input from the CAC, other interested citizens, and input from other meetings (i.e. city neighborhood planning meetings, comprehensive plan update meetings, South Carolina subcommittee, etc.)
  - (2) Draft documents are reviewed by the CAC, TCC, and Policy Committee and other agencies as required.
  - (3) Notice of a 30-day public review period will be posted in public places throughout the ARTS area (see Appendix for locations). The public review period will be advertised in advance in all major media. Letters will also be sent to all ARTS committees, social service agencies, and interested citizens announcing the review period.
  - (4) Copies and summaries of draft documents will be available for public review in planning offices and other locations in Richmond, Aiken and Columbia Counties (see Appendix for locations) .
  - (5) A public meeting is to be held at the end of the 30-day review period. Notices of the public meeting will follow the procedure described in (3) above.
  - (6) Following the close of the public comment period, staff will prepare the final document. Comments received by review agencies and public comments will be considered when preparing the final document. Significant comments will be presented to the Policy Committee.
  - (7) Consideration of adoption of the final document will be placed on the agenda of the next scheduled ARTS Policy Committee following the close of the comment period.
  - (8) Copies of final documents will be available for public review in planning offices and other locations in Richmond, Aiken and Columbia Counties (see Appendix for locations).
- B. After adoption of the major transportation document as described in (A) above, it may become necessary to amend the document prior to its next scheduled update. Amendments shall be prepared in accordance with the following procedures:
- (1) If the proposed amendment involves the addition or deletion of a project or activity from the final document, the Policy Committee may approve the proposed amendment subject to a 15-day public review and comment period. If no significant comments are received, no further action by the Policy Committee is required. Significant comments will be presented to the Policy Committee for consideration. Results of the public comment period will be provided to the Committee.
  - (2) If the proposed amendment involves substantial change<sup>1</sup> to existing projects or activities from the final document, the Policy Committee may approve the proposed amendment subject to a 15-day public review and comment period. If no significant comments are received, no further action by the Policy Committee is required. Significant comments will be presented to the Policy Committee for consideration. Results of the public comment period will be provided to the Committee.
  - (3) During the 15-day public review and comment period, copies of amendments will be available in planning offices and other locations in Richmond, Aiken and Columbia Counties (see Appendix for locations). Amendments needed solely to correct administrative errors in

existing projects or activities, such as typographic errors or mistakes in project descriptions, do not require a public review period.

- C. A substantial change is defined as a change in scope or purpose of an activity. It also includes increases or decreases in funding levels or shifts in timing of a project.

III. Other Activities

- A. Representatives of public interest groups may be added as advisory non-voting members of the TCC by request. Such members would be allowed to make presentations to the TCC, upon request.
- B. Staff members will continue to take advantage of all opportunities to bring the ARTS planning process to the attention of the general public. A brochure describing the process will be distributed throughout the community. Interviews with media and articles in the local press will be encouraged. Speaking to civic groups, and neighborhood groups will be encouraged as well.

IV. Public Involvement Policy Review Procedure

An important part of the Public Involvement Policy (PIP) is the periodic review and adjustment of public involvement techniques and activities. Periodic evaluation will help assess the effectiveness of public participation techniques, generate ideas for proactive change to the PIP, and assure participation that is satisfying to the public and advances transportation planning in the ARTS area.

The PIP review procedure for the ARTS is fairly straightforward. Following a transportation related public meeting or hearing, ARTS participants hold a brainstorming session to discuss the effectiveness of public participation. Effectiveness is measured by the number of people attending the meeting or hearing. Brainstorming participants include, as appropriate, representatives of the Augusta-Richmond County Planning Commission, Aiken County Planning and Development Department, Augusta Public Transit, Aiken County Transit, South Carolina DOT and Georgia DOT.

There are three (3) steps in the brainstorming session. The first step in the process involves reviewing all aspects of the meeting, including the location, time and day of the meeting, the meeting format, public notification measures employed, and any handouts and maps used during the meeting. This review is designed to elicit feedback from participants. The second step in the review process involves generating ideas about ways to change or improve any aspect of future meetings. Every idea is considered without comment or evaluation in order to obtain as many suggestions as possible. The third and final step in the process is to build a consensus about which changes to make to the public involvement procedures and techniques. All of the ideas are discussed and a consensus reached on how and when to implement the changes. The objective is to make changes that result in increased attendance at public meetings and more meaningful public comments.

V. Amendment to the ARTS Public Involvement Policy

- A. Proposed amendments to the policy will be reviewed by all ARTS committees. Approval of amendments by the Policy Committee is subject to a 45-day public comment period. If no significant comments are received, no further action by the Policy Committee is required. Significant comments will be presented to the Policy Committee for consideration. Results of the comment period will be provided to the Committee.
- B. The appendix to the Public Involvement Policy (PIP) contains supplemental information related to the PIP process, such as the locations where ARTS planning documents are available for public

review. The appendix may need to be updated or modified from time to time. Unlike an amendment to the text of the PIP, updating the appendix shall not require review by all ARTS committees, approval by the Policy Committee, or a public comment period. ARTS Committees will be notified of all changes and provided copies of the revised appendix. The revised appendix will also be sent to planning offices and other locations in Richmond, Aiken and Columbia Counties (see Appendix for locations).

*(Editorial changes were made June 9, 2003).*

**ARTS PUBLIC INVOLVEMENT POLICY  
PUBLIC NOTICE OF MEETINGS & 30-DAY REVIEW PERIOD FOR ARTS DOCUMENTS**

**LOCATIONS FOR POSTING DISPLAY NOTICE**

1. Augusta-Richmond County Planning Commission -525 Telfair Street, Augusta, GA
2. Aiken County Planning & Development Department -1680 Richland Avenue West -Suite 130, Aiken, SC
3. Columbia Co. Planning Department -Evans Government Complex -630 Washington West Drive, Evans, GA
4. City of Aiken Planning Department -214 Park Avenue SW, Aiken SC
5. North Augusta Planning Department -400 East Buena Vista Avenue, North Augusta, SC
6. Augusta Public Works & Engineering Department -1516 Marvin Griffin Road, Augusta, GA
7. Columbia County Engineering Services Department -630 Washington West Drive, Evans, GA
8. North Augusta Public Works Department -400 East Buena Vista Avenue, North Augusta, SC
9. City of Aiken Public Works /Engineering -214 Park Avenue SW, Aiken SC
10. Aiken County Engineering -828 Richland Avenue West, Aiken, SC
11. Traffic Engineers: City of Augusta -328 Riverfront Drive, Augusta; City of North Augusta -400 East Buena Vista Avenue, North Augusta, SC; Columbia Co. Traffic Engineer -630 Washington West Drive, Evans, GA
12. Burnetown Town Hall- 3144 Augusta Road, Burnetown, SC
13. GA DOT Area Engineer's Office -Frontage Road
14. SC DOT Area Engineer -1750 Park Avenue East, Aiken, SC
15. Grovetown City Hall
16. Fort Gordon -Attn: Linda Orne, Woodworth Library, Bldg. 33500, Rice Road, Fort Gordon, GA
17. Augusta Public Transit -1535 Fenwick Street, Augusta, GA

**DOCUMENT LOCATIONS (DRAFT & FINAL)**

1. Planning Offices (Augusta, North Augusta, Aiken, Columbia County)
2. Public Libraries (Augusta, North Augusta, Aiken, Columbia County)
3. Burnetown Town Hall- 3144 Augusta Road, Burnetown, SC
4. Grovetown City Hall
5. GA DOT Area Engineer's Office -Frontage Road
6. SC DOT Area Engineer -1750 Park Avenue East, Aiken, SC
7. Fort Gordon
8. Augusta Public Transit

## APPENDIX B

### ARTS 2030 LONG RANGE TRANSPORTATION PLAN

#### CONGESTION MITIGATION STRATEGIES

As part of the ongoing transportation planning process, ARTS has incorporated the congestion mitigation strategies listed below into the CMS work plan. As corridors, or parts of corridors are identified as being seriously congested, a matrix is used to identify which mitigation strategies are most appropriate for each corridor.

##### **Congestion Mitigation Strategies**

- Transportation demand management measures such as, carpooling, van pooling, alternative work hours, telecommuting, and parking management;
- Traffic operation improvements such as, intersection and roadway widening, channelization, traffic surveillance and control systems, motorist information systems, ramp metering, traffic control centers, and computerized signal systems;
- Measures to encourage high occupancy vehicle (HOV) use such as, HOV lanes, HOV by-pass lanes, guaranteed ride home programs, and employer trip reduction ordinances;
- Public transit capital improvements such as exclusive rights of way, bus by-pass ramps, park and ride and mode change facilities, and paratransit services;
- Public transit operational improvements such as, service enhancement or expansion, traffic signal preemption, fare reductions, and transit information systems;
- Measures to encourage the use of nontraditional modes such as bicycle facilities, pedestrian facilities, and ferry systems;
- Congestion pricing;
- Growth management and activity center strategies;
- Access management techniques;
- Incident management;
- Intelligent vehicle transportation system technologies;
- The addition of general purpose lanes.

APPENDIX C

ARTS 2030 LONG RANGE TRANSPORTATION PLAN

Seven Planning Emphasis Areas  
(From TEA-21 Legislation)

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

Appendix D – High Accident Locations  
(Richmond & Columbia Counties)

RANK	COUNTY	ROUTE NAME	INT ROUTE NAME	ACC	INJ	FAT
1	COLUMBIA	SR 104	WILLIAM FEW PKWY	11	4	0
2	COLUMBIA	SR 104	OLD EVANS RD	26	4	0
3	COLUMBIA	SR 104	OAK ST N	24	4	0
4	COLUMBIA	SR 104	EVANS TO LOCKS RD	17	9	0
5	COLUMBIA	SR 104	COUNTRY PLACE LA	12	6	0
6	COLUMBIA	SR 104	TOWNE CENTER DR	13	6	0
7	COLUMBIA	BELAIR RD	RIDGE TRL	11	0	0
8	COLUMBIA	WRIGHTSBORO RD	MARTINEZ COMMUNITY CEN	13	1	0
9	COLUMBIA	SR 104	GIBBS RD	9	5	0
10	COLUMBIA	SR 104	PHEASANT RUN DR	9	4	0

RANK	COUNTY	ROUTE NAME	INT ROUTE NAME	ACC	INJ	FAT
1	RICHMOND	FURY'S FERRY RD	RIVERWATCH PKWY	50	16	0
2	RICHMOND	SANDBAR FERRY RD	LANEY WALKER BLVD	16	8	0
3	RICHMOND	WALTON WAY	DANTIGNAC ST	20	5	0
4	RICHMOND	WASHINGTON RD	RIVER RIDGE DR	19	10	0
5	RICHMOND	OLD SAVANNAH RD	OLD SAVANNAH RD	5	3	0
6	RICHMOND	WASHINGTON RD	WARREN RD	17	1	0
7	RICHMOND	DEANS BRIDGE RD	WILLIS FOREMAN RD	12	7	0
8	RICHMOND	DEANS BRIDGE RD	SPRING GROVE DR	17	9	0
9	RICHMOND	DEANS BRIDGE RD	BARTON CHAPEL RD	16	3	0
10	RICHMOND	MILLEDGEVILLE RD	KRATHA DR	14	9	0

High Accident Locations (Aiken & Edgefield Counties) (SCDOT)

<u>District</u>	<u>County</u>	<u>Intersection</u>	<u>Crashes</u>
1	AIKEN	SC 19 & SC 302	166
1	AIKEN	US 1 & SC 118	125
1	AIKEN	SC 19 & S-419	93
1	AIKEN	US 25 & S-45	81
1	AIKEN	SC 19 & S-1400	78
1	AIKEN	US 25 & SC 125	66
1	AIKEN	SC 118 & SC 302	61
1	AIKEN	US 25 & SC 230	60
1	AIKEN	US 25 & S-355	56
1	AIKEN	US 1 & SC 125	49
2	EDGEFIELD	US 25 & S-37	13
2	EDGEFIELD	US 25 & S-10	11
2	EDGEFIELD	SC 23 & SC 121	11
2	EDGEFIELD	SC 121 & SC 191	11
2	EDGEFIELD	SC 230 & S-53	11
2	EDGEFIELD	US 25 & S-426	9
2	EDGEFIELD	US 25 & US 378	9
2	EDGEFIELD	US 25 & SC 23	8
2	EDGEFIELD	US 25 & SC 121	8
2	EDGEFIELD	SC 121 & S-41	8
<i>Source: South Carolina Department of Transportation</i>			

Appendix E – Bridge Inventory Data  
(Aiken County)

District	County	Feature Intersected	Facility Carried	Location	Substandard Class
1	AIKEN	SAVANNAH OVERFLOW & SEC	US 1	N AUGUSTA	FO
1	AIKEN	S C 191	US 1	GRANITVILLE	FO
1	AIKEN	U.S. 1	US 25	1 MI S OF N AUGUSTA	FO
1	AIKEN	I-20	US 25	5 MI N N AUGUSTA	FO
1	AIKEN	I-20	US 25	2 MI N OF N AUGUSTA	FO
1	AIKEN	HOLLOW CREEK	US 278	5 MI W OF NEW ELLENTON	FO
1	AIKEN	THREE RUNS CREEK	US 278	4 MI SE OF NEW ELLENTON	FO
1	AIKEN	SOUTHERN RWY (ABANDONED)	SC 19	CHESTERFIELD ST AIKEN	FO
1	AIKEN	S C 421	SC 125/US 278	2 MI E OF N AUGUSTA	FO
1	AIKEN	GOOD SPRINGS CREEK	SC 191	VAUCLUSE	FO
1	AIKEN	GREGG CANAL	S-2-33	AT GRANITVILLE	FO
1	AIKEN	HORSE CREEK	S-2-33	AT GRANITVILLE	FO
1	AIKEN	I 20	S-2-45	2.0 MI NE N AUGUSTA	FO
1	AIKEN	HORSE CREEK	S-2-48	AT GRANITVILLE	FO
1	AIKEN	BRIDGE CREEK	S-2-105	4.0 MI S VAUCLUSE	FO
1	AIKEN	HORSE CREEK	S-2-105	5.7 MI NW AIKEN	FO
1	AIKEN	SOUTHERN RR	S-2-182	LAURENS ST AIKEN	FO
1	AIKEN	BIG HORSE CREEK	S-2-809	AT GRANITVILLE	FO
1	AIKEN	BIG HORSE CREEK	US 1	GRANITVILLE	SD
1	AIKEN	SHAWS CREEK	US 1	3 MI N OF AIKEN	SD
1	AIKEN	SOUTH EDISTO RIVER	US 1	13 MI N OF AIKEN	SD
1	AIKEN	SOU. RAILROAD	US 278 & SC 125	5 MI SE OF N AUGUSTA	SD
1	AIKEN	HORSE CREEK	US 278	5 MI SE OF AUGUSTA	SD
1	AIKEN	S. EDISTO RIVER	SC 4/SC 302	10 MI E OF AIKEN	SD
1	AIKEN	S-68	SC 125	1 MI E OF N AUGUSTA	SD
1	AIKEN	HOLLOW CREEK	SC 125	3 MI NW OF JACKSON	SD
1	AIKEN	SHAWS CREEK	SC 191	10 MI N OF AIKEN	SD
1	AIKEN	LAKE FLORENCE	SC 302	8 MI W OF NEW ELLENTON	SD
1	AIKEN	CHINQUAPIN CREEK	SC 391	4 MI E OF MONETTA	SD
1	AIKEN	LITTLE HORSE CREEK	SC 421	1 MI E OF CLEARWATER	SD
1	AIKEN	HOLLOW CREEK	S-2-5	2.0 MI N JACKSON	SD
1	AIKEN	SOUTH EDISTO RIVER #1	S-2-22	5.0 MI W SALLEY	SD
1	AIKEN	SOUTH EDISTO RIVER #2	S-2-22	5.0 MI W SALLEY	SD

Note: SD=Structurally Deficient/FO=Functionally Obsolete

Appendix E – Bridge Inventory Data (Cont.)  
(Aiken County)

District	County	Feature Intersected	Facility Carried	Location	Substandard Class
1	AIKEN	MCTIER CREEK	S-2-25	5 MI S MONETTA	SD
1	AIKEN	NORFOLK SOUTHERN (ABAND)	S-2-31 NBL	YORK ST IN AIKEN	SD
1	AIKEN	NORFOLK SOUTHERN (ABAND)	S-2-31 SBL	YORK ST IN AIKEN	SD
1	AIKEN	HOLLOW CREEK	S-2-32	3.0 MI N JACKSON	SD
1	AIKEN	HORSE CREEK	S-2-104	AT GRANITVILLE	SD
1	AIKEN	SOUTH EDISTO RIVER	S-2-152	11.0 MI E AIKEN	SD
1	AIKEN	NORFOLK SOUTHERN (ABAND)	S-2-166	UNION ST AIKEN	SD
1	AIKEN	ABAND NORFOLK SOUTHERN	S-2-180	FAIRFIELD ST AIKEN	SD
1	AIKEN	BULLS BRANCH	S-2-208	8.0 MI W MONETTA	SD
1	AIKEN	EDISTO RIVER	S-2-208	5.0 MI W MONETTA	SD
1	AIKEN	SHAWS CREEK	S-2-576	8.0 MI SE AIKEN	SD
1	AIKEN	SHAWS CREEK	S-2-1304	8.0 MI SE AIKEN	SD
1	AIKEN	SCOTT MILL POND	S-2-1304	SCOTT CREEK	SD

Note: SD=Structurally Deficient/FO=Functionally Obsolete  
Source: South Carolina DOT

Bridge Inventory Data Listing (Richmond County) (GDOT)

<i>Poor Condition Bridge Inventory Data Listing (Richmond County)</i>					
<i>Condition</i>	<i>Sufficiency Rating</i>	<i>Structure ID</i>	<i>Facility Carried</i>	<i>Location</i>	<i>Year Built</i>
<i>Poor</i>	<i>7.00</i>	<i>245-5022-0</i>	<i>Willis Foreman Rd</i>	<i>2.2 MI N of Foreman Rd</i>	<i>1950</i>
<i>Poor</i>	<i>22.73</i>	<i>245-5005-0</i>	<i>Marks Church Rdd</i>	<i>11 MI N of Hephzibah</i>	<i>1975</i>
<i>Poor</i>	<i>25.57</i>	<i>245-0071-0</i>	<i>Windsor Springs Rd</i>	<i>0.5 MI N of Hephzibah</i>	<i>1958</i>
<i>Poor</i>	<i>25.98</i>	<i>245-5019-0</i>	<i>Goodrich St</i>	<i>13.7 MI NE of Hephzibah</i>	<i>1940</i>
<i>Poor</i>	<i>26.27</i>	<i>245-0017-0</i>	<i>SR 10 – US 1</i>	<i>13.1 MI NE of Hephzibah</i>	<i>1957</i>
<i>Poor</i>	<i>30.5</i>	<i>245-0094-0</i>	<i>5<sup>th</sup> St</i>	<i>At the SC S L</i>	<i>1931</i>
<i>Poor</i>	<i>30.72</i>	<i>245-5015-0</i>	<i>Goodrich St</i>	<i>13.2 MI NE of Hephzibah</i>	<i>1940</i>
<i>Poor</i>	<i>34</i>	<i>245-0102-0</i>	<i>7<sup>th</sup> St</i>	<i>12.6 MI NE of Hephzibah</i>	<i>1914</i>
<i>Poor</i>	<i>37.22</i>	<i>245-5020-0</i>	<i>Goodrich St</i>	<i>13.9 MI NE of Hephzibah</i>	<i>1940</i>
<i>Poor</i>	<i>42.41</i>	<i>245-0072-0</i>	<i>Windsor Springs Rd</i>	<i>2.7 MI N of Hephzibah</i>	<i>1940</i>
<i>Poor</i>	<i>46.64</i>	<i>245-0080-0</i>	<i>Berckman Road</i>	<i>12.9 MI NE of Hephzibah</i>	<i>1950</i>

Source: Georgia Department of Transportation

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**Appendix F – Project Information Sheets**



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	St. Sebastian Road Extension	<b>PI Num:</b>	262750 / 26U750 / 26Y750
		<b>Project #</b>	DE-OOMS(389)
<b>Local Rd. Name / Num:</b>		<b>City:</b>	Augusta
		<b>County:</b>	Richmond
<b>State/US Num:</b>	SR 28	<b>DOT District:</b>	2
		<b>Cong. District:</b>	12th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Modifications and additions to streets, railroad, and related improvements in the vicinity of the grade crossing of the CSX Railroad and 15th Street.		
<b>Length, miles:</b>	2	<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT: (2003)</b>		<b># of Lanes Planned/Modeled:</b>	2
		<b>Future Volumes, ADT: (2030)</b>	19,300
<b>Bike/Pedestrian Additions:</b>	The ARTS Bicycle and Pedestrian Plan recommends considering bicycle facilities in the design (#R34).		
<b>Purpose and Need:</b>	Capacity, Connectivity		
<b>Logical Termini Locations:</b>	CSX Railroad - 15th Street		
<b>Connectivity / Related Projects:</b>	Riverwatch Parkway, Walton Way, Medical Complex		
<b>Functional Classification:</b>	Urban Minor Arterial		
<b>Comments / Remarks:</b>	St. Sebastian Extension from Walton Way to Reynolds Street; Greene Street Extension from 15th Street to Riverwatch Parkway. Improvements to 15th Street North of Butt Memorial Bridge to Broad Street and improvements to Greene Street from 15th Street to 13th Street.		

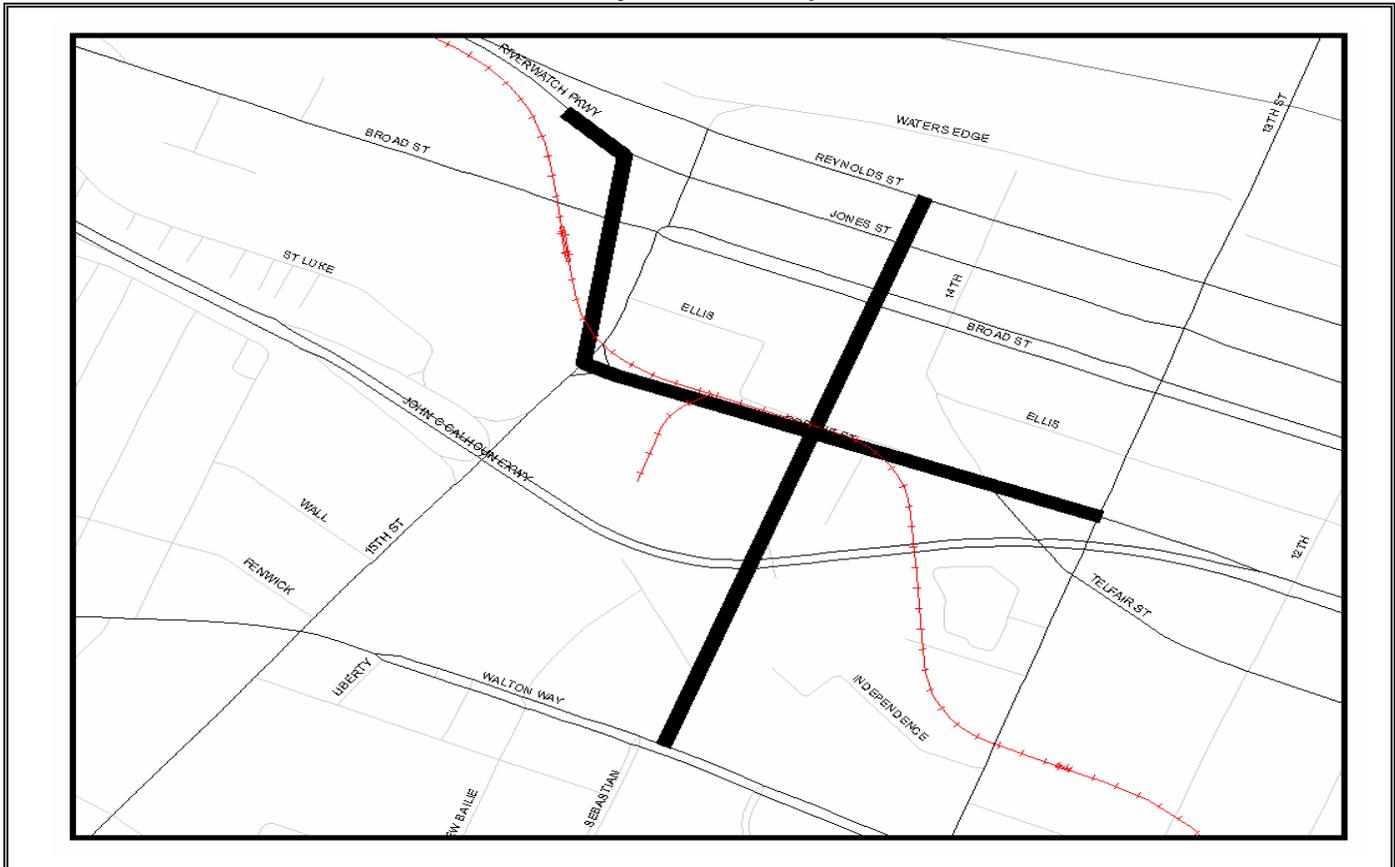
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State	\$ 13,485			\$ 13,485
<b>Project Cost (000's)</b>		<b>\$ 13,485</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,485</b>
<b>Federal Cost (000's)</b>		<b>\$ 12,137</b>			<b>\$ 12,137</b>
<b>State Cost (000's)</b>		<b>\$ 1,349</b>			<b>\$ 1,349</b>
<b>Local Cost (000's)</b>		<b>\$ -</b>			<b>\$ -</b>

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion along St. Sebastian, Walton Way and 15th Street.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Windsor Spring Road	<b>PI Num:</b>	250610
		<b>Project #</b>	STP-7007(6)
<b>Local Rd. Name / Num:</b>	CR 65 / Windsor Spring	<b>City:</b>	Augusta
<b>State/US Num:</b>		<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Richmond
		<b>Cong. District:</b>	12th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to four through lanes with turn lanes as needed from Willis Foreman Road to Tobacco Road.		
<b>Length, miles:</b>	2	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2003) 8,380	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>	The ARTS Bike Plan recommends consideration of bike and pedestrian facilities in the design (#R18).		
<b>Purpose and Need:</b>	Capacity, congestion, safety		
<b>Logical Termini Locations:</b>	Tobacco Road and Willis Foreman Road		
<b>Connectivity / Related Projects:</b>	Widen Windsor Spring Road from Willis Foreman Road to Highway 88 (PI# 24520).		
<b>Functional Classification:</b>	Urban Minor Arterial		
<b>Comments / Remarks:</b>			

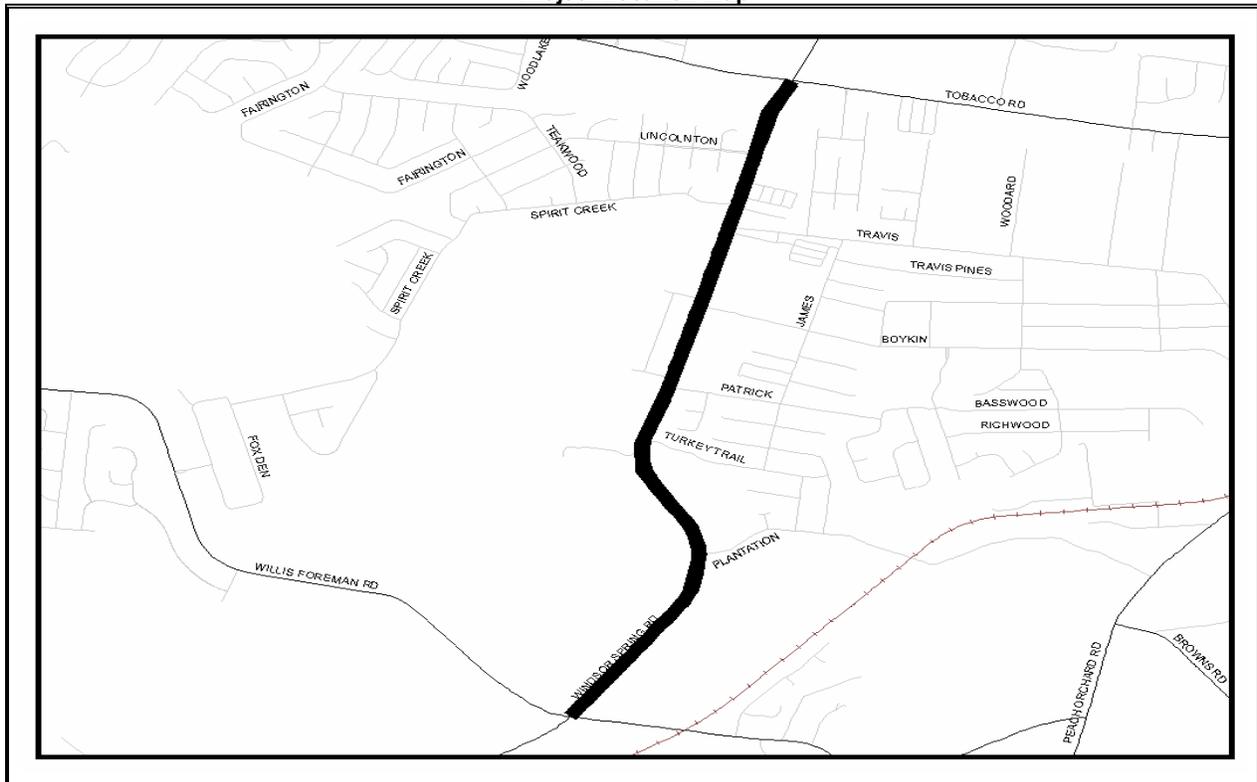
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized	\$ 9,955			\$ 9,955
Construction (000's)	Federal/State	\$ 11,500			\$ 11,500
<b>Project Cost (000's)</b>		<b>\$ 21,455</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 21,455</b>
Federal Cost (000's)		\$ 17,164			\$ 17,164
State Cost (000's)		\$ 4,291			\$ 4,291
Local Cost (000's)					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help relieve congestion on Windsor Spring Road.

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	I-20 @ I-520 Interchange	<b>PI Num:</b>	210450
		<b>Project #</b>	NH-IM-520-1(15)
<b>Local Rd. Name / Num:</b>	Bobby Jones Expressway	<b>City:</b>	Augusta
<b>State/US Num:</b>	I-20 / I-520	<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Richmond
		<b>Cong. District:</b>	12th
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Reconstruct I-20 / I-520 interchange. Including modification of existing I-520 / Wheeler Road interchange, and construct a grade separation at Bobby Jones Expressway / Scott Nixon Memorial Boulevard.		
<b>Length, miles:</b>	1.9	<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT:</b>	(2003) 77,836	<b># of Lanes Planned/Modeled:</b>	N/A
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 101,100
<b>Purpose and Need:</b>	Safety, capacity, connectivity		
<b>Logical Termini Locations:</b>	Interchange re-design		
<b>Connectivity / Related Projects:</b>	Davis Road / Walton Way Extension / Jackson Road;		
<b>Functional Classification:</b>	Urban Interstate Principal Arterial		
<b>Comments / Remarks:</b>			

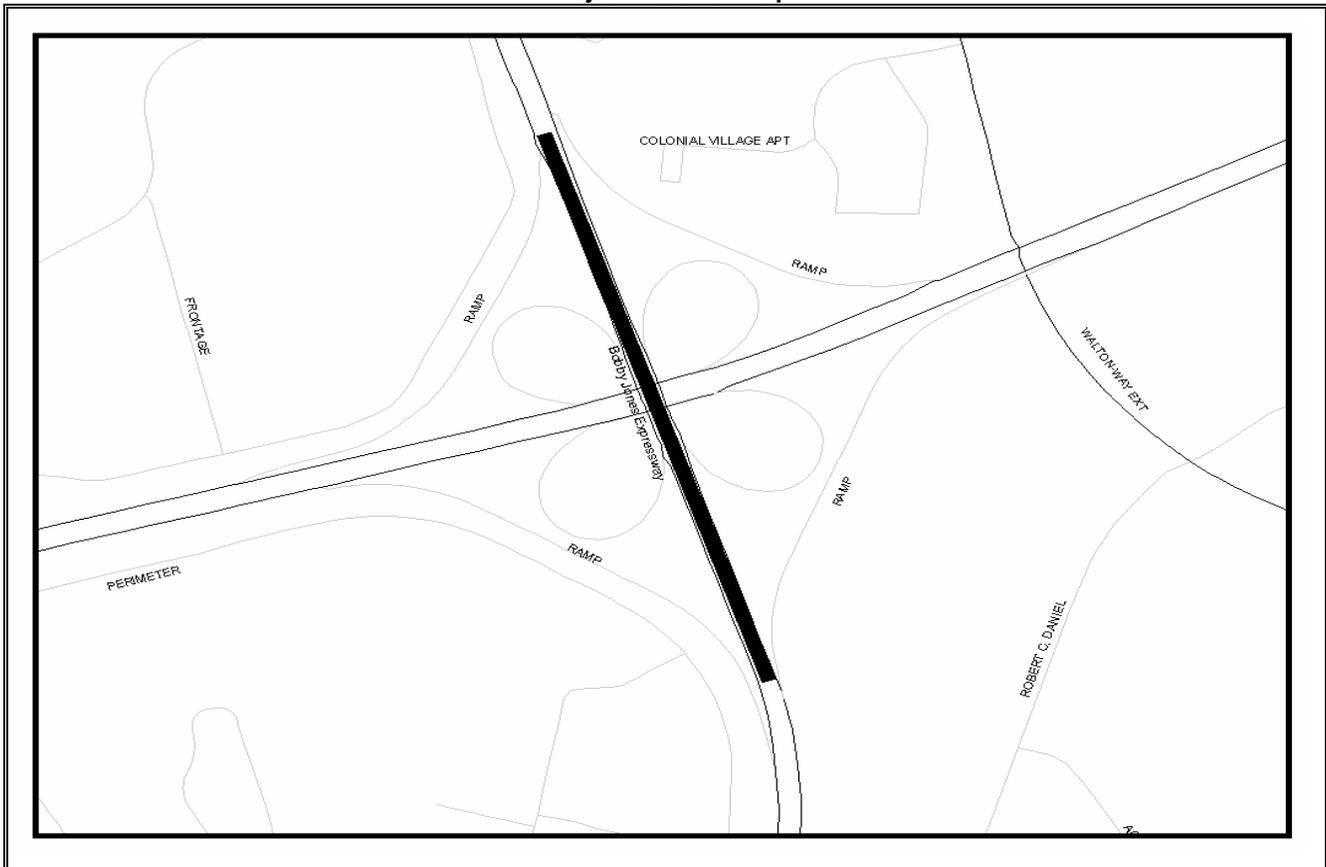
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State	\$ 85,673			\$ 85,673
<b>Project Cost (000's)</b>		<b>\$ 85,673</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 85,673</b>
Federal Cost (000's)		\$ 68,538			\$ 68,538
State Cost (000's)		\$ 17,135			\$ 17,135
Local Cost (000's)					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help alleviate congestion on I20 /I-520 and Wheeler Road interchanges.

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	SR 232	<b>PI Num:</b>	231440
		<b>Project #</b>	STP-174-1(7)
<b>Local Rd. Name / Num:</b>	Columbia Road	<b>City:</b>	
<b>State/US Num:</b>	SR 232	<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Columbia
		<b>Cong. District:</b>	9th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to four through lanes from just west of Crawford Creek to CR 223.		
<b>Length, miles:</b>	1.4	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2003) 10,790	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>	The ARTS Bike Plan recommends consideration of bike and pedestrian facilities in design (#C5).		
<b>Purpose and Need:</b>	Capacity, congestion, safety, economic development		
<b>Logical Termini Locations:</b>	CR 221 and CR 223.		
<b>Connectivity / Related Projects:</b>	Washington Road and Belair		
<b>Functional Classification:</b>	Urban Minor Arterial		
<b>Comments / Remarks:</b>			

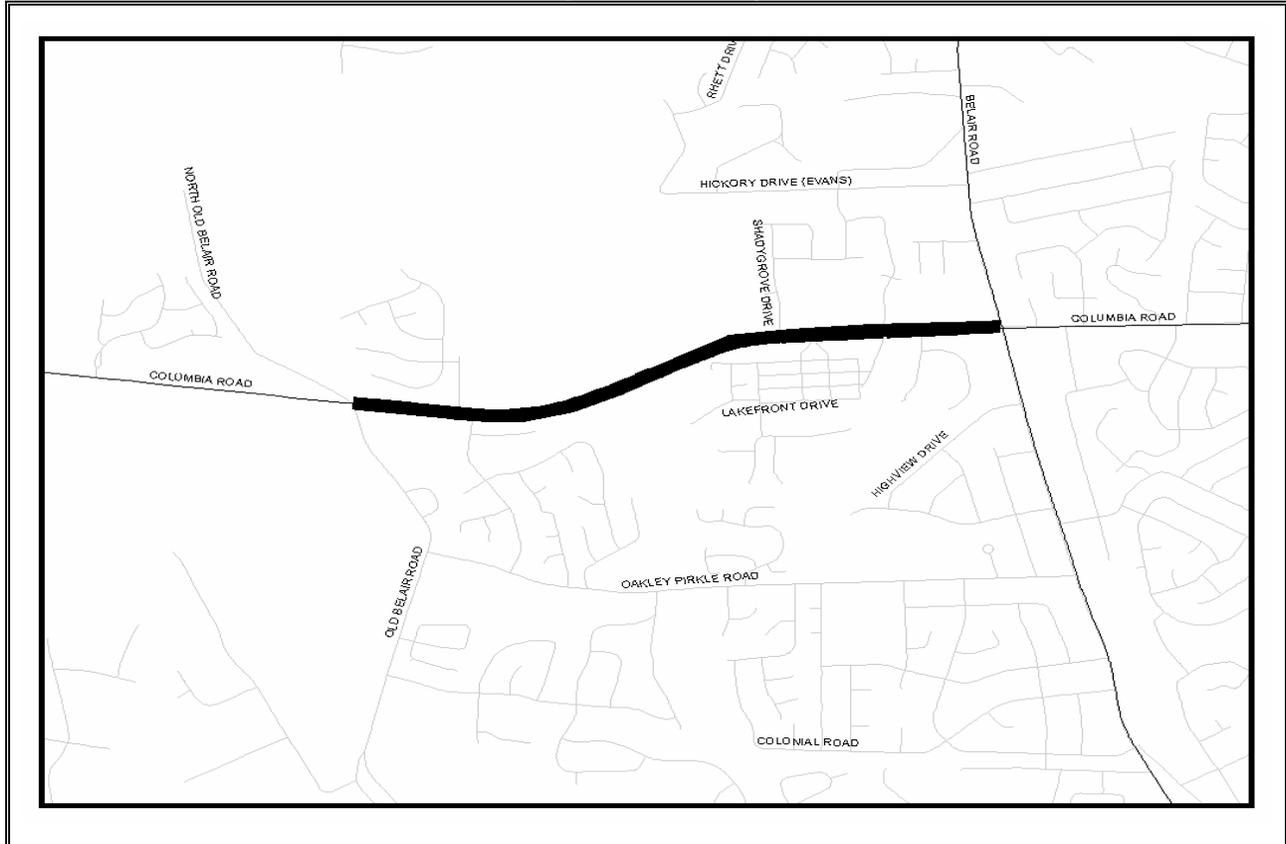
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized				\$ -
<b>Right-of-Way (000's)</b>	Authorized	\$ 129			\$ 129
<b>Construction (000's)</b>	Federal/State	\$ 44,901			\$ 44,901
<b>Project Cost (000's)</b>		\$ 45,030	\$ -	\$ -	\$ 45,030
<b>Federal Cost (000's)</b>		\$ 36,024			\$ 36,024
<b>State Cost (000's)</b>		\$ 9,006			\$ 9,006
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help alleviate traffic congestion on SR 232.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	William Few Parkway	<b>PI Num:</b>	250620	
		<b>Project #</b>	STP-7073(1)	
<b>Local Rd. Name / Num:</b>	William Few Parkway	<b>City:</b>		<b>County:</b> Columbia
<b>State/US Num:</b>		<b>DOT District:</b>	2	<b>Cong. District:</b> 9th
		<b>RDC:</b>	CSR	<b>Map Key Num:</b>

### Project Details

<b>Project Description:</b>	Extend William Few Parkway from Washington Road to Hardy McManus Road				
<b>Length, miles:</b>	1.3	<b># of Lanes:</b>	N/A	<b># of Lanes Planned/Modeled:</b>	2
<b>Current Volumes, ADT:</b>	(2003) 10,200			<b>Future Volumes, ADT:</b>	(2030) 7,800
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	Safety, connectivity, congestion				
<b>Logical Termini Locations:</b>	Hardy McManus and Washington Road				
<b>Connectivity / Related Projects:</b>	SR 104 (Washington Road)				
<b>Functional Classification:</b>	Rural local road				
<b>Comments / Remarks:</b>					

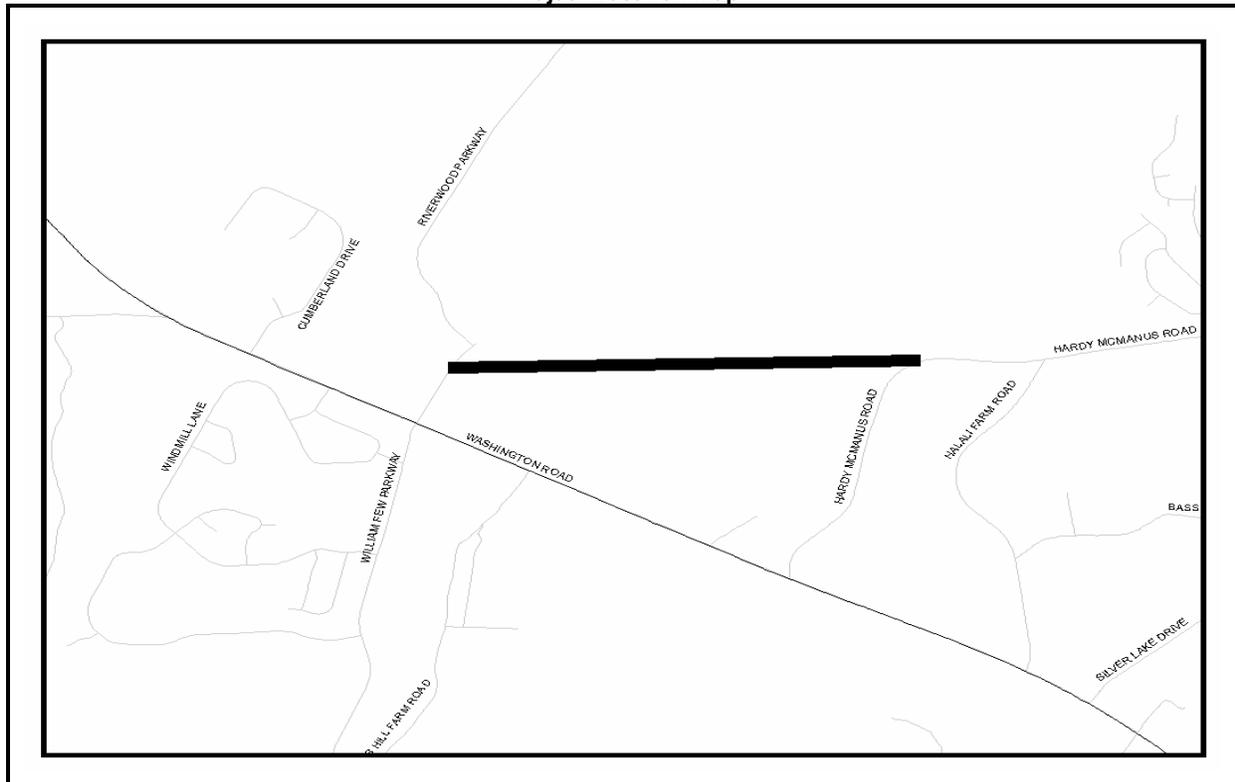
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized				\$ -
<b>Right-of-Way (000's)</b>	Authorized	\$ 911			\$ 911
<b>Construction (000's)</b>	Federal/State	\$ 10,000			\$ 10,000
<b>Project Cost (000's)</b>		\$ 10,911	\$ -	\$ -	\$ 10,911
<b>Federal Cost (000's)</b>		\$ 8,729			\$ 8,729
<b>State Cost (000's)</b>		\$ 2,182			\$ 2,182
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Will help alleviate congestion and safety concerns at the Washington Road interchange.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b> Flowing Wells Road	<b>PI Num:</b> 250600	<b>Project #</b> STP-7062-(1)	<b>City:</b>	<b>County:</b> Columbia
<b>Local Rd. Name / Num:</b> Flowing Wells Road	<b>DOT District:</b> 2	<b>RDC:</b> CSR	<b>Cong. District:</b>	9th
<b>State/US Num:</b> SR 1017	<b>Map Key Num:</b>			

### Project Details

<b>Project Description:</b>	Widen to four through lanes with turn lanes as needed from Washington Road to I-20.			
<b>Length, miles:</b>	1.6	<b># of Lanes:</b>	2	<b># of Lanes Planned/Modeled:</b> 4
<b>Current Volumes, ADT: (2003)</b>	58,600 - 74,400	<b>Future Volumes, ADT: (2030)</b>	29,000	
<b>Bike/Pedestrian Additions:</b>	The ARTS Bike Plan recommends consideration of bike and pedestrian facilities in design (#C16).			
<b>Purpose and Need:</b>	Safety, congestion, connectivity			
<b>Logical Termini Locations:</b>	I-20 and Washington Road			
<b>Connectivity / Related Projects:</b>	I-20 widening; Connects Washington Road / Columbia Road with I-20 and Wheeler Road			
<b>Functional Classification:</b>	Urban Minor Arterial			
<b>Comments / Remarks:</b>				

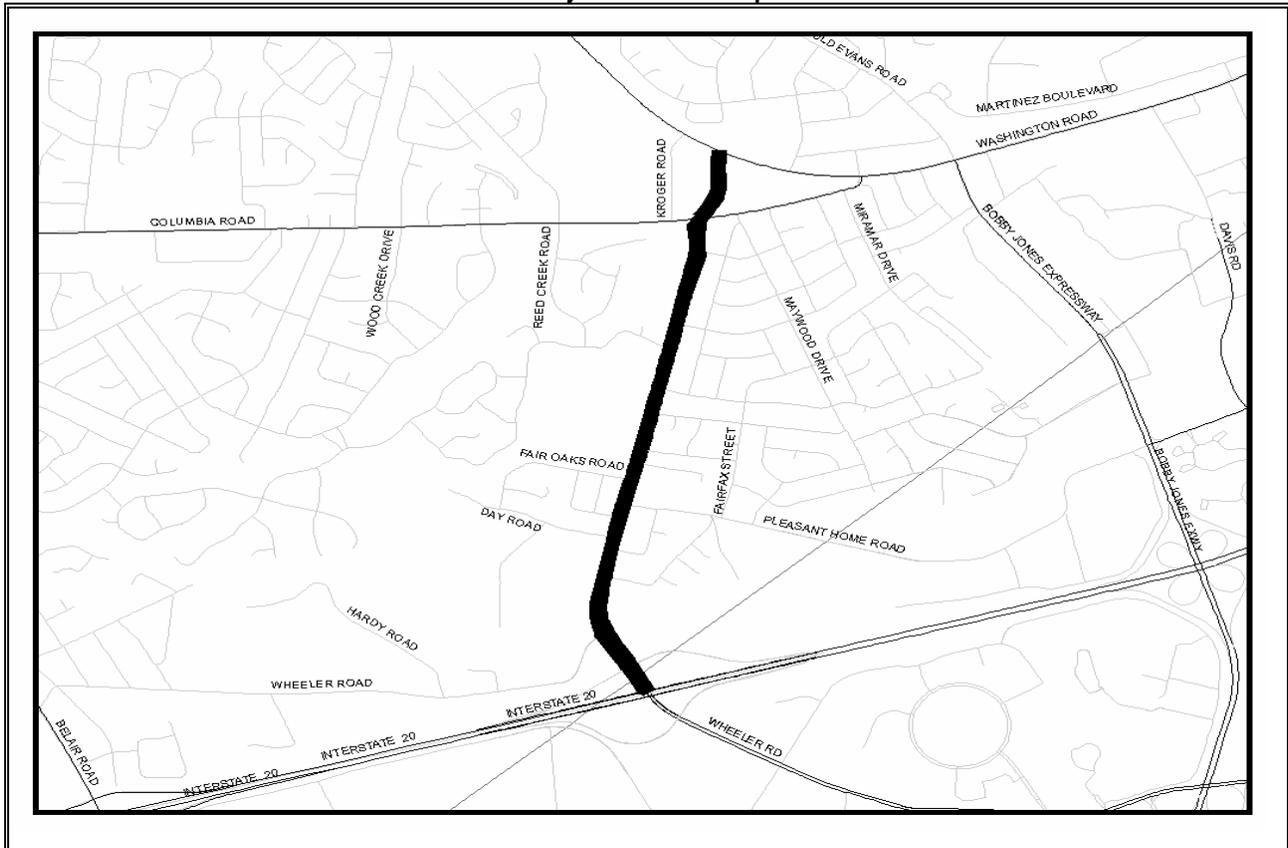
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized				\$ -
<b>Right-of-Way (000's)</b>	Authorized	\$ 5,450			\$ 5,450
<b>Construction (000's)</b>	Federal/State	\$ 5,657			\$ 5,657
<b>Project Cost (000's)</b>		\$ 11,107	\$ -	\$ -	\$ 11,107
<b>Federal Cost (000's)</b>		\$ 8,886			\$ 8,886
<b>State Cost (000's)</b>		\$ 2,221			\$ 2,221
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help alleviate congestion and safety concerns on Flowing Wells Road near school zones.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Alexander Drive	<b>PI Num:</b>	0001794
		<b>Project #</b>	STP-0001-00(794)
<b>Local Rd. Name / Num:</b>	CR 560 / Alexander Road	<b>City:</b>	Augusta
<b>State/US Num:</b>		<b>DOT District:</b>	2
		<b>County:</b>	Richmond
		<b>Cong. District:</b>	12th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to four lanes, with turn lanes at median openings.		
<b>Length, miles:</b>	0.9	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2003) 26,560	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>	The ARTS Bike Plan recommends consideration of bike and pedestrian facilities in design (Project #R40).		
<b>Purpose and Need:</b>	Connectivity and congestion		
<b>Logical Termini Locations:</b>	Washington Road to Riverwatch Parkway		
<b>Connectivity / Related Projects:</b>	Riverwatch Parkway, I-20 and Washington Road		
<b>Functional Classification:</b>	Urban Collector Street		
<b>Comments / Remarks:</b>			

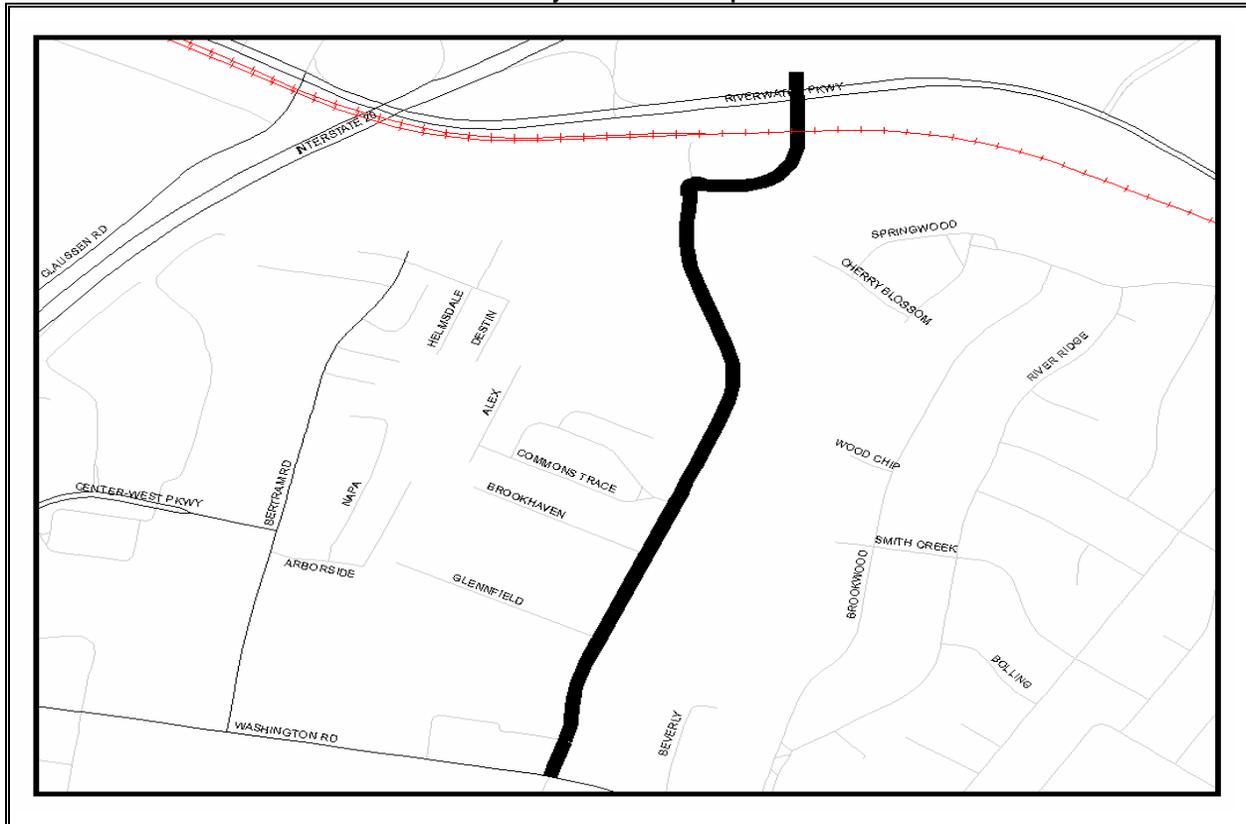
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State	\$ 4,432			\$ 4,432
<b>Project Cost (000's)</b>		<b>\$ 4,432</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,432</b>
Federal Cost (000's)		\$ 3,546			\$ 3,546
State Cost (000's)		\$ 886			\$ 886
Local Cost (000's)					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help alleviate traffic on Washington Road.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Washington Road	<b>PI Num:</b>	262080
		<b>Project #</b>	STP-076-1(23)
<b>Local Rd. Name / Num:</b>	Washington Road	<b>City:</b>	Columbia
<b>State/US Num:</b>	SR 104	<b>DOT District:</b>	2
		<b>Cong. District:</b>	9th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to four through lanes with turn lanes as needed from Cumberland Drive / CR 515 to SR 383 Belair Road). Includes bridges.		
<b>Length, miles:</b>	4.4	<b># of Lanes:</b>	2
		<b># of Lanes Planned/Modeled:</b>	4
<b>Current Volumes, ADT: (2003)</b>	13,220	<b>Future Volumes, ADT: (2030)</b>	36,300
<b>Bike/Pedestrian Additions:</b>	The ARTS Bike Plan recommends consideration of bike and pedestrian facilities in design (#C19 & C20).		
<b>Purpose and Need:</b>	Safety, connectivity, capacity		
<b>Logical Termini Locations:</b>	Belair Road		
<b>Connectivity / Related Projects:</b>	Washington Road		
<b>Functional Classification:</b>	Rural Major Collector		
<b>Comments / Remarks:</b>			

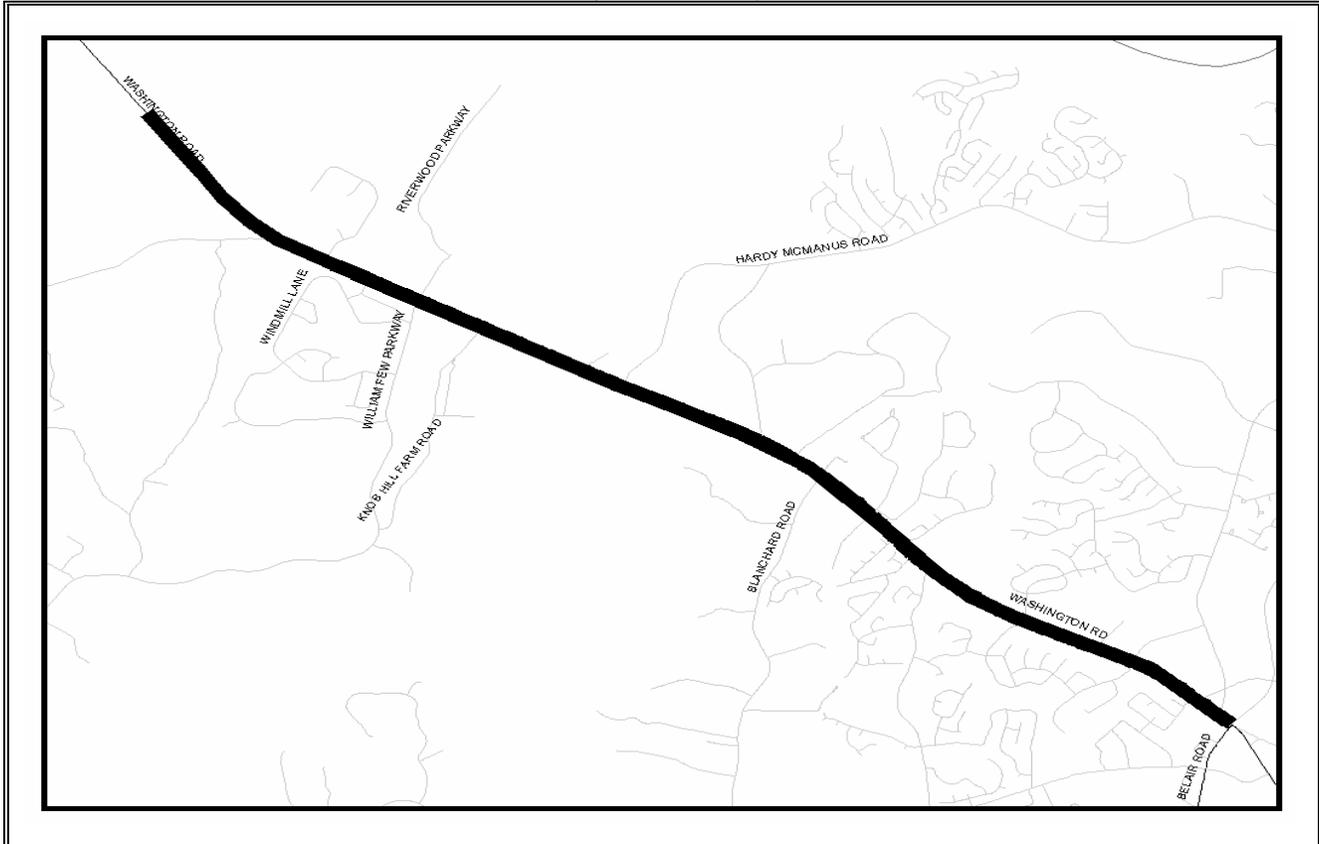
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized	\$ 1,663			\$ 1,663
<b>Right-of-Way (000's)</b>	Authorized	\$ 6,710			\$ 6,710
<b>Construction (000's)</b>	Federal/State	\$ 29,067			\$ 29,067
<b>Project Cost (000's)</b>		\$ 37,440	\$ -	\$ -	\$ 37,440
<b>Federal Cost (000's)</b>		\$ 29,952			\$ 29,952
<b>State Cost (000's)</b>		\$ 7,488			\$ 7,488
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help alleviate traffic congestion on Washington Road.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	SR 47	<b>PI Num:</b>	222140	
		<b>Project #</b>		
<b>Local Rd. Name / Num:</b>		<b>City:</b>		<b>County:</b> Columbia
<b>State/US Num:</b>	SR 47	<b>DOT District:</b>	2	<b>Cong. District:</b> 9th
		<b>RDC:</b>	CSR	<b>Map Key Num:</b>

### Project Details

<b>Project Description:</b>	Add passing lane.				
<b>Length, miles:</b>	1-2	<b># of Lanes:</b>	2	<b># of Lanes Planned/Modeled:</b>	3
<b>Current Volumes, ADT:</b>	(2003)			<b>Future Volumes, ADT:</b>	(2030) 16,000
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	capacity, safety, connector				
<b>Logical Termini Locations:</b>	NB - Mile Post 8.33 and 13.48 to Mile Post 9.53 and 15.48; SB - MP 13.48 to MP 15.48				
<b>Connectivity / Related Projects:</b>	I-20, Columbia Road, and SR 104 (Washington Road)				
<b>Functional Classification:</b>	Rural Major Collector				
<b>Comments / Remarks:</b>					

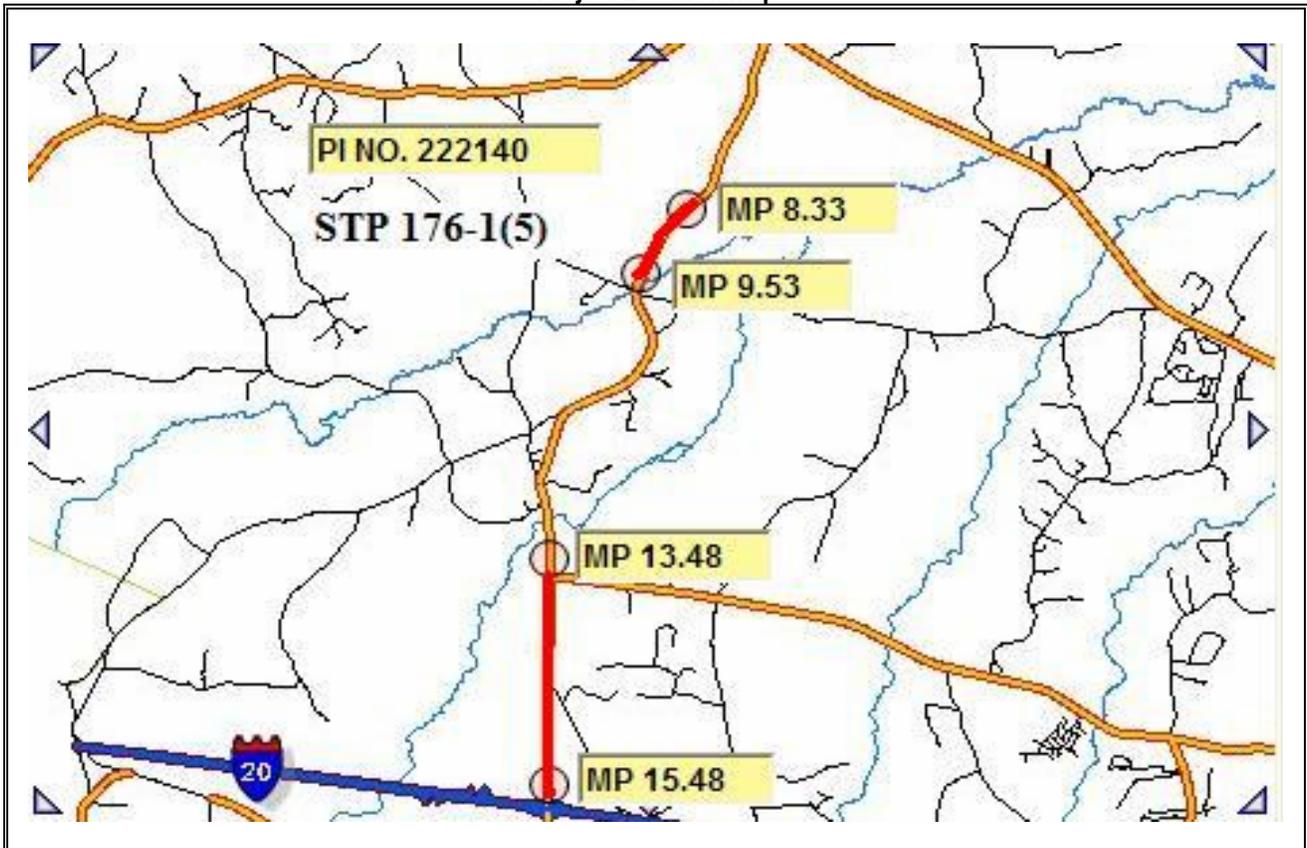
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized	\$ 489			\$ 489
<b>Right-of-Way (000's)</b>	Authorized	\$ 49			\$ 49
<b>Construction (000's)</b>	Federal/State	\$ 5,210			\$ 5,210
<b>Project Cost (000's)</b>		\$ 5,748	\$ -	\$ -	\$ 5,748
<b>Federal Cost (000's)</b>		\$ 4,598			\$ 4,598
<b>State Cost (000's)</b>		\$ 1,150			\$ 1,150
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Washington Road SB	<b>PI Num:</b>	231350
<b>Local Rd. Name / Num:</b>	Washington Road	<b>Project #</b>	
<b>State/US Num:</b>	SR 104	<b>City:</b>	
		<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Columbia
		<b>Cong. District:</b>	9th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Add passing lane.		
<b>Length, miles:</b>	1.43	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2003)	<b># of Lanes Planned/Modeled:</b>	3
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 3,600
<b>Purpose and Need:</b>	capacity, congestion, safety		
<b>Logical Termini Locations:</b>	Mile Post 2.45 (near Keg Creek) to Mile Post 3.88		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Rural Major Collector		
<b>Comments / Remarks:</b>			

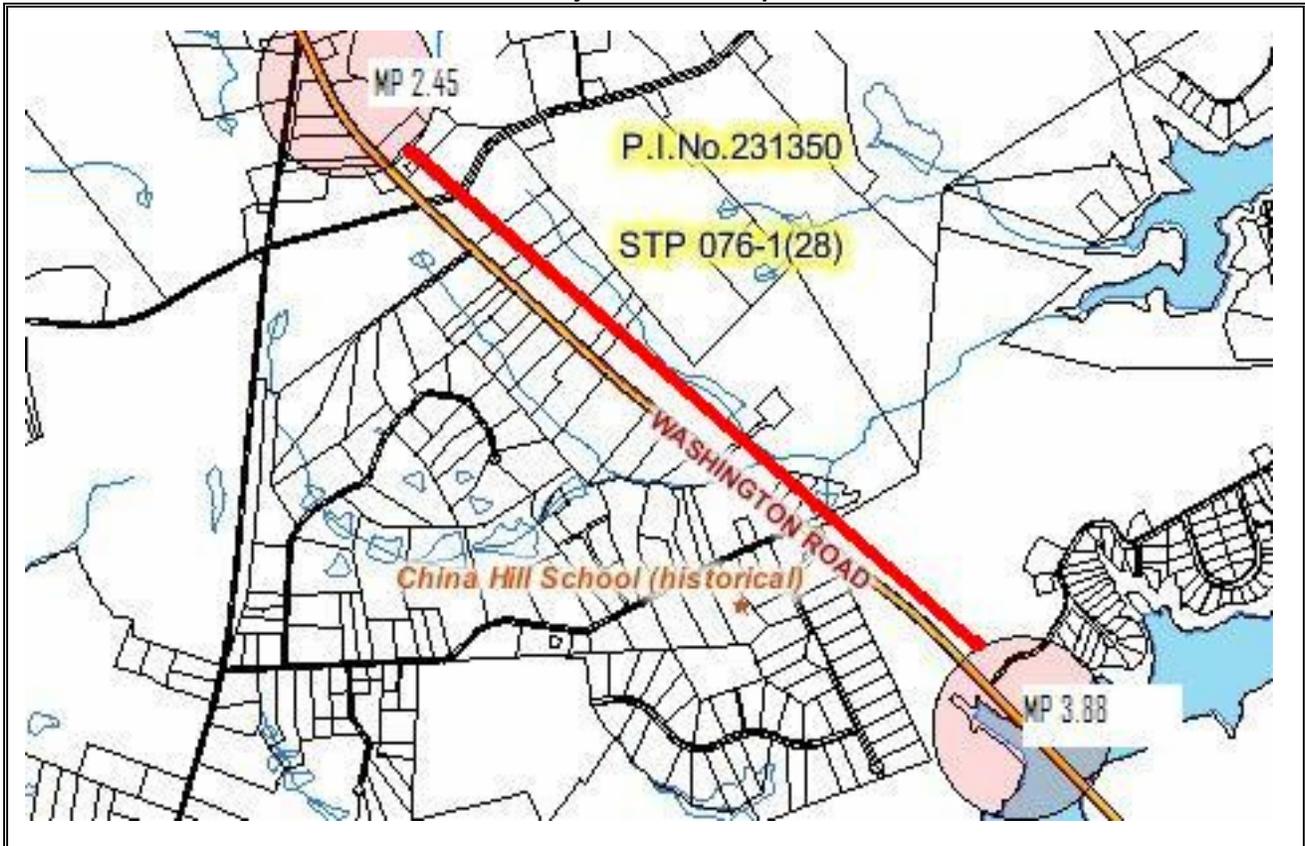
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	\$ 125			\$ 125
Right-of-Way (000's)	Authorized	\$ 108			\$ 108
Construction (000's)	Federal/State		\$ 2,415		\$ 2,415
<b>Project Cost (000's)</b>		<b>\$ 233</b>	<b>\$ 2,415</b>	<b>\$ -</b>	<b>\$ 2,648</b>
Federal Cost (000's)		\$ 186			\$ 186
State Cost (000's)		\$ 47			\$ 47
Local Cost (000's)					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Palmetto Parkway	<b>PI Num:</b>	89
		<b>Project #</b>	16190
<b>Local Rd. Name / Num:</b>	Palmetto Parkway	<b>City:</b>	North Augusta
		<b>County:</b>	Aiken
<b>State/US Num:</b>	I-520	<b>DOT District:</b>	2 / 3
		<b>Cong. District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Extend Palmetto Parkway along a new alignment from US 1 / 78 to I-20.		
<b>Length, miles:</b>	6	<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT:</b>	(2003)	N/A	<b># of Lanes Planned/Modeled:</b>
<b>Bike/Pedestrian Additions:</b>			4
<b>Purpose and Need:</b>	connectivity, economic development		
<b>Logical Termini Locations:</b>	I-20; Jefferson Davis Highway		
<b>Connectivity / Related Projects:</b>	Connect I-520 from Jefferson Davis Highway (US 1 / 78) to I-20		
<b>Functional Classification:</b>	Principal Arterial - other Freeways or Expressway		
<b>Comments / Remarks:</b>			

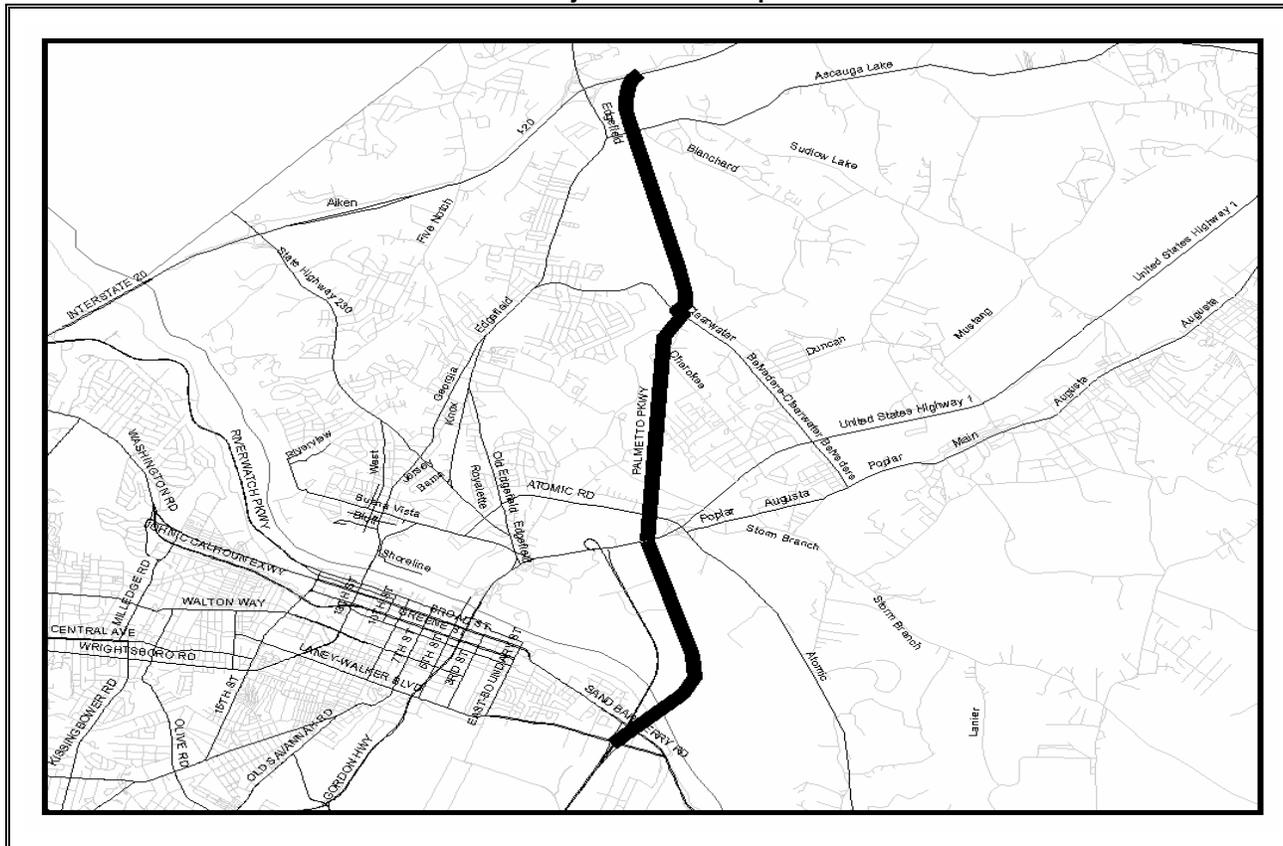
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State				\$ -
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ -	\$ -
<b>Federal Cost (000's)</b>		\$ -			\$ -
<b>State Cost (000's)</b>		\$ -			\$ -
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	

## Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Palmetto Parkway	<b>PI Num:</b>	5	<b>Project #</b>	
<b>Local Rd. Name / Num:</b>	Palmetto Parkway	<b>City:</b>	North Augusta	<b>County:</b>	Aiken
<b>State/US Num:</b>	I-520	<b>DOT District:</b>	2 / 3	<b>Cong. District:</b>	2 / 3
		<b>RDC:</b>	CSR	<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Extend Palmetto Parkway				
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A	<b># of Lanes Planned/Modeled:</b>	4
<b>Current Volumes, ADT:</b>	(2003)			<b>Future Volumes, ADT:</b>	(2030) 46,400
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	connectivity, economic development				
<b>Logical Termini Locations:</b>	Jefferson Davis Highway				
<b>Connectivity / Related Projects:</b>	I-520 ; I-20				
<b>Functional Classification:</b>	Principal Arterial - other Freeways or Expressways				
<b>Comments / Remarks:</b>					

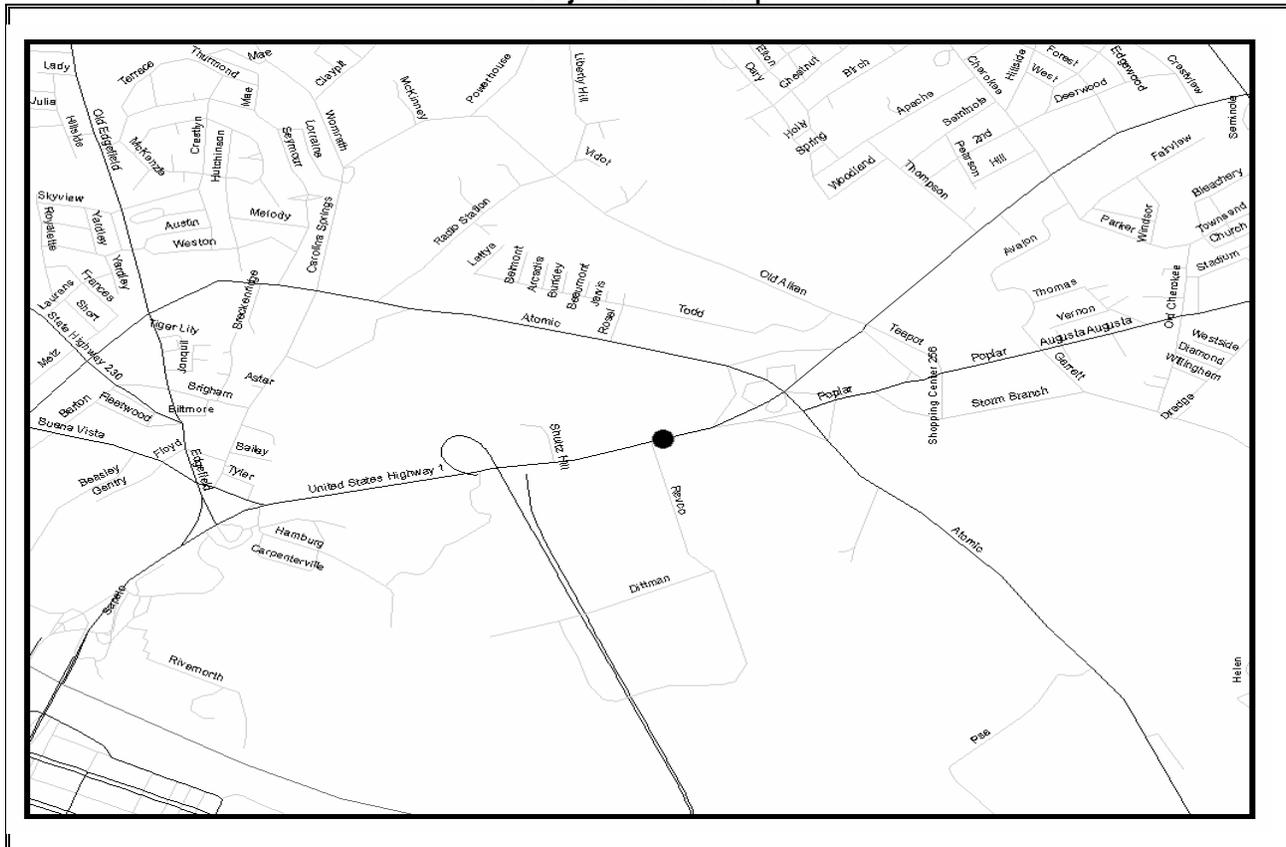
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State	\$ 131,403			\$ 131,403
<b>Project Cost (000's)</b>		<b>\$ 131,403</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 131,403</b>
<b>Federal Cost (000's)</b>		<b>\$ 105,122</b>			<b>\$ 105,122</b>
<b>State Cost (000's)</b>		<b>\$ 26,281</b>			<b>\$ 26,281</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

## Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b> East Buena Vista Avenue	<b>PI Num:</b> 37	<b>Project #</b>	
<b>Local Rd. Name / Num:</b> East Buena Vista Avenue	<b>City:</b> North Augusta	<b>County:</b>	Aiken
<b>State/US Num:</b>	<b>DOT District:</b> 2 / 3	<b>Cong. District:</b>	2 / 3
	<b>RDC:</b> CSR	<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b> Widen to four through lanes.			
<b>Length, miles:</b>	1.3	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2003) 12,300	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>	The ARTS Bike Plan recommends consideration of bike and pedestrian facilities in design (#A2).		
<b>Purpose and Need:</b>	Capacity, safety		
<b>Logical Termini Locations:</b>	US 1 to West Avenue		
<b>Connectivity / Related Projects:</b>	Georgia Avenue, West Avenue, US 1		
<b>Functional Classification:</b>	Collector		
<b>Comments / Remarks:</b>			

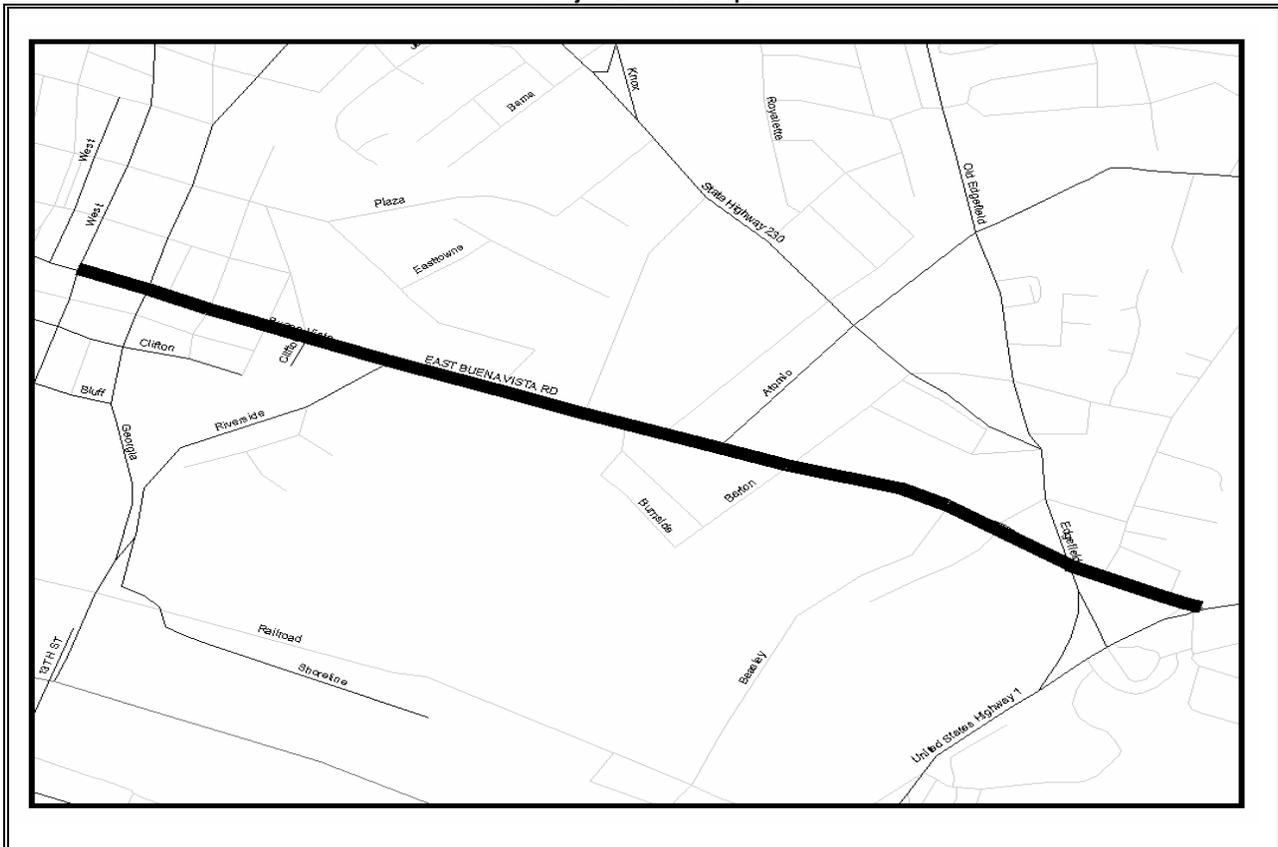
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	\$ 300			\$ 300
Right-of-Way (000's)	Authorized	\$ 600			\$ 600
Construction (000's)	Federal/State	\$ 1,410			\$ 1,410
<b>Project Cost (000's)</b>		<b>\$ 2,310</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,310</b>
Federal Cost (000's)		\$ 1,848			\$ 1,848
State Cost (000's)		\$ 462			\$ 462
Local Cost (000's)					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b> Project will help alleviate traffic congestion on East Buena Vista Avenue.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Atomic Road	<b>PI Num:</b>	11
<b>Local Rd. Name / Num:</b>	Atomic Road	<b>Project #</b>	
<b>State/US Num:</b>	SC 125	<b>City:</b>	North Augusta
		<b>County:</b>	Aiken
		<b>DOT District:</b>	2 / 3
		<b>Cong. District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to five lanes		
<b>Length, miles:</b>	2.3	<b># of Lanes:</b>	2
<b>Current Volumes, ADT: (2003)</b>	12,300	<b># of Lanes Planned/Modeled:</b>	5
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT: (2030)</b>	26,000
<b>Purpose and Need:</b>	Capacity, economic development		
<b>Logical Termini Locations:</b>	Buena Vista Avenue and Jefferson Davis Highway		
<b>Connectivity / Related Projects:</b>	I-20, Buena Vista, SC 125		
<b>Functional Classification:</b>	Minor Arterial		
<b>Comments / Remarks:</b>			

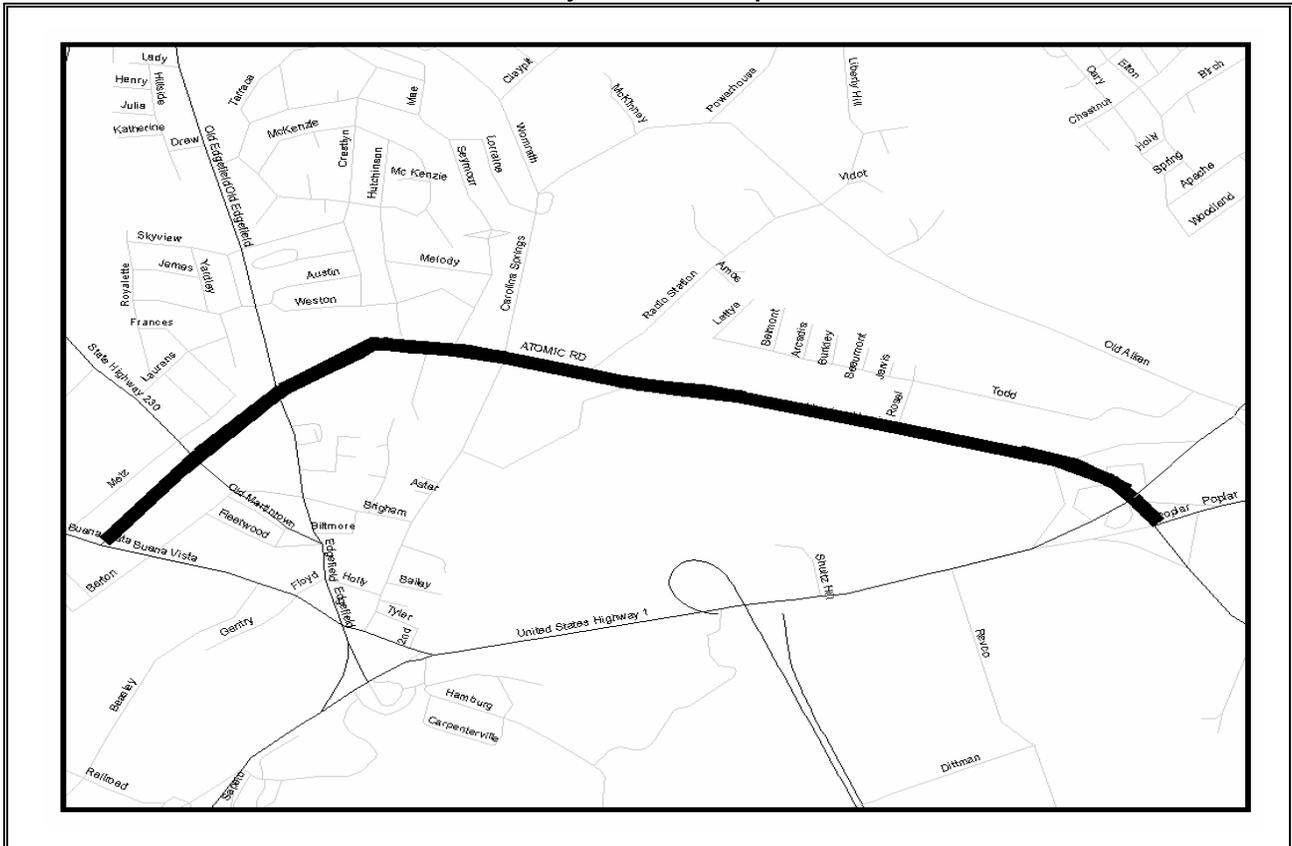
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	\$ 1,000			\$ 1,000
Right-of-Way (000's)	Authorized	\$ 953			\$ 953
Construction (000's)	Federal/State	\$ 6,112			\$ 6,112
<b>Project Cost (000's)</b>		<b>\$ 8,065</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,065</b>
Federal Cost (000's)		\$ 6,452			\$ 6,452
State Cost (000's)		\$ 1,613			\$ 1,613
Local Cost (000's)					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help alleviate traffic congestion and improve safety on East Buena Vista Avenue.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Georgia Ave Extension	<b>PI Num:</b>	74
		<b>Project #</b>	
<b>Local Rd. Name / Num:</b>	Georgia Ave Extension	<b>City:</b>	North Augusta
<b>State/US Num:</b>		<b>County:</b>	Aiken
		<b>DOT District:</b>	2 / 3
		<b>Cong. District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construct a new two lane facility.		
<b>Length, miles:</b>	0.5	<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT:</b>	(2003)		
<b>Bike/Pedestrian Additions:</b>		<b># of Lanes Planned/Modeled:</b>	2
<b>Purpose and Need:</b>	Connectivity, economic development		
<b>Logical Termini Locations:</b>	Riverside Boulevard and Georgia Avenue		
<b>Connectivity / Related Projects:</b>	Riverside Boulevard and Georgia Avenue		
<b>Functional Classification:</b>	Not classified		
<b>Comments / Remarks:</b>			

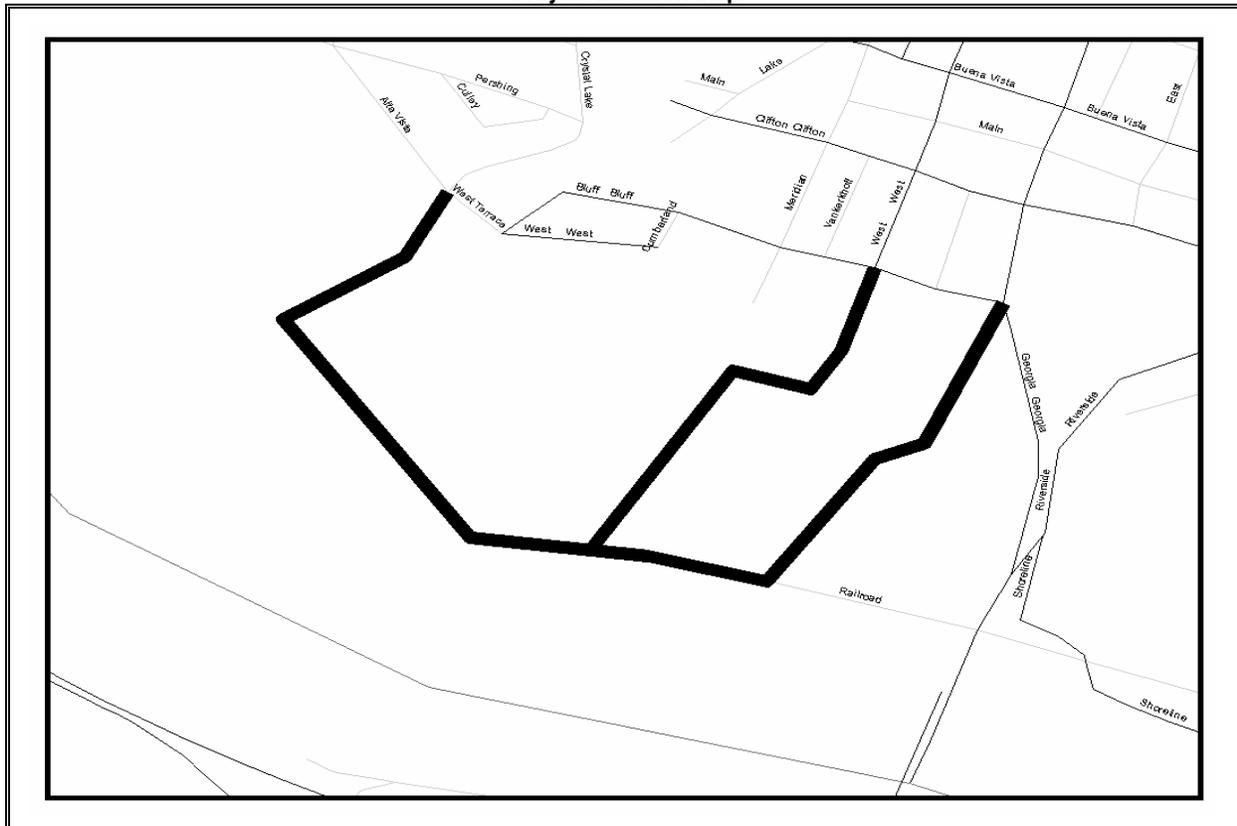
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State				\$ -
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ -	\$ -
<b>Federal Cost (000's)</b>		\$ -			\$ -
<b>State Cost (000's)</b>		\$ -			\$ -
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	North Augusta Riverfront Network Extension	<b>PI Num:</b>	Aiken 04	<b>Project #</b>	
<b>Local Rd. Name / Num:</b>		<b>City:</b>	North Augusta	<b>County:</b>	Aiken
<b>State/US Num:</b>		<b>DOT District:</b>	2 / 3	<b>Cong. District:</b>	2 / 3
		<b>RDC:</b>	CSR	<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Extend West Avenue and Georgia Avenue to the river.				
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A	<b># of Lanes Planned/Modeled:</b>	N/A
<b>Current Volumes, ADT: (2003)</b>			N/A	<b>Future Volumes, ADT: (2030)</b>	N/A
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	Connectivity				
<b>Logical Termini Locations:</b>					
<b>Connectivity / Related Projects:</b>	Savannah River				
<b>Functional Classification:</b>	Not Classified				
<b>Comments / Remarks:</b>					

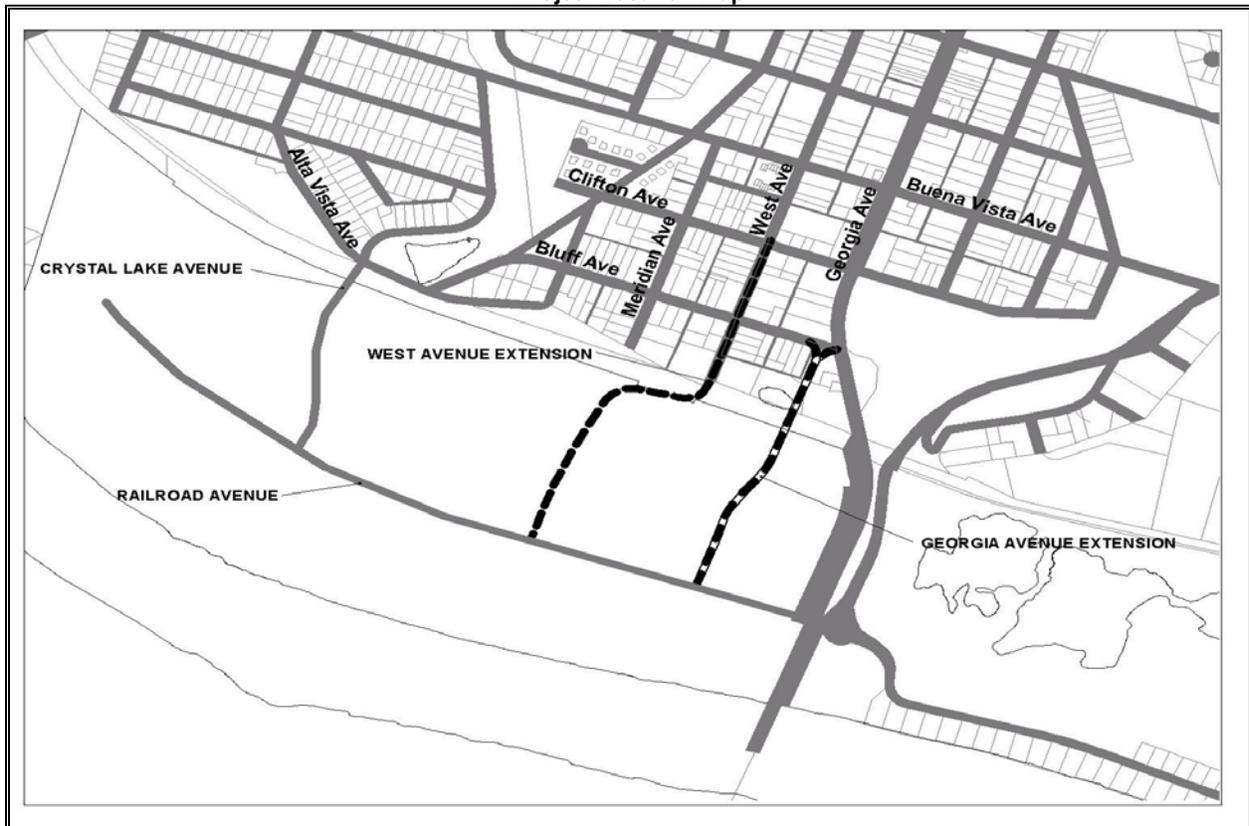
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	\$ 950			\$ 950
Right-of-Way (000's)	Authorized	\$ 1,000			\$ 1,000
Construction (000's)	Federal/State	\$ 8,000			\$ 8,000
<b>Project Cost (000's)</b>		<b>\$ 9,950</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 9,950</b>
Federal Cost (000's)		\$ 7,960			\$ 7,960
State Cost (000's)		\$ 1,990			\$ 1,990
Local Cost (000's)					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b> I-20	<b>PI Num:</b> 210570
<b>Local Rd. Name / Num:</b>	<b>Project #</b>
<b>State/US Num:</b> I-20	<b>City:</b> 2
	<b>County:</b> Columbia
	<b>DOT District:</b> 2
	<b>Cong. District:</b> 9th
	<b>RDC:</b> CSR
	<b>Map Key Num:</b>

### Project Details

<b>Project Description:</b>	Widen to six lanes.				
<b>Length, miles:</b>	6.1	<b># of Lanes:</b>	4	<b># of Lanes Planned/Modeled:</b>	6
<b>Current Volumes, ADT:</b>	(2003)	74,700	<b>Future Volumes, ADT:</b>	(2030)	109,211
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	Capacity				
<b>Logical Termini Locations:</b>	Belair Road and Riverwatch Parkway				
<b>Connectivity / Related Projects:</b>					
<b>Functional Classification:</b>	Urban Interstate Principal Arterial				
<b>Comments / Remarks:</b>					

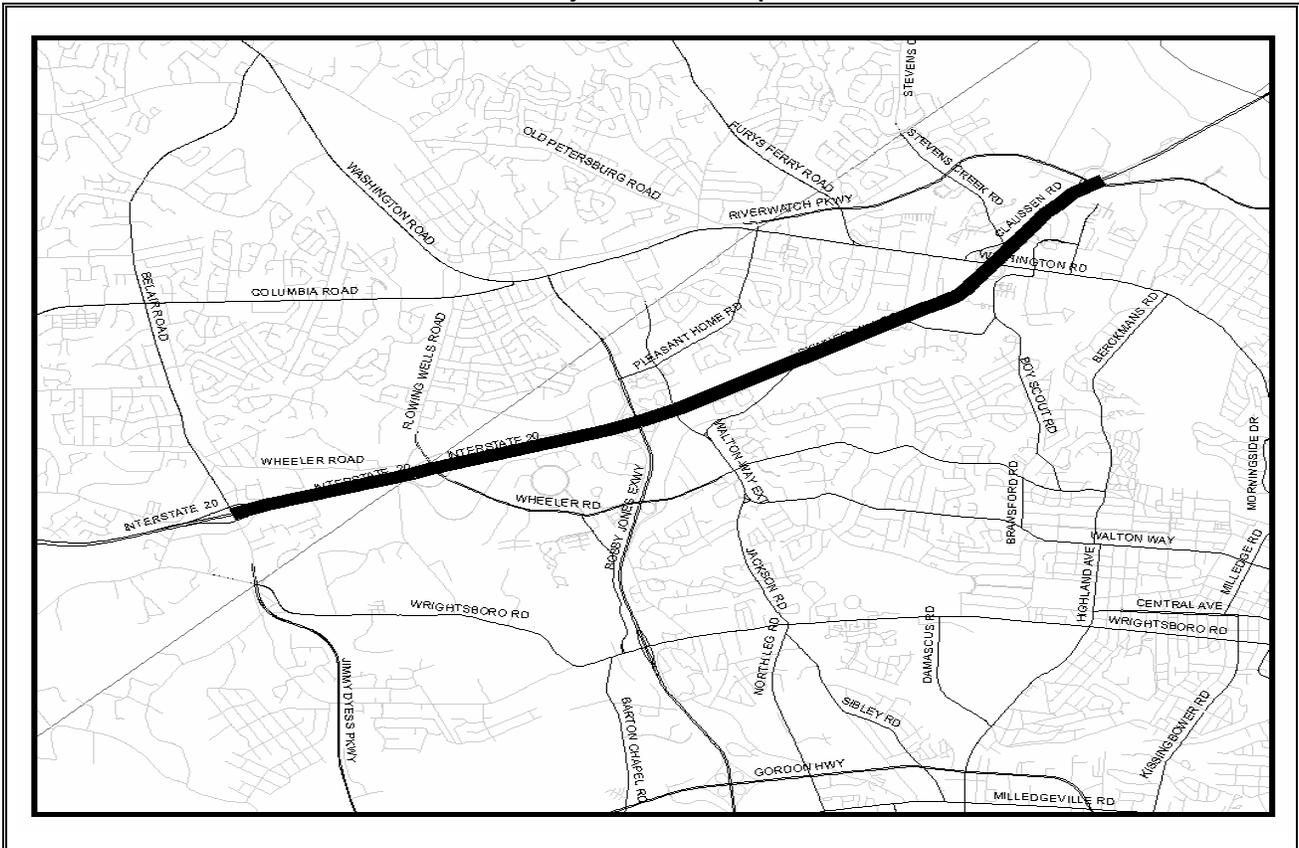
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State	\$ 36,100			\$ 36,100
Project Cost (000's)		\$ 36,100	\$ -	\$ -	\$ 36,100
Federal Cost (000's)		\$ 28,880			\$ 28,880
State Cost (000's)		\$ 7,220			\$ 7,220
Local Cost (000's)					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help alleviate congestion on I-20.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Wrightsboro Road	<b>PI Num:</b>	250510
		<b>Project #</b>	STP-7001(9)
<b>Local Rd. Name / Num:</b>	CR 65 / CR 1501	<b>City:</b>	Richmond
<b>State/US Num:</b>		<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Richmond
		<b>Cong. District:</b>	12th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to four through lanes with turn lanes as needed.		
<b>Length, miles:</b>	2.4	<b># of Lanes:</b>	2
<b>Current Volumes, ADT: (2003)</b>	23,340	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>	The ARTS Bike Plan recommends consideration of bike and pedestrian facilities in design (#R23).		
<b>Purpose and Need:</b>	Capacity and connectivity		
<b>Logical Termini Locations:</b>	Jimmie Dyess Parkway and I-520 SB Ramp.		
<b>Connectivity / Related Projects:</b>	I-20		
<b>Functional Classification:</b>	Urban Principal Arterial		
<b>Comments / Remarks:</b>			

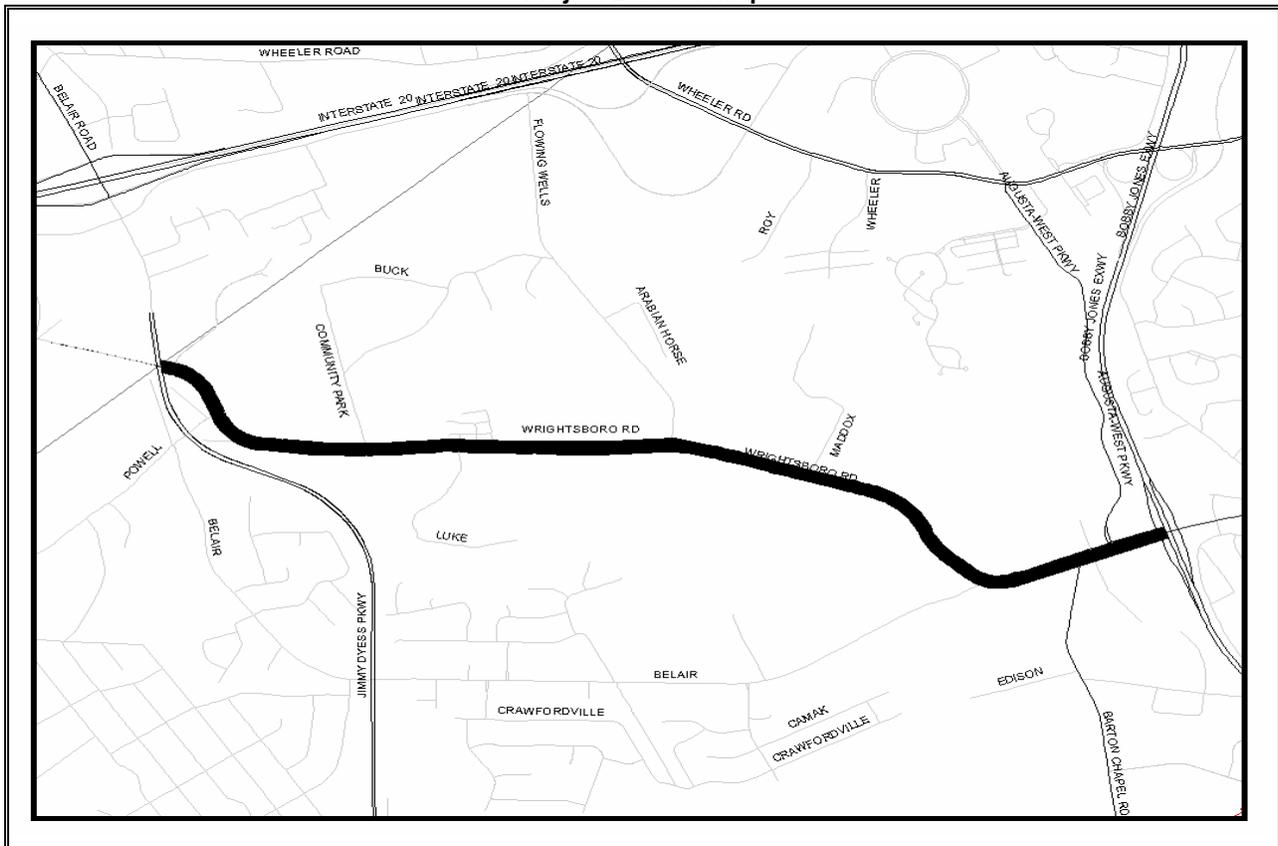
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized	\$ 5,400			\$ 5,400
Construction (000's)	Federal/State	\$ 11,500			\$ 11,500
<b>Project Cost (000's)</b>		<b>\$ 16,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,900</b>
Federal Cost (000's)		\$ 13,520			\$ 13,520
State Cost (000's)		\$ 3,380			\$ 3,380
Local Cost (000's)					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help alleviate congestion on Wrightsboro.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Old Petersburg Road / Old Evans Road	<b>PI Num:</b>	250470
		<b>Project #</b>	STP-7063(1)
<b>Local Rd. Name / Num:</b>	Old Petersburg / Old Evans	<b>City:</b>	
<b>State/US Num:</b>		<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Columbia
		<b>Cong. District:</b>	9th/12th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to four through lanes with turn lanes as needed; extend from Old Evans Road to Washington Road		
<b>Length, miles:</b>	2.6	<b># of Lanes:</b>	0/2
<b>Current Volumes, ADT: (2003)</b>		<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>	The ARTS Bike Plan recommends consideration of bike and pedestrian facilities in design (Project #C10)		
<b>Purpose and Need:</b>	Capacity, operational, connectivity		
<b>Logical Termini Locations:</b>	Old Evans Road to Baston Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Principal Arterial		
<b>Comments / Remarks:</b>			

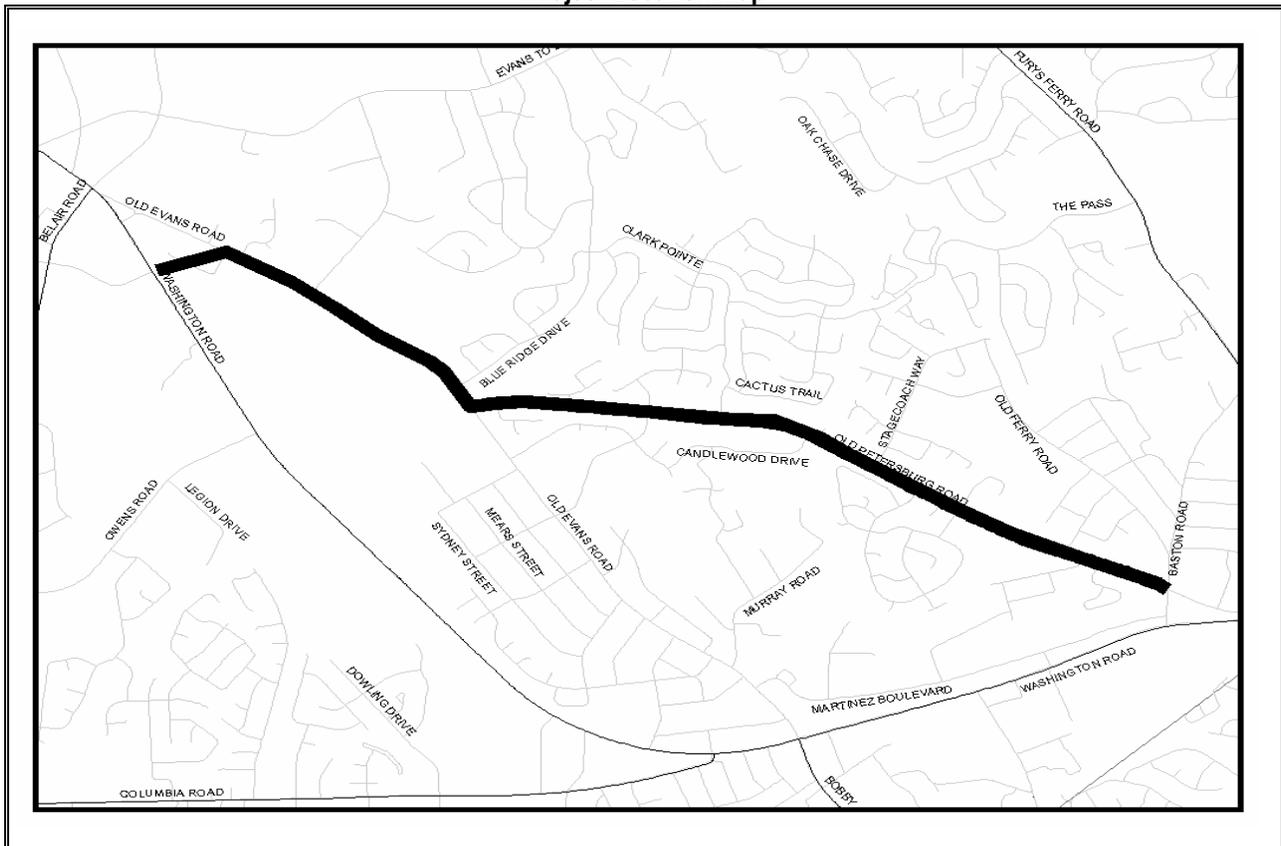
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized	\$ 40,514			\$ 40,514
Construction (000's)	Federal/State	\$ 27,000			\$ 27,000
<b>Project Cost (000's)</b>		<b>\$ 67,514</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 67,514</b>
<b>Federal Cost (000's)</b>		<b>\$ 54,011</b>			<b>\$ 54,011</b>
<b>State Cost (000's)</b>		<b>\$ 13,503</b>			<b>\$ 13,503</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help alleviate congestion on Washington Road.

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	I-520	<b>PI Num:</b>	210700
<b>Local Rd. Name / Num:</b>	Bobby Jones Expressway	<b>Project #</b>	
<b>State/US Num:</b>	I-520	<b>City:</b>	Augusta
		<b>County:</b>	Richmond
		<b>DOT District:</b>	2
		<b>Cong. District:</b>	12th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen Bobby Jones Expressway		
<b>Length, miles:</b>	3.2	<b># of Lanes:</b>	4
<b>Current Volumes, ADT:</b>	(2003) 69,980	<b># of Lanes Planned/Modeled:</b>	6
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 84,300
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	SR 4 / US 1 to Gordon Highway (US 78/278)		
<b>Connectivity / Related Projects:</b>	Gordon Highway (US 78/278) and Deans Bridge Road (SR 4 / US 1)		
<b>Functional Classification:</b>	Urban Interstate Principal Arterial		
<b>Comments / Remarks:</b>			

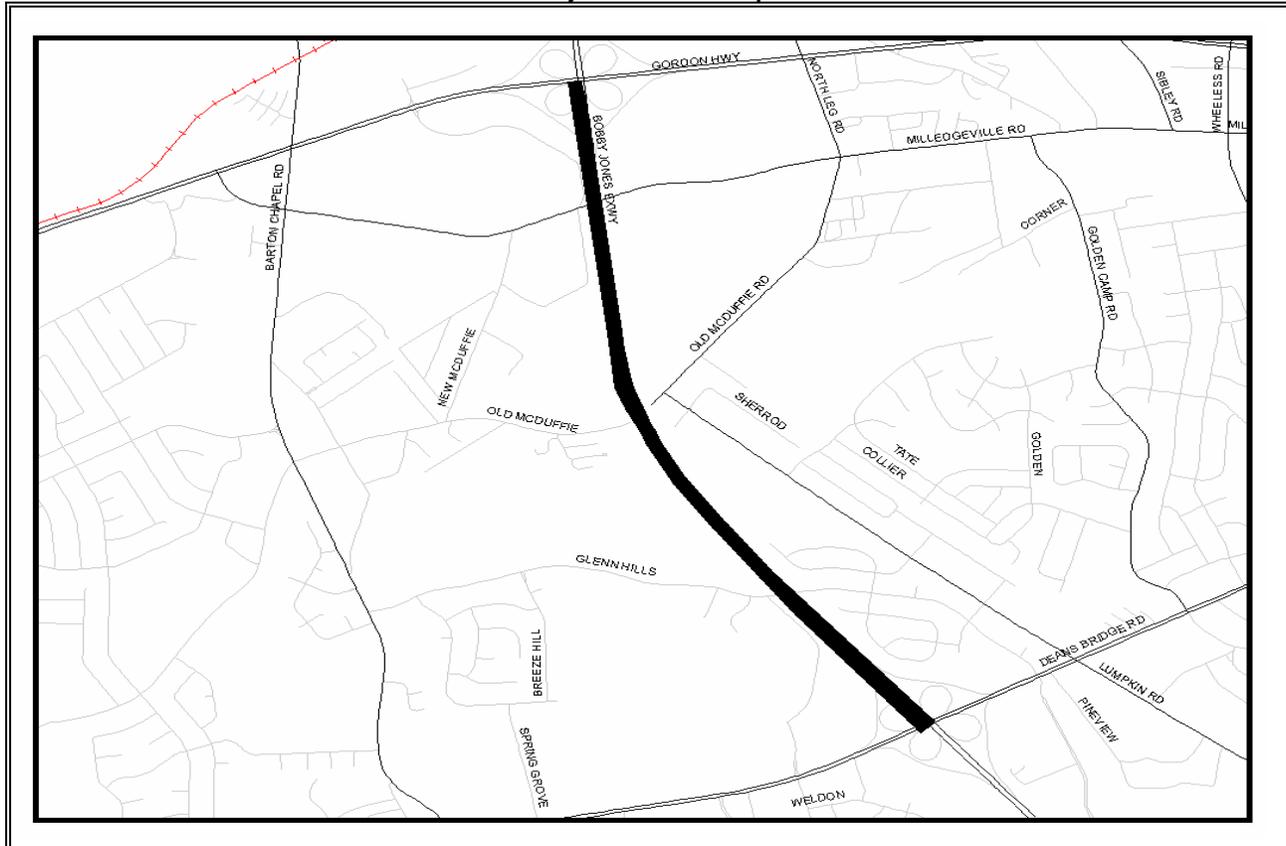
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized				\$ -
<b>Right-of-Way (000's)</b>	Authorized	\$ 110			\$ 110
<b>Construction (000's)</b>	Federal/State		\$ 9,559		\$ 9,559
<b>Project Cost (000's)</b>		\$ 110	\$ 9,559	\$ -	\$ 9,669
<b>Federal Cost (000's)</b>		\$ 88			\$ 88
<b>State Cost (000's)</b>		\$ 22			\$ 22
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	Project will help alleviate congestion on I-520.

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	SR 56	<b>PI Num:</b>	0006431
<b>Local Rd. Name / Num:</b>	Mike Padgett Highway	<b>City:</b>	Augusta
<b>State/US Num:</b>	SR 56	<b>County:</b>	Richmond/Columbia
		<b>DOT District:</b>	2
		<b>Cong. District:</b>	12th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to five lanes				
<b>Length, miles:</b>	4.5	<b># of Lanes:</b>	4/5	<b># of Lanes Planned/Modeled:</b>	5
<b>Current Volumes, ADT:</b>	(2003) 18,310	<b>Future Volumes, ADT:</b>	(2030) 27,500		
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	Safety, operational, congestion				
<b>Logical Termini Locations:</b>	Old Waynesboro Road to Bennock Mill Road				
<b>Connectivity / Related Projects:</b>					
<b>Functional Classification:</b>	Urban Minor Arterial				
<b>Comments / Remarks:</b>					

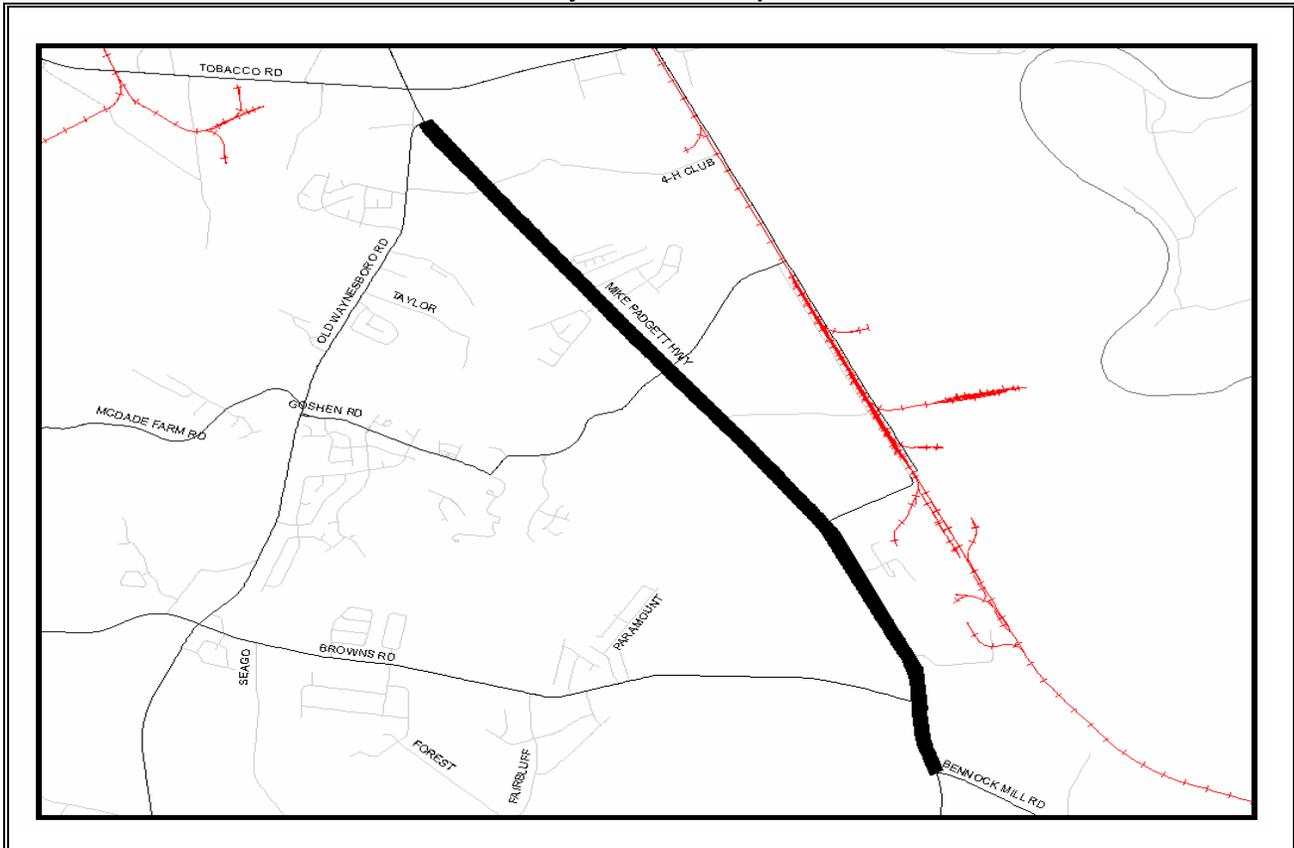
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	\$ 175			\$ 175
Right-of-Way (000's)	Authorized	\$ 500			\$ 500
Construction (000's)	Federal/State	\$ 1,750			\$ 1,750
<b>Project Cost (000's)</b>		<b>\$ 2,425</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,425</b>
<b>Federal Cost (000's)</b>		<b>\$ 1,940</b>			<b>\$ 1,940</b>
<b>State Cost (000's)</b>		<b>\$ 485</b>			<b>\$ 485</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion and mobility on SR 56.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Fifteenth Street	<b>PI Num:</b>	220680
		<b>Project #</b>	STP-043-1(57)
<b>Local Rd. Name / Num:</b>	Fifteenth Street	<b>City:</b>	Augusta
<b>State/US Num:</b>	SR 4	<b>County:</b>	Richmond
		<b>DOT District:</b>	2
		<b>Cong. District:</b>	12th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to four and six lanes with turn lanes as needed.		
<b>Length, miles:</b>	1.6	<b># of Lanes:</b>	2
<b>Current Volumes, ADT: (2003)</b>		<b># of Lanes Planned/Modeled:</b>	4/6
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT: (2030)</b>	27,500
<b>Purpose and Need:</b>	Capacity, operational, connectivity		
<b>Logical Termini Locations:</b>	Milledgeville Road to Government Street		
<b>Connectivity / Related Projects:</b>	Walton Way to Milledgeville Road, Medical Complex, Schools		
<b>Functional Classification:</b>	Urban Principal Arterial		
<b>Comments / Remarks:</b>			

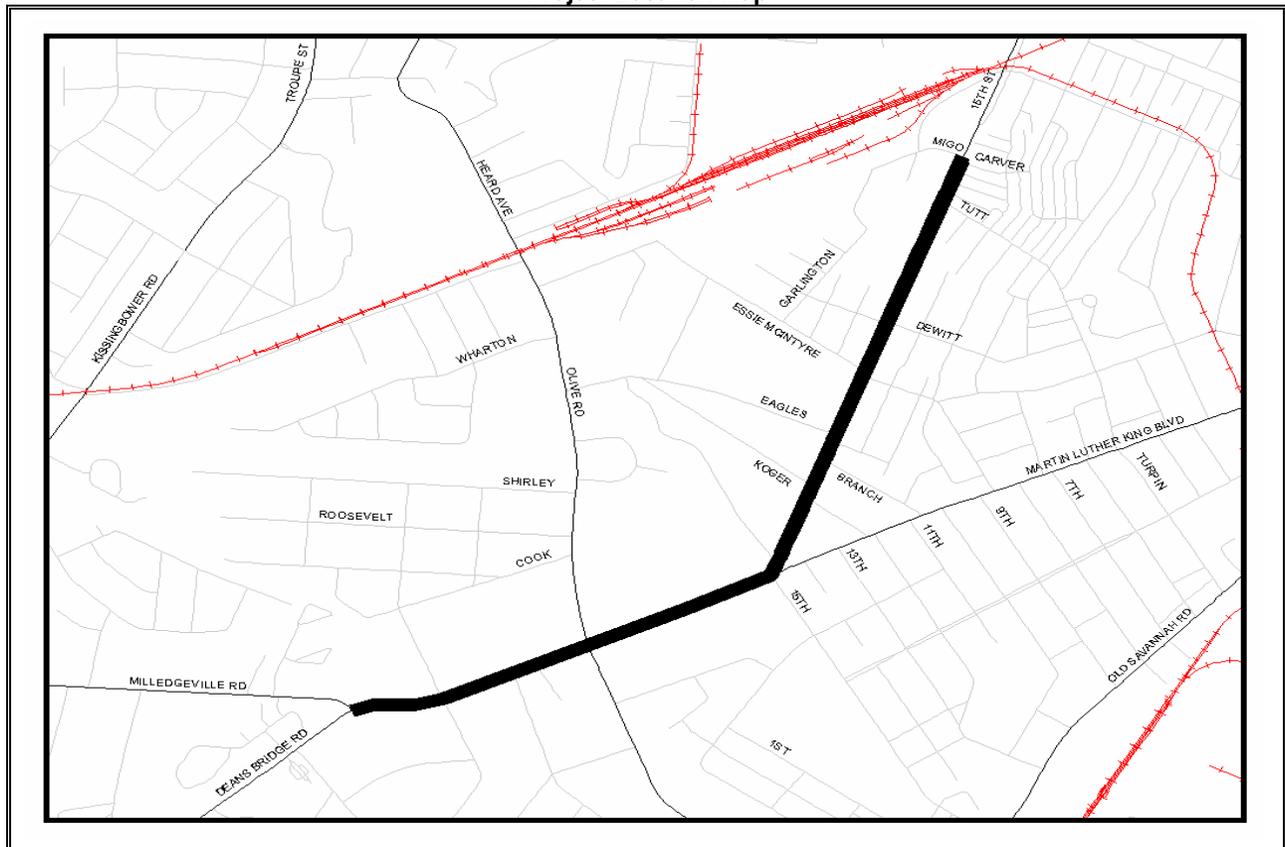
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized				\$ -
<b>Right-of-Way (000's)</b>	Authorized	\$ 7,000			\$ 7,000
<b>Construction (000's)</b>	Federal/State				\$ -
<b>Project Cost (000's)</b>		\$ 7,000	\$ -	\$ -	\$ 7,000
<b>Federal Cost (000's)</b>		\$ 5,600			\$ 5,600
<b>State Cost (000's)</b>		\$ 1,400			\$ 1,400
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion along Fifteenth Street.

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Windsor Spring Road	<b>PI Num:</b>	245320		
		<b>Project #</b>	STP-1105(4)		
<b>Local Rd. Name / Num:</b>	Windsor Spring Rd / CR 65	<b>City:</b>	Augusta	<b>County:</b>	Richmond
<b>State/US Num:</b>		<b>DOT District:</b>	2	<b>Cong. District:</b>	12th
		<b>RDC:</b>	CSR	<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to 4 through lanes with turn lanes as needed.				
<b>Length, miles:</b>	2.2	<b># of Lanes:</b>	2	<b># of Lanes Planned/Modeled:</b>	4
<b>Current Volumes, ADT:</b>	(2003)		5,024	<b>Future Volumes, ADT:</b>	(2030) 12,900
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	Capacity, safety, congestion				
<b>Logical Termini Locations:</b>	SR 88 and Willis Foreman Road				
<b>Connectivity / Related Projects:</b>	Windsor Spring Road - widen from Willis Foreman Road to Tobacco Road (250620)				
<b>Functional Classification:</b>	Urban Minor Arterial				
<b>Comments / Remarks:</b>					

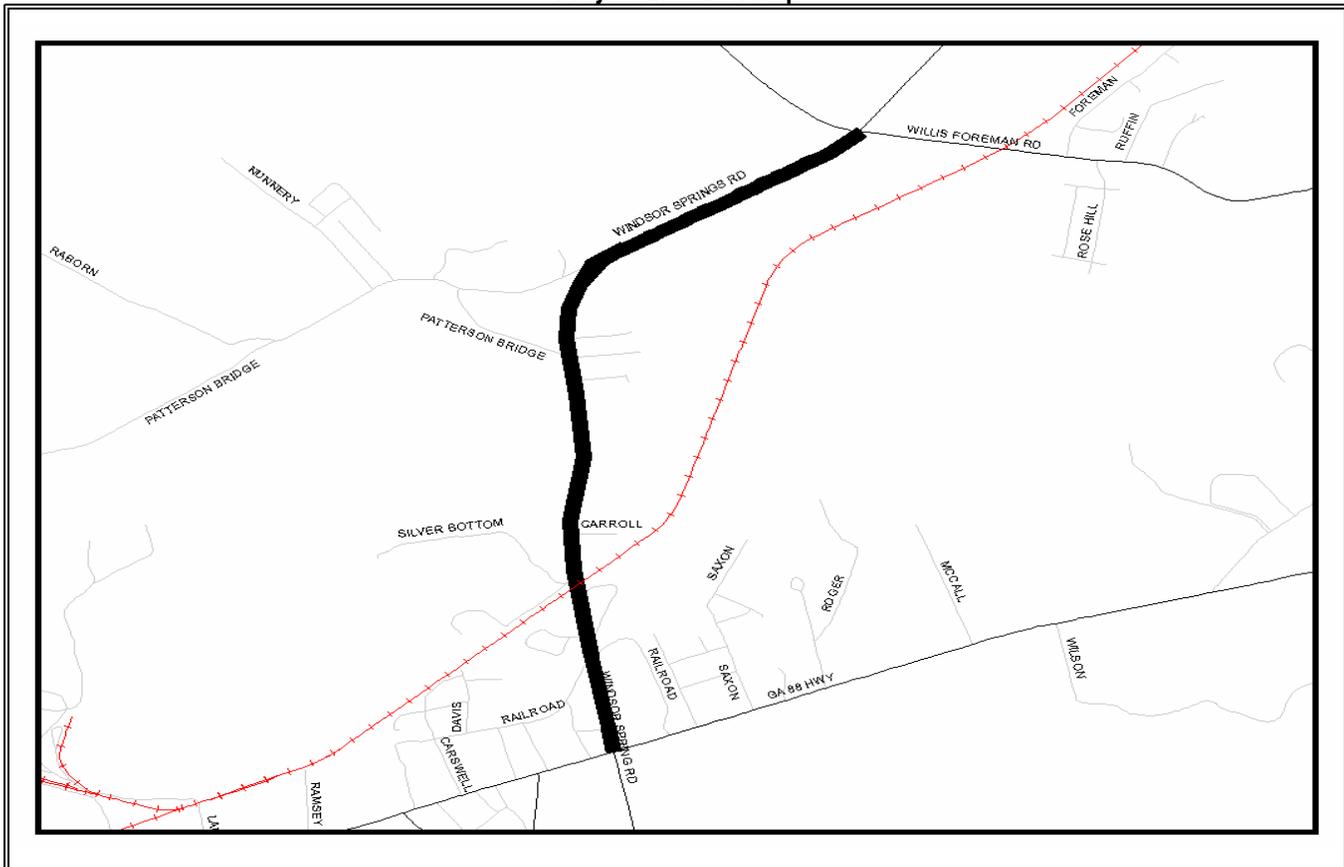
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized				\$ -
<b>Right-of-Way (000's)</b>	Authorized	\$ 1,592			\$ 1,592
<b>Construction (000's)</b>	Federal/State	\$ 7,627			\$ 7,627
<b>Project Cost (000's)</b>		\$ 9,219	\$ -	\$ -	\$ 9,219
<b>Federal Cost (000's)</b>		\$ 7,375			\$ 7,375
<b>State Cost (000's)</b>		\$ 1,844			\$ 1,844
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on Windsor Spring Road.

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	North Belair Road	<b>PI Num:</b>	245200
		<b>Project #</b>	STP-2120(4)
<b>Local Rd. Name / Num:</b>	North Belair Road	<b>City:</b>	County: Columbia
<b>State/US Num:</b>		<b>DOT District:</b>	Cong. District: 9th
		<b>RDC:</b>	Map Key Num:

### Project Details

<b>Project Description:</b>	Widen to four through lanes with turn lanes as needed; includes North Belair Road realignment on new location.		
<b>Length, miles:</b>	2.7	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2003) 7,750	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>	The ARTS Bike Plan recommends consideration of bike and pedestrian facilities in design (#C13)		
<b>Purpose and Need:</b>	Capacity, connectivity, safety		
<b>Logical Termini Locations:</b>	SR 104 to Fury's Ferry Road		
<b>Connectivity / Related Projects:</b>	Fury's Ferry Road, Washington Road		
<b>Functional Classification:</b>	Urban Minor Arterial		
<b>Comments / Remarks:</b>			

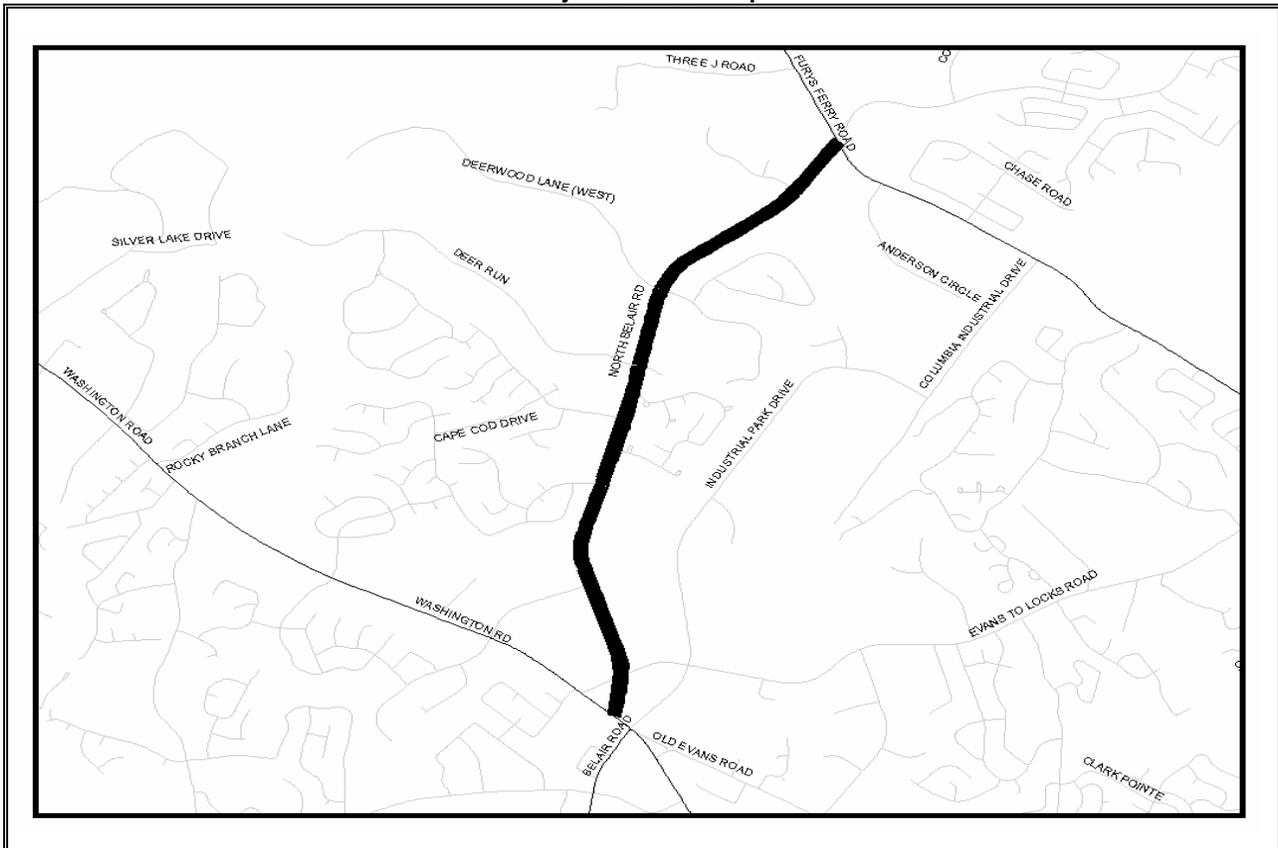
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized	\$ 5,024			\$ 5,024
Construction (000's)	Federal/State	\$ 7,278			\$ 7,278
<b>Project Cost (000's)</b>		<b>\$ 12,302</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,302</b>
Federal Cost (000's)		\$ 9,842			\$ 9,842
State Cost (000's)		\$ 2,460			\$ 2,460
Local Cost (000's)					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on North Belair Road.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	SR 104	<b>PI Num:</b>	221805
<b>Local Rd. Name / Num:</b>	Washington Road	<b>Project #</b>	
		<b>City:</b>	
		<b>DOT District:</b>	2
<b>State/US Num:</b>	SR 104	<b>RDC:</b>	CSR
		<b>County:</b>	Columbia
		<b>Cong. District:</b>	9th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to four through lanes with turn lanes as needed.		
<b>Length, miles:</b>	3	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2003)	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 29,600
<b>Purpose and Need:</b>	Capacity, safety		
<b>Logical Termini Locations:</b>	Mile Post 8.95 of CR 515 to MP 11.94 of CR 80.		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Rural Principal Arterial		
<b>Comments / Remarks:</b>			

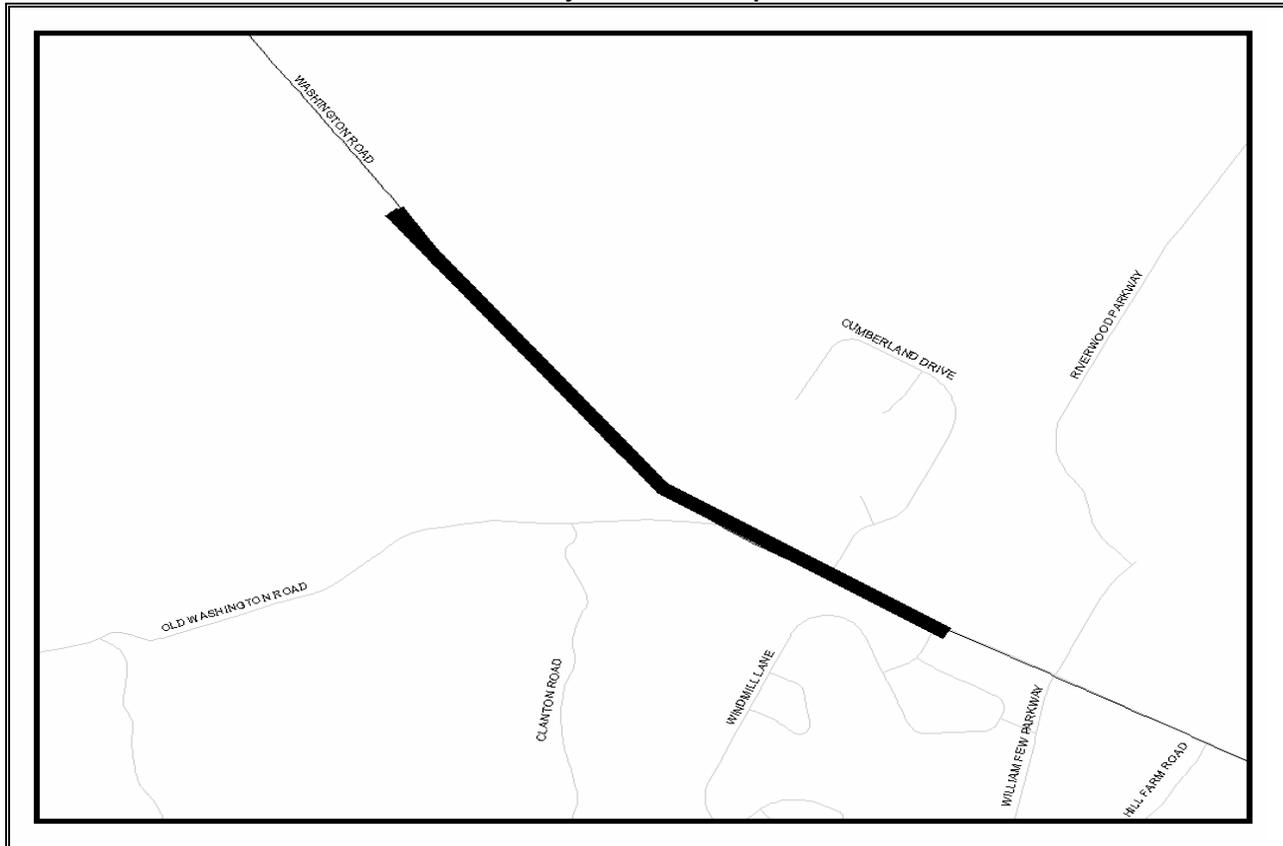
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State	\$ 1,774			\$ 1,774
<b>Project Cost (000's)</b>		<b>\$ 1,774</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,774</b>
<b>Federal Cost (000's)</b>		<b>\$ 1,419</b>			<b>\$ 1,419</b>
<b>State Cost (000's)</b>		<b>\$ 355</b>			<b>\$ 355</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on SR 104.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	SR 104	<b>PI Num:</b>	231710
		<b>Project #</b>	
<b>Local Rd. Name / Num:</b>	Washington Road	<b>City:</b>	Columbia
<b>State/US Num:</b>	SR 104	<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Columbia
		<b>Cong. District:</b>	9th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construct raised median		
<b>Length, miles:</b>	6.7	<b># of Lanes:</b>	4
<b>Current Volumes, ADT: (2003)</b>	25,250	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT: (2030)</b>	38,100
<b>Purpose and Need:</b>	Capacity, Operational, Connectivity, Safety		
<b>Logical Termini Locations:</b>	Flowing Wells Road to Halali Farm Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Principal Arterial		
<b>Comments / Remarks:</b>			

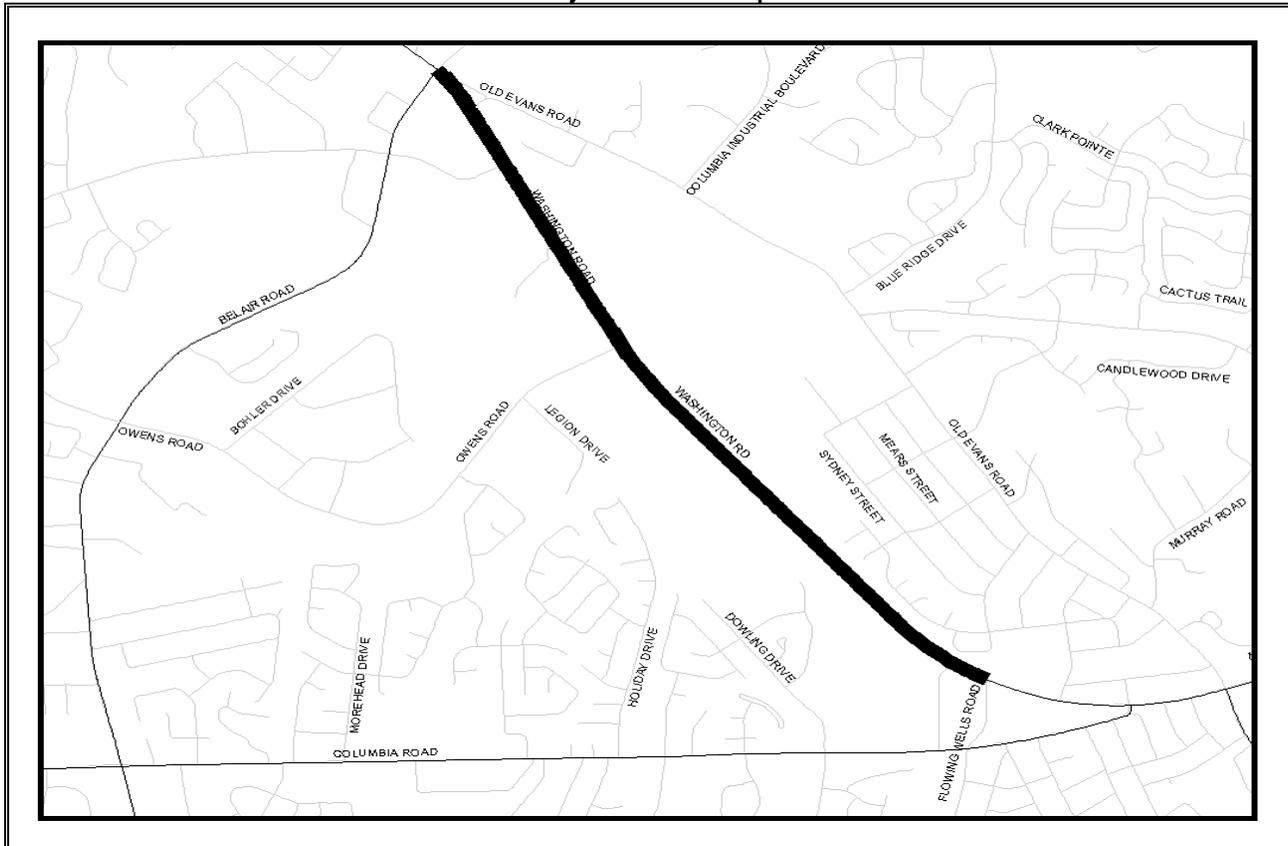
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized				\$ -
<b>Right-of-Way (000's)</b>	Authorized	\$ 1,003			\$ 1,003
<b>Construction (000's)</b>	Federal/State	\$ 4,361			\$ 4,361
<b>Project Cost (000's)</b>		\$ 5,364	\$ -	\$ -	\$ 5,364
<b>Federal Cost (000's)</b>		\$ 4,291			\$ 4,291
<b>State Cost (000's)</b>		\$ 1,073			\$ 1,073
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate the congestion on Washington Road.

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Riverwatch Parkway	<b>PI Num:</b>	232020
		<b>Project #</b>	STP-076-1(34)
<b>Local Rd. Name / Num:</b>	Riverwatch Parkway	<b>City:</b>	Augusta
<b>State/US Num:</b>		<b>County:</b>	Richmond
		<b>DOT District:</b>	2
		<b>Cong. District:</b>	12th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Construct median barrier.		
<b>Length, miles:</b>	5.1	<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT:</b>	(2003)	<b># of Lanes Planned/Modeled:</b>	N/A
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 36,100
<b>Purpose and Need:</b>	Safety, operational		
<b>Logical Termini Locations:</b>	Jones Street and I-20		
<b>Connectivity / Related Projects:</b>	15th Street and I-20		
<b>Functional Classification:</b>	Urban Freeway and Expressway		
<b>Comments / Remarks:</b>			

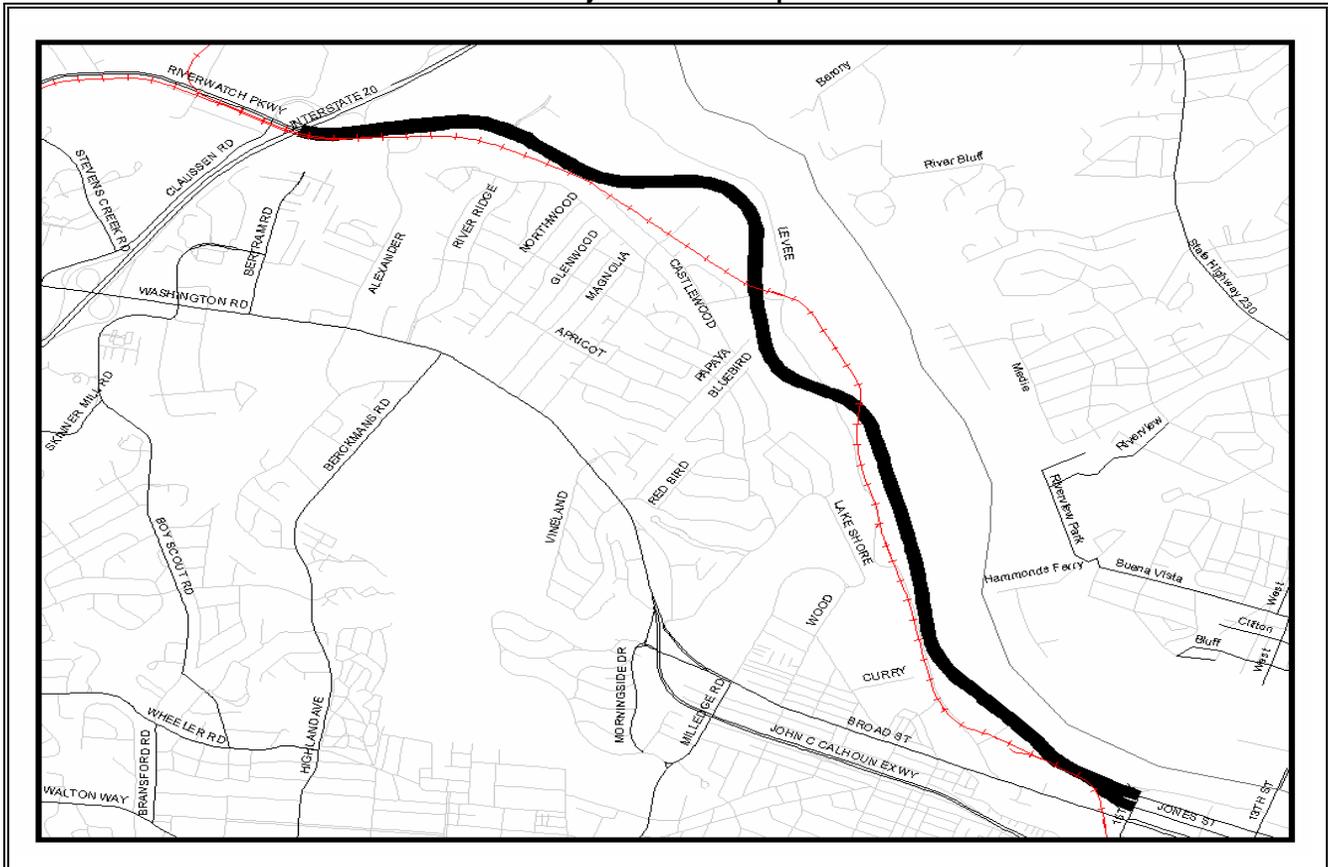
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State	\$ 5,413			\$ 5,413
<b>Project Cost (000's)</b>		<b>\$ 5,413</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,413</b>
<b>Federal Cost (000's)</b>		<b>\$ 4,330</b>			<b>\$ 4,330</b>
<b>State Cost (000's)</b>		<b>\$ 1,083</b>			<b>\$ 1,083</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

## Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	I-20 Bridge Shoulders	<b>PI Num:</b>	210327
		<b>Project #</b>	IM-20-2(117)
<b>Local Rd. Name / Num:</b>		<b>City:</b>	Augusta
<b>State/US Num:</b>	I-20	<b>DOT District:</b>	2
		<b>County:</b>	Richmond
		<b>Cong. District:</b>	12th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen bridge shoulders.		
<b>Length, miles:</b>	0.5	<b># of Lanes:</b>	4
<b>Current Volumes, ADT: (2003)</b>		<b># of Lanes Planned/Modeled:</b>	6
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT: (2030)</b>	77,400
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Bridge		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Interstate Principal Arterial		
<b>Comments / Remarks:</b>			

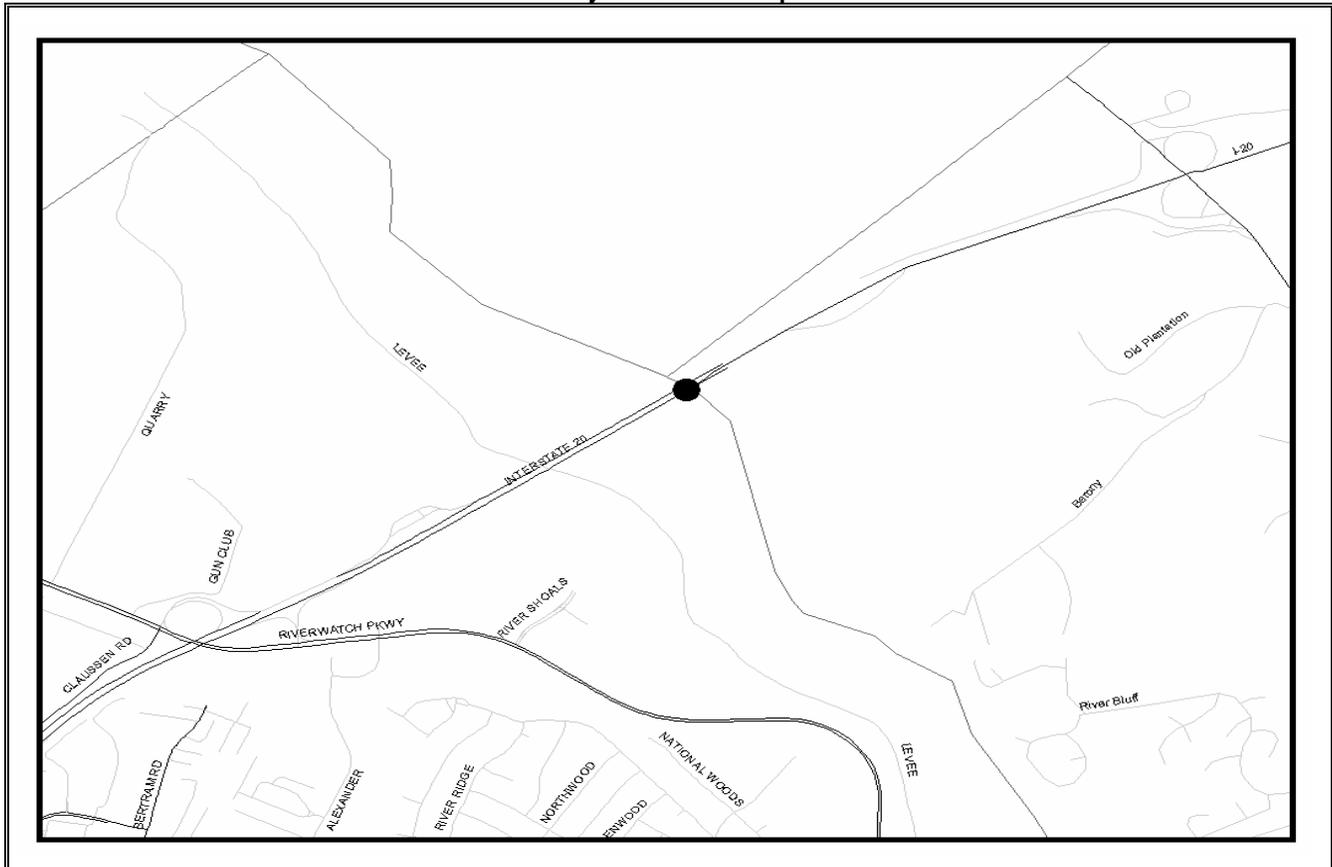
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 53		\$ 53
<b>Right-of-Way (000's)</b>	Authorized				\$ -
<b>Construction (000's)</b>	Federal/State		\$ 5,222		\$ 5,222
<b>Project Cost (000's)</b>		\$ -	\$ 5,275	\$ -	\$ 5,275
<b>Federal Cost (000's)</b>		\$ -	\$ 4,220	\$ -	\$ 4,220
<b>State Cost (000's)</b>		\$ -	\$ 1,055	\$ -	\$ 1,055
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Gordon Highway	<b>PI Num:</b>	221790
		<b>Project #</b>	STP-004-3(37)
<b>Local Rd. Name / Num:</b>	Gordon Highway	<b>City:</b>	Augusta/Col Co. <b>County:</b>
<b>State/US Num:</b>	US 78 / 278	<b>DOT District:</b>	2 <b>Cong. District:</b>
		<b>RDC:</b>	CSR <b>Map Key Num:</b>
			Richmond/Columbia 9th/12th

## Project Details

<b>Project Description:</b>	Widen to four lanes with turn lanes as needed		
<b>Length, miles:</b>	5.3	<b># of Lanes:</b>	2
<b>Current Volumes, ADT: (2003)</b>		<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT: (2030)</b>	26,900
<b>Purpose and Need:</b>	Connectivity, congestion		
<b>Logical Termini Locations:</b>	SR 223 to existing four lane section in Harlem		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Principal Arterial		
<b>Comments / Remarks:</b>			

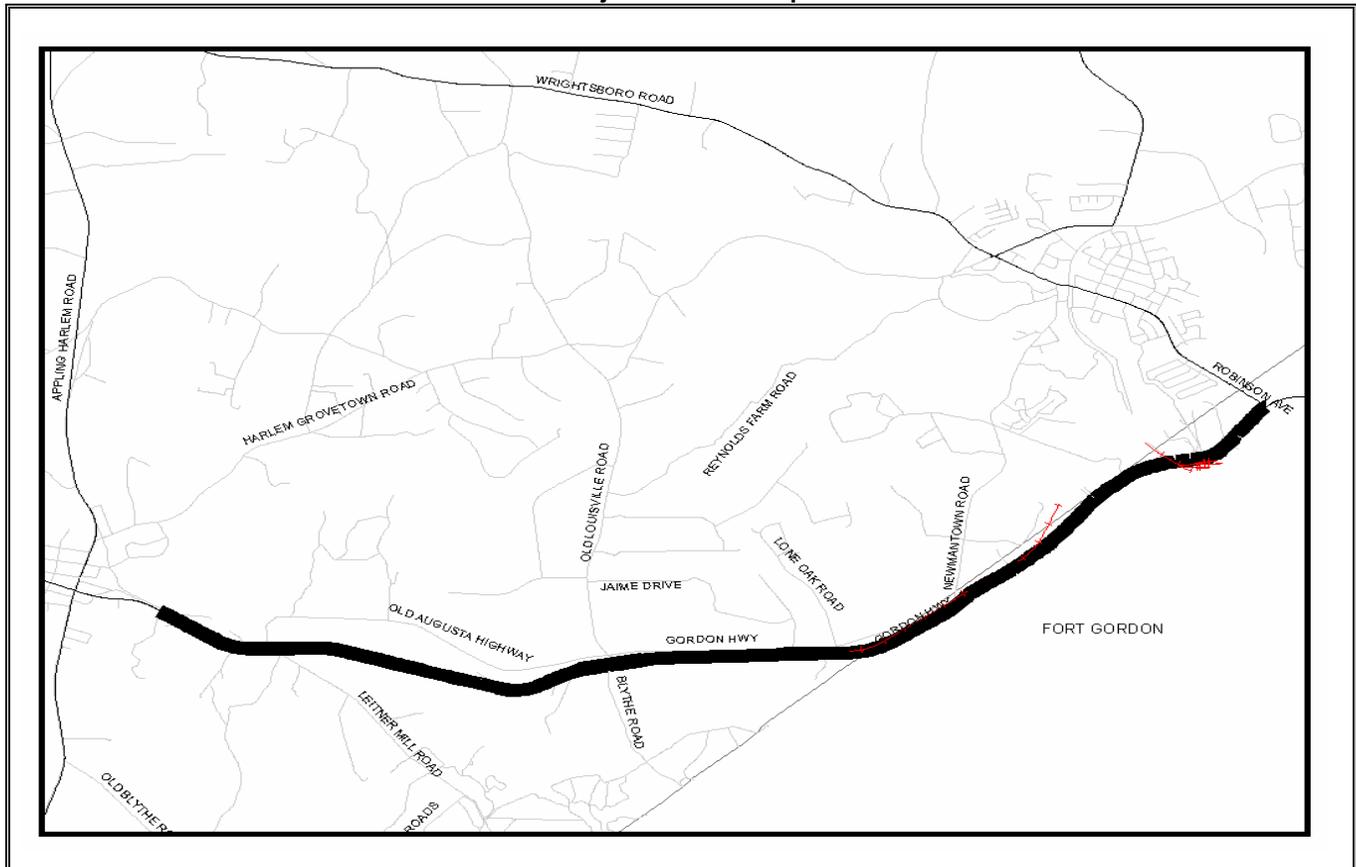
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 1,117		\$ 1,117
<b>Right-of-Way (000's)</b>	Authorized		\$ 3,350		\$ 3,350
<b>Construction (000's)</b>	Federal/State		\$ 6,701		\$ 6,701
<b>Project Cost (000's)</b>		\$ -	\$ 11,168	\$ -	\$ 11,168
<b>Federal Cost (000's)</b>		\$ -	\$ 8,934	\$ -	\$ 8,934
<b>State Cost (000's)</b>		\$ -	\$ 2,234		\$ 2,234
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Whiskey Road - Silver Bluff Road Connector	<b>PI Num:</b>	SC 68
<b>Local Rd. Name / Num:</b>	Whiskey & Silver Bluff Rds	<b>City:</b>	Aiken
<b>State/US Num:</b>	SR 19	<b>County:</b>	Aiken
		<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construct a new two lane facility.		
<b>Length, miles:</b>	4.3	<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT:</b>	(2003)		N/A
<b>Bike/Pedestrian Additions:</b>		<b># of Lanes Planned/Modeled:</b>	2
<b>Purpose and Need:</b>	Connectivity, Capacity		<b>Future Volumes, ADT: (2030)</b>
			6,800
<b>Logical Termini Locations:</b>	Whiskey Road to Silver Bluff Road		
<b>Connectivity / Related Projects:</b>	Whiskey Road and Silver Bluff Road		
<b>Functional Classification:</b>	Not Classified		
<b>Comments / Remarks:</b>			

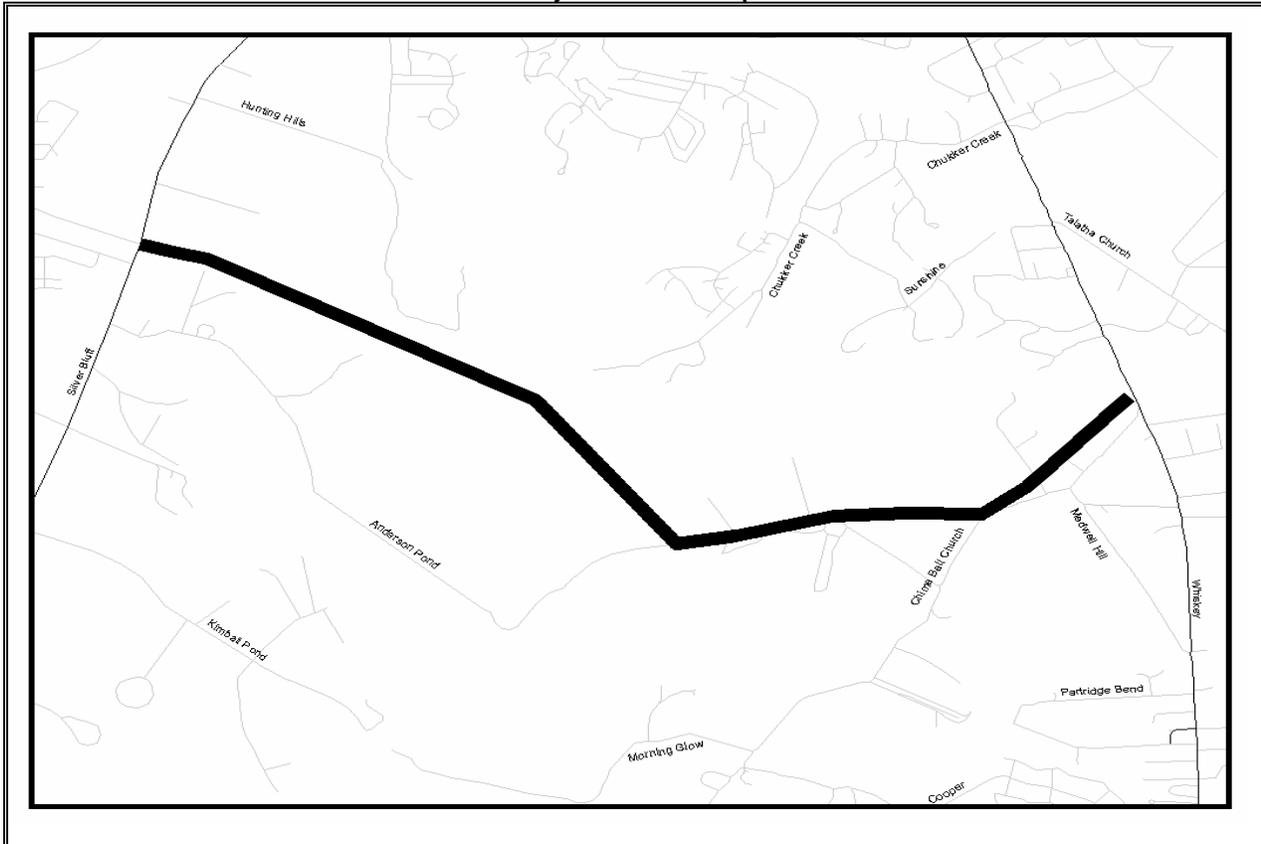
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized	\$ 1,141			\$ 1,141
<b>Right-of-Way (000's)</b>	Authorized	\$ 154			\$ 154
<b>Construction (000's)</b>	Federal/State	\$ 9,000			\$ 9,000
<b>Project Cost (000's)</b>		\$ 10,295	\$ -	\$ -	\$ 10,295
<b>Federal Cost (000's)</b>		\$ 8,236			\$ 8,236
<b>State Cost (000's)</b>		\$ 2,059			\$ 2,059
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on Whiskey Road and Silver Bluff Road.

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Silver Bluff Road	<b>PI Num:</b>	
		<b>Project #</b>	SC 86
<b>Local Rd. Name / Num:</b>	Silver Bluff Road	<b>City:</b>	Aiken
		<b>County:</b>	Aiken
<b>State/US Num:</b>	SR 302	<b>DOT District:</b>	2 / 3
		<b>Cong. District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to three lanes (passing lanes where needed).		
<b>Length, miles:</b>	1.3	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2004) 12,300	<b># of Lanes Planned/Modeled:</b>	2/3
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 19,600
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Indian Creek Trail and Richardson's Lake Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Minor Arterial		
<b>Comments / Remarks:</b>			

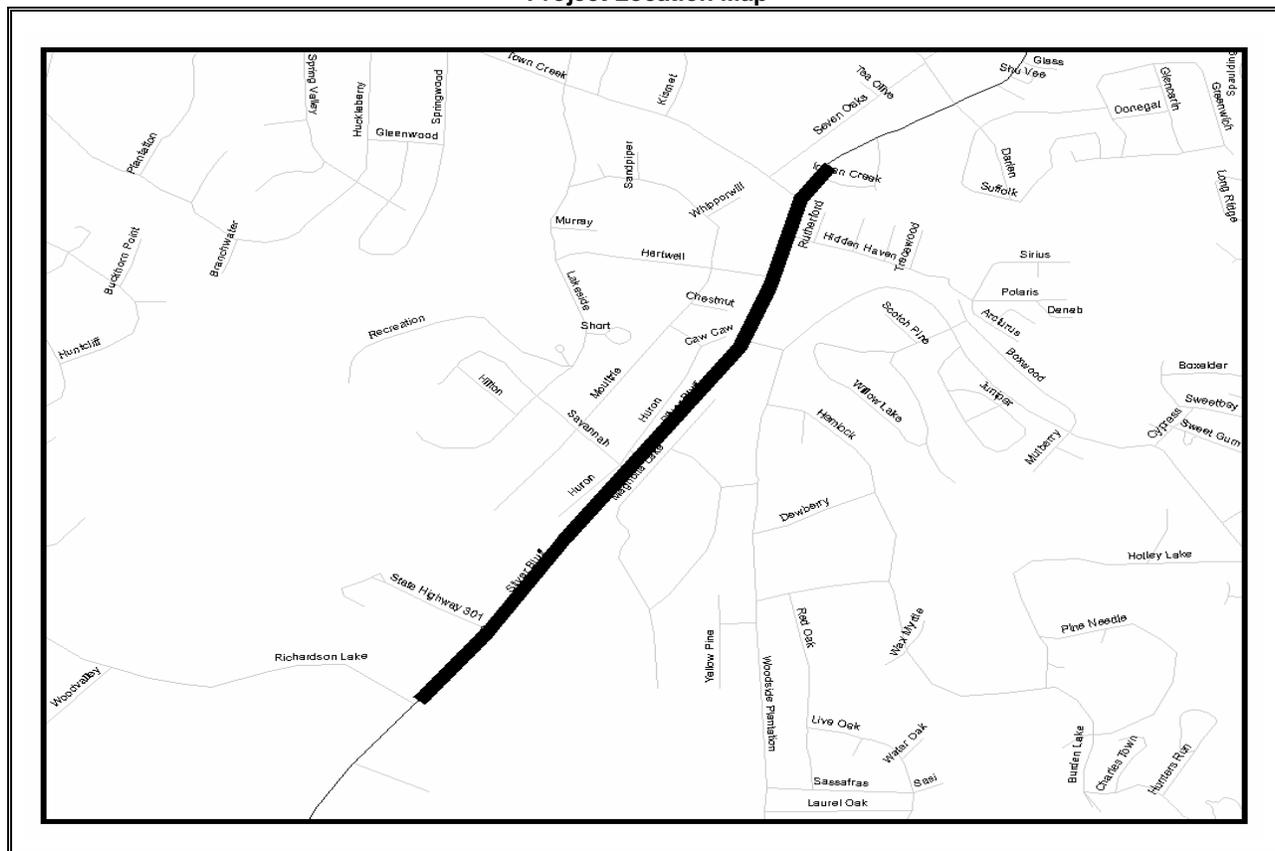
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ -
Right-of-Way (000's)	Authorized	\$ 1,268			\$ 1,268
Construction (000's)	Federal/State	\$ 5,062			\$ 5,062
<b>Project Cost (000's)</b>		<b>\$ 6,330</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,330</b>
<b>Federal Cost (000's)</b>		<b>\$ 5,064</b>			<b>\$ 5,064</b>
<b>State Cost (000's)</b>		<b>\$ 1,266</b>			<b>\$ 1,266</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on Silver Bluff Road.

## Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Clearwater Road	<b>PI Num:</b>	Aiken 09
<b>Local Rd. Name / Num:</b>	Clearwater Road	<b>City:</b>	Aiken County
<b>State/US Num:</b>		<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to four through lanes.		
<b>Length, miles:</b>	2	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2004) 8,700	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 20,400
<b>Purpose and Need:</b>	Capacity, Connectivity		
<b>Logical Termini Locations:</b>	US 1 / 78 (Jefferson Davis Highway) to US 25 (Edgefield Road)		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Minor Arterial		
<b>Comments / Remarks:</b>			

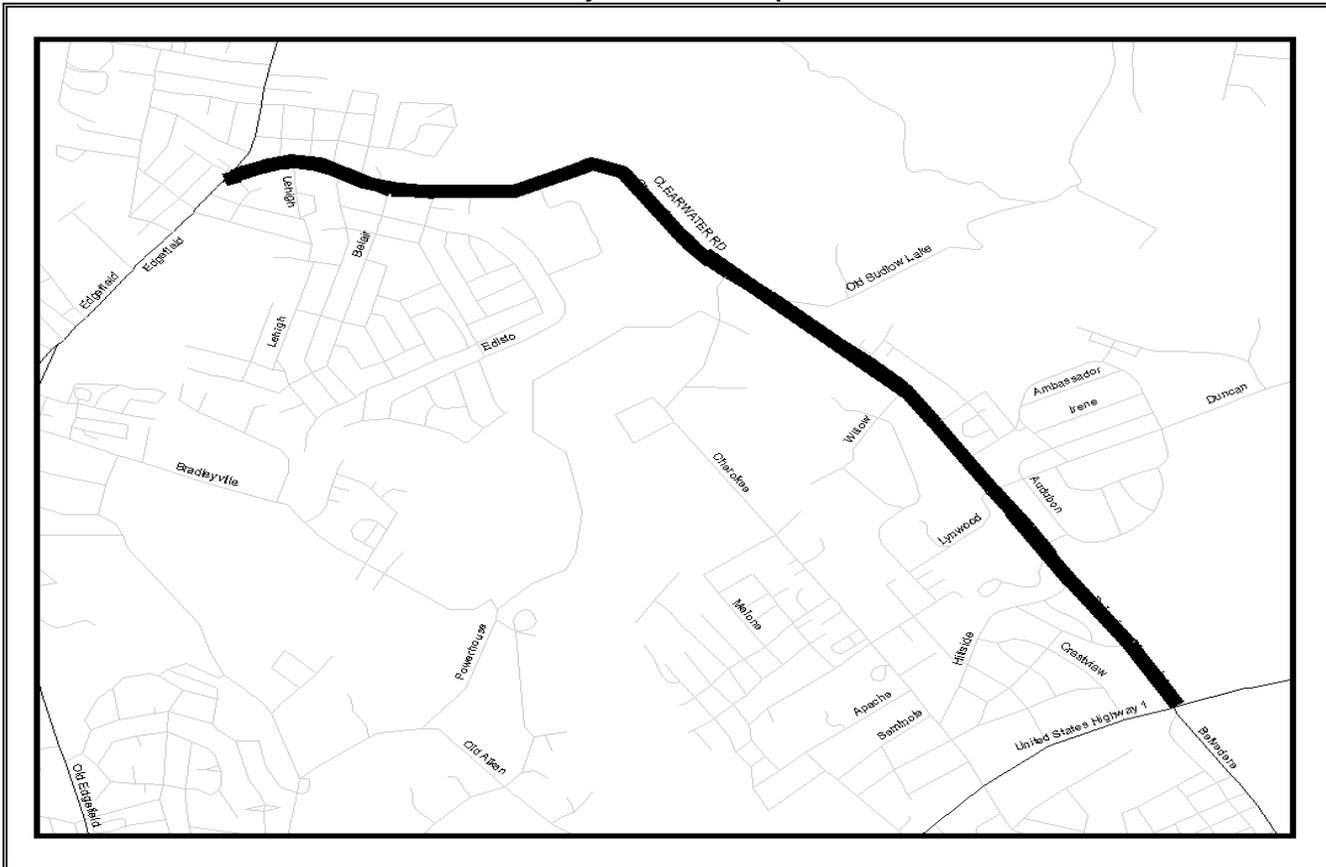
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	\$ 76			\$ 76
Right-of-Way (000's)	Authorized	\$ 1,727			\$ 1,727
Construction (000's)	Federal/State		\$ 3,455		\$ 3,455
<b>Project Cost (000's)</b>		<b>\$ 1,803</b>	<b>\$ 3,455</b>	<b>\$ -</b>	<b>\$ 5,258</b>
<b>Federal Cost (000's)</b>		<b>\$ 1,442</b>	<b>\$ 2,764</b>		<b>\$ 4,206</b>
<b>State Cost (000's)</b>		<b>\$ 361</b>	<b>\$ 691</b>		<b>\$ 1,052</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on Clearwater Road.

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Old Dibble Road Extension	<b>PI Num:</b>	Aiken 10
<b>Local Rd. Name / Num:</b>	Old Dibble Road Extension	<b>City:</b>	Aiken
<b>State/US Num:</b>		<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>County:</b>	Aiken
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construct a new two lane facility		
<b>Length, miles:</b>	1.7	<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT: (2004)</b>		<b>Future Volumes, ADT: (2030)</b>	2
<b>Bike/Pedestrian Additions:</b>			6,800
<b>Purpose and Need:</b>	Connectivity		
<b>Logical Termini Locations:</b>	Banks Mill Road; Whiskey Road		
<b>Connectivity / Related Projects:</b>	Banks Mill Road and Whiskey Road		
<b>Functional Classification:</b>	Not classified		
<b>Comments / Remarks:</b>			

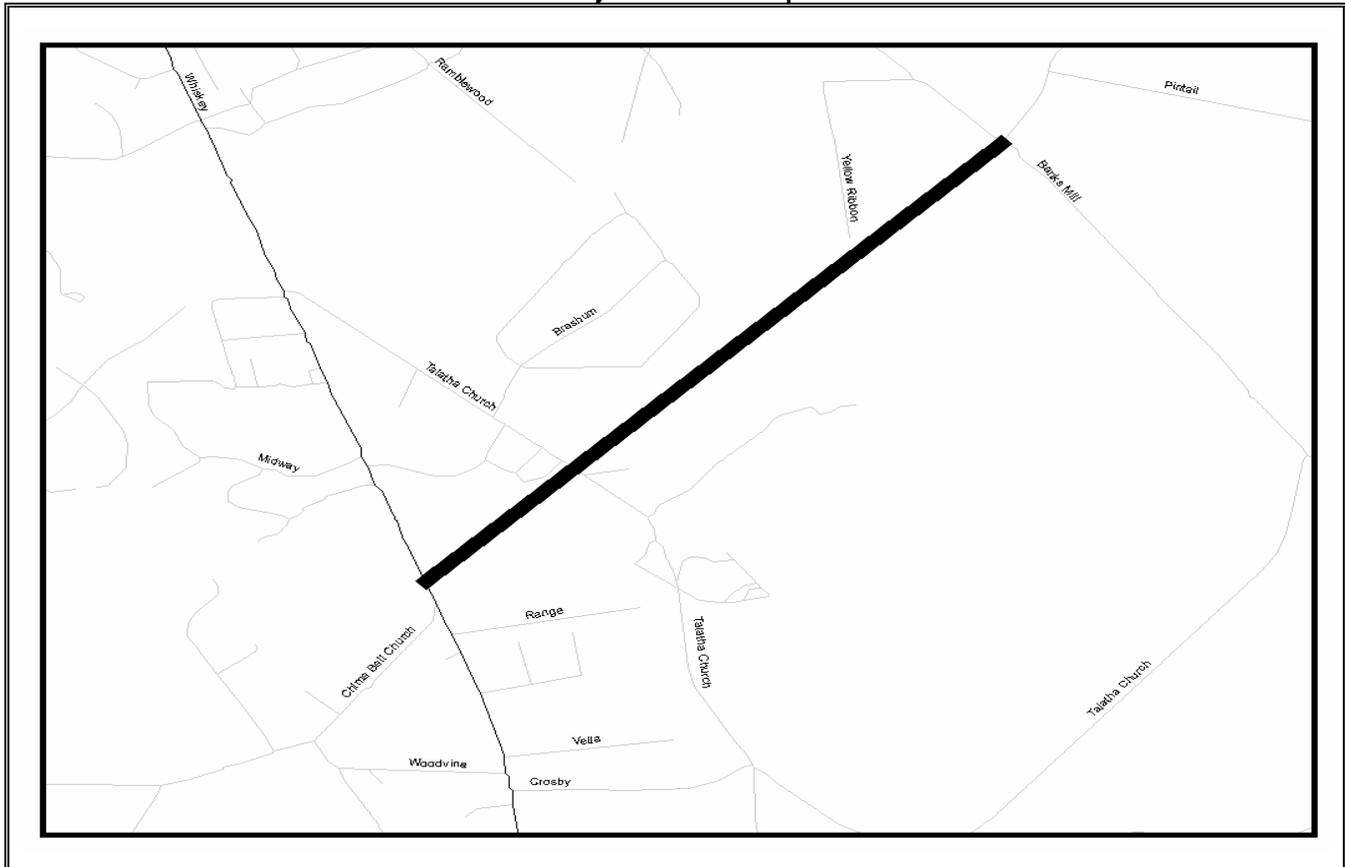
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	\$ 338			\$ 338
Right-of-Way (000's)	Authorized		\$ 1,014		\$ 1,014
Construction (000's)	Federal/State		\$ 2,028		\$ 2,028
<b>Project Cost (000's)</b>		<b>\$ 338</b>	<b>\$ 3,042</b>	<b>\$ -</b>	<b>\$ 3,380</b>
<b>Federal Cost (000's)</b>		<b>\$ 270</b>	<b>\$ 2,434</b>	<b>\$ -</b>	<b>\$ 2,704</b>
<b>State Cost (000's)</b>		<b>\$ 68</b>	<b>\$ 608</b>	<b>\$ -</b>	<b>\$ 676</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	SC 19 (Edgefield Highway)	<b>PI Num:</b>	SC 69
<b>Local Rd. Name / Num:</b>	Edgefield Highway	<b>City:</b>	Aiken
<b>State/US Num:</b>	SC 19	<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>County:</b>	Aiken
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to four through lanes		
<b>Length, miles:</b>	4.4	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2004) 13,300	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 26,500
<b>Purpose and Need:</b>	Capacity, Connectivity		
<b>Logical Termini Locations:</b>	SC 118 (University Parkway and I-20)		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>			
<b>Comments / Remarks:</b>			

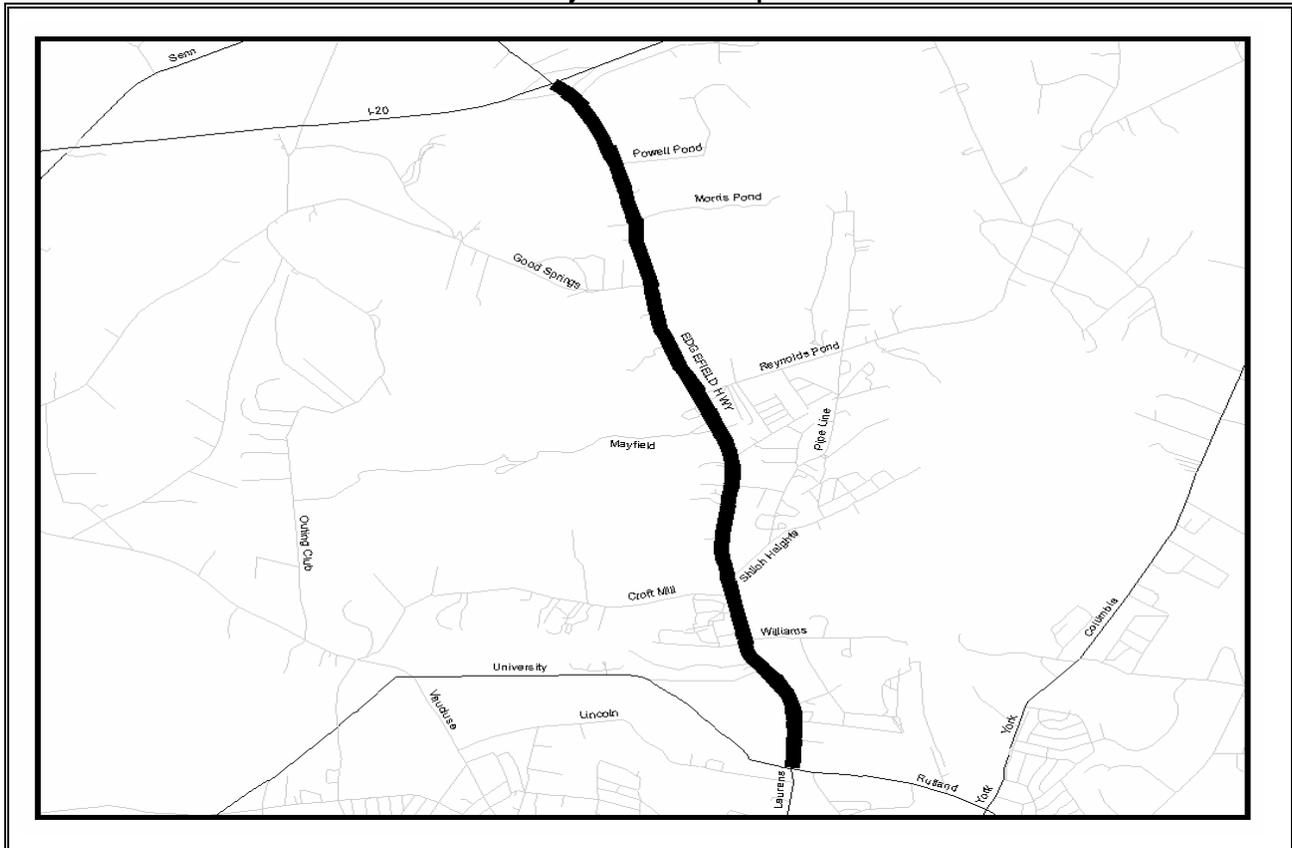
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized	\$ 1,048			\$ 1,048
<b>Right-of-Way (000's)</b>	Authorized		\$ 3,144		\$ 3,144
<b>Construction (000's)</b>	Federal/State		\$ 10,479		\$ 10,479
<b>Project Cost (000's)</b>		\$ 1,048	\$ 13,623	\$ -	\$ 14,671
<b>Federal Cost (000's)</b>		\$ 838	\$ 10,898	\$ -	\$ 11,737
<b>State Cost (000's)</b>		\$ 210	\$ 2,725	\$ -	\$ 2,934
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on Edgefield Road.

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Five Notch Road	<b>PI Num:</b>	Aiken 11
		<b>Project #</b>	North Augusta
<b>Local Rd. Name / Num:</b>	Five Notch Road	<b>City:</b>	Aiken
<b>State/US Num:</b>		<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to four through lanes.		
<b>Length, miles:</b>	3.5	<b># of Lanes:</b>	2
<b>Current Volumes, ADT: (2004)</b>	20,500	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>	The ARTS Bike Plan recommends consideration of bike and pedestrian facilities in design (#A63)		
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Georgia Avenue and Walnut Lane		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Minor Arterial		
<b>Comments / Remarks:</b>			

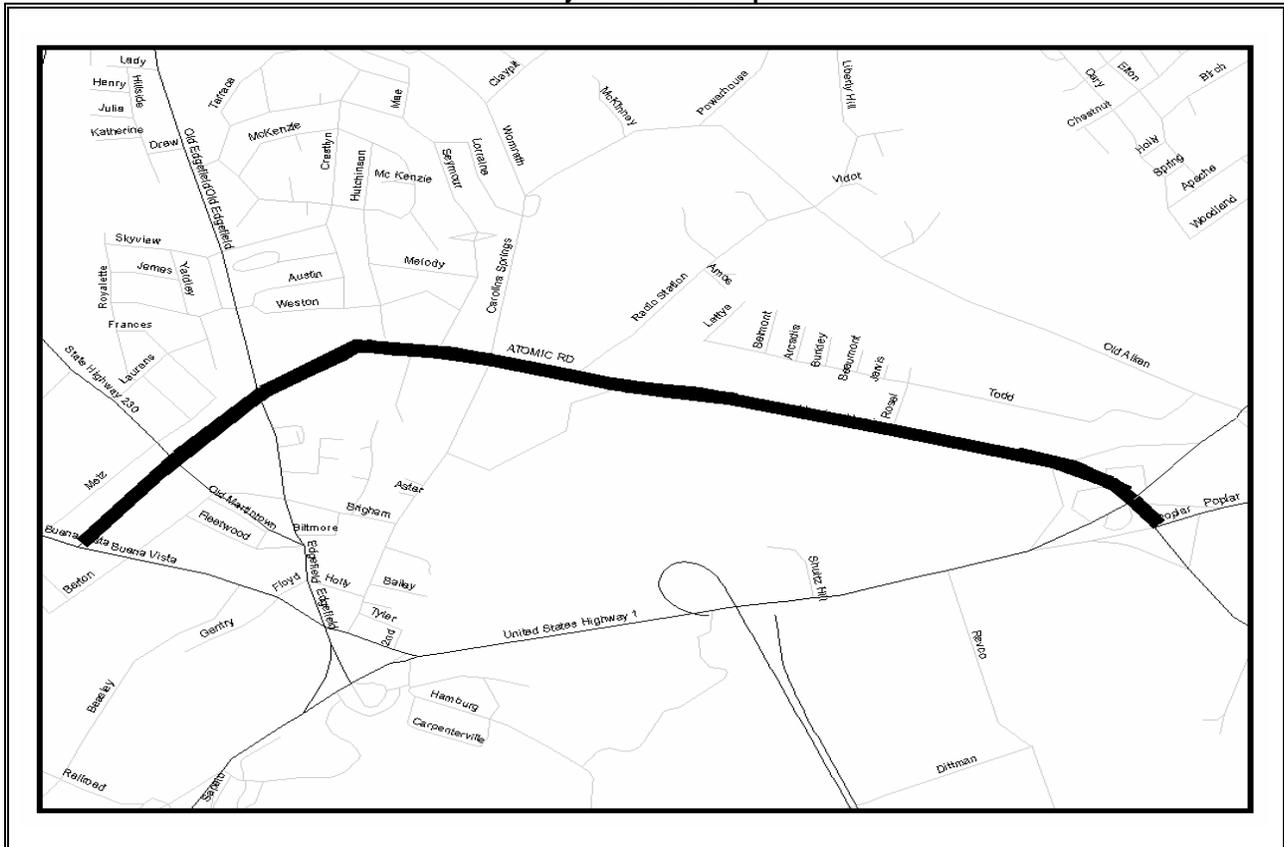
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 1,815		\$ 1,815
<b>Right-of-Way (000's)</b>	Authorized		\$ 5,445		\$ 5,445
<b>Construction (000's)</b>	Federal/State		\$ 10,890		\$ 10,890
<b>Project Cost (000's)</b>		\$ -	\$ 18,150	\$ -	\$ 18,150
<b>Federal Cost (000's)</b>		\$ -	\$ 14,520	\$ -	\$ 14,520
<b>State Cost (000's)</b>		\$ -	\$ 3,630	\$ -	\$ 3,630
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on Five Notch Road.

## Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Celeste Avenue	<b>PI Num:</b>	Aiken 12
<b>Local Rd. Name / Num:</b>	Celeste Avenue	<b>City:</b>	<b>County:</b> Aiken
<b>State/US Num:</b>		<b>DOT District:</b>	<b>Cong. District:</b> 2 / 3
		<b>RDC:</b> CSR	<b>Map Key Num:</b>

## Project Details

<b>Project Description:</b>	Operational Improvements		
<b>Length, miles:</b>	1.4	<b># of Lanes:</b>	2
<b>Current Volumes, ADT: (2004)</b>	3,800	<b>Future Volumes, ADT: (2030)</b>	2,900
<b>Bike/Pedestrian Additions:</b>			
<b>Purpose and Need:</b>	Operational		
<b>Logical Termini Locations:</b>	Georgia Avenue to Five Notch Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Collector		
<b>Comments / Remarks:</b>			

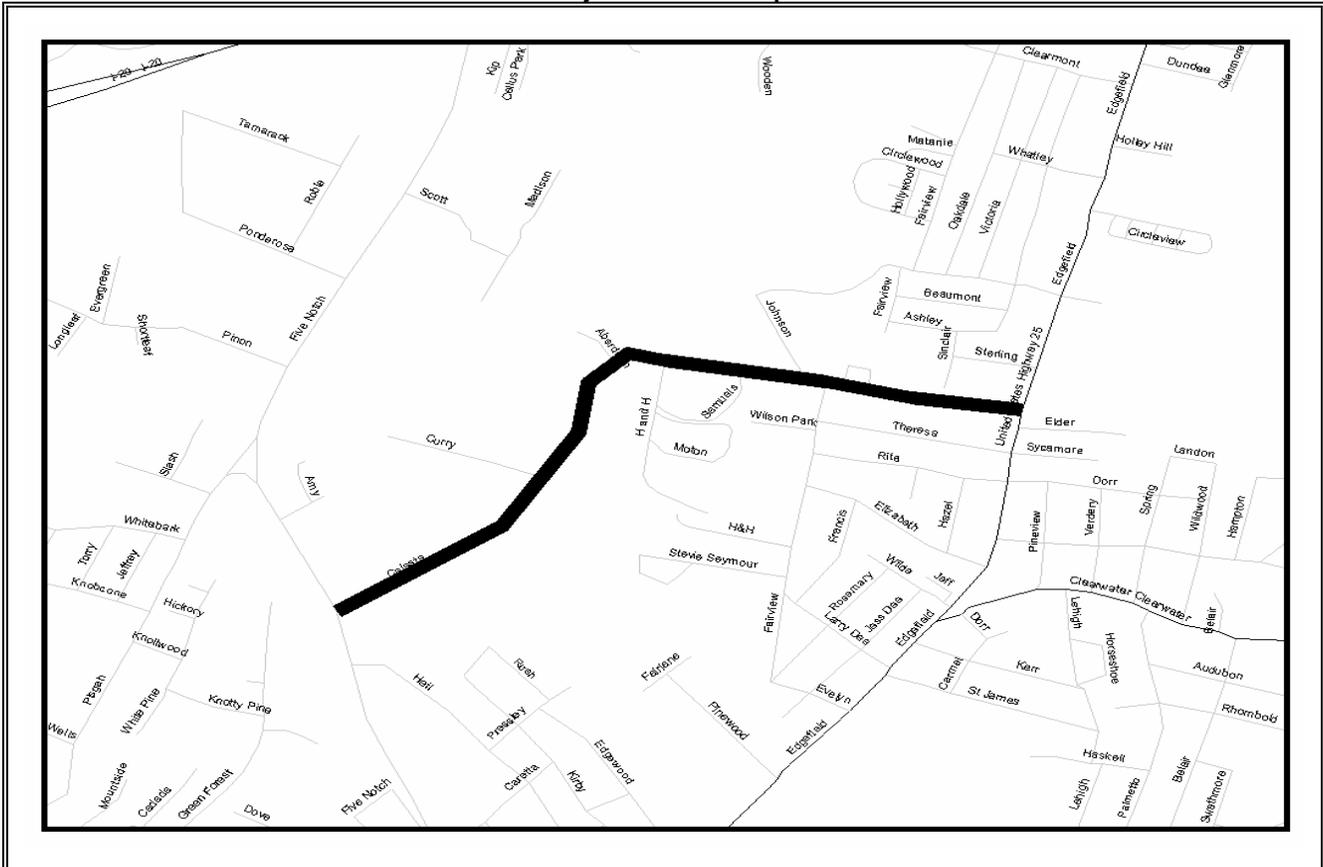
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 100		\$ 100
<b>Right-of-Way (000's)</b>	Authorized				\$ -
<b>Construction (000's)</b>	Federal/State		\$ 1,000		\$ 1,000
<b>Project Cost (000's)</b>		\$ -	\$ 1,100	\$ -	\$ 1,100
<b>Federal Cost (000's)</b>		\$ -	\$ 880	\$ -	\$ 880
<b>State Cost (000's)</b>		\$ -	\$ 220	\$ -	\$ 220
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help the mobility of traffic on Celeste Avenue.

## Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	US 78 (Charleston Hwy)	<b>PI Num:</b>	Aiken 07
<b>Local Rd. Name / Num:</b>	Charleston Highway	<b>City:</b>	Aiken
<b>State/US Num:</b>	US 78	<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>County:</b>	Aiken
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to four through lanes.		
<b>Length, miles:</b>	2.7	<b># of Lanes:</b>	2
<b>Current Volumes, ADT: (2004)</b>	17,400	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT: (2030)</b>	19,200
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Pine Log Road and Old Dibble Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Principal Arterial - other		
<b>Comments / Remarks:</b>			

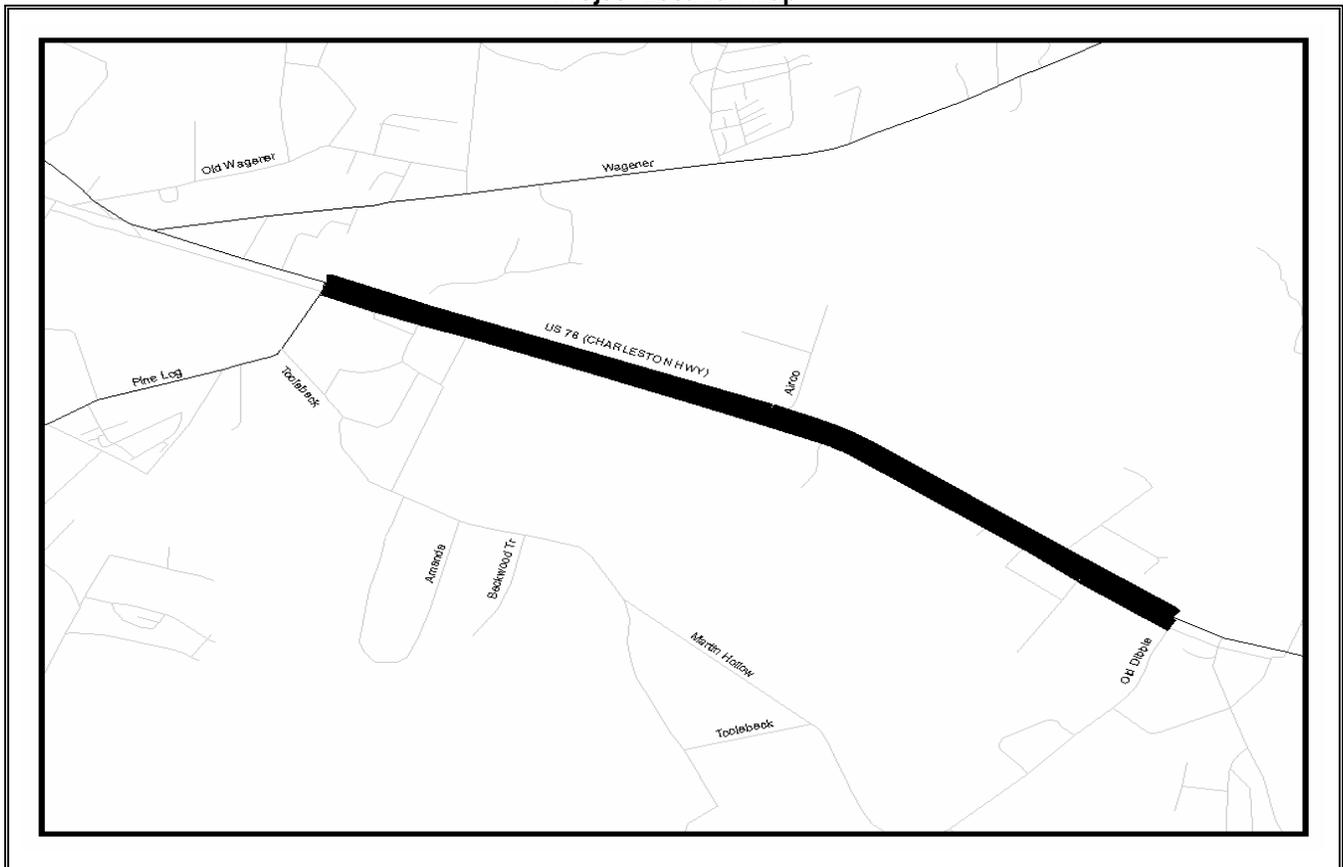
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized		\$ 398		\$ 398
Right-of-Way (000's)	Authorized		\$ 1,194		\$ 1,194
Construction (000's)	Federal/State		\$ 2,388		\$ 2,388
<b>Project Cost (000's)</b>		\$ -	\$ 3,980	\$ -	\$ 3,980
<b>Federal Cost (000's)</b>		\$ -	\$ 3,184	\$ -	\$ 3,184
<b>State Cost (000's)</b>		\$ -	\$ 796	\$ -	\$ 796
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on US 78.

## Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b> Interstate 20	<b>PI Num:</b>	Aiken 08	
	<b>Project #</b>	North Augusta	<b>County:</b> Aiken
<b>Local Rd. Name / Num:</b>	<b>City:</b>	2 / 3	<b>Cong. District:</b> 2 / 3
<b>State/US Num:</b> I-20	<b>DOT District:</b>	CSR	<b>Map Key Num:</b>

## Project Details

<b>Project Description:</b>	Widen to six through lanes.		
<b>Length, miles:</b>	5	<b># of Lanes:</b>	4
<b>Current Volumes, ADT:</b>	(2004) 88,100	<b># of Lanes Planned/Modeled:</b>	6
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 77,400
<b>Purpose and Need:</b>	Capacity, Safety		
<b>Logical Termini Locations:</b>	Savannah River to US 25 Edgefield Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Principal Arterial - Interstate		
<b>Comments / Remarks:</b>			

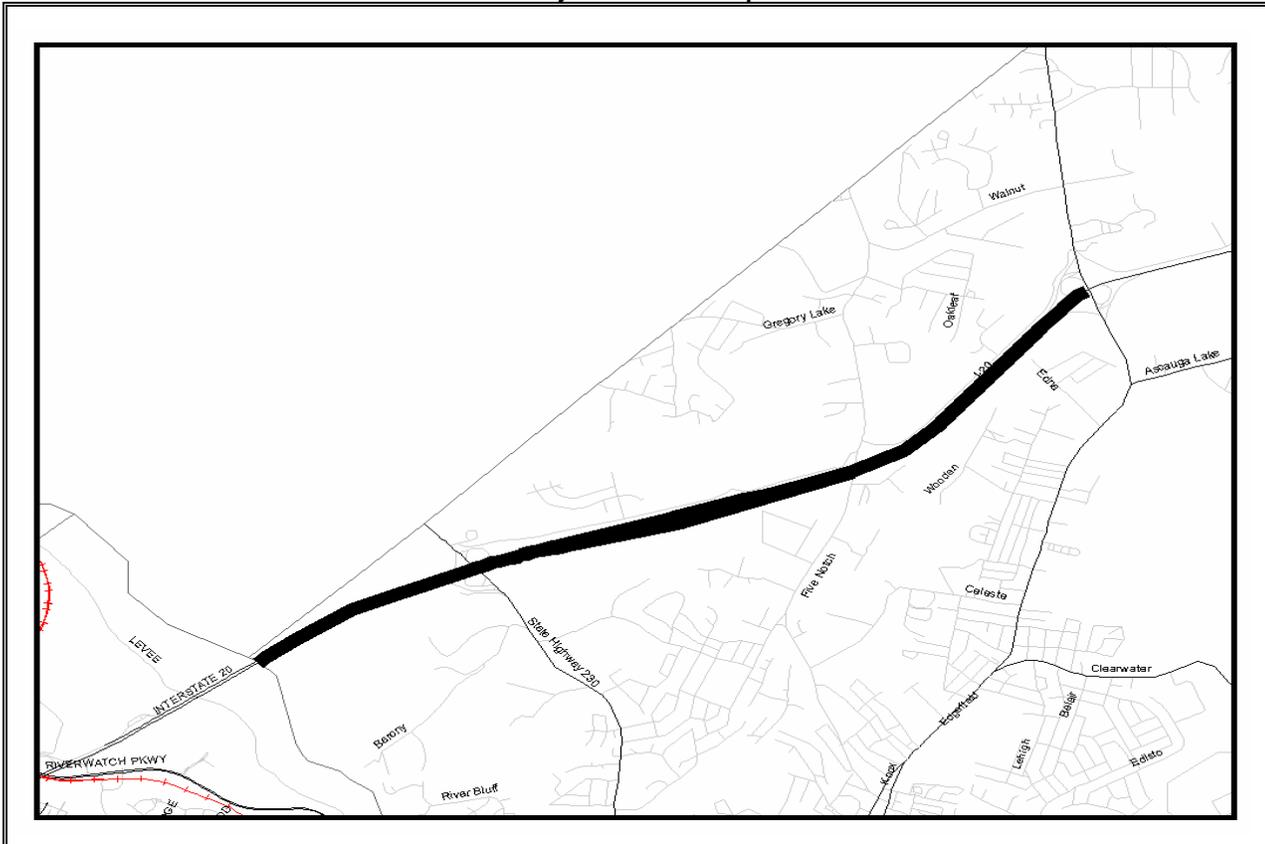
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized		\$ 1,162		\$ 1,162
Right-of-Way (000's)	Authorized		\$ 3,485		\$ 3,485
Construction (000's)	Federal/State		\$ 6,970		\$ 6,970
<b>Project Cost (000's)</b>		\$ -	\$ 11,617	\$ -	\$ 11,617
Federal Cost (000's)		\$ -	\$ 9,294	\$ -	\$ 9,294
State Cost (000's)		\$ -	\$ 2,323	\$ -	\$ 2,323
Local Cost (000's)					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on I-20.

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b> I-520 Southbound	<b>PI Num:</b>	<b>Project #</b> GA 4	
<b>Local Rd. Name / Num:</b> Bobby Jones Expressway	<b>City:</b> Augusta	<b>County:</b> Richmond	<b>Cong. District:</b> 12th
<b>State/US Num:</b> I-520 Southbound	<b>DOT District:</b> 2	<b>RDC:</b> CSR	<b>Map Key Num:</b>

### Project Details

<b>Project Description:</b> Add auxiliary lane			
<b>Length, miles:</b>	<b># of Lanes:</b> 3	<b># of Lanes Planned/Modeled:</b>	4
<b>Current Volumes, ADT: (2003)</b>	75,710	<b>Future Volumes, ADT: (2030)</b>	48,600
<b>Bike/Pedestrian Additions:</b>			
<b>Purpose and Need:</b> Operational			
<b>Logical Termini Locations:</b> Wrightsboro Road and US 78 / Gordon Highway			
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b> Urban Interstate Principal Arterial			
<b>Comments / Remarks:</b>			

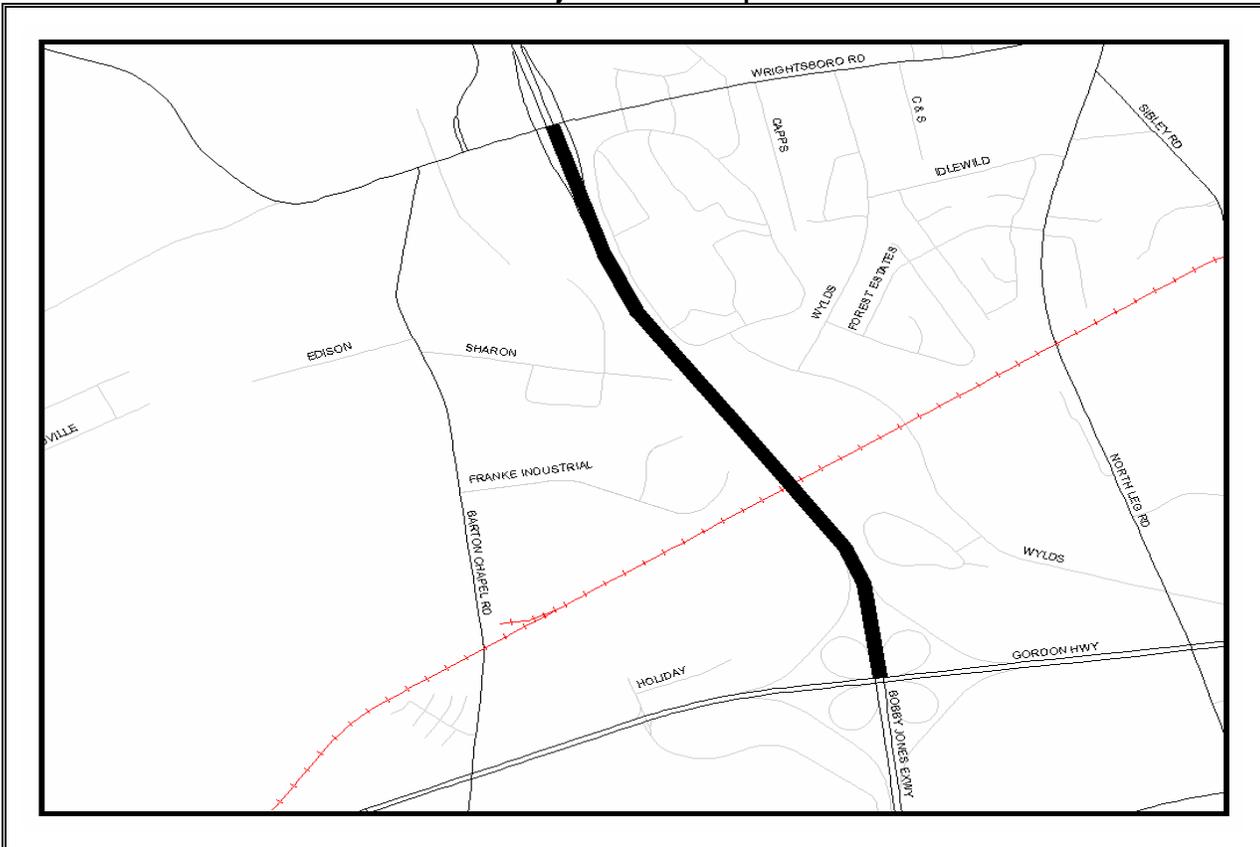
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	\$ 80			\$ 80
Right-of-Way (000's)	Authorized	\$ 240			\$ 240
Construction (000's)	Federal/State	\$ 800			\$ 800
<b>Project Cost (000's)</b>		<b>\$ 1,120</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,120</b>
Federal Cost (000's)		\$ 896	\$ -	\$ -	\$ 896
State Cost (000's)		\$ 224	\$ -	\$ -	\$ 224
Local Cost (000's)					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	US 78 / SR 10 (Gordon Highway)	<b>PI Num:</b>	GA 3	<b>County:</b>	Richmond/Columbia
<b>Local Rd. Name / Num:</b>	Gordon Highway	<b>Project #</b>	Augusta	<b>Cong. District:</b>	12th
<b>State/US Num:</b>	US 78 / SR 10	<b>City:</b>	2	<b>Map Key Num:</b>	
		<b>DOT District:</b>	CSR		

## Project Details

<b>Project Description:</b>	Widen to 6 through lanes				
<b>Length, miles:</b>	3.5	<b># of Lanes:</b>	4	<b># of Lanes Planned/Modeled:</b>	6
<b>Current Volumes, ADT:</b>	(2003)			<b>Future Volumes, ADT:</b>	(2030) 35,800
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	Capacity				
<b>Logical Termini Locations:</b>	Robinson Avenue and Fort Gordon Gate 1				
<b>Connectivity / Related Projects:</b>					
<b>Functional Classification:</b>	Urban Principal Arterial				
<b>Comments / Remarks:</b>					

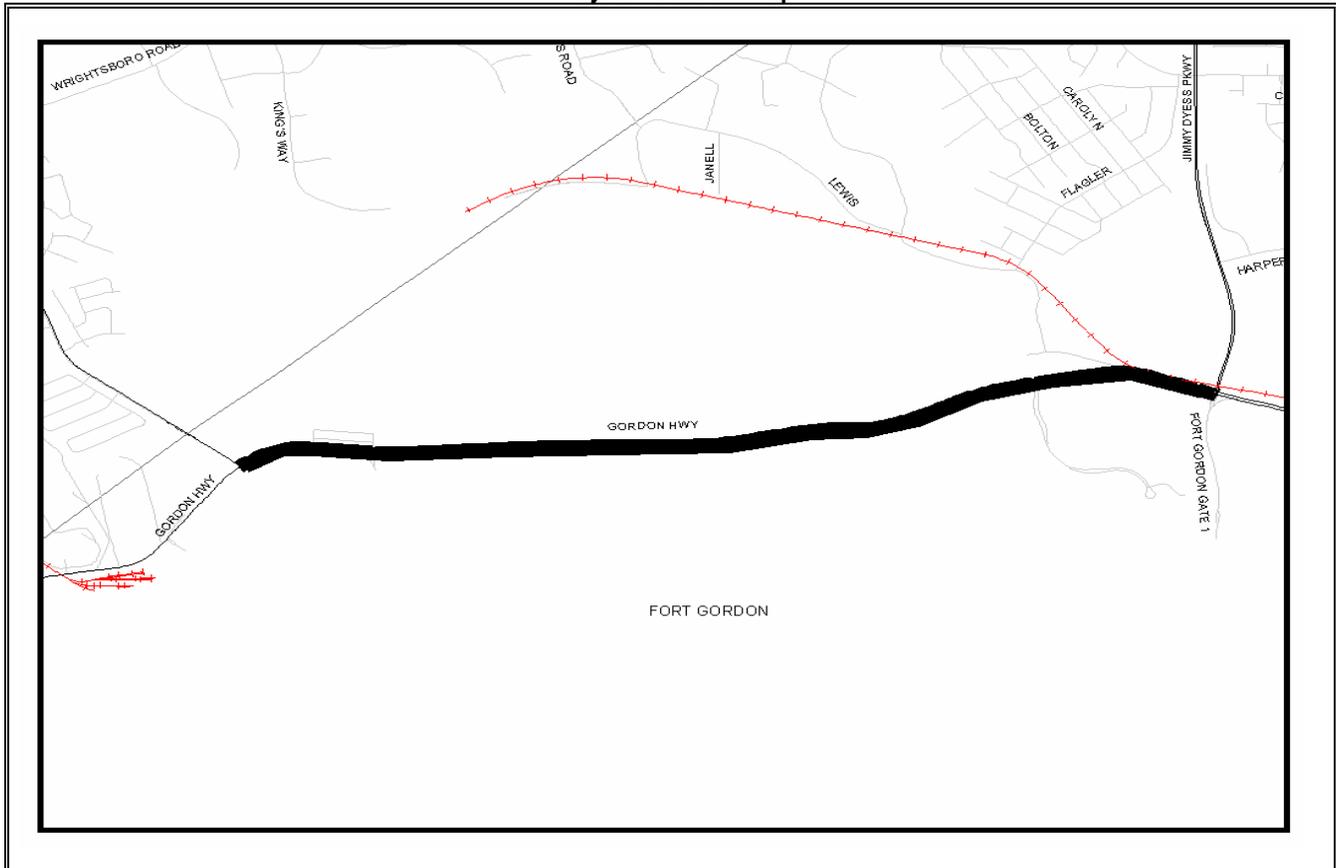
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized	\$ 875			\$ 875
<b>Right-of-Way (000's)</b>	Authorized		\$ 2,626		\$ 2,626
<b>Construction (000's)</b>	Federal/State		\$ 8,752		\$ 8,752
<b>Project Cost (000's)</b>		\$ 875	\$ 11,378	\$ -	\$ 12,253
<b>Federal Cost (000's)</b>		\$ 700	\$ 9,102	\$ -	\$ 9,802
<b>State Cost (000's)</b>		\$ 175	\$ 2,276	\$ -	\$ 2,451
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on Gordon Highway.

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b> I-20	<b>PI Num:</b>
	<b>Project #</b> GA 1
<b>Local Rd. Name / Num:</b>	<b>City:</b>
	<b>County:</b> Columbia
<b>State/US Num:</b> I-20	<b>DOT District:</b> 2
	<b>Cong. District:</b> 9th
	<b>RDC:</b> CSR
	<b>Map Key Num:</b>

### Project Details

<b>Project Description:</b>	Widen to 6 through lanes		
<b>Length, miles:</b>	<b># of Lanes:</b> 4	<b># of Lanes Planned/Modeled:</b>	6
<b>Current Volumes, ADT: (2003)</b>		<b>Future Volumes, ADT: (2030)</b>	94,900
<b>Bike/Pedestrian Additions:</b>			
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	McDuffie County Line and SR 383 (Belair Road)		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Interstate Principal Arterial		
<b>Comments / Remarks:</b>			

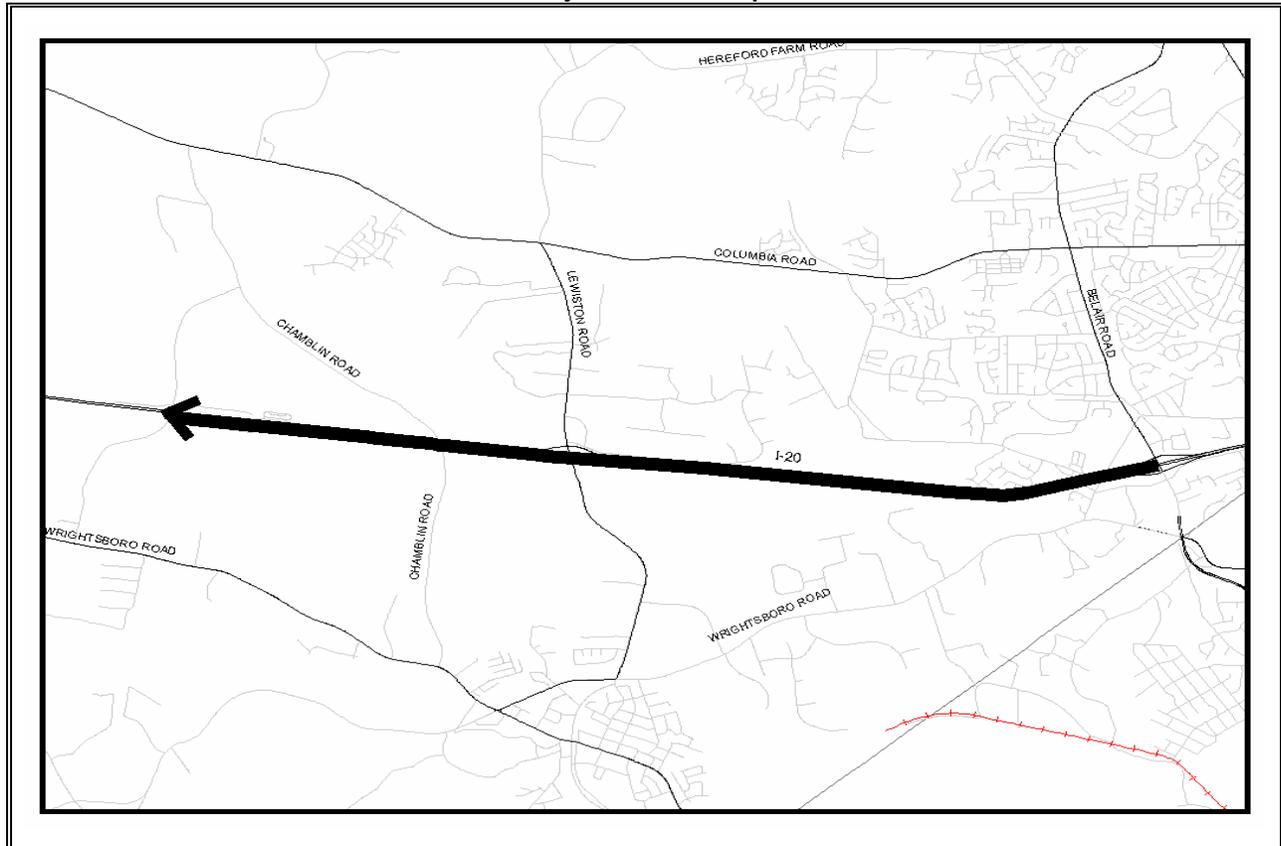
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	\$ 4,907			\$ 4,907
Right-of-Way (000's)	Authorized		\$ 14,722		\$ 14,722
Construction (000's)	Federal/State		\$ 49,073		\$ 49,073
<b>Project Cost (000's)</b>		<b>\$ 4,907</b>	<b>\$ 63,795</b>	<b>\$ -</b>	<b>\$ 68,702</b>
<b>Federal Cost (000's)</b>		<b>\$ 3,926</b>	<b>\$ 51,036</b>	<b>\$ -</b>	<b>\$ 54,962</b>
<b>State Cost (000's)</b>		<b>\$ 981</b>	<b>\$ 12,759</b>	<b>\$ -</b>	<b>\$ 13,740</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Bobby Jones Expressway	<b>PI Num:</b>	GA 5
<b>Local Rd. Name / Num:</b>	Bobby Jones Expressway	<b>Project #</b>	GA 5
<b>State/US Num:</b>		<b>City:</b>	Augusta/Col. Co. <b>County:</b>
		<b>DOT District:</b>	2 <b>Cong. District:</b>
		<b>RDC:</b>	CSR <b>Map Key Num:</b>
			Richmond/Columbia 12th / 9th

## Project Details

<b>Project Description:</b>	Widen to six through lanes		
<b>Length, miles:</b>		<b># of Lanes:</b>	4
<b>Current Volumes, ADT:</b>	(2003)	<b># of Lanes Planned/Modeled:</b>	6
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030)
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	North of Scott Nixon Memorial Drive and Washington Road (SR 104)		
<b>Connectivity / Related Projects:</b>	I-20 and Washington Road		
<b>Functional Classification:</b>	Urban Principal Arterial		
<b>Comments / Remarks:</b>			

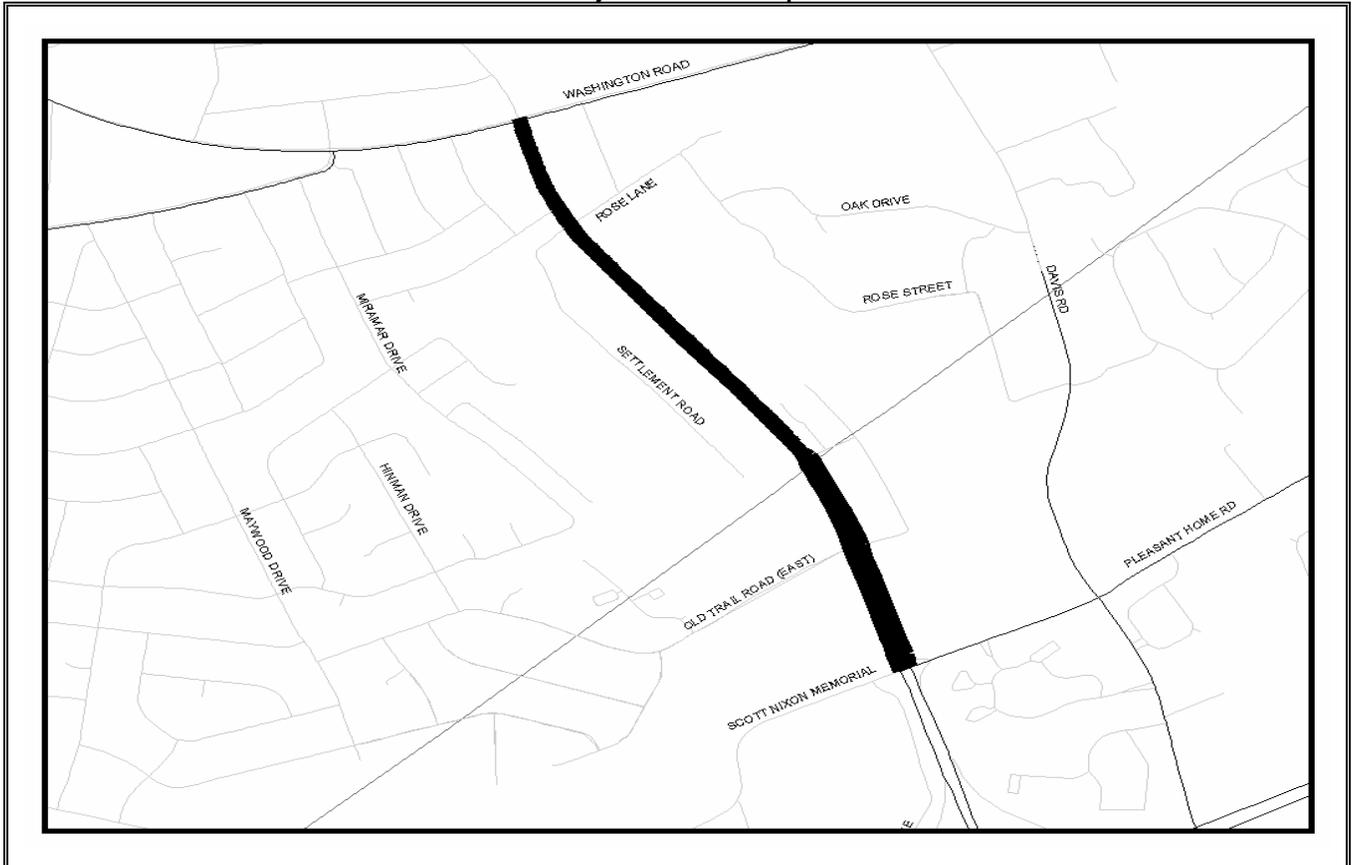
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized		\$ 220		\$ 220
Right-of-Way (000's)	Authorized		\$ 661		\$ 661
Construction (000's)	Federal/State		\$ 2,202		\$ 2,202
<b>Project Cost (000's)</b>		\$ -	\$ 3,083	\$ -	\$ 3,083
<b>Federal Cost (000's)</b>		\$ -	\$ 2,466	\$ -	\$ 2,466
<b>State Cost (000's)</b>		\$ -	\$ 617	\$ -	\$ 617
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	US 25 / Peach Orchard Rd	<b>PI Num:</b>	GA 6
<b>Local Rd. Name / Num:</b>	Peach Orchard Road	<b>City:</b>	Augusta
<b>State/US Num:</b>	US 25 / SR 127	<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Richmond
		<b>Cong. District:</b>	12th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to six through lanes.		
<b>Length, miles:</b>	2.3	<b># of Lanes:</b>	5
<b>Current Volumes, ADT: (2003)</b>	18,310	<b># of Lanes Planned/Modeled:</b>	6
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT: (2030)</b>	36,400
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Willis Foreman Road and Tobacco Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Principal Arterial		
<b>Comments / Remarks:</b>			

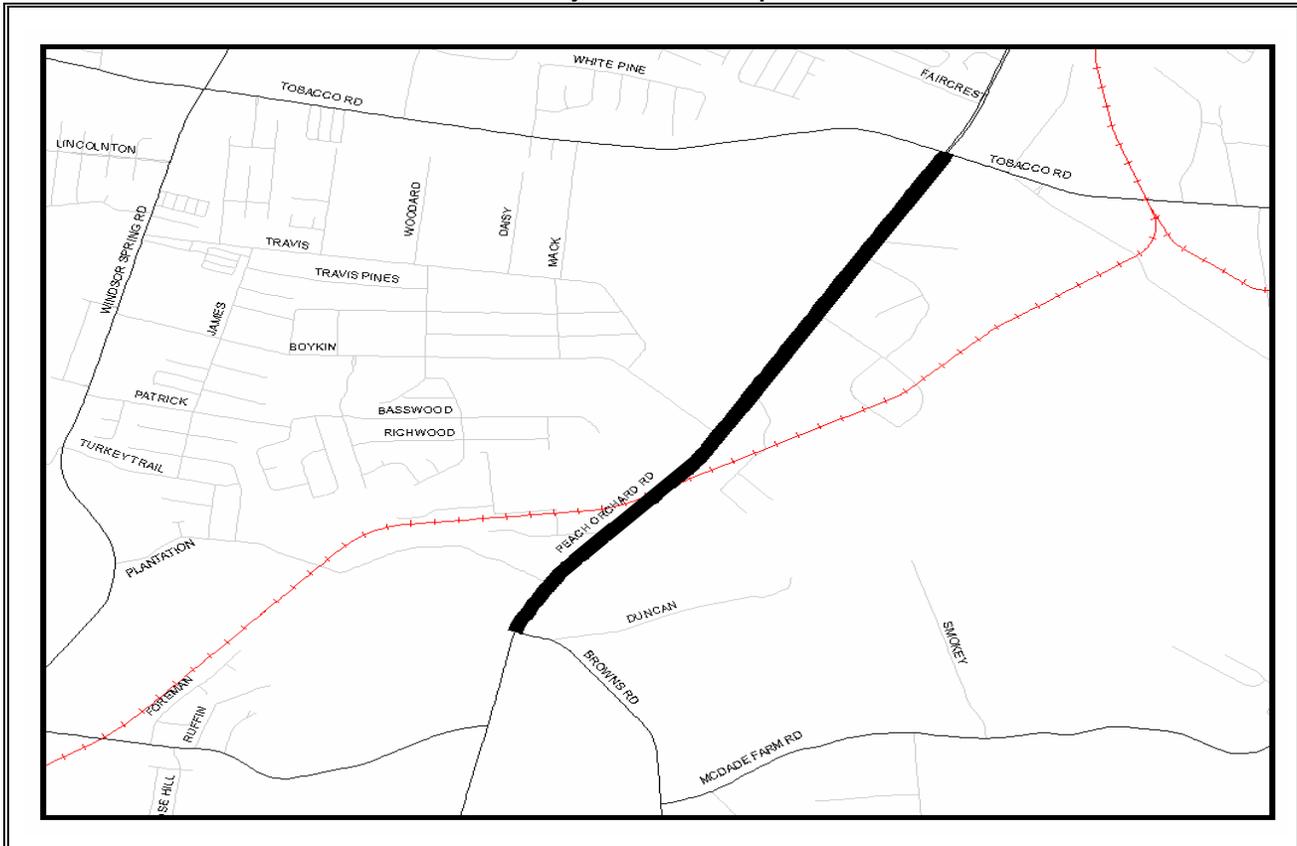
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized		\$ 610		\$ 610
Right-of-Way (000's)	Authorized		\$ 1,830		\$ 1,830
Construction (000's)	Federal/State		\$ 6,100		\$ 6,100
<b>Project Cost (000's)</b>		\$ -	\$ 8,540	\$ -	\$ 8,540
<b>Federal Cost (000's)</b>		\$ -	\$ 6,832	\$ -	\$ 6,832
<b>State Cost (000's)</b>		\$ -	\$ 1,708	\$ -	\$ 1,708
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on US 25.

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	US 1 Deans Bridge Road	<b>PI Num:</b>	GA 7
<b>Local Rd. Name / Num:</b>	Deans Bridge Road	<b>City:</b>	Augusta
<b>State/US Num:</b>	US 1 / SR 4	<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Richmond
		<b>Cong. District:</b>	12th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>		Widen to six through lanes			
<b>Length, miles:</b>	2.6	<b># of Lanes:</b>	4	<b># of Lanes Planned/Modeled:</b>	6
<b>Current Volumes, ADT:</b>	(2003) 18,620	<b>Future Volumes, ADT:</b>	(2030) 36,600		
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	Capacity				
<b>Logical Termini Locations:</b>	Meadowbrook Drive and Tobacco Road				
<b>Connectivity / Related Projects:</b>					
<b>Functional Classification:</b>	Urban Principal Arterial				
<b>Comments / Remarks:</b>					

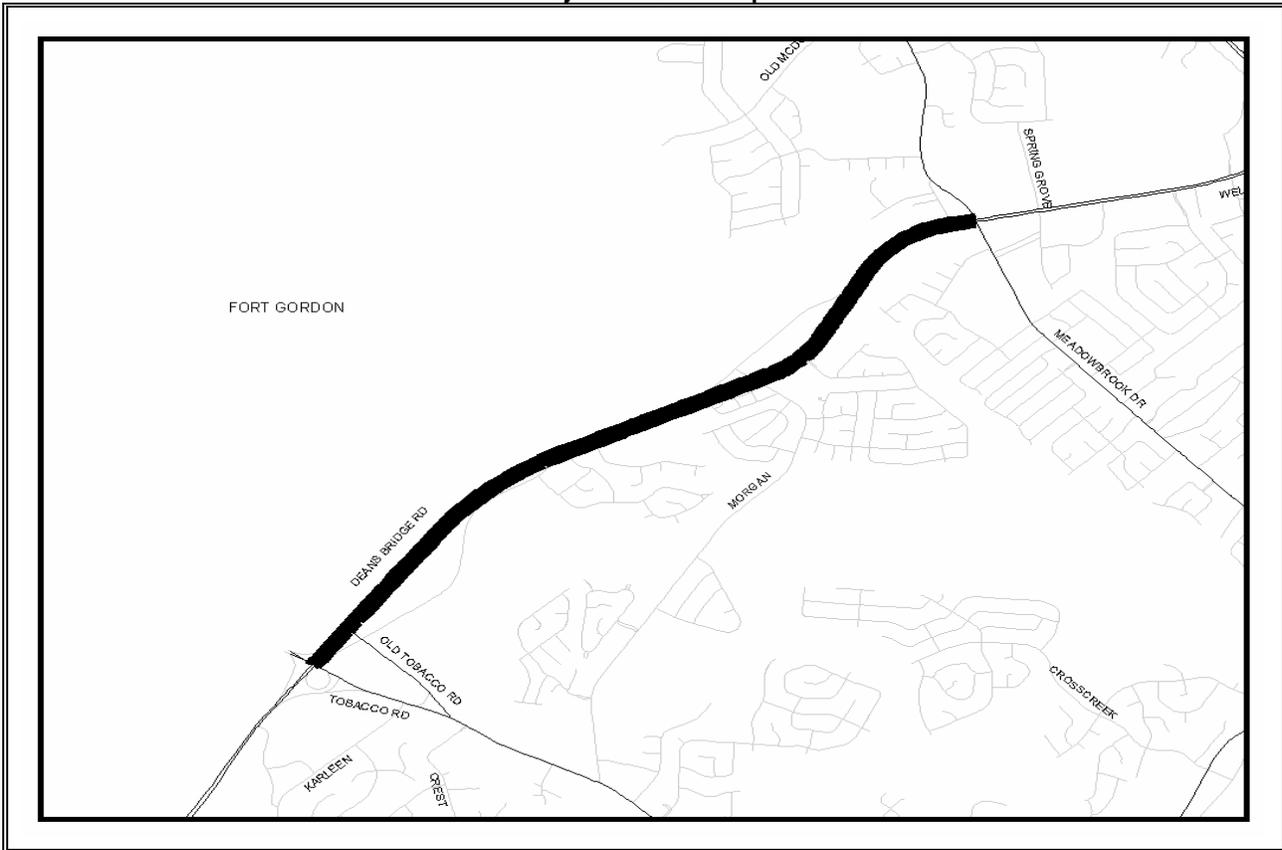
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized		\$ 690		\$ 690
Right-of-Way (000's)	Authorized		\$ 2,069		\$ 2,069
Construction (000's)	Federal/State		\$ 6,896		\$ 6,896
<b>Project Cost (000's)</b>		\$ -	\$ 9,655	\$ -	\$ 9,655
<b>Federal Cost (000's)</b>		\$ -	\$ 7,724	\$ -	\$ 7,724
<b>State Cost (000's)</b>		\$ -	\$ 1,931	\$ -	\$ 1,931
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on US 1 / Deans Bridge Road.

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	SR 28 (Fury's Ferry Road)	<b>PI Num:</b>	GA 8
<b>Local Rd. Name / Num:</b>	Fury's Ferry Road	<b>Project #</b>	GA 8
<b>State/US Num:</b>	SR 28	<b>City:</b>	
		<b>County:</b>	Columbia
		<b>DOT District:</b>	2
		<b>Cong. District:</b>	9th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to four through lanes.		
<b>Length, miles:</b>	3.9	<b># of Lanes:</b>	2
<b>Current Volumes, ADT: (2003)</b>		<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>	The ARTS Bicycle and Pedestrian Plan recommends considering bicycle facilities in the design (#C26).		
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Evans-to-Lock Road, South Carolina State Line		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Minor Arterial		
<b>Comments / Remarks:</b>			

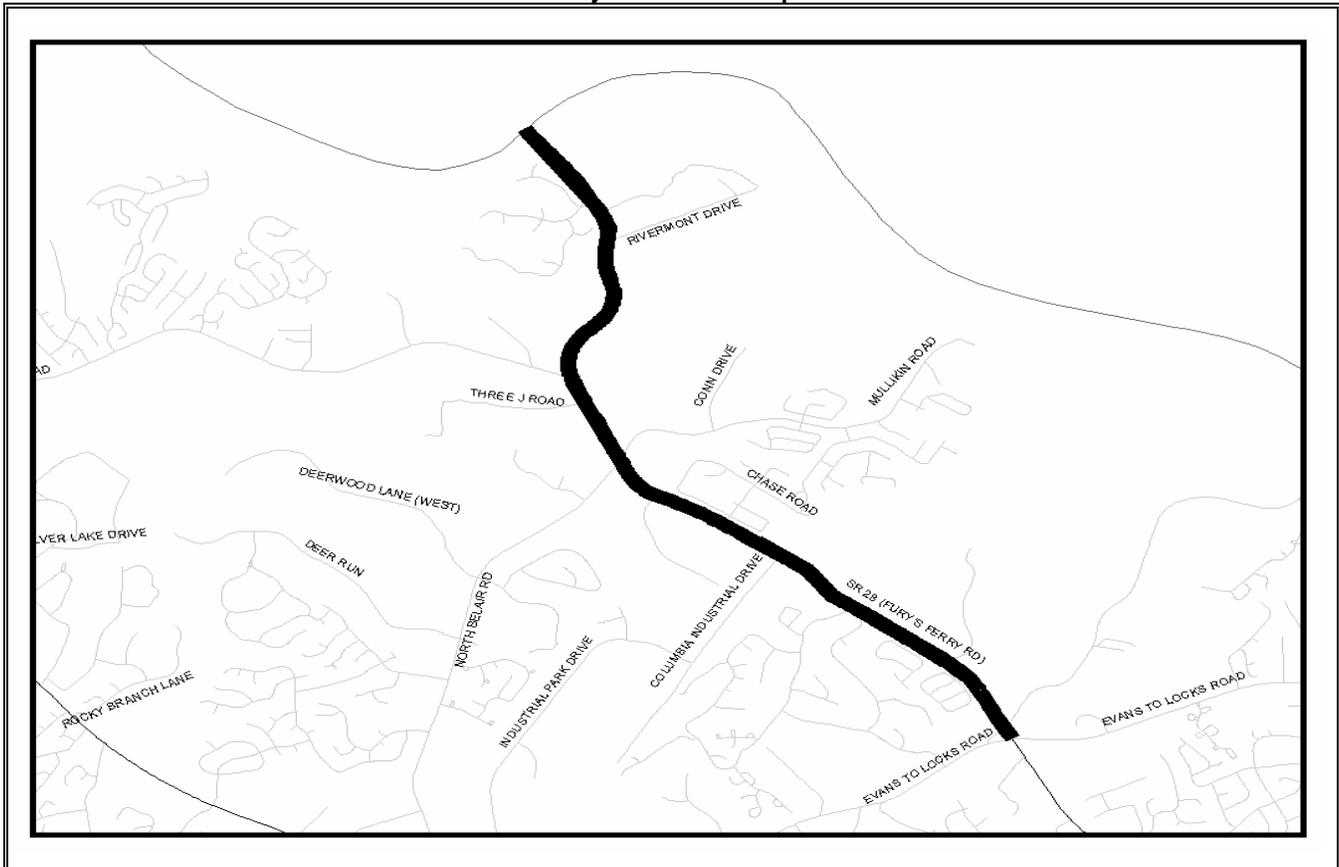
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 929		\$ 929
<b>Right-of-Way (000's)</b>	Authorized			\$ 2,786	\$ 2,786
<b>Construction (000's)</b>	Federal/State			\$ 9,288	\$ 9,288
<b>Project Cost (000's)</b>		\$ -	\$ 929	\$ 12,074	\$ 13,003
<b>Federal Cost (000's)</b>		\$ -	\$ 743	\$ 9,659	\$ 10,402
<b>State Cost (000's)</b>		\$ -	\$ 186	\$ 2,415	\$ 2,601
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on Fury's Ferry Road.

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Wrightsboro Road	<b>PI Num:</b>	GA 9	
<b>Local Rd. Name / Num:</b>	Wrightsboro Road	<b>Project #</b>	Grovetown	<b>County:</b> Columbia
<b>State/US Num:</b>		<b>City:</b>	2	<b>Cong. District:</b> 9th
		<b>DOT District:</b>	CSR	<b>Map Key Num:</b>

### Project Details

<b>Project Description:</b>	Widen to four through lanes			
<b>Length, miles:</b>	4.9	<b># of Lanes:</b>	2	<b># of Lanes Planned/Modeled:</b> 4
<b>Current Volumes, ADT:</b>	(2003)	<b>Future Volumes, ADT:</b>	(2030)	23,000
<b>Bike/Pedestrian Additions:</b>				
<b>Purpose and Need:</b>	Capacity			
<b>Logical Termini Locations:</b>	Robinson Avenue (SR 223) and Jimmie Dyess Parkway (SR 874)			
<b>Connectivity / Related Projects:</b>				
<b>Functional Classification:</b>	Urban Principal Arterial			
<b>Comments / Remarks:</b>				

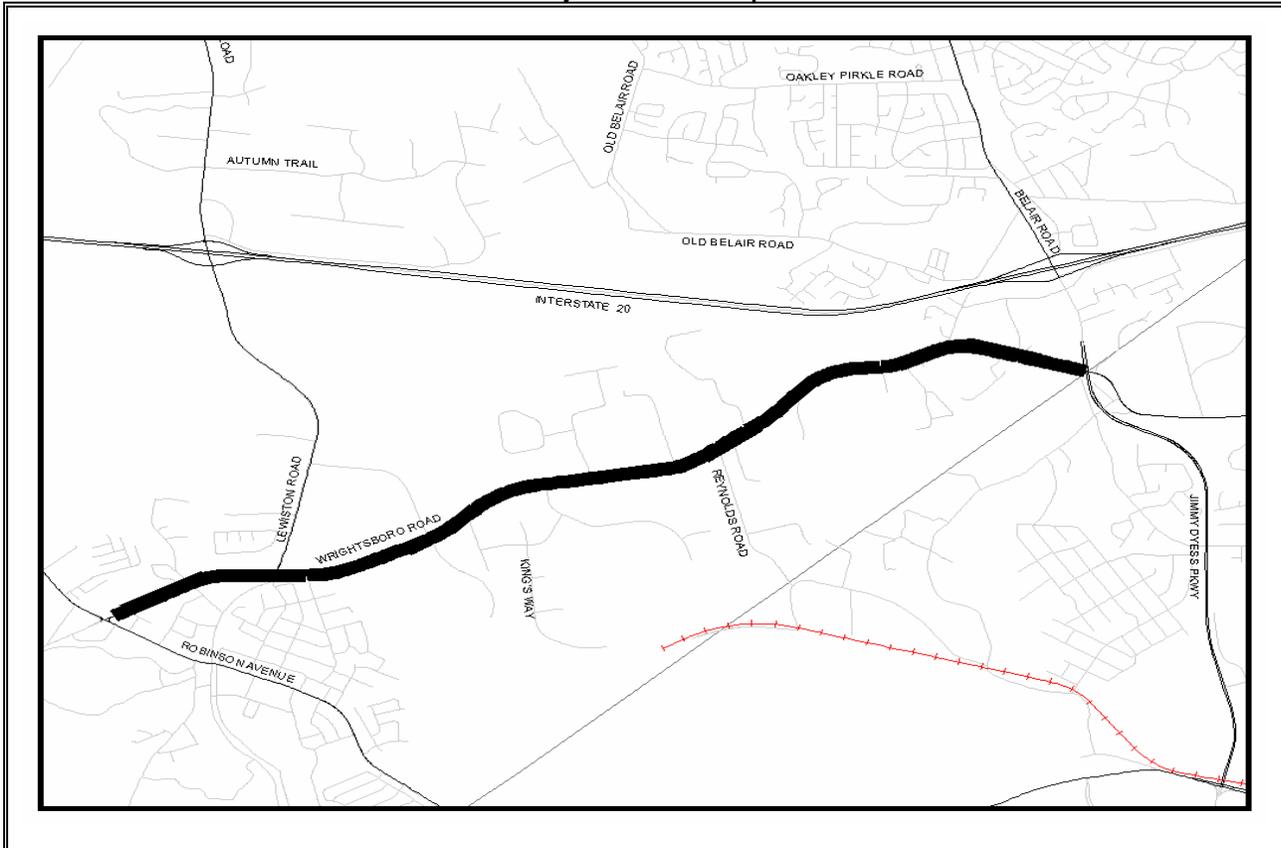
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 1,167		\$ 1,167
<b>Right-of-Way (000's)</b>	Authorized			\$ 3,501	\$ 3,501
<b>Construction (000's)</b>	Federal/State			\$ 11,670	\$ 11,670
<b>Project Cost (000's)</b>		\$ -	\$ 1,167	\$ 15,171	\$ 16,338
<b>Federal Cost (000's)</b>		\$ -	\$ 934	\$ 12,137	\$ 13,070
<b>State Cost (000's)</b>		\$ -	\$ 233	\$ 3,034	\$ 3,268
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	SR 232 (Columbia Road)	<b>PI Num:</b>	GA 13
<b>Local Rd. Name / Num:</b>	Columbia Road	<b>Project #</b>	Grovetown
<b>State/US Num:</b>	SR 232	<b>City:</b>	2
		<b>DOT District:</b>	CSR
		<b>County:</b>	Columbia
		<b>Cong. District:</b>	9th
		<b>RDC:</b>	Map Key Num:

### Project Details

<b>Project Description:</b>	Widen to four through lanes.		
<b>Length, miles:</b>	4.6	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2003) 10,790	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>	The ARTS Bicycle and Pedestrian Plan recommends considering bicycle facilities in the design (#C1).		
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Chamblin Road to Old Belair Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Rural Minor Arterial		
<b>Comments / Remarks:</b>			

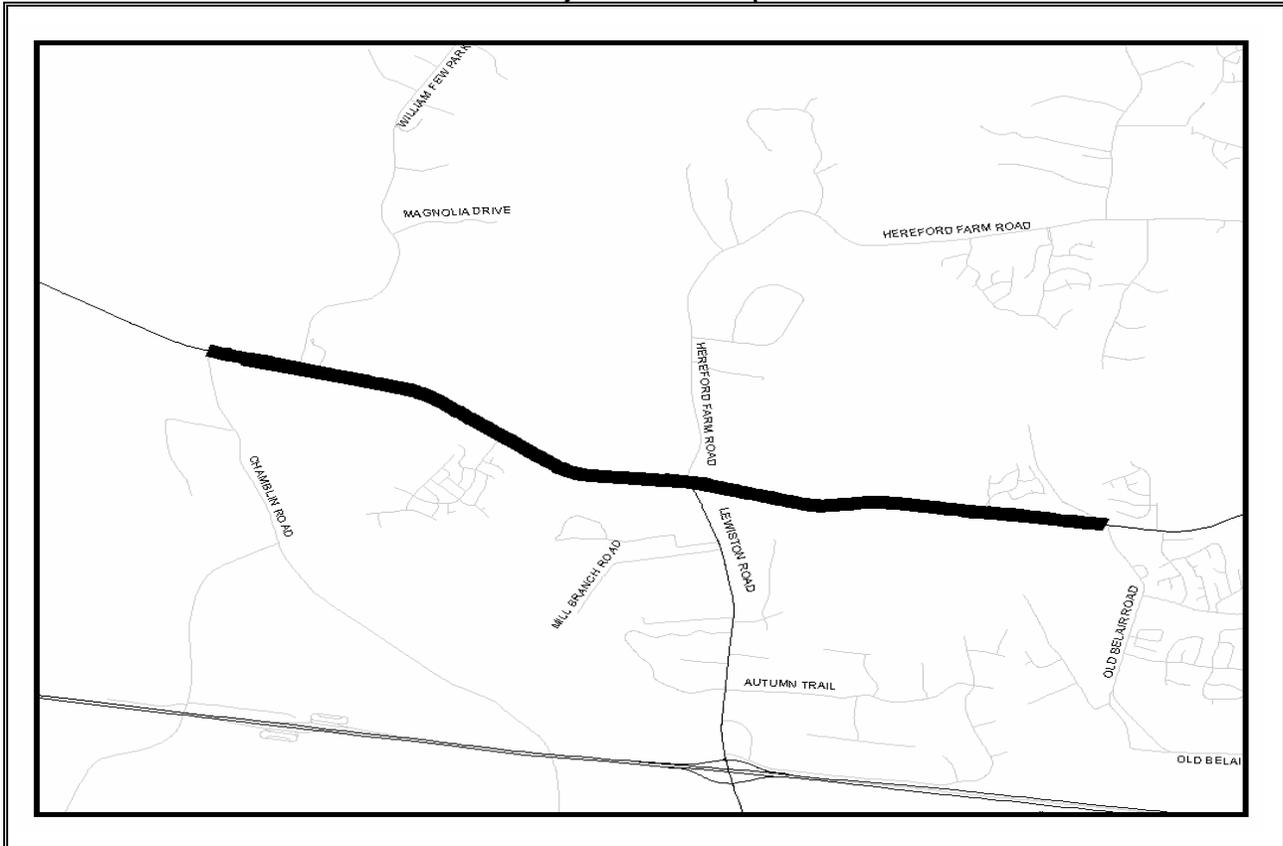
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized			\$ 1,096	\$ 1,096
<b>Right-of-Way (000's)</b>	Authorized			\$ 3,287	\$ 3,287
<b>Construction (000's)</b>	Federal/State			\$ 10,955	\$ 10,955
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ 15,338	\$ 15,338
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ 12,270	\$ 12,270
<b>State Cost (000's)</b>		\$ -	\$ -	\$ 3,068	\$ 3,068
<b>Local Cost (000's)</b>				\$ -	\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on Columbia Road.

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	SR 388 (Lewiston Road / Horizon South Parkway)	<b>PI Num:</b>	GA 14	<b>County:</b>	Columbia
<b>Local Rd. Name / Num:</b>	Lewiston Rd/Horizon South	<b>Project #</b>		<b>Cong. District:</b>	9th
<b>State/US Num:</b>	SR 388	<b>City:</b>		<b>DOT District:</b>	2
		<b>RDC:</b>	CSR	<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to four through lanes.				
<b>Length, miles:</b>	3.7	<b># of Lanes:</b>	2	<b># of Lanes Planned/Modeled:</b>	4
<b>Current Volumes, ADT:</b>	(2003) 11,340 - 25,400	<b>Future Volumes, ADT:</b>	(2030)	19,800	
<b>Bike/Pedestrian Additions:</b>	The ARTS Bicycle and Pedestrian Plan recommends considering bicycle facilities in the design (#C21).				
<b>Purpose and Need:</b>	Capacity				
<b>Logical Termini Locations:</b>	Columbia Road to Wrightsboro Road				
<b>Connectivity / Related Projects:</b>					
<b>Functional Classification:</b>	Rural Major Collector				
<b>Comments / Remarks:</b>					

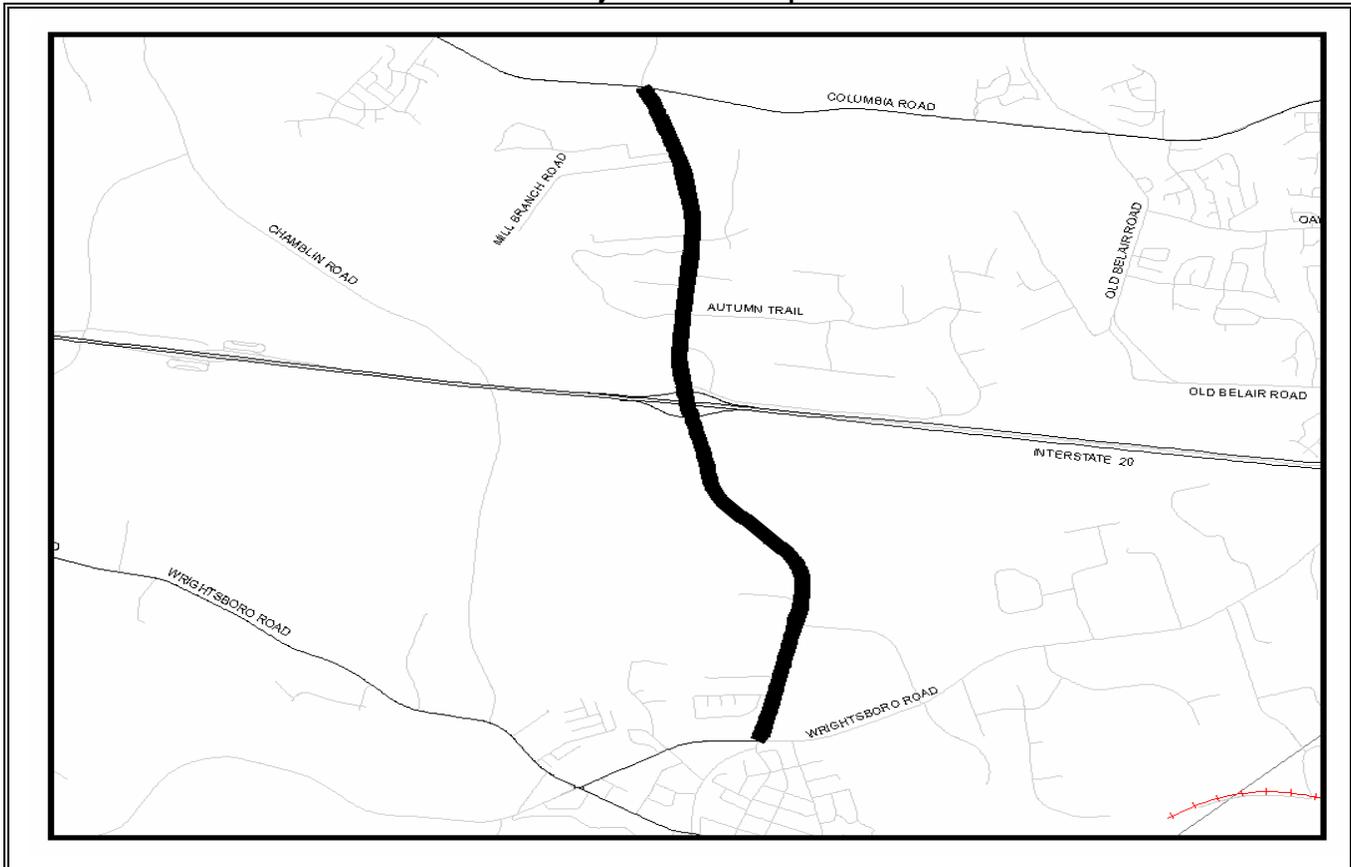
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized			\$ 881	\$ 881
Right-of-Way (000's)	Authorized			\$ 3,644	\$ 3,644
Construction (000's)	Federal/State			\$ 8,812	\$ 8,812
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ 13,337	\$ 13,337
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ 10,670	\$ 10,670
<b>State Cost (000's)</b>		\$ -	\$ -	\$ 2,667	\$ 2,667
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on SR 388.

## Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Stevens Creek Road	<b>PI Num:</b>	GA 17
		<b>Project #</b>	Augusta/Col Co.
<b>Local Rd. Name / Num:</b>	Stevens Creek Road	<b>City:</b>	Richmond/Columbia
<b>State/US Num:</b>		<b>DOT District:</b>	9th / 12th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to four through lanes		
<b>Length, miles:</b>	2.9	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2003) 11,700	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 17,200
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Evans-to-Locks Road and Claussen Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Rural Minor Collector		
<b>Comments / Remarks:</b>			

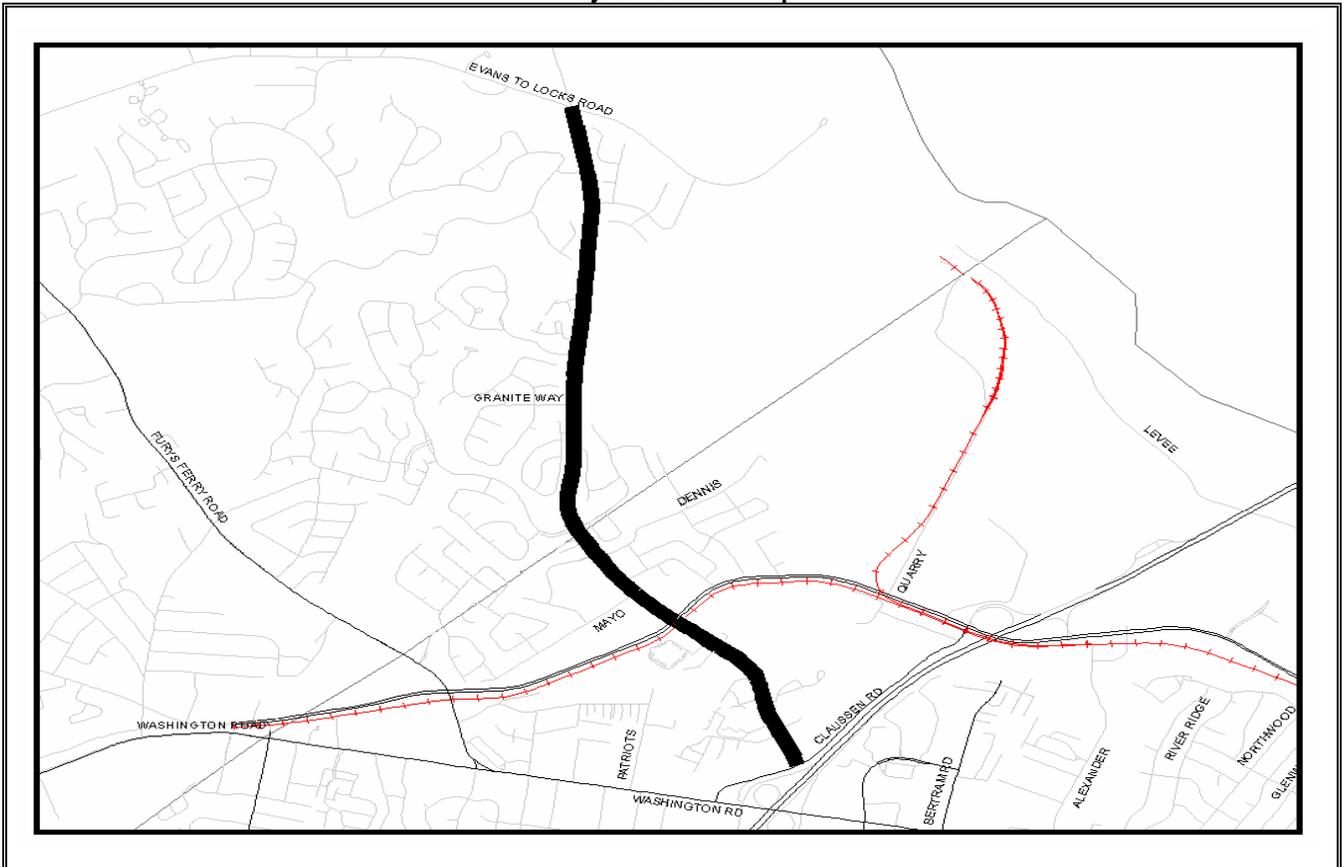
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized			\$ 691	\$ 691
Right-of-Way (000's)	Authorized			\$ 2,072	\$ 2,072
Construction (000's)	Federal/State			\$ 6,907	\$ 6,907
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ 9,670	\$ 9,670
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ 7,736	\$ 7,736
<b>State Cost (000's)</b>		\$ -	\$ -	\$ 1,934	\$ 1,934
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on Stevens Creek Road.

## Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Louisville Road @ I-20 Interchange	<b>PI Num:</b>	GA 18
<b>Local Rd. Name / Num:</b>	Louisville Road	<b>City:</b>	Columbia
<b>State/US Num:</b>	I-20	<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Columbia
		<b>Cong. District:</b>	9th
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Construct new interchange.				
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A	<b># of Lanes Planned/Modeled:</b>	N/A
<b>Current Volumes, ADT: (2003)</b>			N/A	<b>Future Volumes, ADT: (2030)</b>	12,200
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	Connectivity				
<b>Logical Termini Locations:</b>	Louisville Road				
<b>Connectivity / Related Projects:</b>					
<b>Functional Classification:</b>	Rural Major Arterial and Rural Interstate Principal Arterial				
<b>Comments / Remarks:</b>					

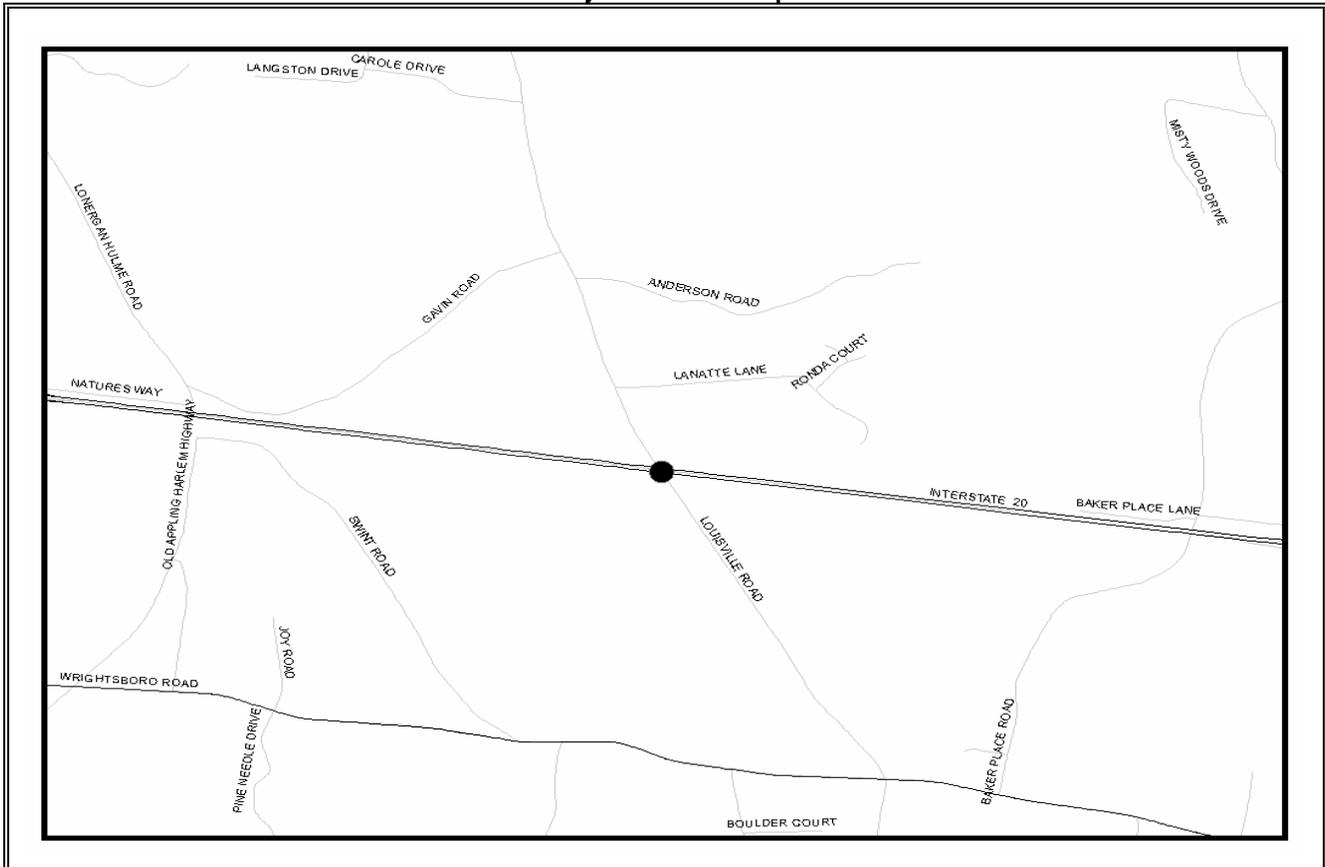
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized			\$ 6,000	\$ 6,000
<b>Right-of-Way (000's)</b>	Authorized			\$ 18,000	\$ 18,000
<b>Construction (000's)</b>	Federal/State			\$ 60,000	\$ 60,000
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ 84,000	\$ 84,000
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ 67,200	\$ 67,200
<b>State Cost (000's)</b>		\$ -	\$ -	\$ 16,800	\$ 16,800
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

## Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Old Waynesboro Road	<b>PI Num:</b>	GA 19	<b>County:</b>	Richmond
<b>Local Rd. Name / Num:</b>	Old Waynesboro Road	<b>Project #</b>	Augusta	<b>Cong. District:</b>	12th
<b>State/US Num:</b>		<b>City:</b>	2	<b>DOT District:</b>	
		<b>RDC:</b>	CSR	<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Construct turn lanes.				
<b>Length, miles:</b>	8.2	<b># of Lanes:</b>	2	<b># of Lanes Planned/Modeled:</b>	3
<b>Current Volumes, ADT: (2003)</b>	2,010	<b>Future Volumes, ADT: (2030)</b>			11,000
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	Safety, Operational				
<b>Logical Termini Locations:</b>	SR 56 (Mike Padgett Highway) to Hephzibah-McBean Road				
<b>Connectivity / Related Projects:</b>					
<b>Functional Classification:</b>	Urban Minor Arterial				
<b>Comments / Remarks:</b>					

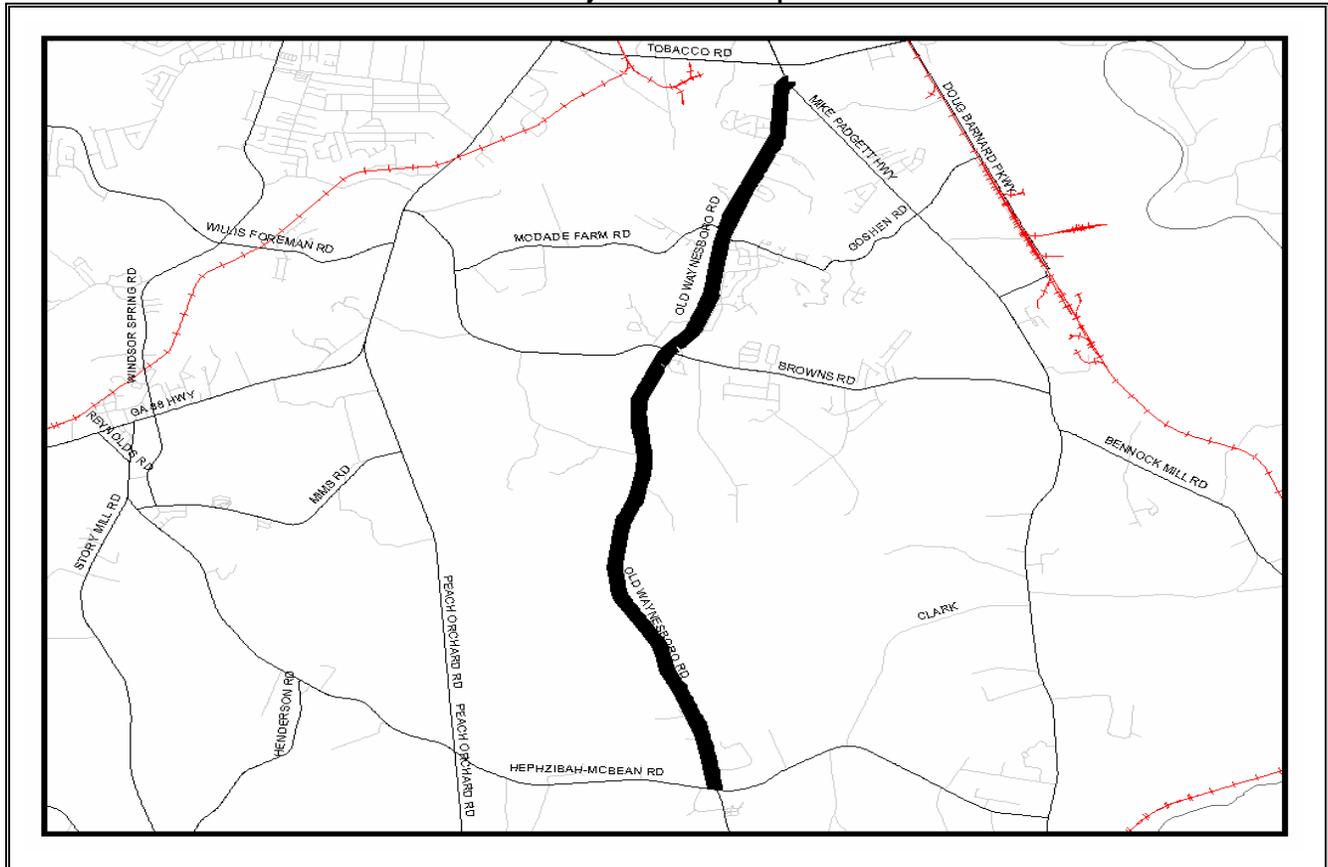
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized			\$ 565	\$ 565
Right-of-Way (000's)	Authorized			\$ 1,695	\$ 1,695
Construction (000's)	Federal/State			\$ 5,649	\$ 5,649
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ 7,909	\$ 7,909
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ 6,327	\$ 6,327
<b>State Cost (000's)</b>		\$ -	\$ -	\$ 1,582	\$ 1,582
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Willis Foreman Road	<b>PI Num:</b>	GA 20	<b>County:</b>	Richmond
<b>Local Rd. Name / Num:</b>	Willis Foreman Road	<b>City:</b>	Augusta	<b>Cong. District:</b>	12th
<b>State/US Num:</b>		<b>DOT District:</b>	2	<b>Map Key Num:</b>	
		<b>RDC:</b>	CSR		

### Project Details

<b>Project Description:</b>	Widen to four through lanes.				
<b>Length, miles:</b>	5.9	<b># of Lanes:</b>	2	<b># of Lanes Planned/Modeled:</b>	4
<b>Current Volumes, ADT: (2003)</b>		<b>Future Volumes, ADT: (2030)</b>			8,700
<b>Bike/Pedestrian Additions:</b>	The ARTS Bicycle and Pedestrian Plan recommends considering bicycle facilities in the design (#R21).				
<b>Purpose and Need:</b>	Capacity				
<b>Logical Termini Locations:</b>	US 1 (Deans Bridge Road) to US 25 (Peach Orchard Road)				
<b>Connectivity / Related Projects:</b>					
<b>Functional Classification:</b>	Urban Collector Street				
<b>Comments / Remarks:</b>					

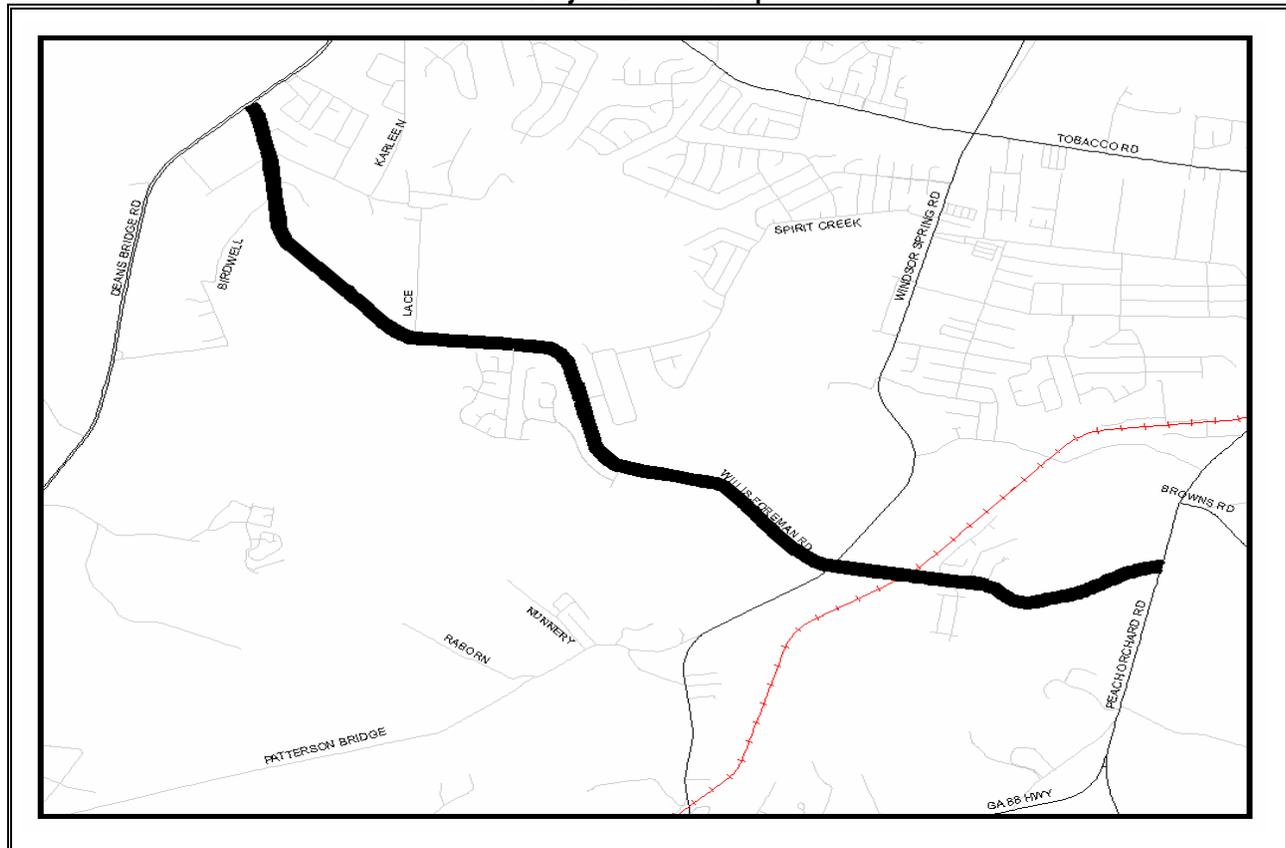
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized			\$ 1,405	\$ 1,405
<b>Right-of-Way (000's)</b>	Authorized			\$ 4,215	\$ 4,215
<b>Construction (000's)</b>	Federal/State			\$ 14,051	\$ 14,051
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ 19,671	\$ 19,671
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ 15,737	\$ 15,737
<b>State Cost (000's)</b>		\$ -	\$ -	\$ 3,934	\$ 3,934
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b> I-20 Park and Ride	<b>PI Num:</b>	<b>Project #</b> GA 7-03	<b>County:</b> Richmond/Columbia
<b>Local Rd. Name / Num:</b>	<b>City:</b>	<b>DOT District:</b>	<b>Cong. District:</b> 12th
<b>State/US Num:</b> I-20	<b>RDC:</b>	<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construct Park and Ride lot with express bus service.		
<b>Length, miles:</b>	<b># of Lanes:</b> N/A	<b># of Lanes Planned/Modeled:</b>	N/A
<b>Current Volumes, ADT:</b> (2003)		<b>Future Volumes, ADT:</b> (2030)	
<b>Bike/Pedestrian Additions:</b>			
<b>Purpose and Need:</b>	Air Quality, connectivity, safety, capacity, economic, fuel conservation		
<b>Logical Termini Locations:</b>			
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Interstate Principal Arterial		
<b>Comments / Remarks:</b>			

### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized	\$ 150			\$ 150
<b>Right-of-Way (000's)</b>	Authorized		\$ 450		\$ 450
<b>Construction (000's)</b>	Federal/State		\$ 1,500		\$ 1,500
<b>Project Cost (000's)</b>		\$ 150	\$ 1,950	\$ -	\$ 2,100
<b>Federal Cost (000's)</b>		\$ 120	\$ 1,560	\$ -	\$ 1,680
<b>State Cost (000's)</b>		\$ 30	\$ 390	\$ -	\$ 420
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Riverwatch Parkway Park and Ride	<b>PI Num:</b>	GA 7-04
<b>Local Rd. Name / Num:</b>	Riverwatch Parkway	<b>Project #</b>	GA 7-04
<b>State/US Num:</b>		<b>City:</b>	Augusta
		<b>County:</b>	Richmond/Columbia
		<b>DOT District:</b>	2
		<b>Cong. District:</b>	12th/9th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construct Park and Ride lot with express bus service.		
<b>Length, miles:</b>	<b># of Lanes:</b>	N/A	<b># of Lanes Planned/Modeled:</b>
<b>Current Volumes, ADT:</b>	(2003)		<b>Future Volumes, ADT:</b>
<b>Bike/Pedestrian Additions:</b>			(2030)
<b>Purpose and Need:</b>	Air Quality, connectivity, safety, capacity, economic, fuel conservation		
<b>Logical Termini Locations:</b>			
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Freeways and Expressway		
<b>Comments / Remarks:</b>			

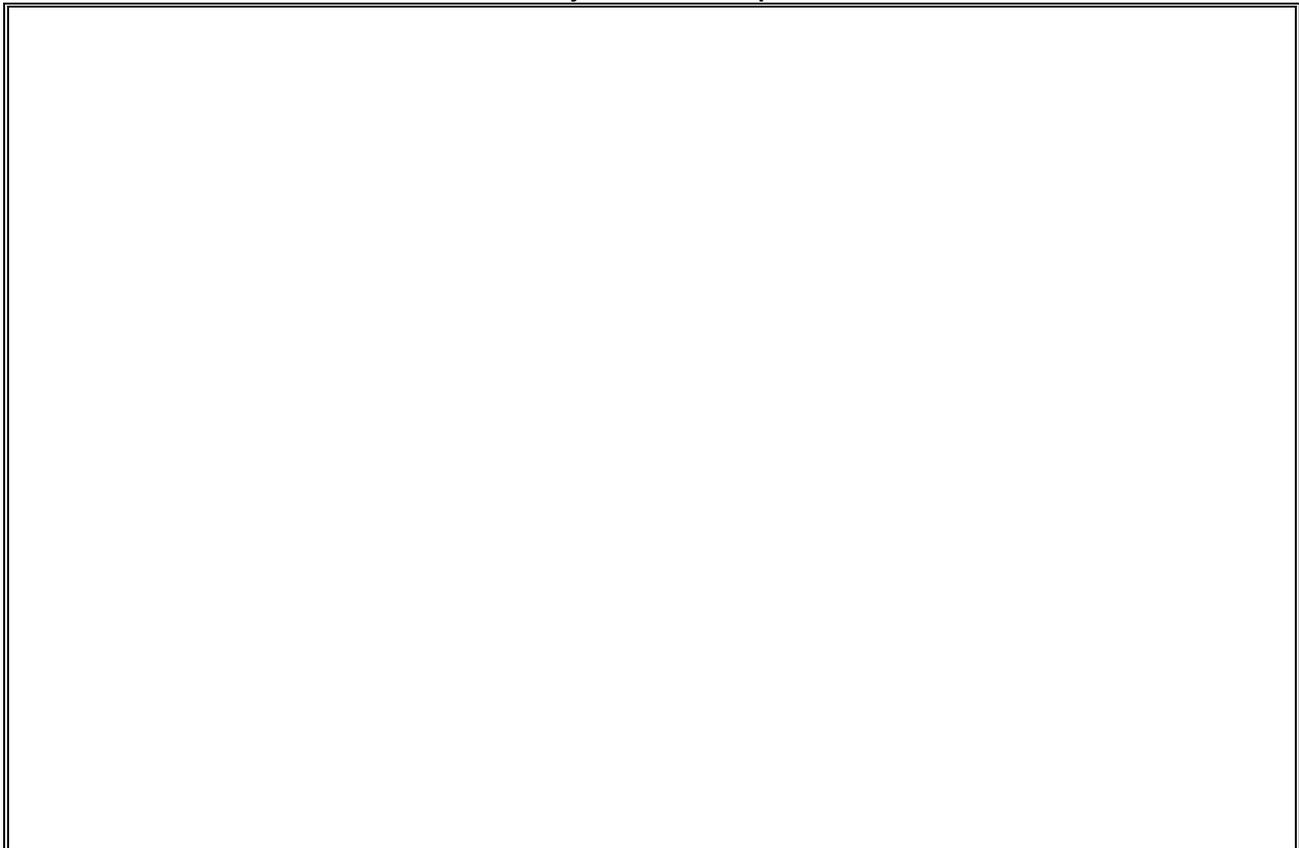
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized		\$ 150		\$ 150
Right-of-Way (000's)	Authorized		\$ 450		\$ 450
Construction (000's)	Federal/State		\$ 1,500		\$ 1,500
<b>Project Cost (000's)</b>		<b>\$ -</b>	<b>\$ 2,100</b>	<b>\$ -</b>	<b>\$ 2,100</b>
<b>Federal Cost (000's)</b>		<b>\$ -</b>	<b>\$ 1,680</b>	<b>\$ -</b>	<b>\$ 1,680</b>
<b>State Cost (000's)</b>		<b>\$ -</b>	<b>\$ 420</b>	<b>\$ -</b>	<b>\$ 420</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	US 1 (Deans Bridge Road) Park and Ride Lot	<b>PI Num:</b>	GA 7-05
<b>Local Rd. Name / Num:</b>	Deans Bridge Road	<b>City:</b>	Richmond
<b>State/US Num:</b>	US 1 (Deans Bridge Road)	<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>Cong. District:</b>	12th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construct Park and Ride lot with express bus service.		
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT:</b>	(2003)	<b># of Lanes Planned/Modeled:</b>	N/A
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030)
<b>Purpose and Need:</b>	Air Quality, connectivity, safety, capacity, economic, fuel conservation		
<b>Logical Termini Locations:</b>			
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Principal Arterial		
<b>Comments / Remarks:</b>			

### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 150		\$ 150
<b>Right-of-Way (000's)</b>	Authorized		\$ 450		\$ 450
<b>Construction (000's)</b>	Federal/State		\$ 1,500		\$ 1,500
<b>Project Cost (000's)</b>		\$ -	\$ 2,100	\$ -	\$ 2,100
<b>Federal Cost (000's)</b>		\$ -	\$ 1,680	\$ -	\$ 1,680
<b>State Cost (000's)</b>		\$ -	\$ 420	\$ -	\$ 420
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	US 78 (Gordon Highway) Park and Ride Lot	<b>PI Num:</b>	GA 7-05
<b>Local Rd. Name / Num:</b>	Gordon Highway	<b>City:</b>	Richmond
<b>State/US Num:</b>	US 78	<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>Cong. District:</b>	12th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construct Park and Ride lot with express bus service.		
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT:</b>	(2003)	<b># of Lanes Planned/Modeled:</b>	N/A
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030)
<b>Purpose and Need:</b>	Air Quality, connectivity, safety, capacity, economic, fuel conservation		
<b>Logical Termini Locations:</b>			
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Principal Arterial		
<b>Comments / Remarks:</b>			

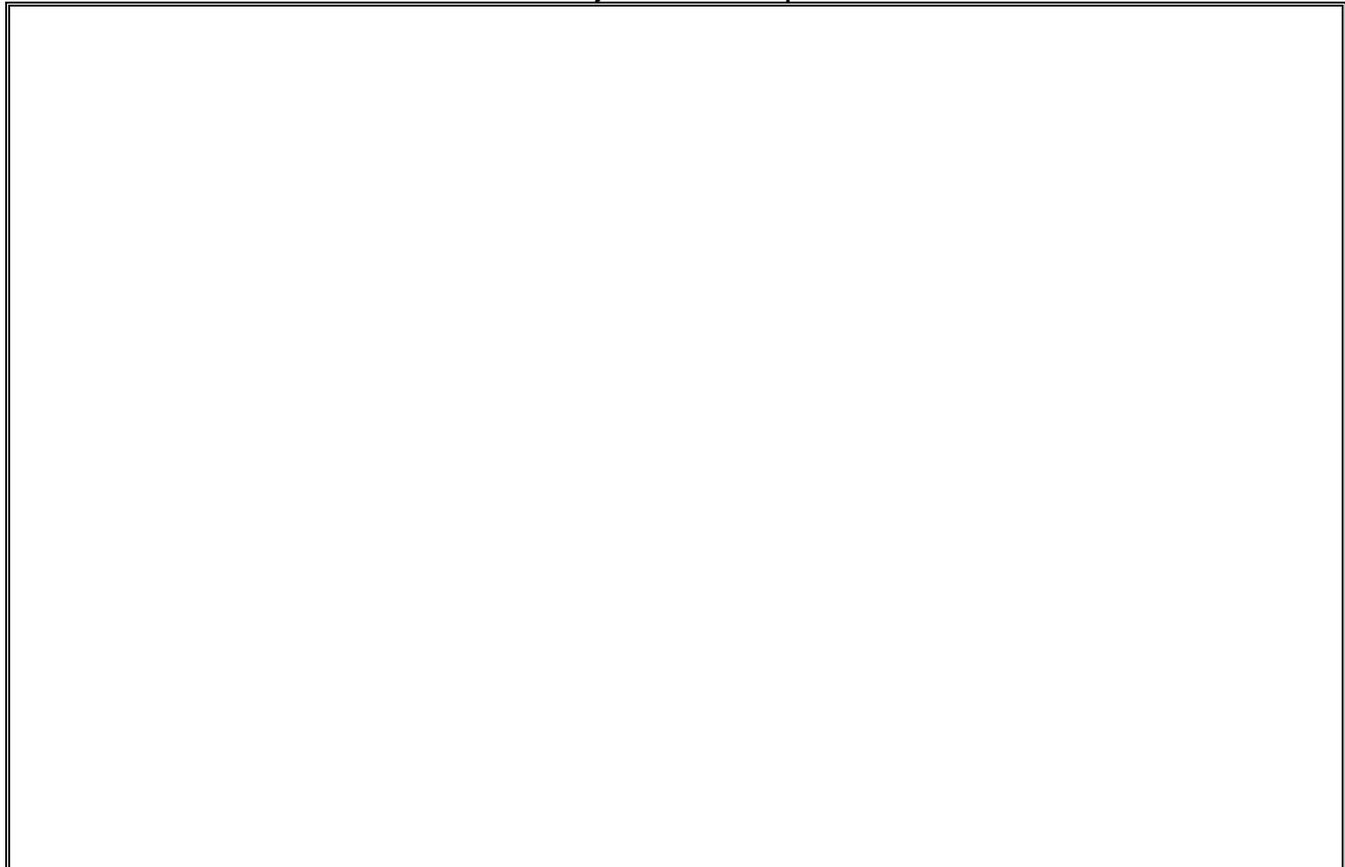
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 150		\$ 150
<b>Right-of-Way (000's)</b>	Authorized		\$ 450		\$ 450
<b>Construction (000's)</b>	Federal/State		\$ 1,500		\$ 1,500
<b>Project Cost (000's)</b>		\$ -	\$ 2,100	\$ -	\$ 2,100
<b>Federal Cost (000's)</b>		\$ -	\$ 1,680	\$ -	\$ 1,680
<b>State Cost (000's)</b>		\$ -	\$ 420	\$ -	\$ 420
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	US 25 (Peach Orchard Rd) SW Park and Ride Lot	<b>PI Num:</b>	GA 7-07
<b>Local Rd. Name / Num:</b>	Peach Orchard Rd	<b>City:</b>	Richmond
<b>State/US Num:</b>	US 25	<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>County:</b>	Richmond
		<b>Cong. District:</b>	12th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construct Park and Ride lot with express bus service.		
<b>Length, miles:</b>	<b># of Lanes:</b>	N/A	<b># of Lanes Planned/Modeled:</b>
<b>Current Volumes, ADT:</b>	(2003)		(2030)
<b>Bike/Pedestrian Additions:</b>			N/A
<b>Purpose and Need:</b>	Air Quality, connectivity, safety, capacity, economic, fuel conservation		
<b>Logical Termini Locations:</b>			
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Principal Arterial		
<b>Comments / Remarks:</b>			

### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized		\$ 150		\$ 150
Right-of-Way (000's)	Authorized		\$ 450		\$ 450
Construction (000's)	Federal/State		\$ 1,500		\$ 1,500
<b>Project Cost (000's)</b>		<b>\$ -</b>	<b>\$ 2,100</b>	<b>\$ -</b>	<b>\$ 2,100</b>
<b>Federal Cost (000's)</b>		<b>\$ -</b>	<b>\$ 1,680</b>	<b>\$ -</b>	<b>\$ 1,680</b>
<b>State Cost (000's)</b>		<b>\$ -</b>	<b>\$ 420</b>	<b>\$ -</b>	<b>\$ 420</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	SR 118	<b>PI Num:</b>	SC 10
<b>Local Rd. Name / Num:</b>		<b>Project #</b>	SC 10
<b>State/US Num:</b>	SR 118	<b>City:</b>	
		<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>County:</b>	Aiken
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to four through lanes.		
<b>Length, miles:</b>	1.3	<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2003)	<b># of Lanes Planned/Modeled:</b>	4
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030) 23,700
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Willow Run to Old Wagener		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Principal Arterial - other		
<b>Comments / Remarks:</b>			

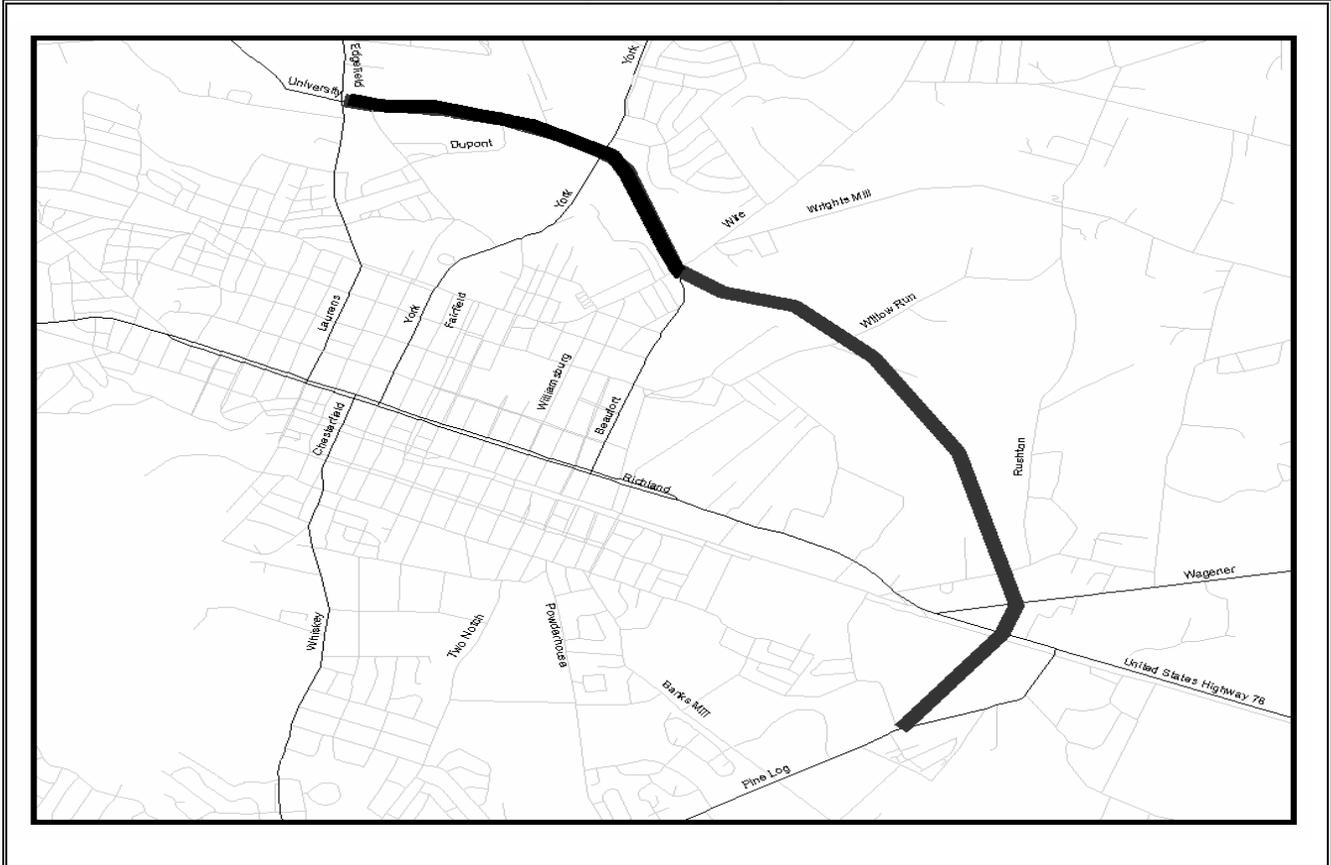
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 310		\$ 310
<b>Right-of-Way (000's)</b>	Authorized		\$ 829		\$ 829
<b>Construction (000's)</b>	Federal/State			\$ 3,096	\$ 3,096
<b>Project Cost (000's)</b>		\$ -	\$ 1,139	\$ 3,096	\$ 4,235
<b>Federal Cost (000's)</b>		\$ -	\$ 911	\$ 2,477	\$ 3,388
<b>State Cost (000's)</b>		\$ -	\$ 228	\$ 619	\$ 847
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on SC 118.

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	I-20	<b>PI Num:</b>	SC 2
<b>Local Rd. Name / Num:</b>		<b>City:</b>	<b>County:</b> Aiken
<b>State/US Num:</b>	I-20	<b>DOT District:</b>	<b>Cong. District:</b> 2 / 3
		<b>RDC:</b>	<b>Map Key Num:</b>

### Project Details

<b>Project Description:</b>	Widen to six through lanes.		
<b>Length, miles:</b>	4.6	<b># of Lanes:</b>	4
<b>Current Volumes, ADT:</b>	(2003)	<b>Future Volumes, ADT:</b>	(2030)
<b>Bike/Pedestrian Additions:</b>		<b># of Lanes Planned/Modeled:</b>	6
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	US 25 / SR 121 (Edgefield Road) to Bettis Academy Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Principal Arterial - Interstate		
<b>Comments / Remarks:</b>			

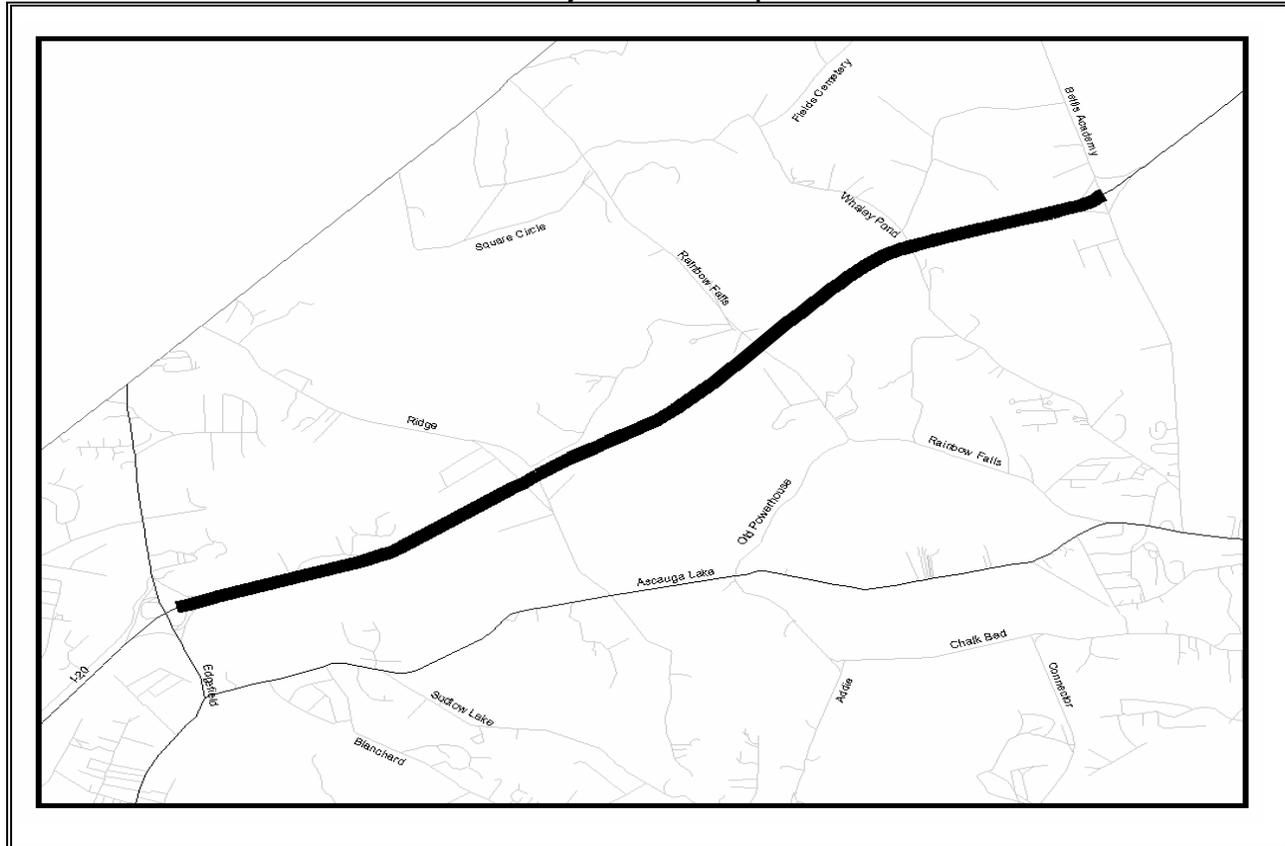
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	-	-	\$ 1,447	\$ 1,447
Right-of-Way (000's)	Authorized	-	-	\$ 4,341	\$ 4,341
Construction (000's)	Federal/State	-	-	\$ 14,470	\$ 14,470
<b>Project Cost (000's)</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,258</b>	<b>\$ 20,258</b>
<b>Federal Cost (000's)</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,206</b>	<b>\$ 16,206</b>
<b>State Cost (000's)</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,052</b>	<b>\$ 4,052</b>
<b>Local Cost (000's)</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	This project will help alleviate congestion on I-20.

### Project Location Map





## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	SR 19 (Edgefield Road)	<b>PI Num:</b>	SC 15
<b>Local Rd. Name / Num:</b>	Edgefield Road	<b>City:</b>	Aiken
<b>State/US Num:</b>	SR 19	<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>County:</b>	Aiken
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Widen to four through lanes.		
<b>Length, miles:</b>		<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(2004)	7,600	<b># of Lanes Planned/Modeled:</b>
<b>Bike/Pedestrian Additions:</b>			4
<b>Purpose and Need:</b>	Capacity		
<b>Future Volumes, ADT:</b>	(2030)	13,600	
<b>Logical Termini Locations:</b>	I-20 to SR 191 (Shiloh Church Road)		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	N/C		
<b>Comments / Remarks:</b>			

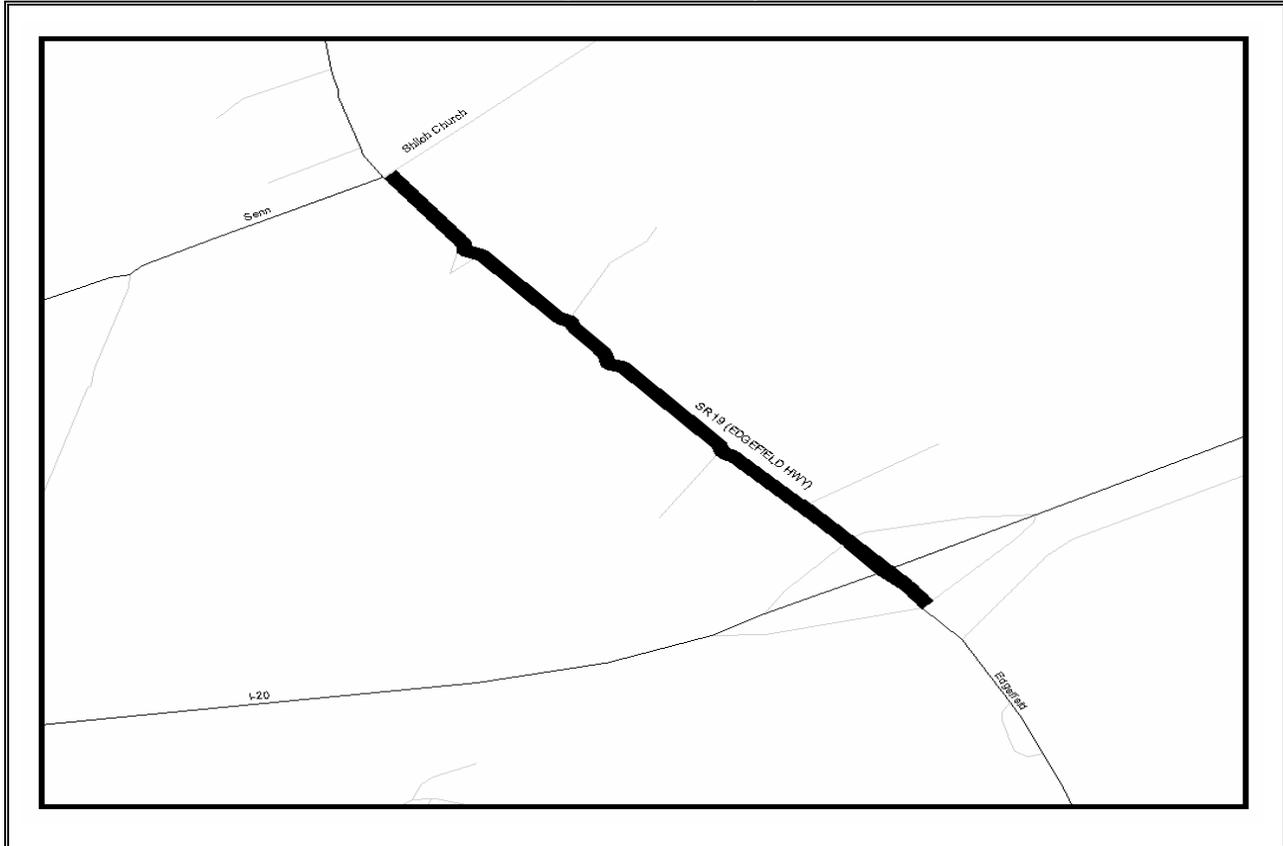
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized			\$ 191	\$ 191
Right-of-Way (000's)	Authorized			\$ 572	\$ 572
Construction (000's)	Federal/State			\$ 1,905	\$ 1,905
<b>Project Cost (000's)</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,668</b>	<b>\$ 2,668</b>
<b>Federal Cost (000's)</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,134</b>	<b>\$ 2,134</b>
<b>State Cost (000's)</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 534</b>	<b>\$ 534</b>
<b>Local Cost (000's)</b>					<b>\$ -</b>

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b> This project will help alleviate congestion on SR 19.

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	SR 118 (Hitchcock Parkway)	<b>PI Num:</b>	SC 12
<b>Local Rd. Name / Num:</b>	Hitchcock Parkway	<b>Project #</b>	
<b>State/US Num:</b>	SR 118	<b>City:</b>	Aiken
		<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to four through lanes.		
<b>Length, miles:</b>		<b># of Lanes:</b>	2
<b>Current Volumes, ADT:</b>	(200)		16,300
<b>Bike/Pedestrian Additions:</b>		<b># of Lanes Planned/Modeled:</b>	4
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	US 1 / 78 and SR 302 (Silver Bluff Road)		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Minor Arterial		
<b>Comments / Remarks:</b>			

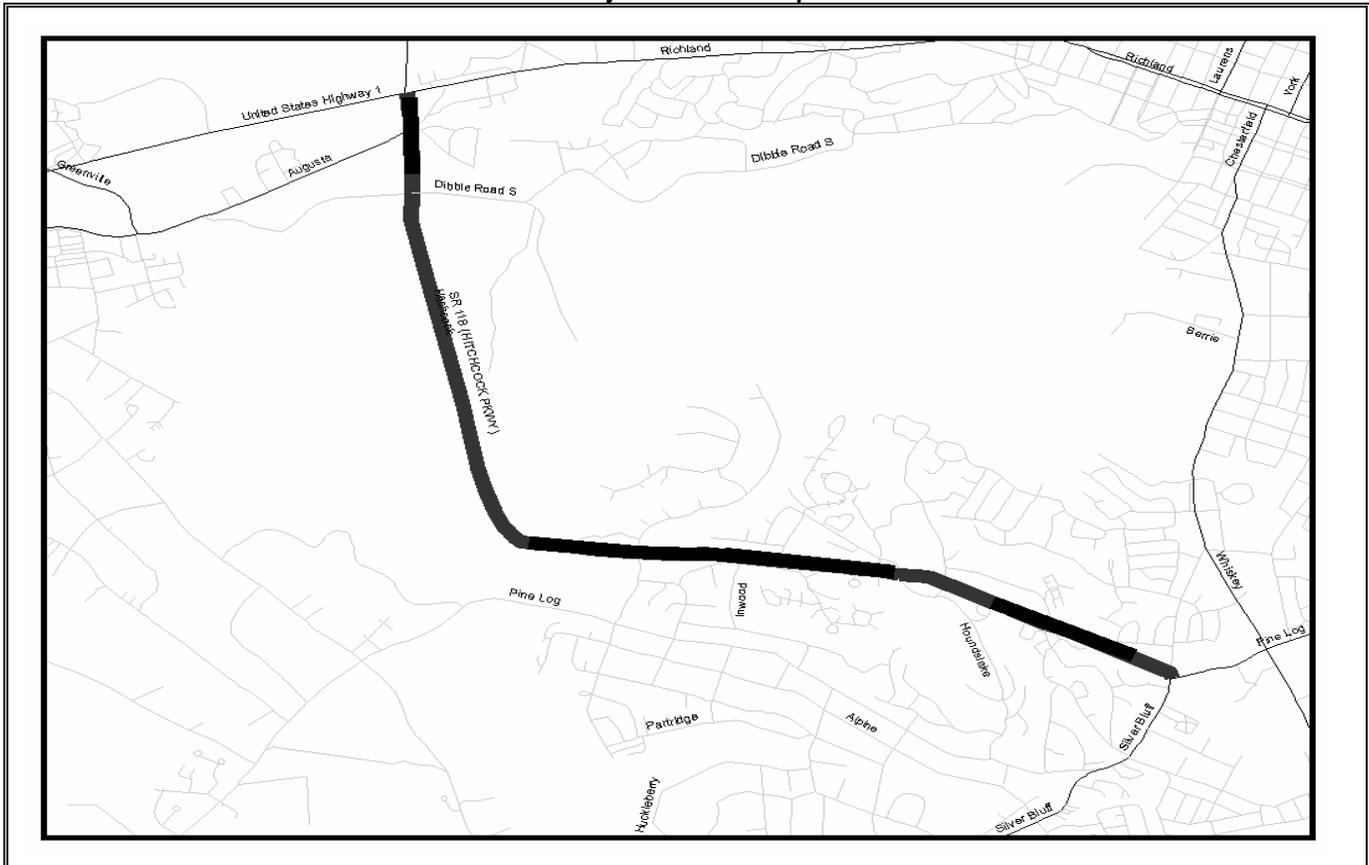
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized			\$ 1,167	\$ 1,167
Right-of-Way (000's)	Authorized			\$ 3,501	\$ 3,501
Construction (000's)	Federal/State			\$ 11,670	\$ 11,670
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ 16,338	\$ 16,338
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ 13,070	\$ 13,070
<b>State Cost (000's)</b>		\$ -	\$ -	\$ 3,268	\$ 3,268
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

## Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	SR 302 (Wagener Road)	<b>PI Num:</b>	SC 16
<b>Local Rd. Name / Num:</b>	Wagner Road	<b>Project #</b>	SC 16
<b>State/US Num:</b>	SR 302	<b>City:</b>	
		<b>County:</b>	Aiken
		<b>DOT District:</b>	2 / 3
		<b>Cong. District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

## Project Details

<b>Project Description:</b>	Widen to four through lanes.		
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT: (2004)</b>	1,750	<b># of Lanes Planned/Modeled:</b>	N/A
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT: (2030)</b>	12,700
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	North of Redd's Branch Road to Wrights Mill Road.		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	N/C		
<b>Comments / Remarks:</b>			

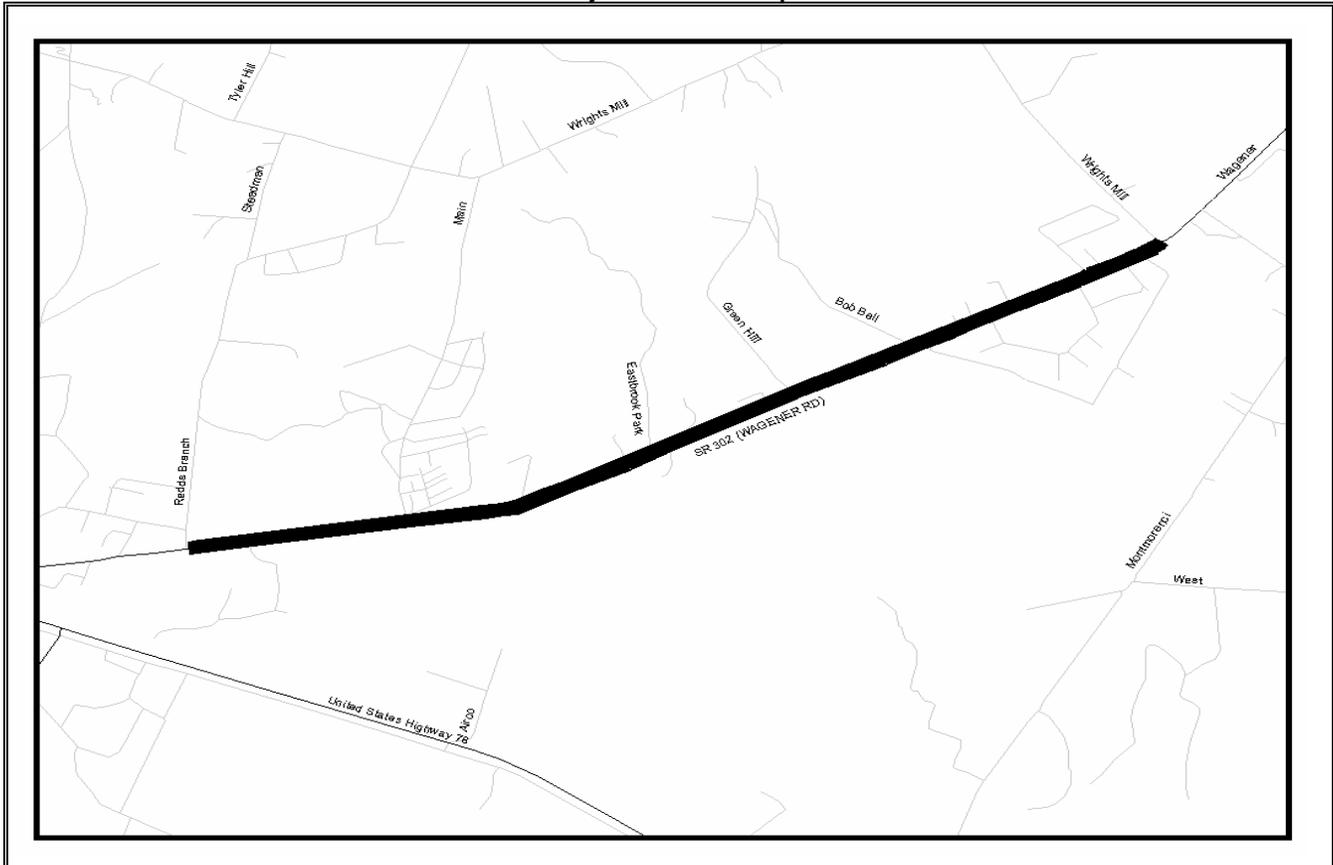
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized			\$ 500	\$ 500
Right-of-Way (000's)	Authorized			\$ 1,500	\$ 1,500
Construction (000's)	Federal/State			\$ 5,001	\$ 5,001
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ 7,001	\$ 7,001
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ 5,601	\$ 5,601
<b>State Cost (000's)</b>		\$ -	\$ -	\$ 1,400	\$ 1,400
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b> I-20 Park and Ride  <b>Local Rd. Name / Num:</b>  <b>State/US Num:</b> I-20	<b>PI Num:</b> <b>Project #</b> SC 16 <b>City:</b> <b>County:</b> Aiken <b>DOT District:</b> 2 / 3 <b>Cong. District:</b> 2 / 3 <b>RDC:</b> CSR <b>Map Key Num:</b>
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### Project Details

<b>Project Description:</b> Park and Ride Lot with express bus service.	
<b>Length, miles:</b>	<b># of Lanes:</b> N/A <b># of Lanes Planned/Modeled:</b> N/A
<b>Current Volumes, ADT:</b> (2003)	<b>Future Volumes, ADT:</b> (2030)
<b>Bike/Pedestrian Additions:</b>	
<b>Purpose and Need:</b> Capacity, connectivity, operational, safety, economic	
<b>Logical Termini Locations:</b>	
<b>Connectivity / Related Projects:</b>	
<b>Functional Classification:</b>	
<b>Comments / Remarks:</b>	

### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized	-	\$ 150	-	\$ 150
<b>Right-of-Way (000's)</b>	Authorized	-	\$ 450	-	\$ 450
<b>Construction (000's)</b>	Federal/State	-	\$ 1,500	-	\$ 1,500
<b>Project Cost (000's)</b>		\$ -	\$ 2,100	\$ -	\$ 2,100
<b>Federal Cost (000's)</b>		\$ -	\$ 1,680	\$ -	\$ 1,680
<b>State Cost (000's)</b>		\$ -	\$ 420	\$ -	\$ 420
<b>Local Cost (000's)</b>		-	-	-	\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	US 1 (Columbia Highway) North Park and Ride	<b>PI Num:</b>	SC 7-10
<b>Local Rd. Name / Num:</b>	Columbia Highway	<b>Project #</b>	SC 7-10
<b>State/US Num:</b>	US 1	<b>City:</b>	Aiken
		<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Park and Ride Lot with express bus service.		
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT:</b>	(2003)	<b># of Lanes Planned/Modeled:</b>	N/A
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030)
<b>Purpose and Need:</b>	Capacity, connectivity, operational, safety, economic		
<b>Logical Termini Locations:</b>			
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>			
<b>Comments / Remarks:</b>			

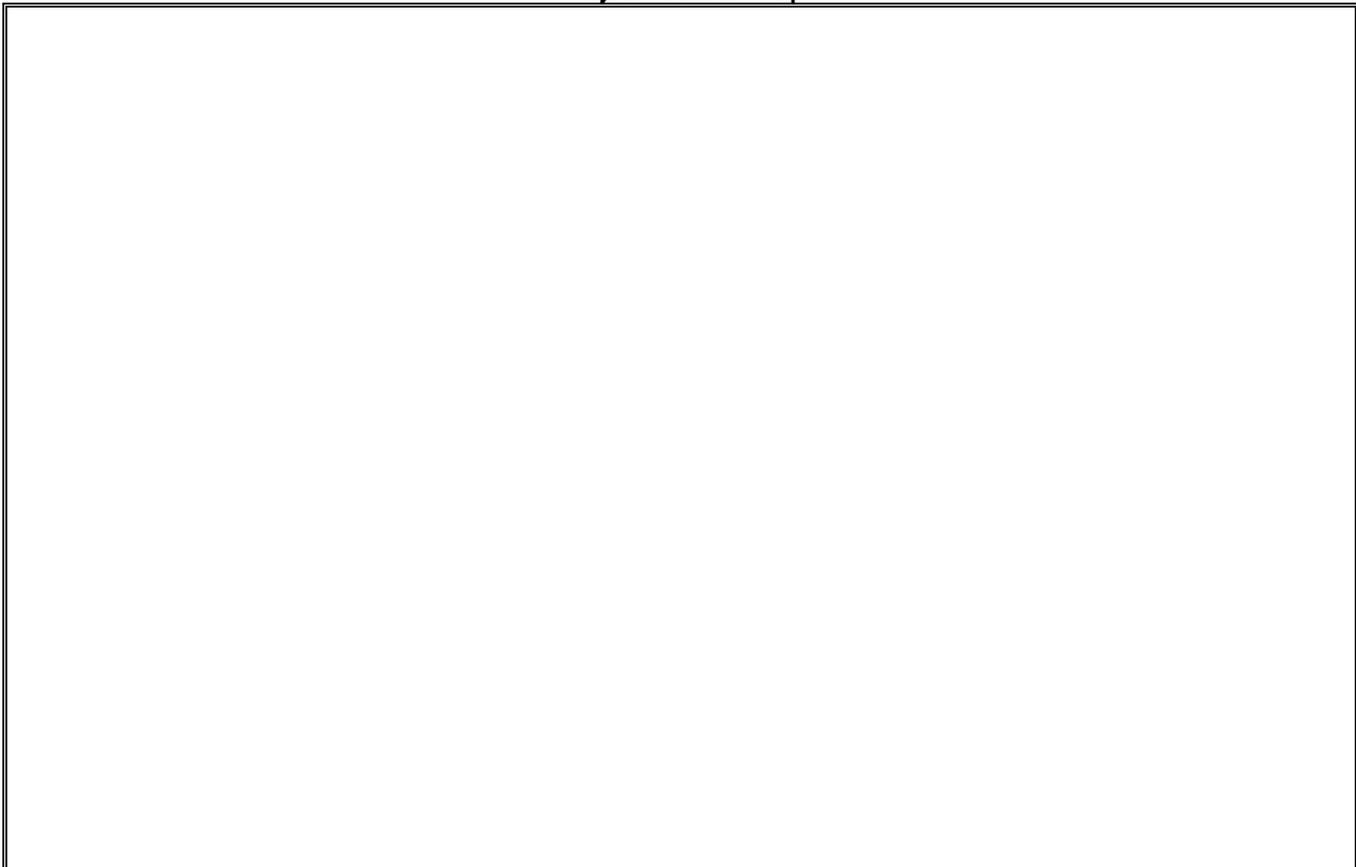
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 150		\$ 150
<b>Right-of-Way (000's)</b>	Authorized		\$ 450		\$ 450
<b>Construction (000's)</b>	Federal/State		\$ 1,500		\$ 1,500
<b>Project Cost (000's)</b>		\$ -	\$ 2,100	\$ -	\$ 2,100
<b>Federal Cost (000's)</b>		\$ -	\$ 1,680	\$ -	\$ 1,680
<b>State Cost (000's)</b>		\$ -	\$ 420	\$ -	\$ 420
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	HOV Lanes	<b>PI Num:</b>	GA7-01
<b>Local Rd. Name / Num:</b>		<b>City:</b>	Richmond/Columbia
<b>State/US Num:</b>	I-20	<b>DOT District:</b>	2
		<b>RDC:</b>	CSR
		<b>Cong. District:</b>	9th / 12th
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construction one HOV lane in each direction		
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT: (2003)</b>		<b># of Lanes Planned/Modeled:</b>	N/A
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT: (2030)</b>	
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Louisville Road and Riverwatch Parkway		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>	Urban Interstate Principal Arterial		
<b>Comments / Remarks:</b>			

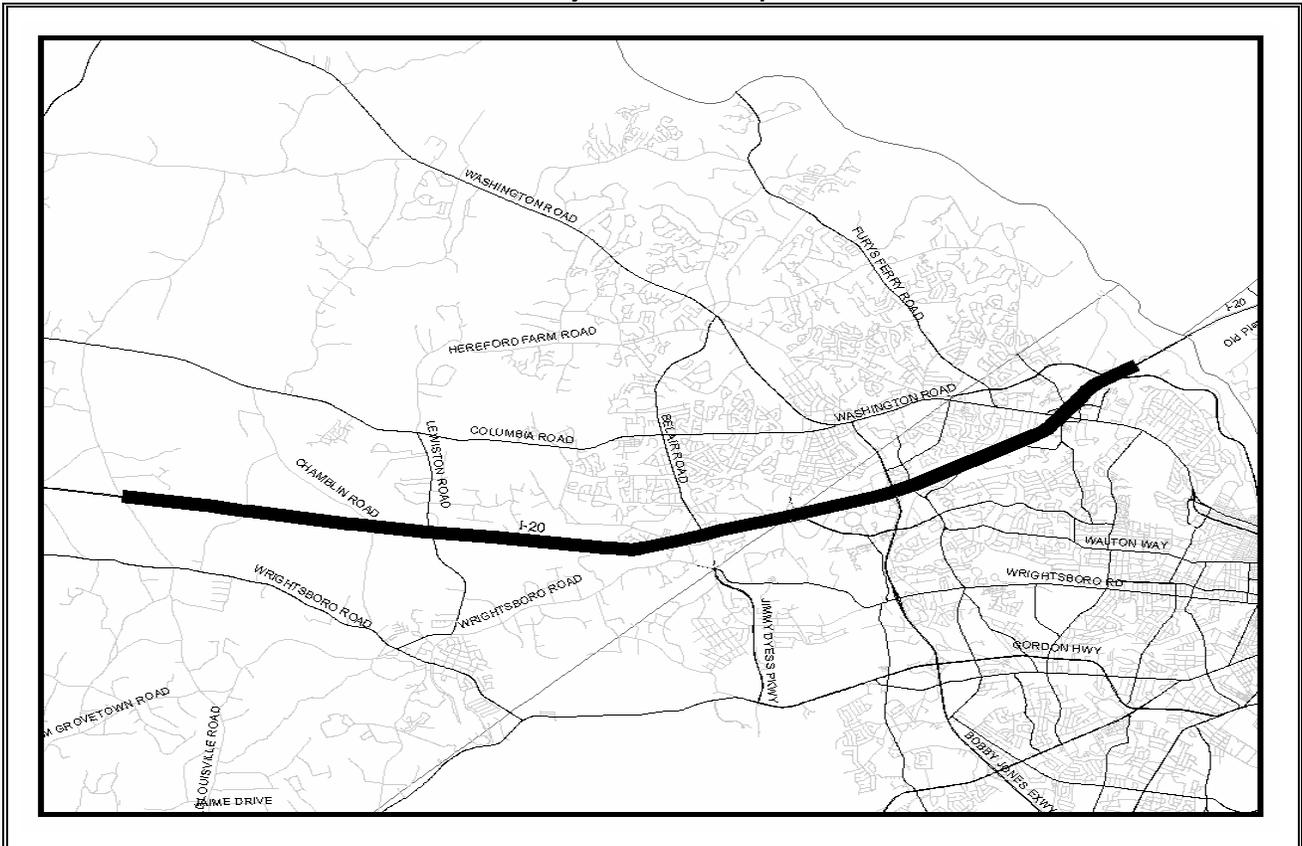
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized			\$ 4,719	\$ 4,719
Right-of-Way (000's)	Authorized			\$ 14,156	\$ 14,156
Construction (000's)	Federal/State			\$ 47,186	\$ 47,186
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ 66,061	\$ 66,061
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ 52,849	\$ 52,849
<b>State Cost (000's)</b>		\$ -	\$ -	\$ 13,212	\$ 13,212
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	

### Project Location Map



**ARTS LONG RANGE TRANSPORTATION PLAN**

**General Information**

<b>Project Name:</b>	Washington Road Frontage Roads	<b>PI Num:</b>		<b>Project #</b>	GA-702	<b>City:</b>	Augusta	<b>County:</b>	Richmond
<b>Local Rd. Name / Num:</b>		<b>DOT District:</b>	2	<b>Cong. District:</b>		<b>Map Key Num:</b>			12th
<b>State/US Num:</b>		<b>RDC:</b>	CSR						

**Project Details**

<b>Project Description:</b>	Construct two lane frontage roads in each direction.								
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A	<b># of Lanes Planned/Modeled:</b>		<b>Future Volumes, ADT:</b>	(2030)		N/A
<b>Current Volumes, ADT:</b>	(2003)								
<b>Bike/Pedestrian Additions:</b>									
<b>Purpose and Need:</b>	Capacity, connectivity								
<b>Logical Termini Locations:</b>	I-20 and Riverwatch Parkway								
<b>Connectivity / Related Projects:</b>									
<b>Functional Classification:</b>									
<b>Comments / Remarks:</b>									

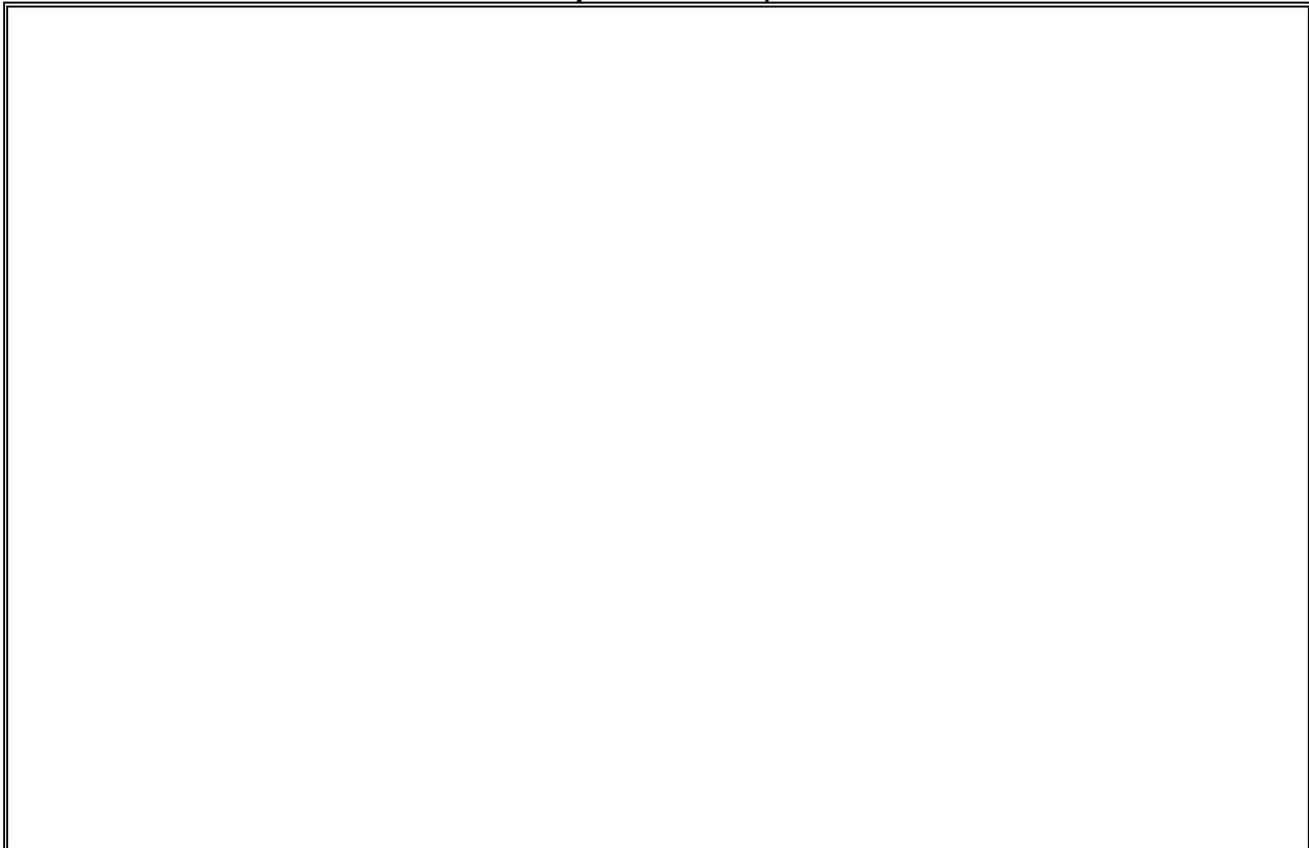
**Funding**

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 2,996		\$ 2,996
<b>Right-of-Way (000's)</b>	Authorized		\$ 8,989		\$ 8,989
<b>Construction (000's)</b>	Federal/State			\$ 29,963	\$ 29,963
<b>Project Cost (000's)</b>		\$ -	\$ 11,985	\$ 29,963	\$ 41,948
<b>Federal Cost (000's)</b>		\$ -	\$ 9,588	\$ 23,970	\$ 33,558
<b>State Cost (000's)</b>		\$ -	\$ 2,397	\$ 5,993	\$ 8,390
<b>Local Cost (000's)</b>					\$ -

**Considerations**

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

**Project Location Map**



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	US 1 (Aiken-Augusta Hwy)	<b>PI Num:</b>	SC7-11
<b>Local Rd. Name / Num:</b>	Aiken Augusta Highway	<b>City:</b>	Aiken
<b>State/US Num:</b>	US 1	<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>County:</b>	Aiken
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>		Widen to four lanes with continuous center turn lane.			
<b>Length, miles:</b>		<b># of Lanes:</b>	4	<b># of Lanes Planned/Modeled:</b>	5
<b>Current Volumes, ADT:</b>	(2003)	<b>Future Volumes, ADT:</b>	(2030)		
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>					
<b>Logical Termini Locations:</b>		Savannah River and I-520 (Palmetto Parkway)			
<b>Connectivity / Related Projects:</b>					
<b>Functional Classification:</b>					
<b>Comments / Remarks:</b>					

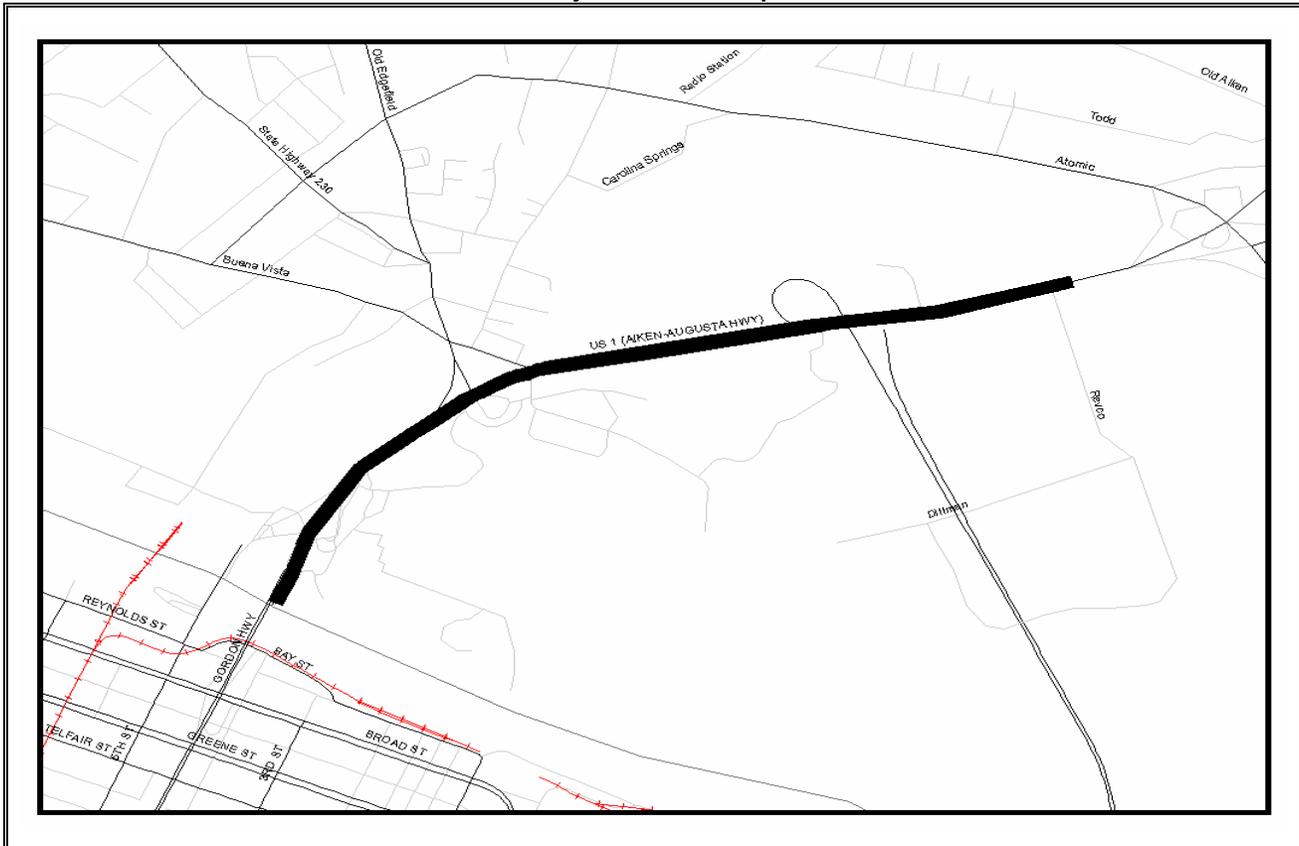
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized		\$ 399		\$ 399
<b>Right-of-Way (000's)</b>	Authorized		\$ 1,197		\$ 1,197
<b>Construction (000's)</b>	Federal/State		\$ 3,992		\$ 3,992
<b>Project Cost (000's)</b>		\$ -	\$ 5,588	\$ -	\$ 5,588
<b>Federal Cost (000's)</b>		\$ -	\$ 4,470	\$ -	\$ 4,470
<b>State Cost (000's)</b>		\$ -	\$ 1,118	\$ -	\$ 1,118
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	I-20 Frontage Road Collector	<b>PI Num:</b>	SC 7-12
<b>Local Rd. Name / Num:</b>		<b>City:</b>	Aiken
<b>State/US Num:</b>	I-20	<b>DOT District:</b>	2 / 3
		<b>RDC:</b>	CSR
		<b>County:</b>	Aiken
		<b>Cong. District:</b>	2 / 3
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Construct three lane frontage road on the south side of I-20.		
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A
<b>Current Volumes, ADT:</b>	(2003)	<b># of Lanes Planned/Modeled:</b>	N/A
<b>Bike/Pedestrian Additions:</b>		<b>Future Volumes, ADT:</b>	(2030)
<b>Purpose and Need:</b>	Capacity		
<b>Logical Termini Locations:</b>	Five Notch Road to US 25 (Edgefield Road)		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>			
<b>Comments / Remarks:</b>			

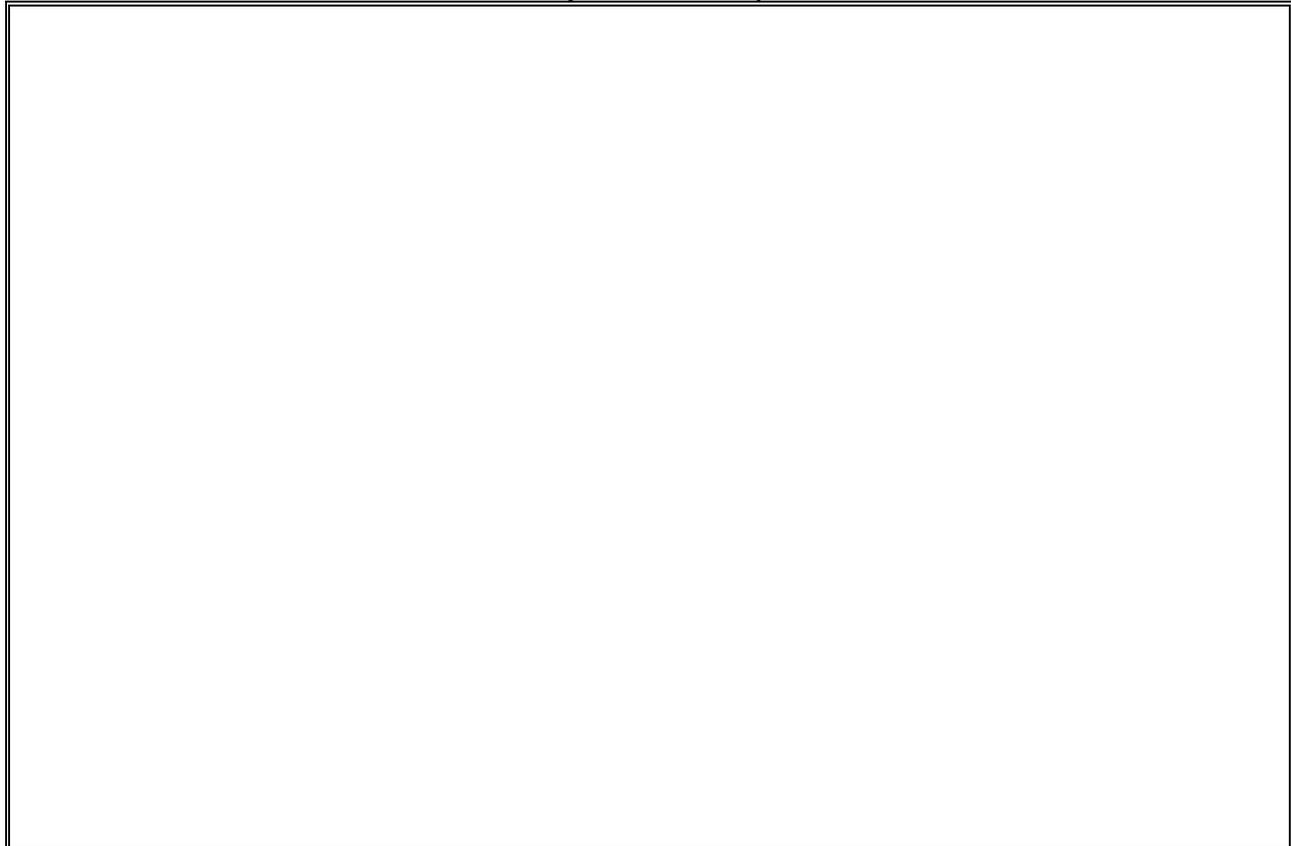
### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
<b>Preliminary Engr. (000's)</b>	Authorized	\$	448		\$ 448
<b>Right-of-Way (000's)</b>	Authorized		\$ 1,344		\$ 1,344
<b>Construction (000's)</b>	Federal/State		\$ 4,479		\$ 4,479
<b>Project Cost (000's)</b>		\$ -	\$ 6,271	\$ -	\$ 6,271
<b>Federal Cost (000's)</b>		\$ -	\$ 5,017	\$ -	\$ 5,017
<b>State Cost (000's)</b>		\$ -	\$ 1,254	\$ -	\$ 1,254
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



**ARTS LONG RANGE TRANSPORTATION PLAN**

**General Information**

<b>Project Name:</b>	Bergen-Five Notch Collector	<b>PI Num:</b>		<b>County:</b>	Aiken
<b>Local Rd. Name / Num:</b>	Bergen-Five Notch Collector	<b>Project #</b>	SC 7-13	<b>City:</b>	
<b>State/US Num:</b>		<b>DOT District:</b>	2 / 3	<b>Cong. District:</b>	2 / 3
		<b>RDC:</b>	CSR	<b>Map Key Num:</b>	

**Project Details**

<b>Project Description:</b>	Construct three lane frontage road on the north side of I-20.				
<b>Length, miles:</b>		<b># of Lanes:</b>	N/A	<b># of Lanes Planned/Modeled:</b>	3
<b>Current Volumes, ADT:</b>	(2003)			<b>Future Volumes, ADT:</b>	(2030)
<b>Bike/Pedestrian Additions:</b>					
<b>Purpose and Need:</b>	Capacity				
<b>Logical Termini Locations:</b>	Bergen Road and Five North Road				
<b>Connectivity / Related Projects:</b>					
<b>Functional Classification:</b>	Not classified.				
<b>Comments / Remarks:</b>					

**Funding**

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized		\$ 373		\$ 373
Right-of-Way (000's)	Authorized		\$ 1,120		\$ 1,120
Construction (000's)	Federal/State		\$ 3,732		\$ 3,732
<b>Project Cost (000's)</b>		\$ -	\$ 5,225	\$ -	\$ 5,225
<b>Federal Cost (000's)</b>		\$ -	\$ 4,180	\$ -	\$ 4,180
<b>State Cost (000's)</b>		\$ -	\$ 1,045	\$ -	\$ 1,045
<b>Local Cost (000's)</b>					\$ -

**Considerations**

<b>Planning Measure and Need:</b>	
<b>Relation to CMS (if applicable):</b>	

**Project Location Map**



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b> SR 230 (Martintown Road)	<b>PI Num:</b>
	<b>Project #</b> SC 7-14
<b>Local Rd. Name / Num:</b> Martintown Road	<b>City:</b>
	<b>County:</b> Aiken
<b>State/US Num:</b> SR 230	<b>DOT District:</b> 2 / 3
	<b>Cong. District:</b> 2 / 3
	<b>RDC:</b> CSR
	<b>Map Key Num:</b>

## Project Details

<b>Project Description:</b>	Widen to four through lanes with turn lanes as needed.		
<b>Length, miles:</b>	<b># of Lanes:</b> 2	<b># of Lanes Planned/Modeled:</b>	4
<b>Current Volumes, ADT:</b> (2003)		<b>Future Volumes, ADT:</b> (2030)	
<b>Bike/Pedestrian Additions:</b>			
<b>Purpose and Need:</b>	Capacity, safety		
<b>Logical Termini Locations:</b>	I-20 and Murrah Road		
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>			
<b>Comments / Remarks:</b>			

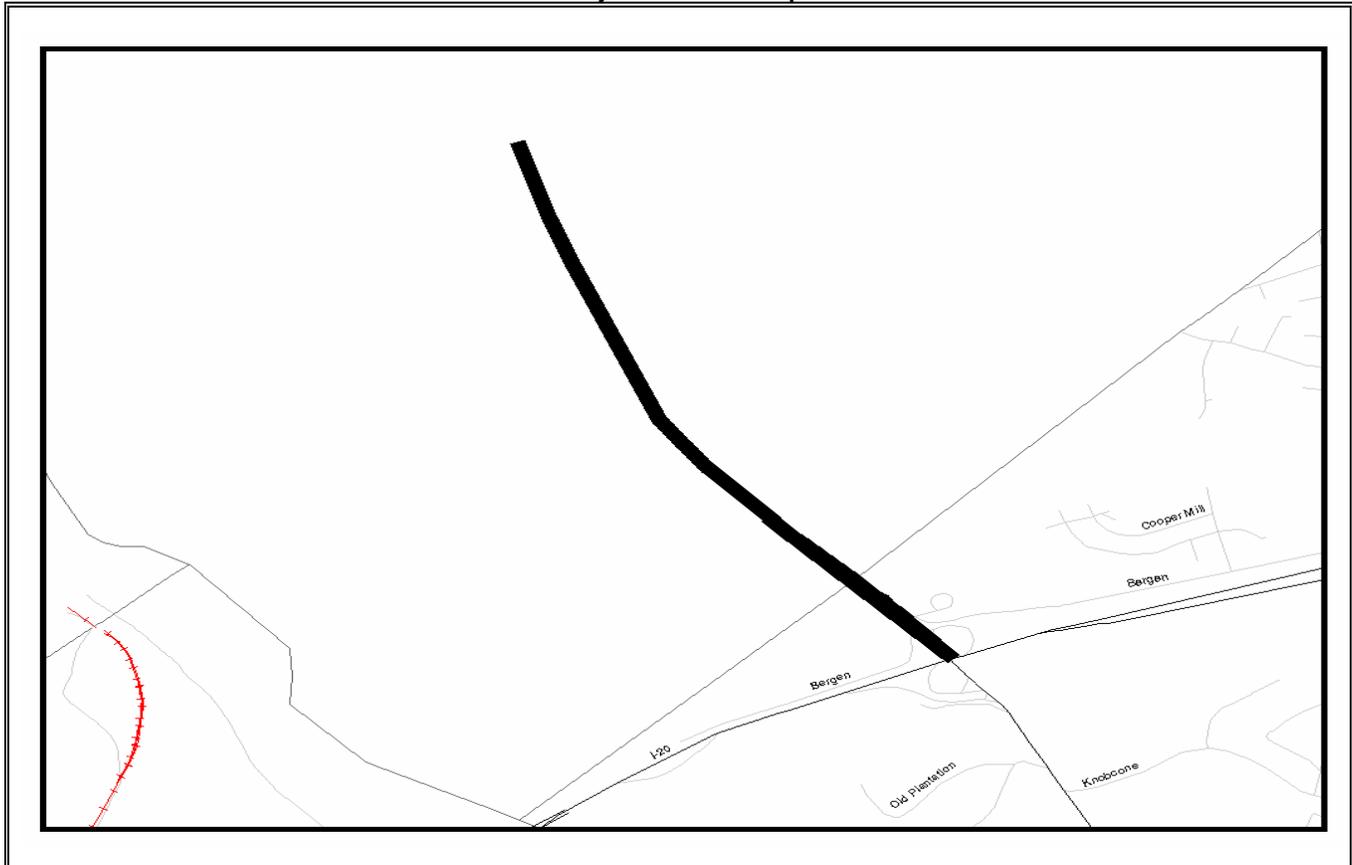
## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized	-	\$ 476	-	\$ 476
Right-of-Way (000's)	Authorized	-	\$ 1,429	-	\$ 1,429
Construction (000's)	Federal/State	-	-	\$ 4,763	\$ 4,763
<b>Project Cost (000's)</b>		<b>\$ -</b>	<b>\$ 1,905</b>	<b>\$ 4,763</b>	<b>\$ 6,668</b>
<b>Federal Cost (000's)</b>		<b>\$ -</b>	<b>\$ 1,524</b>	<b>\$ 3,810</b>	<b>\$ 5,334</b>
<b>State Cost (000's)</b>		<b>\$ -</b>	<b>\$ 381</b>	<b>\$ 953</b>	<b>\$ 1,334</b>
<b>Local Cost (000's)</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

## Project Location Map



## ARTS LONG RANGE TRANSPORTATION PLAN

### General Information

<b>Project Name:</b>	Transit Operating and Capital Funds	<b>PI Num:</b>	GA T-L1 / L2
<b>Local Rd. Name / Num:</b>		<b>Project #</b>	Augusta
<b>State/US Num:</b>		<b>City:</b>	Richmond/Columbia
		<b>DOT District:</b>	12th
		<b>RDC:</b>	CSR
		<b>Map Key Num:</b>	

### Project Details

<b>Project Description:</b>	Operating and capital funds for Augusta Public Transit (2005 - 2030)		
<b>Length, miles:</b>	<b># of Lanes:</b>	N/A	<b># of Lanes Planned/Modeled:</b>
<b>Current Volumes, ADT:</b>	(2003)		(2030)
<b>Bike/Pedestrian Additions:</b>			N/A
<b>Purpose and Need:</b>			
<b>Logical Termini Locations:</b>			
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>			
<b>Comments / Remarks:</b>	Operating funds - \$92,200,000 / Capital funds - \$86,500,000		

### Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ 178,700
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State				\$ -
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ -	\$ 178,700
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ -	\$ -
<b>State Cost (000's)</b>		\$ -	\$ -	\$ -	\$ -
<b>Local Cost (000's)</b>					\$ -

### Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

### Project Location Map



# ARTS LONG RANGE TRANSPORTATION PLAN

## General Information

<b>Project Name:</b>	Transit Operating and Capital Funds	<b>PI Num:</b>	SC T-L3 / L4
<b>Local Rd. Name / Num:</b>		<b>Project #</b>	
<b>State/US Num:</b>		<b>City:</b>	<b>County:</b> Aiken
		<b>DOT District:</b> 2 / 3	<b>Cong. District:</b> 2 / 3
		<b>RDC:</b> CSR	<b>Map Key Num:</b>

## Project Details

<b>Project Description:</b>	Operating and Capital funds for Aiken County Transit (2005 - 2030)		
<b>Length, miles:</b>		<b># of Lanes:</b> N/A	<b># of Lanes Planned/Modeled:</b> N/A
<b>Current Volumes, ADT:</b>	(2003)		<b>Future Volumes, ADT:</b> (2030)
<b>Bike/Pedestrian Additions:</b>			
<b>Purpose and Need:</b>			
<b>Logical Termini Locations:</b>			
<b>Connectivity / Related Projects:</b>			
<b>Functional Classification:</b>			
<b>Comments / Remarks:</b>	Operating funds -\$11,900,000 / Capital funds - \$11,000,000		

## Funding

Project Phase	\$ Source	FY 2006 - 2011	FY 2012 - 2020	FY 2021 - 2030	Total
Preliminary Engr. (000's)	Authorized				\$ 22,900
Right-of-Way (000's)	Authorized				\$ -
Construction (000's)	Federal/State				\$ -
<b>Project Cost (000's)</b>		\$ -	\$ -	\$ -	\$ 22,900
<b>Federal Cost (000's)</b>		\$ -	\$ -	\$ -	\$ -
<b>State Cost (000's)</b>		\$ -	\$ -	\$ -	\$ -
<b>Local Cost (000's)</b>					\$ -

## Considerations

<b>Planning Measure and Need:</b>
<b>Relation to CMS (if applicable):</b>

## Project Location Map

