



**THE PUBLIC IS INVITED TO REVIEW AND COMMENT ON
THE DRAFT FY 2021 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The Augusta Regional Transportation Study Metropolitan Planning Organization (ARTS MPO) invites the public to participate in the 21-day review period (Tuesday, September 15, 2020 through Tuesday, October 6, 2020) of the Draft FY 2021- 2027 Transportation Improvement Program (TIP).

The Augusta Regional Transportation Study (ARTS) is a bi-state Metropolitan Planning Organization (MPO) that covers all or part of Columbia and Richmond Counties in Georgia; and, Aiken and Edgefield Counties in South Carolina. The TIP includes federally-financed transportation projects such as roads, bridges, public transit, bicycle and pedestrian improvements, scheduled to be implemented over the next 7 years.

The Draft FY 2021- 2027 Transportation Improvement Program (TIP) will be available online for public review from **Tuesday, September 15, 2020 through Tuesday, October 6, 2020.**

The document can be viewed at: www.aikencountysc.gov under “News Updates”

Questions and comments regarding the Draft FY 2021-2027 Transportation Improvement Program (TIP) may be directed to Transportation, Planner LJ Peterson at 803-642-1520 or tplanning@aikencountysc.gov.

Persons who require special accommodations under the Americans with Disabilities Act or those requiring language translation services may contact the office of the Aiken County Planning and Development Department at (803) 642-1520 or send an e-mail to TPlanning@aikencountysc.gov.

AUGUSTA REGIONAL TRANSPORTATION STUDY

PARTIAL

FY 2021-2027

TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH CAROLINA FY 2021-2027

PREPARED BY:

AIKEN COUNTY PLANNING & DEVELOPMENT DEPARTMENT

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AUGUSTA PLANNING AND DEVELOPMENT DEPARTMENT

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

The contents of this report reflect the views of the persons preparing the document and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the views or policies of the Georgia Department of Transportation, South Carolina Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration. This report does not constitute a standard, specification, or regulation.

AUGUSTA REGIONAL TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM, FY 2021 - 2027

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List of Acronyms

ACPDD	Aiken County Planning & Development Department
ADA	Americans with Disabilities Act
APDD	Augusta Planning & Development Department
APT	Augusta Public Transit
ARTS	Augusta Regional Transportation Study
ATMS	Automated Traffic Management System
CAC	Citizens Advisory Committee
CMS	Congestion Management System
CMP	Congestion Management Process
CMQA	Congestion Mitigation & Air Quality Improvement
COOP	Continuity of Operation Plan
CSRA	Central Savannah River Area
EJ	Environmental Justice
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GDOT	Georgia Department of Transportation
GIS	Geographic Information System
GPS	Global Positioning System
HSIP	Highway Safety Improvement Program
ITS	Intelligent Transportation System
LRTP	Long Range Transportation Plan
LSCOG	Lower Savannah Council of Government
MAP-21	Moving Ahead for Progress in the 21st Century Act
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
LRTP	Long Range Transportation Plan
NEPA	National Environmental Policy Act
PC	Policy Committee
PIP	Public Involvement Plan
PL	Metropolitan Planning Funds
PM	Particulate Matter
RD&T	Research, Development, and Technology Transfer
RTP	Recreational Trail Programs
SPLOST	Special Purpose Local Option Sales Tax
SPR	State Planning and Research
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
TAP	Transportation Alternatives Program
TIA	Transportation Investment Act
TCC	Technical Coordinating Committee

TDM	Travel Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TSM	Transportation System Management
UPWP	Unified Planning Work Program

FEDERAL CODES				
STIP Class	Program Description	FAST Act	MAP-21	SAFTEA-Lu
CMAQ	Projects to Reduce PM 2.5 Emissions	Z003	M003	
CMAQ	Congestion Mitigation & Air Quality Improvement (CMAQ)	Z400	M400	L400
CMAQ	CMAQ Flexible Funding	Z401	M401	
Guideshare	Guideshare (SCDOT term for Federal funds)			
HSIP	Certain Safety Projects (GRC)	GRC0	GRC0	All fund codes that are 100% activities
HSIP	Highway Safety Improvement Program (HSIP)	ZS30	MS30	LS30
HSIP	Section 154 Penalties - Use for HSIP Activities	ZS31	MS31	
HSIP	Section 164 Penalties - Use for HSIP Activities	ZS32	MS32	
HSIP	Railway-Highway - Hazard Elimination	ZS40	MS40	LS40
HSIP	Railway-Highway - Protective Devices	ZS50	MS50	LS50
NHPP	National Highway Performance Program (NHPP)	M001/Z001	M001/Z001	L010; L050; L1C0 (on NHS)
NHPP	National Highway Performance Program (NHPP) Exempt	Z002	M002	LZ10
Other	Innovative Project Delivery - Increased Federal Share	Z004	M004	
Other	Redistribution of Certain Authorized Funds	Z030	M030	L030
Planning	Metropolitan Planning Program	Z450	M450	L450
Research	State Planning and Research (SPR)	Z550	M550	L550
Research	Research, Development, and Technology Transfer (RD&T)	Z560	M560	L560
Research	Future Strategic Highway Research Program Implementation	Z561	M561	
STP	STP - Urbanized Areas With Population Over 200K	Z230/Z230	M230/Z230	L230
STP	STP - Areas with Population Over 5K to 200K	Z231	M231	L200
STP	STP - Areas with Population 5K and Under	Z232	M232	L250
STP	STP Off-System Bridge	Z233	M233	
STP	Special Rule for Areas of Less Than 5,000 Population	Z234	M234	
STP	Surface Transportation Program (STP) Flex	Z240/Z240	M240/Z240	L240
STP	Education and Training (NHI)	Z290	M290	
STP	Highway Use Tax Evasion Projects	ZT30	MT30	
STP	Denali Access System	ZW10	MW10	
TAP	Transportation Alternatives Program (TAP) Flex	Z300	M300	L220; L240; LU10; LU20; LU30
TAP	TAP - Urbanized Areas With Population Over 200K	Z301	M301	L230

FEDERAL CODES

STIP Class	Program Description	FAST Act	MAP-21	SAFTEA-Lu
TAP	TAP - Areas with Population Over 5K to 200K	Z302	M302	L200; L220; LU10; LU20; LU30
TAP	TAP - Areas with Population 5K and Under	Z303	M303	L220; L250; LU10; LU20; LU30
TAP	Recreational Trails Program (RTP)	Z940	M940	L940
TAP	Return of 1% for RTP Administration	Z941	M941	
TAP	State RTP Administration	ZR10	MR10	
TAP	RTP Educational Programs	ZR20	MR20	
Additional State and Local funding codes				
Code	Program Description			
LOST	Local Option Sales Tax (Aiken County)			
SIB	State Infrastructure Bank (SC and GA))			
SPLOST	Special Purpose Local Option Sales Tax			
TIA	Transportation Investment Act (Georgia)			
TSPLOST	Transportation Special Purpose Local Option Sales Tax			

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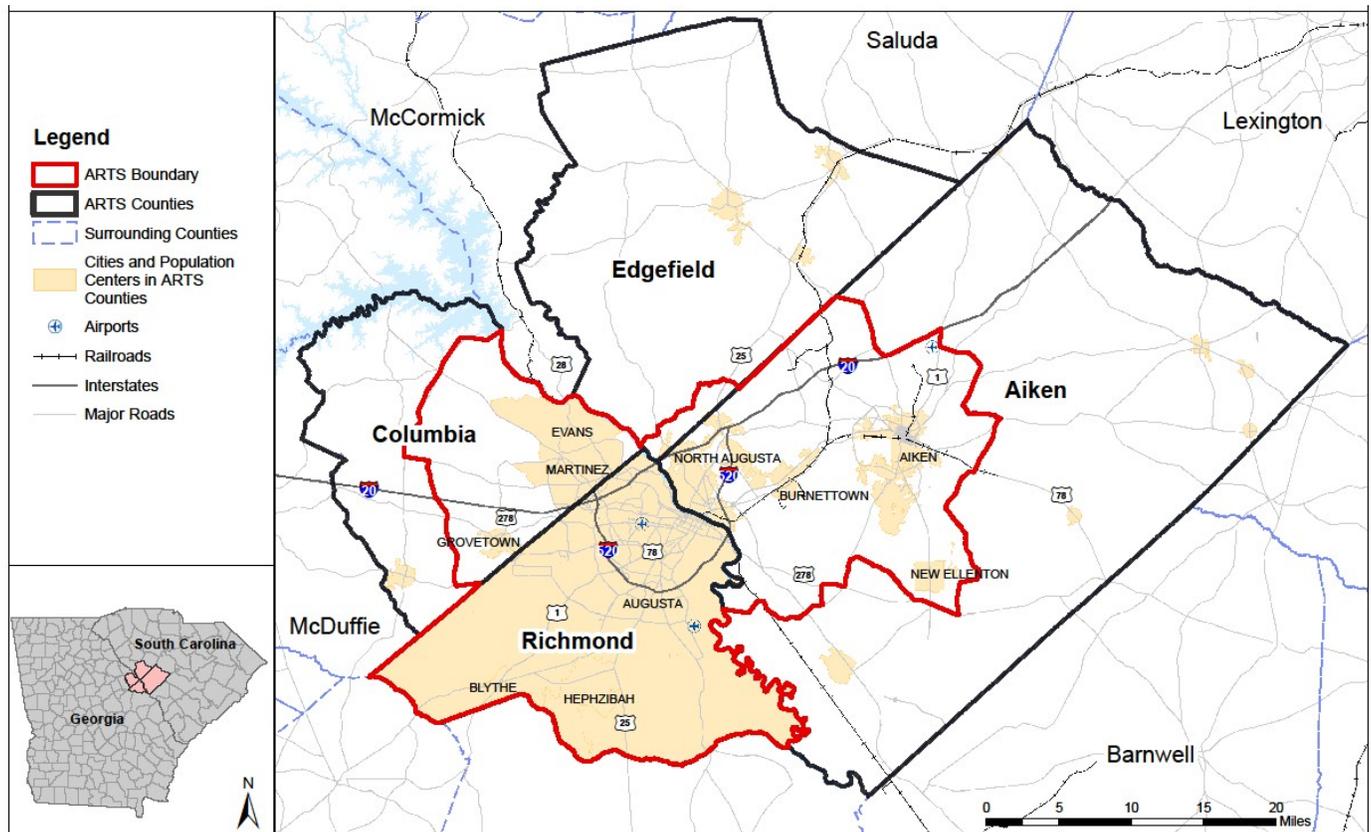
INTRODUCTION



About the MPO

The Augusta Regional Transportation Study (ARTS) is a bi-state Metropolitan Planning Organization (MPO) covering the Augusta-Richmond County, GA; and, Aiken County, SC urbanized areas. The Federal Aid Highway Act of 1962 required urbanized areas with populations of 50,000 or more persons to have a cooperative, comprehensive, and continuing transportation planning process in order to qualify for Federal funding for highway projects. Subsequent transportation legislation has continued this requirement and expanded it moderately to include all surface transportation projects. The ARTS MPO as a federally-designated agency is responsible for making policy about local transportation and deciding how to spend Federal funds for carrying out the transportation planning process.

The ARTS MPO functions within the Augusta Planning & Development Department and works in cooperation with the Georgia Department of Transportation and the South Carolina Department of Transportation. The ARTS planning area covers an approximate land area of 793 square miles with a population of 511,686 (US Census 2010) and includes: Richmond County, and the Cities of Hephzibah and Blythe in Georgia; the Fort Gordon Military Reservation; parts of Columbia County, including the City of Grovetown; and, parts of Aiken and Edgefield Counties in South Carolina, including the Cities of Aiken, North Augusta, New Ellenton and Burnetttown.



The Long Range Transportation Plan (LRTP) is the official multimodal transportation plan with a twenty-year planning horizon developed and adopted through the Long Range Transportation Planning process. The LRTP can be amended when necessary with the review of committees, the public, and approval by the ARTS Policy Committee. Projects must be in the LRTP to be eligible for federal aid funding and then included in the Transportation Improvement Program (TIP). All transportation projects must be located on the functionally-classified road network and/or within the urbanized area boundary and metropolitan planning area (MPA) in order to be eligible for federal funds and included in the ARTS LRTP, TIP and the applicable State TIP. The Functional Classification map shows the eligible roads in the ARTS area.

Purpose of the TIP

The Transportation Improvement Program (TIP) is a multi-year intermodal program serving as the link between planning for transportation system infrastructure needs, financing and capital improvement programming and project implementation. The ARTS TIP covers a four-year period for the Georgia portion of the MPO study area and a seven-year period for South Carolina. The TIP is updated each year, or as needed, with input from the general public, the ARTS MPO committees, GDOT, SCDOT, FHWA, FTA, EPA and other MPO stakeholders. The TIP is adopted by the ARTS Policy Committee and then approved by the governors of Georgia and South Carolina. Projects in the ARTS TIP are then included in the Georgia and South Carolina State TIPs.

The ARTS TIP includes all transportation projects for highways, roads, bridges, Intelligent Transportation System (ITS) and traffic signals, bicycle and pedestrian, public transit and freight. It includes all identified phases of a project proposed for financing with federal funds. Whether a project is scheduled to be completed in one year or phased over several years, it must advance to the TIP in order to be eligible for federal funding. The most recent federal transportation laws affecting ARTS is the Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted on July 6, 2012, and the Fixing America's Surface Transportation Act (FAST), enacted on December 4, 2015. The following information is included in the TIP for each project: description, estimated total cost, amount of federal funds allocated each program year, proposed sources of funding, and responsible implementing agencies. Funding for road and bridge projects is allocated for one or more of the five major phases of such projects: scoping, preliminary engineering, right-of-way acquisition, construction, and utilities. A project is removed from the TIP once it advances to the construction phase.

While the LRTP is a long range planning effort, the TIP functions as an impending implementation plan. The MPO's one-year work program is described in the Unified Planning Work Program (UPWP) which includes an overview of the ARTS planning process, specific work elements for the Fiscal Year (July 1–June 30), and development schedule of the TIP. The LRTP must be financially constrained based on projected revenue covering the twenty-year plan horizon. The TIP must be financially constrained for each program year. The TIP financial plan must demonstrate that the identified projects can be implemented using current and expected revenue sources. The TIP also lists projects from the previous TIP that have moved to construction and identifies any significant delays in the implementation of projects remaining in the TIP.

When projects are added to the LRTP and TIP, they are prioritized based on the ARTS Long Range Transportation Plan (LRTP) goals and objectives, area-wide needs, and safety and security benefits. Criteria used to establish area-wide needs include a project's inclusion in the ARTS LRTP, its compatibility with other local and regional plans, the project's readiness and the availability of funds. In addition to area-wide needs, consideration is given to projects that demonstrate safety, and security

benefits to one or more user groups (e.g. motorists, pedestrians, bicyclists, transit users and freight carriers). The ARTS LRTP goals are as follows:

Transportation Vision 2040 Long Range Transportation Plan Goals:

1. **Congestion and Traffic Safety:** Develop a multimodal transportation system that promotes strategies to reduce traffic congestion and delay.
2. **Mobility, Accessibility and Connectivity:** Develop a multimodal transportation system that promotes strategies that improve mobility and accessibility for motorized and non-motorized users of the transportation network including freight and movement of goods.
3. **Safety and Security:** Develop a multimodal transportation system that increases the security of the transportation system and promotes strategies to reduce traffic crashes and injury outcomes.
4. **Maintenance, System Preservation and Operational Efficiency:** Develop a transportation system that will allow mobility throughout the region by improving the physical condition and maintenance of the transportation network, and provide efficient and safe movement of persons and goods/freight.
5. **Economic Vitality and Environmental Stewardship:** Develop a transportation system that will enhance the economic, social, and environmental fabric of the region through coordinated transportation and planned land use
6. **Land Use and Transportation Integration:** Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs.
7. **Financial Feasibility:** Develop a transportation system that is financially and politically feasible and has broad support by increasing the safety and security of the transportation system for all users.

Transportation Projects deriving from an adopted short-term and/or functional area plan, such as Congestion Management Process Plan, Transit Development Plan, Comprehensive Operational Analysis, Regional Bicycle and Pedestrian Plan, Advanced Traffic Management System (ATMS) Master Plan, Traffic Safety - Crash Analysis Report, and special corridor studies, can be added to the LRTP and TIP as funding become available.

Transportation Projects in the ARTS planning area within South Carolina are subject to project prioritization ranking criteria developed as a result of the passage of South Carolina Legislative Act 114 in 2007. Aiken County utilizes a Project Prioritization Tool that includes traffic and congestion, safety, financial viability, economic development, pavement condition, truck traffic, and environmental impact.

Process for Approving the LRTP and TIP

The cooperative process for approving or amending the LRTP, and/or and the approval of a new TIP, involves ARTS staff, ARTS committees, federal and state partners, and the public. The process is described below, beginning with the identification of a project and ending with its inclusion in the LRTP and/or TIP and the STIP.

Project Submittal

Sponsors submit project information, including name, location, termini, project description, length, total costs for each phase, phase years, and sources of funding (both federal and local). Sponsors must demonstrate how the project will meet goals and objectives identified in the Long Range Transportation Plan (LRTP). Additional information may be required to assist ARTS staff with project evaluation. The project must be included in the LRTP to be considered for inclusion in the Transportation Improvement Program (TIP).

Consultation and Evaluation

ARTS staff evaluates the project to ensure it meets the goals and objectives of the Long Range Transportation Plan, identifies the affected stakeholders and public, reviews additional information related to the project, analyzes the impact on Environmental Justice communities, and checks for consistency with requirements for federally-funded transportation projects. The project information is also reviewed to ensure completeness, proper phasing, location, and the inclusion of cost estimates. ARTS staff then prepares the project for inclusion in the next round of ARTS committee meetings. The ARTS committees are part of the consultation and evaluation process.

Financial Constraint

Fiscal constraint must be reaffirmed and documented as part of an amendment to the LRTP and TIP. Project phase timing and costs are reviewed for constraint in the TIP based on allocated federal funds, and in the LRTP based on projections of federal funding. Local funding sources, including forecasts, are based on local government commitment. Local project sponsors must agree to an increase in projected local revenue or shift other project phases to different years if a project does not meet fiscal constraint in the LRTP.

Cost estimations and timing of projects should be done through a consistent methodology that has reasonable assumptions (recommended to be similar to State DOT cost estimation tools) and accounts for unanticipated cost increases through the use of contingencies.

Prioritization of Projects

Projects within the LRTP and TIP are prioritized based on goals and objectives in the LRTP, project readiness, and available funding. In South Carolina, this process is done through the Aiken County Project Prioritization Tool, developed by South Carolina ARTS as part of South Carolina Legislative Act 114. Act 114 takes into consideration the following criteria at a minimum: (1) financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project; (2) public safety; (3) potential for economic development; (4) traffic volume and congestion; (5) truck traffic; (6) the pavement quality index; (7) environmental impact; (8) alternative transportation solutions; and (9) consistency with local land use plans.

Performance-based planning and programming will continue to develop as part of the transportation project development process, creating more comprehensive measurements, analysis, and vetting of projects based on the goals and objectives in the LRTP.

Committee Review and Approval (1st Round)

The ARTS MPO consists of several committees that review and approve all amendments to the TIP/LRTP. The current structure of the meetings is quarterly, with each committee meeting a month before the subsequent committee. The role of each committee is described below:

Test Network Subcommittee (TNS) – comprised of planners and engineers from the two states, the local governments in the study area and regional planning agencies. The TNS committee is the first to discuss the merits of a project and associated phasing and costs. Any technical considerations not previously identified by ARTS staff is brought up at the meeting. This is also an opportunity for project sponsors to ask questions related to the project moving through the amendment process.

Technical Coordinating Committee (TCC) – comprised of planners and engineers from the two states, the local governments in the study area and two regional planning agencies. The final draft detailed information on a project is presented to the committee for recommended approval to the Citizens Advisory Committee.

Citizens Advisory Committee (CAC) – comprised of citizens representing the jurisdictions and communities in the study area. The CAC provides local knowledge and citizen input on the projects and makes recommendations on the same to the Policy Committee.

Citizens Advisory Committee (CAC) Standing Subcommittee – comprised of citizens representing veterans, persons with disabilities, rural transportation, and private transportation providers. The CAC Standing Subcommittee provides local knowledge and citizen input on the transportation planning process and transportation improvement program.

South Carolina Technical Coordinating Committee – subcommittee for the South Carolina portion of the ARTS area comprised of planners and engineers from the SCDOT and local governments. Final draft detailed information on a project is presented to the committee for recommended approval to the other ARTS MPO committees and the South Carolina Policy Subcommittee.

South Carolina Bicycle and Pedestrian Advocacy Committee (BPAC) – subcommittee for the South Carolina portion of ARTS comprised of citizens, SC ARTS staff (ex-officio members), and other local officials (ex-officio members) advocating for bicycle and pedestrian transportation. This committee considers standalone projects as well as the bicycle and pedestrian or other multimodal transportation projects.

South Carolina Policy Subcommittee – includes local elected and appointed officials from the South Carolina portion of the ARTS area. The committee endorses projects for inclusion in the LRTP and TIP.

Policy Committee - voting members include elected officials from each local government in the study area, representatives from the Georgia and South Carolina Departments of Transportation, the Fort Gordon Garrison Commander and representatives of providers of public transportation. The Policy Committee is responsible for making the final decision on ARTS planning and programming issues, including amendments to the LRTP and TIP.

Public Review

After endorsement of an amendment by the ARTS MPO Policy Committee, projects, associated financial tables, and the updated TIP are prepared for public review. Amendments to the LRTP/TIP are subject

to a 30-day public review period during which the public has the opportunity to provide input through in-person meetings and digitally through online submittal. A 21-day public review is permissible in an effort to coordinate with the SCDOT Public Participation Process and to enhance the project implementation process with the potential to result in project cost savings. The comment period will begin following the first full day after the public notice announcement and expire after 21 calendar days.

ARTS coordinates with GDOT and SCDOT when the state agencies are conducting public meetings on transportation projects in the TIP and LRTP. When a public meeting is held by SCDOT in the ARTS planning area, the meeting may serve in lieu of a public review meeting conducted by ARTS. SCDOT will notify ARTS staff of such public meetings and use local media and outreach strategies for public notification in the ARTS planning area.

The public is able to view the amendment documents and an interactive map of projects on the ARTS website. Public comments can be submitted online. Public meetings are held at convenient, ADA-accessible locations. Display materials at meetings include the draft amendments in the TIP, associated financial tables showing fiscal constraint, and maps of the affected projects. More detailed information regarding participation strategies and public review requirements can be found in the ARTS Public Participation Plan.

The ARTS staff summarizes the outreach and meeting process, including all comments and questions gathered from the public review. The summary is included in the final TIP document, posted on the website and a report is presented at the next Policy Committee.

Committee Review and Approval (Second Round)

The ARTS committees (TNS, TCC, CAC and South Carolina Policy Subcommittee, as appropriate) review comments received during the public comment period. Committee recommendations are then forwarded to the ARTS Policy Committee. The Policy Committee then adopts the revised TIP or LRTP, incorporating any additional public comments.

Additional Opportunities for Public Comment and Notification of Revisions to Final Draft

If changes are made to the draft document following the initial public comment period, an additional opportunity for public comment will be scheduled. This includes all changes, both administrative modifications and amendments. The public will have the opportunity to view the changes on the ARTS website and the online public forum mapping application. ARTS staff will accept comments through all communication formats identified in the Public Participation Plan.

Any revisions to the TIP and LRTP after the public review process will be documented in the public review summary section of the TIP, as well as through the Administrative Modification and Amendment process and summary table. These changes will also be provided to the ARTS committees after the public review meetings.

Adoption by Policy Committee

After public review, the Policy Committee in a public meeting approves a resolution adopting the final TIP. The Policy Committee chair signs the resolution.

Publish Final TIP

After adoption, the final TIP document, along with an updated amendments/modifications table, is posted on the ARTS website.

Transmittal Form sent to GDOT/SCDOT

Transmittal forms for the amendment are sent to the respective planning and/or transit offices of GDOT and SCDOT. The form includes a project amendment letter, updated project sheet, relevant committee and public review comments, and a link to the updated TIP and/or LRTP document. There are separate official forms for both Georgia and South Carolina.

STIP Approval

Projects that are amendments by the ARTS are added to the next round of STIP amendments for the state DOTs. The STIPs are reviewed by FHWA and FTA during this time period. Finally, the GDOT STIP amendments are approved by the GDOT Office of Financial Management and the SCDOT STIP amendments are approved by the SCDOT Commission.

Timeline	Task or Action	Time Commitment	Who
3 Weeks before TNS (Month 1)	¹ Project Submittal Deadline	1 day	Project Sponsor
1 month (Month 1)	Staff Consultation and Draft Amendment Changes Draft Project Sheet Draft Amendments/Modification table Staff Consultation Process Identification of affected stakeholders, agencies, public, etc. Review of available information. Ensure Financial Constraint	5 days	ARTS Staff, Partners
	Draft changes to financial tables: TIP & LRTP Georgia and South Carolina Expenditures by Type TIP & LRTP Georgia and South Funding and Expenditures Summary Z230, Z240, or Transit Financial Tables if Applicable		ARTS Staff
	Review of available funding by State DOTs	5 days	State DOTs
	Test Network Subcommittee (TNS) Staff Report and Presentation	1-2 days	ARTS Staff
	*Test Network Subcommittee (TNS) Recommendation to TCC	1 day	TNS
	*Technical Coordinating Committee (TCC) Endorses Draft	1 day	TCC
1 month (Month 2)	Technical Coordinating Committee (TCC Staff Report and Presentation	1-2 days	ARTS Staff
1 month (Month 3)	South Carolina Technical Coordinating Committee (SC TCC) Staff Report and Presentation	1-2 days	ARTS Staff
	*South Carolina Technical Coordinating Committee Endorses Draft	1 day	SC TCC
	Citizens Advisory Committee (CAC) Staff Report and Presentation	1-2 days	ARTS Staff
	South Carolina Policy Subcommittee Staff Report and Presentation	1-2 days	ARTS Staff
	*South Carolina Policy Committee (SC PC) Endorses Draft	1 day	SC PC
*Citizens Advisory Committee (CAC) Endorses Draft	1 day	CAC	
1 month (Month 4)	Create Draft Transportation Improvement Program Document: Update pages as necessary Project Index, Project Sheets, Project Summary Sheets Draft Public Review Summary	3 days	ARTS Staff, Partners ARTS Staff
	Preparation of Notifications for Public Review Listserve Email Announcements Newspaper Display Ad Direct Mailings Press Releases TV Message Boards Poster and Flyers Printed version of document/supporting info at public locations Digital version of document/supporting info for website	4 days	ARTS Staff, Partners ARTS Staff
	Policy Committee (PC) Staff Report and Presentation	1 day	ARTS Staff
	*Policy Committee (PC) Endorses Draft	1 day	PC

Timeline	Task or Action	Time Commitment	Who
3 months (Months 4,5,6)	Website Update with Draft Documents	2 days	ARTS Staff
	Project Interactive Map		ARTS Staff
	Draft Project Sheet		ARTS Staff
	Draft Amendments & Modification Table		ARTS Staff
	Draft Financial Tables		ARTS Staff
	Calendar		ARTS Staff
	Ensure Financial Constraint	5 days	ARTS Staff
	Preparation of Public Meeting Materials		
	Maps		
	Financial Tables		
	Project Sheets		
	Presentation	1-2 days	
	Wayfinding Display		
	Comment Forms	² 30 days	ARTS Staff, Partners
Send out email notification and items for public locations			
Public Review and Meetings	3 days	ARTS Staff	
Public Review Meeting Summary			
Draft Resolution for Adoption by Policy Committee (PC)			
Draft Staff Report for Policy Committee (PC)	2 weeks total (see individual committee actions for 1 st Meeting above)	ARTS Staff, ARTS Committees	
ARTS Committees Review: TNS, TCC, CAC (2 nd Meetings)			
Adoption by Policy Committee	1 day	PC	
1 week (Months 4, 5, 6)	Signed Adopted Resolution	1 day	ARTS Staff, Partners
	Final MPO Transportation Improvement Program (TIP) Document	2-3 days	ARTS Staff, Partners
	Insert Authorizing Resolution		ARTS Staff
	Update Public Review Summary		ARTS Staff
	Print New Version		ARTS Staff
	Ensure Financial Constraint		ARTS Staff, Partners
	Publish Final MPO Transportation Improvement Program (TIP)	1 day	ARTS Staff
	Website Update with Final Documents	1-2 days	ARTS Staff
	Final Transportation Improvement Program (TIP) Document		
	Financial Summary sheets		
Amendments & Modifications Table	1 day	ARTS Staff, Partners	
Create Transmittal Form sent to GDOT/SCDOT			
Attach project sheet	ARTS Staff		
1 day (Month 7)	Transmittal Form sent to GDOT/SCDOT for Approval In South Carolina must submit 2 weeks prior to Commission date to meet that months STIP revisions	1 day	ARTS Staff, GDOT, SCDOT
1.5 months (Month 8)	South Carolina State TIP Approved by SCDOT Commission and approved by FHWA and FTA.	1.5 months	SCDOT, FHWA, FTA
3 weeks (Month 8)	Georgia State TIP Approved by Office of Financing Management and approved by FHWA and FTA	1.5 months	GDOT, FHWA, FTA

¹ Project submittal also allowable before Technical Coordinating Committee (TCC)

² 21-day public review allowed in special circumstances. Special circumstances are limited to instances in which time constraints would cause the MPO to miss a deadline for approval of a project or projects.

*ARTS MPO committees meet on a quarterly schedule.

FAST Act Safety Performance Narrative

Performance Measure 1 – Safety (PM-1)

ARTS has adopted SCDOT’s statewide safety targets for all public roads. (Safety targets shown in chart below). The latest five-year average safety statistics for the ARTS area (2014-2018) indicate 20.6 fatalities, 1.47 fatality rate, 58.6 serious injuries, 4.22 serious

injury rate, and 7.8 fatality/serious injury for non-motorized users.

Measure	2016-2020
Number of Fatalities	1011
Fatality Rate	1.82
Number of Serious Injuries	2,781
Serious Injury Rate	4.98
Number of Non-motorized Fatalities and Serious	380

Based on a 2016 traffic safety audit of the ARTS area, the most problematic vehicle crash types include night driving, roadway departure and intersection collisions. While all programmed projects include a consideration of safety in the design process, there are currently two projects underway within the ARTS area boundary that focus directly on safety. These projects are an intersection improvement on SC-19 (Whiskey Road) at Eagle Road and S-447 (Old Whiskey Road) and also a corridor improvement project for SC 118 (Hitchcock Parkway) which includes various intersection improvements along the route.

These projects are expected to contribute towards a reduction in the total number and rate of fatalities and serious injuries in the ARTS area, but the limited scope of these projects are expected to provide negligible benefits to statewide metrics.

Performance Measure 2- System Condition (PM-2)

Pavement

Measure	2-Year Target	4-Year Target
Percent of pavements of the Interstate System in Good condition	N/A	71.0%
Percent of pavements of the Interstate System in Poor condition	N/A	3.0
Percent of pavements of the non-Interstate NHS in Good	14.9%	21.1%
Percent of pavements of the non-Interstate NHS in Poor	4.3	4.6

ARTS has adopted SCDOT’s statewide pavement condition targets for the Interstate and NHS (Pavement targets shown in chart above). Currently, Interstate and NHS pavement conditions within the ARTS area are measured as 90.93% in good condition and 2.16% in poor condition, while the non-Interstate pavement condition is 16.28% in good condition and 62.43% in poor condition.

Based on SCDOT processes for selecting pavement improvement projects, including the types of projects, such as reconstruction, rehabilitation, and preservation, as well as the funding for projects, ARTS anticipates that selected projects will have a positive impact on non-Interstate NHS pavements. Specific projects are identified at a future time within the 5-year target period by SCDOT’s annual paving program.

Bridges

ARTS has adopted SCDOT’s statewide bridge condition targets for the Interstate and NHS (bridge targets shown in chart below). Currently, Interstate and NHS bridge condition within ARTS is measured as 68.41% in good condition and 3.28% in poor condition, while the non- Interstate bridge condition is 39.85% in good condition and 60.15% in fair condition.

Measure	2-Year Target	4-Year Target
Percent of NHS bridges in Good condition	42.2%	42.7%
Percent of NHS bridges in Poor condition	4.0	6.0

SCDOT has approved several bridge replacement projects in the STIP/TIP that are within the ARTS boundary. Based on the current project delivery schedule, these projects will not be completed within the 2018-2021 performance period.

Performance Measure 3- Reliability (PM-3)

ARTS has adopted SCDOT’s statewide reliability targets for person miles traveled on the Interstate system and NHS as well as truck travel time reliability on the Interstate system (Reliability targets shown in chart below). A major consideration for establishing future performance goals related to system reliability is growth in Vehicle Miles of Travel (VMT). Currently, the Interstate system within ARTS is approximately 100% reliable, while the non- Interstate system is 97.65% reliable.

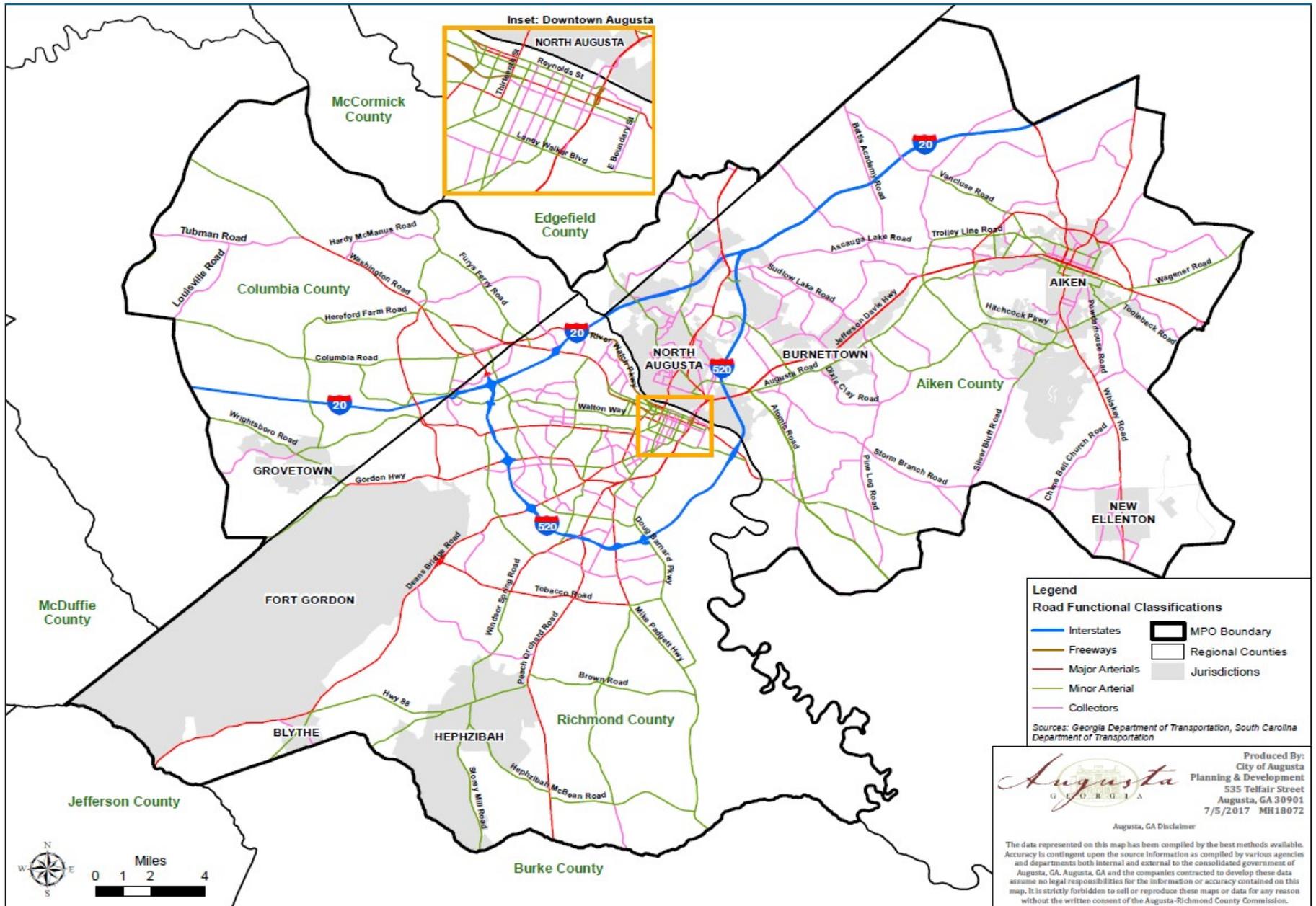
Measure	2-Year Target	4-Year Target
Interstate: % of person-miles traveled on the Interstate that are	91%	90%
Non-Interstate: Percent of person-miles traveled on the non- Interstate NHS that are reliable	N/A	81%

In terms of the NHS, there are currently no Interstate projects programmed within the ARTS boundary. As a result, no impact is expected on the 4-year statewide NHS reliability target. ARTS is currently in the process of evaluating its NHS routes to determine the projects needed in order to maintain system reliability at 100%.

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Functionally Classified Roadways



Legend
Road Functional Classifications

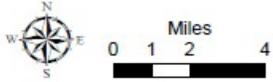
- Interstates
- Freeways
- Major Arterials
- Minor Arterial
- Collectors
- MPO Boundary
- Regional Counties
- Jurisdictions

Sources: Georgia Department of Transportation, South Carolina Department of Transportation

Produced By:
 City of Augusta
 Planning & Development
 535 Telfair Street
 Augusta, GA 30901
 7/5/2017 MH18072

Augusta, GA Disclaimer

The data represented on this map has been compiled by the best methods available. Accuracy is contingent upon the source information as compiled by various agencies and departments both internal and external to the consolidated government of Augusta, GA. Augusta, GA and the companies contracted to develop these data assume no legal responsibilities for the information or accuracy contained on this map. It is strictly forbidden to sell or reproduce these maps or data for any reason without the written consent of the Augusta-Richmond County Commission.



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MPO CERTIFICATION

CERTIFICATION OF THE AUGUSTA REGIONAL TRANSPORTATION STUDY

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Augusta Regional Transportation Study (ARTS), and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- All major modes of transportation are members of the MPO
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.

UPWP

- The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
- The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
- The UPWP provides funding for the professional development of MPO staff.
- The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
- Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.

- Planning activities and status reports are submitted quarterly by the MPO to GDOT.

LRTP

- The LRTP incorporates a minimum 20-year planning horizon.
- The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
- The LRTP is fiscally constrained.
- The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
- All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.

- The LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93.

TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan

- A 45-day comment period was provided before the Participation Plan process was adopted/revised.
- Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- Opportunities are provided for participation for local, State, and federal environmental resource and permit agencies where appropriate.
- The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- The disposition of comments and changes in the final LRTP and /or TIP are documented and reported when significant comments are submitted.
- Additional time is provided if the "final" document is significantly different from the draft originally made for public review.

- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.

CMP (applies to TMAs)

- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.

List of Obligated Projects

- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

- The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- The LRTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.

- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
 - As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**
- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects**
- The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. 6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**
- The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**
- The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender**
- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
 - The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments

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South Carolina Projects

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**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	SC 126 (BELVEDERE CLEARWATER ROAD)			P.I. NOS: 0041446	
PROJECT DESCRIPTION:	WIDEN ROADWAY ALONG SC 126 (BELVEDERE-CLEARWATER RD), EXTENDING APPROX. 1.8 MILES FROM US 1 (JEFFERSON DAVIS HWY) TO S-1760 (OLD SUDLOW LAKE RD), CONSISTING OF UPGRADE FROM 2-LANE TO 5-LANE C/G, WITH BIKE/PED ACCOMMODATIONS THROUGHOUT TOWN OF BURNETTOWN			CST. YEAR: FY 2020	
				TIP #:	SC-7
				COUNTY: AIKEN	
LENGTH (MI):	2	# OF LANES-EXISTING:	2	PLANNED: 5	
TRAFFIC VOLUMES (ADT):	(2010)	8,833		(2050 Constrained) 14,032	
LOCAL RD. # Belvedere Clearwater Road	ST./U.S.# US 1/78; SC 126			PROJECT #	

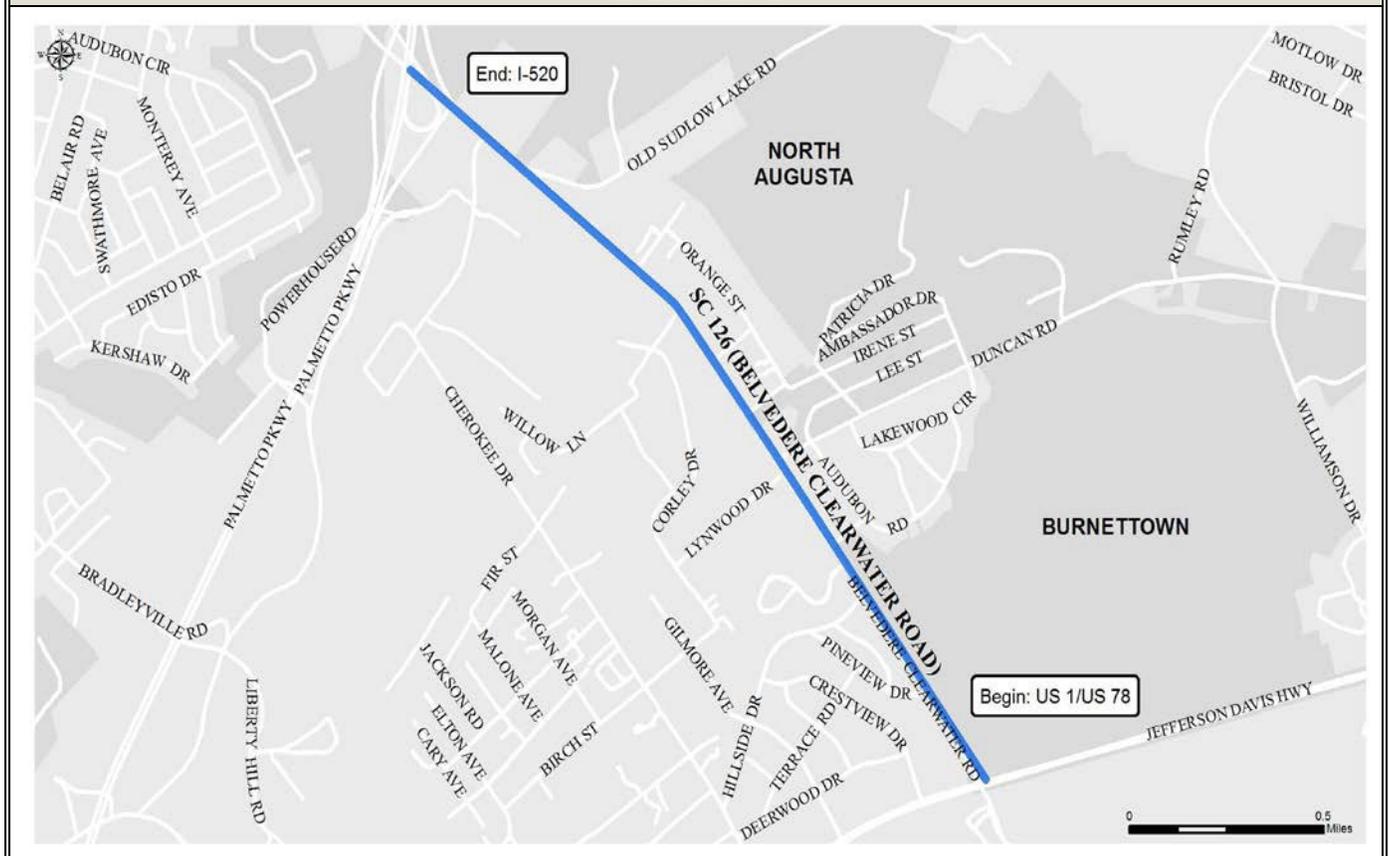
NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	Capacity, Congestion Management and Safety
COMMENTS / REMARKS:	

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING	Fed/State	\$1,800,050								\$1,800,050
RIGHT-OF-WAY	Fed/State	\$2,704,600								\$2,704,600
UTILITIES	Fed/State	\$902,389								\$902,389
CONSTRUCTION	Fed/State	\$12,000,000								\$12,000,000
TOTAL COST		\$17,407,039	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,407,039
FEDERAL COST	Guideshare	\$13,925,631	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,925,631
STATE COST		\$3,481,407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,481,407
LOCAL COST			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT:	2	CONGRESSIONAL DIST:	3rd	RC:	LSCOG					
FUNDING FOR PI#1	Guideshare	FUNDING FOR PI#2		FUNDING FOR PI#3						

PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	SC 19 (Whiskey Rd) at L2492 (Eagle Rd) and S-447 (Old Whiskey Rd.)		P.I. NOS: P037361	
PROJECT DESCRIPTION:	This project consists of installing a new traffic signal at the SC 19 (Whiskey Road) and L-2492 (Eagle Road) intersection, a new designated left turn lane from SC 19 onto Eagle Road, newly designated right and left turn lanes from Eagle Road onto SC 19 and a cul-de-sac along S-447 (Old Whiskey Road).		CST. YEAR:	2021
			TIP #:	
			COUNTY:	AIKEN
LENGTH (MI):	# OF LANES-EXISTING:		PLANNED:	
TRAFFIC VOLUMES (ADT):	(2010)	8,880 / 3,190	(2050 Constrained)	13,877 / 3,831
LOCAL RD. #	ST./U.S.#	S-1304	PROJECT #	N/A

NEEDS AND CONSIDERATIONS

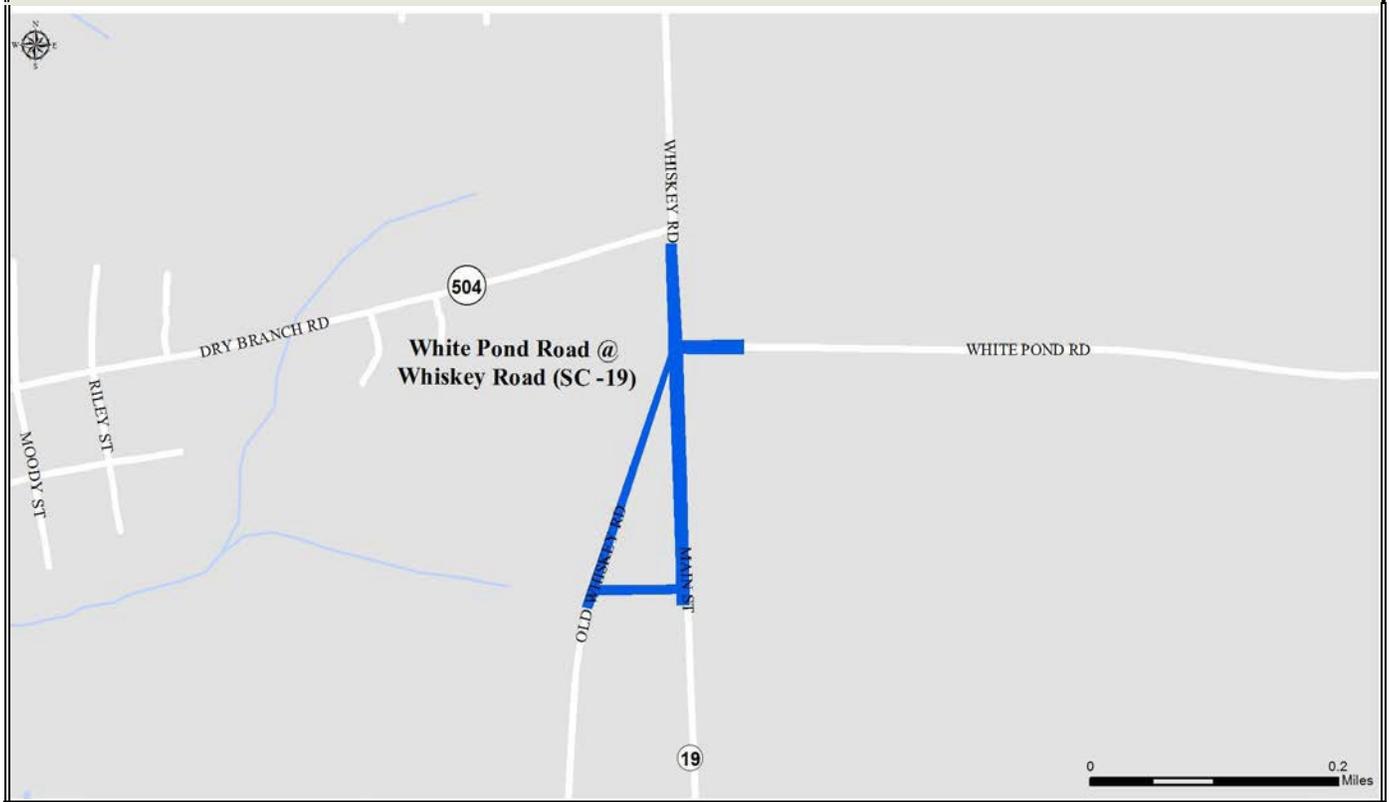
PURPOSE AND NEED:	
COMMENTS / REMARKS:	

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										\$0
PRELIMINARY ENGINEERING		\$350,000								\$350,000
RIGHT-OF-WAY		\$400,000								\$400,000
UTILITIES										\$0
CONSTRUCTION	Federal/State			\$1,250,000						\$1,250,000
TOTAL COST		\$750,000	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
FEDERAL COST		\$600,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,600,000
STATE COST		\$150,000	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$400,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

DOT DISTRICT :	2/3	CONGRESSIONAL DIST:	3rd	RC:	LSCOG
FUNDING FOR PI#1	Guideshare	FUNDING FOR PI#2		FUNDING FOR PI#3	

PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	HITCHCOCK PARKWAY (SC-118) CORRIDOR IMPROVEMENTS				P.I. NOS: 0040695	
PROJECT DESCRIPTION:	Various operational improvements, may include, but are not limited to, the construction of turn lanes, paved shoulders, passing lanes, and signal improvements.				CST. YEAR:	FY 2020
					TIP #:	SC-8
					COUNTY:	AIKEN
LENGTH (MI):	2	# OF LANES-EXISTING:	2	PLANNED:	2	
TRAFFIC VOLUMES (ADT):	(2010)	13,4	(2050 Constrained)	16,022		
LOCAL RD. #		ST./U.S.# SC 118		PROJECT #	N/A	

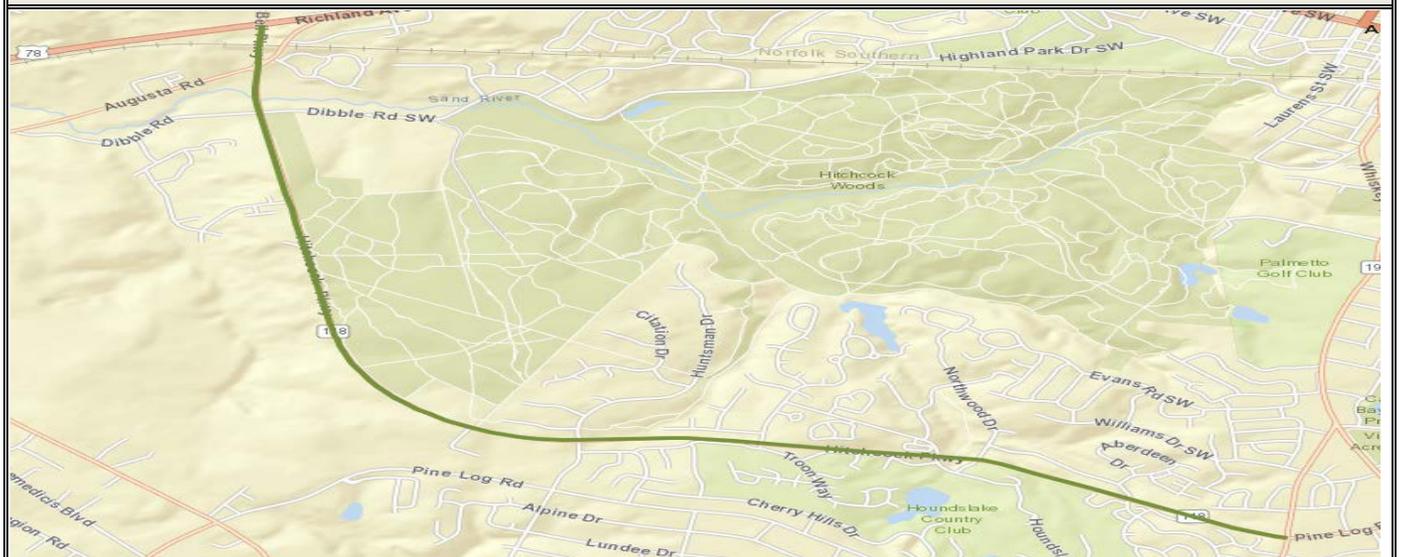
NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	To improve the traffic flow, particularly during the hours of peak traffic volumes, and improve safety along the corridor through the implantation of various operational improvements. Other benefits will include increased safety for pedestrians and cyclists and continued economic vitality of the City of Aiken.
COMMENTS / REMARKS:	12/17/2014 Administrative Modification - Scope of Work and Purpose and Need changed by Policy Committee 06/4/2015 Amendment – Approval of re-ranking by Policy Committee 04/2017 Administrative Modification 06/28/2018 Administrative Modification – Increase funding by \$996,000 09/18/2018 Administrative Modification – Move ROW from FY 2018 to FY 2019 - \$1,496,000 & Move CST from FY 2019 to FY 2020 - \$12,200,000 05/28/2020 Administrative Modification – Formatting / Updated Comments & Remarks to reflect modification on 6/28/2018

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING		\$1,300,000								\$1,300,000
RIGHT-OF-WAY		\$1,496,800								\$1,496,800
UTILITIES		\$46,963								\$46,963
CONSTRUCTION	Fed/State	\$10,200,000								\$10,200,000
TOTAL COST		\$13,043,763		\$0	\$0	\$0	\$0	\$0	\$0	\$13,043,763
FEDERAL COST	Guideshare	\$10,435,010		\$0	\$0	\$0	\$0	\$0	\$0	\$10,435,010
STATE COST	STP/SFP	\$2,608,752		\$0	\$0	\$0	\$0	\$0	\$0	\$2,608,752
LOCAL COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER	SRF	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
DOT DISTRICT :	2	CONGRESSIONAL DIST:	3rd	RC:	LSCOG					
FUNDING FOR PI#1	GUIDESHARE		FUNDING FOR PI#2	SIB	FUNDING FOR PI#3					

PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:		Intersection Improvements - US 278 (Williston Rd) at SC 302 (Silver Bluff Rd)				P.I. NOS: 0042133				
PROJECT DESCRIPTION:		Intersection improvement at Williston Road (US 278) and Silver Bluff Road (SC 302) to include installing lanes in all directions				CST. YEAR: 2021				
						TIP #:				
						COUNTY: AIKEN				
LENGTH (MI):		# OF LANES-EXISTING:				PLANNED:				
TRAFFIC VOLUMES (ADT):		(2010)				(2050 Constrained)				
LOCAL RD. #		ST./U.S.#				PROJECT # N/A				
NEEDS AND CONSIDERATIONS										
PURPOSE AND NEED:		The purpose of this project is to improve the safety and function of the intersection with the installation of new left turn lanes along US 278 and SC 302.								
COMMENTS / REMARKS:										
FUNDING										
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING										
RIGHT-OF-WAY		\$596,700								\$596,700
UTILITIES										
CONSTRUCTION	Safety		\$1,776,035							\$1,776,035
TOTAL COST		\$596,700	\$1,776,035	\$0	\$0	\$0	\$0	\$0	\$0	\$2,372,735
FEDERAL COST	Safety	\$477,360	\$1,420,828	\$0	\$0	\$0	\$0	\$0	\$0	\$1,898,188
STATE COST		\$119,340	\$355,207	\$0	\$0	\$0	\$0	\$0	\$0	\$474,547
LOCAL COST			\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER	C FUNDS		\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
DOT DISTRICT :		2/3		CONGRESSIONAL DIST:		2nd		RC: LSCOG		
FUNDING FOR PI#1		HSP		FUNDING FOR PI#2		FUNDING FOR PI#3				
PROJECT LOCATION										

**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	UNIVERSITY PARKWAY (S-2131)				P.I. NOS:				
PROJECT DESCRIPTION:	MAY INCLUDE, BUT IS NOT LIMITED TO, WIDENING THE EXISTING TWO LANE FACILITY FROM US 1 / 78 (RICHLAND AVENUE) TO SC 118, A DISTANCE OF 1.07 MILES, TO A FIVE-LANE SECTION WITH RAISED LANDSCAPED MEDIAN, BIKE LANES AND SIDEWALKS.				CST. YEAR: FY 2020				
					TIP #:	SC-3		FY	
					COUNTY: AIKEN				
LENGTH (MI):	2	# OF LANES-EXISTING:	3	PLANNED:	5				
TRAFFIC VOLUMES (ADT):	(2010) 4,087		(2050 Constrained)			6,251			
LOCAL RD. #	ST./U.S.# S-2131				PROJECT #				

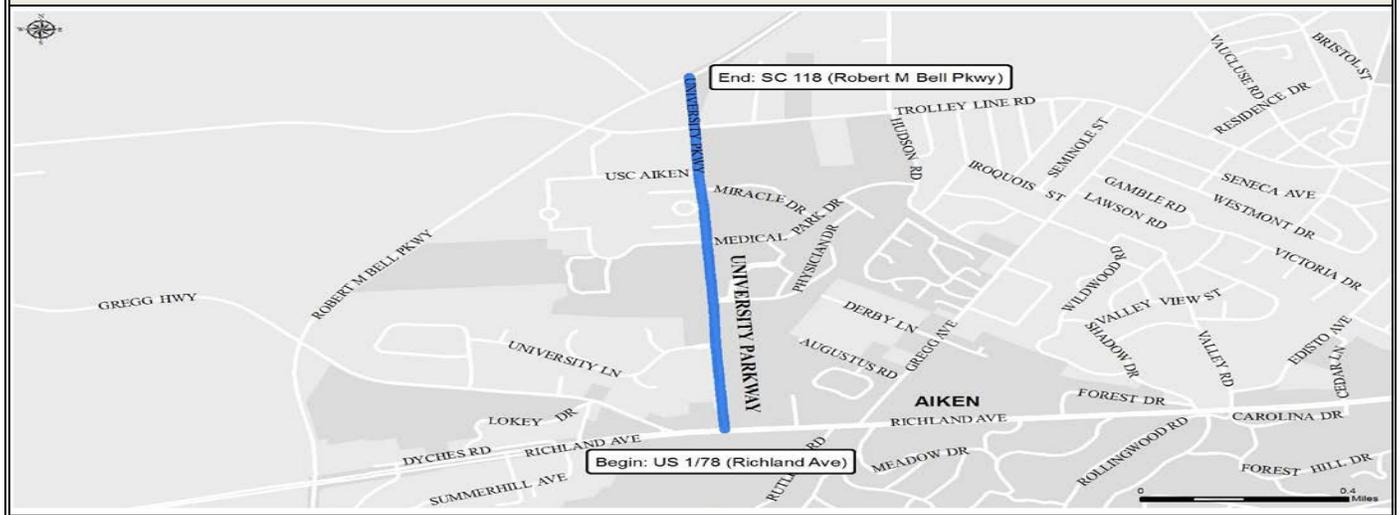
NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	System Update, Operational, Safety, Congestion
COMMENTS / REMARKS:	Amended in the MTP and TIP by Policy Committee on 3/5/2015

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING	Local	\$1,000,000								\$1,000,000
RIGHT-OF-WAY	Local	\$1,000,000								\$1,000,000
UTILITIES										
CONSTRUCTION	State/Local	\$8,600,000								\$8,600,000
TOTAL COST		\$10,600,000			\$0	\$0	\$0	\$0	\$0	\$10,600,000
FEDERAL COST		\$0			\$0	\$0	\$0	\$0	\$0	\$0
STATE COST	SIB	\$4,600,000			\$0	\$0	\$0	\$0	\$0	\$4,600,000
LOCAL COST	LOST	\$6,000,000			\$0	\$0	\$0	\$0	\$0	\$6,000,000
OTHER		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2	CONGRESSIONAL DIST:	3rd	RC:	LSCOG					
FUNDING FOR PI#1	SIB	FUNDING FOR PI#2	LOST	FUNDING FOR PI#3						

PROJECT LOCATION



AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME:		Intersection Improvements - SC 118 (University Parkway) and S-1303 (Croft Mill Rd/Hudson Rd)					P.I. NOS: P030229				
PROJECT DESCRIPTION:		Safety improvements at the intersection of SC 118 (University Parkway) and S-1303 (Croft Mill Rd/Hudson Rd), located 2.8 miles NW of the City of Aiken in Aiken County.					CST. YEAR:		FY 2021		
							TIP #:				
							COUNTY:		AIKEN		
LENGTH (MI):		# OF LANES-EXISTING:				PLANNED:					
TRAFFIC VOLUMES (ADT):		(2010)				(2050 Constrained)					
LOCAL RD. #		ST./U.S.#					PROJECT #		N/A		
NEEDS AND CONSIDERATIONS											
PURPOSE AND NEED:		Safety HSP Funding									
COMMENTS / REMARKS:		Administrative Modification in 2016 to move PE phase to FY 2017									
FUNDING											
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL	
SCOPING											
PRELIMINARY ENGINEERING	Fed/Local	\$250,000								\$250,000	
RIGHT-OF-WAY		\$50,000								\$50,000	
UTILITIES										\$0	
CONSTRUCTION	Fed/Local		\$1,800,000							\$1,800,000	
TOTAL COST		\$300,000	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000	
FEDERAL COST		\$240,000	\$1,440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,680,000	
STATE COST		\$60,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000	
LOCAL COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
DOT DISTRICT :	2/3	CONGRESSIONAL DIST:		3rd	RC:	LSCOG					
FUNDING FOR PI#1			FUNDING FOR PI#2		FUNDING FOR PI#3						
PROJECT LOCATION											

**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	I-20 WIDENING			P.I. NOS:	P029223
PROJECT DESCRIPTION:	WIDEN I-20 EB/WB TO 6 LANES TOWARD MEDIAN, BEGINNING APPROX. 700 FT WEST OF THE AUGUSTA CANAL BRIDGES IN RICHMOND COUNTY, GA, AND EXTENDING APPROX. 2.0 MILES EAST, BEYOND SAVANNAH RIVER BRIDGES TO SC 230 (W MARTINTOWN RD)/EXIT 1 IN AIKEN COUNTY, SC			CST. YEAR:	
				TIP #:	
				COUNTY:	AIKEN
LENGTH (MI):	4.9	# OF LANES-EXISTING:	4	PLANNED:	6
TRAFFIC VOLUMES (ADT):	(2010)	37,910	(2050 Constrained)	50,743	
LOCAL RD. #	ST./U.S.#			PROJECT #	

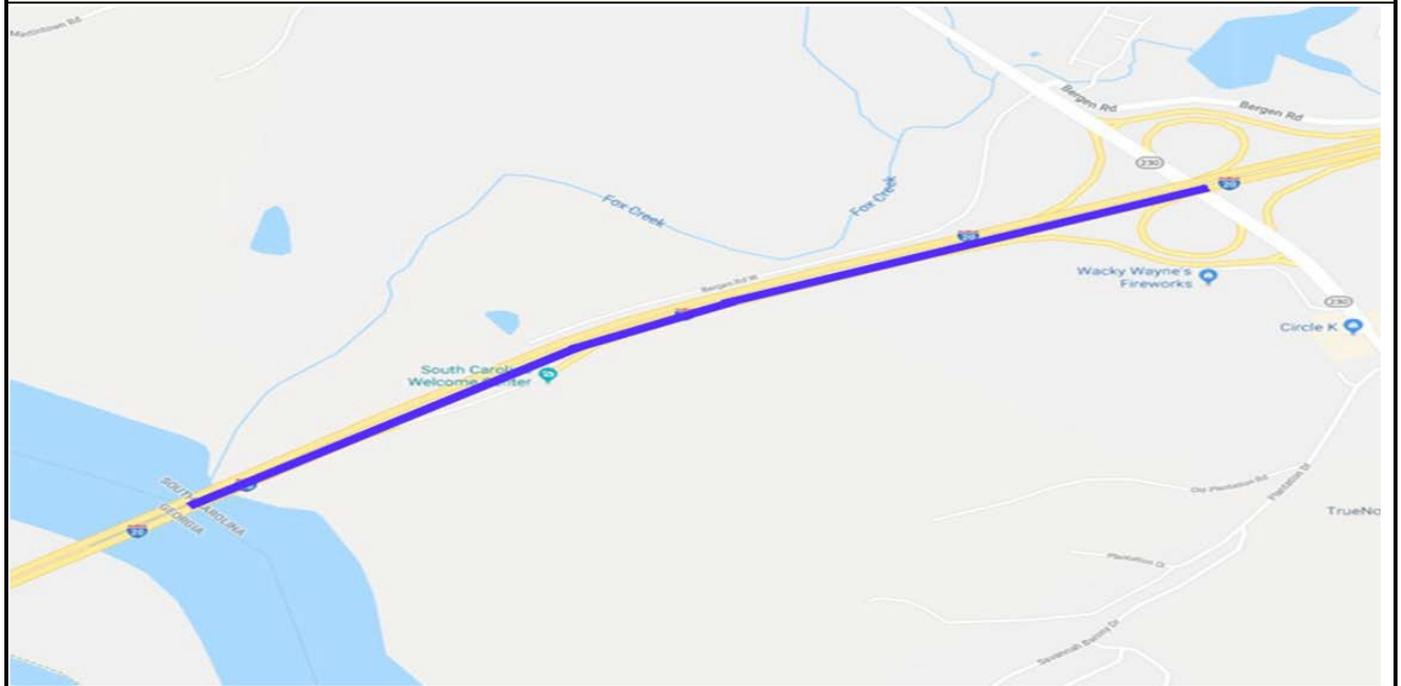
NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	Capacity
COMMENTS / REMARKS:	Administrative Modification 2017-20: paid for with additional funding from South Carolina state legislature Amended September 2, 2015 to add \$915,000 to PE in FY 2016

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING	Fed/State	\$300,000								\$300,000
RIGHT-OF-WAY										
UTILITIES										
CONSTRUCTION	Fed/State	\$40,000,000								\$40,000,000
TOTAL COST		\$40,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,300,000
FEDERAL COST		\$32,240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,240,000
STATE COST	State	\$8,060,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,060,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :		3rd	CONGRESSIONAL DIST: 7		RC:	LSCOG				
FUNDING FOR PI#1	SIB	FUNDING FOR PI#2	State	FUNDING FOR PI#3						

PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	US 1 Over Horse Creek Bridge Replacement		P.I. NOS: P030429
PROJECT DESCRIPTION:	Bridge replacement on US 1 over Horse Creek		CST. YEAR: FY 2022
			TIP #: SC-21
			COUNTY: AIKEN
LENGTH (MI):	# OF LANES-EXISTING:	PLANNED:	
TRAFFIC VOLUMES (ADT):	(2010)	(2050 Constrained)	
LOCAL RD. #	ST./U.S.#	PROJECT #	N/A

NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	Operational, Safety, Enhancement
COMMENTS / REMARKS:	Administrative Modification 2017-07; 2017-09

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										\$0
PRELIMINARY ENGINEERING	Fed/State	\$2,725,000								\$2,725,000
RIGHT-OF-WAY	Fed/State		\$500,000							\$500,000
UTILITIES										\$0
CONSTRUCTION	Fed/State			\$14,160,000						\$14,160,000
TOTAL COST		\$2,725,000	\$500,000	\$14,160,000	\$0	\$0		\$0	\$0	\$17,385,000
FEDERAL COST										
STATE COST	Bridge Rehab	\$2,180,000	\$400,000	\$11,328,000	\$0	\$0	\$0	\$0	\$0	\$13,908,000
LOCAL COST		\$545,000	\$100,000	\$2,832,000	\$0	\$0	\$0	\$0	\$0	\$3,477,000
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FUNDING FOR PI#1	2/3	CONGRESSIONAL DIST:		3rd	RC:	LSCOG				
PROJECT LOCATION	Bridge		FUNDING FOR PI#2		FUNDING FOR PI#3					



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	S-145 (Storm Branch Road) over Tributary to Horse Creek		P.I. NOS:							
PROJECT DESCRIPTION:	Bridge Replacement		CST. YEAR: 2024							
			TIP #:							
			COUNTY: AIKEN							
LENGTH (MI):	# OF LANES-EXISTING:	PLANNED:								
TRAFFIC VOLUMES (ADT):	(2010)	(2050 Constrained)								
LOCAL RD. #	ST./U.S.#	PROJECT # N/A								
NEEDS AND CONSIDERATIONS										
PURPOSE AND NEED:										
COMMENTS / REMARKS:										
FUNDING										
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING	STBGP	\$1,100,000								\$1,100,000
RIGHT-OF-WAY	STBGP			\$25,000						\$25,000
UTILITIES										
CONSTRUCTION	STBGP					\$1,500,000				\$1,500,000
TOTAL COST		\$1,100,000		\$25,000	\$0	\$1,500,000	\$0	\$0	\$0	\$2,625,000
FEDERAL COST	Bridge	\$880,000		\$20,000	\$0	\$1,200,000	\$0	\$0	\$0	\$2,100,000
STATE COST		\$220,000		\$5,000	\$0	\$300,000	\$0	\$0	\$0	\$525,000
LOCAL COST			\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER				\$0	\$0	\$0	\$0	\$0	\$0	
DOT DISTRICT :	2/3	CONGRESSIONAL DIST:	2nd	RC:	LSCOG					
FUNDING FOR PI#1	STBGP	FUNDING FOR PI#2		FUNDING FOR PI#3						
PROJECT LOCATION										

**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME: S-732 (Cooper Pond Road) over Goodland Creek		P.I. NOS: P038685								
PROJECT DESCRIPTION: S-732 (Cooper Pond Road) over Goodland Creek Bridge Replacement		CST. YEAR: 2024								
		TIP #:								
		COUNTY: AIKEN								
LENGTH (MI):		# OF LANES-EXISTING:			PLANNED:					
TRAFFIC VOLUMES (ADT):		(2010)			(2050 Constrained)					
LOCAL RD. #		ST./U.S.#			PROJECT # N/A					
NEEDS AND CONSIDERATIONS										
PURPOSE AND NEED:										
COMMENTS / REMARKS:										
FUNDING										
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING										
RIGHT-OF-WAY	STBGP			\$25,000						\$25,000
UTILITIES										
CONSTRUCTION	STBGP					\$1,200,000				\$1,200,000
TOTAL COST				\$25,000	\$0	\$1,200,000	\$0	\$0	\$0	\$1,225,000
FEDERAL COST	Bridge			\$20,000	\$0	\$960,000	\$0	\$0	\$0	\$980,000
STATE COST				\$5,000	\$0	\$240,000	\$0	\$0	\$0	\$245,000
LOCAL COST				\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER				\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT : 2/3		CONGRESSIONAL DIST: 2nd		RC: LSCOG						
FUNDING FOR PI#1 STBGP		FUNDING FOR PI#2		FUNDING FOR PI#3						
PROJECT LOCATION										
										

**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	I-20 EB and WB over S-980 and Abandoned Railroad Bridge Replacement			P.I. NOS: P030257		
PROJECT DESCRIPTION:	Bridge replacement on I-20 EB and WB over S-980 and Abandoned Railroad			CST. YEAR: FY 2024		
				TIP #: SC-25		
				COUNTY: AIKEN		
LENGTH (MI):	# OF LANES-EXISTING:		PLANNED:			
TRAFFIC VOLUMES (ADT):	(2010)		(2050 Constrained)			
LOCAL RD. #	ST./U.S.#			PROJECT #	N/A	

NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	Operational, Safety, Enhancement
COMMENTS / REMARKS:	Administrative Modification

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING		\$2,300,000								\$2,300,000
RIGHT-OF-WAY	Fed/State			\$245,000						\$245,000
UTILITIES										\$0
CONSTRUCTION	Fed/State					\$20,289,000				\$20,289,000
TOTAL COST		\$2,300,000	\$0	\$245,000	\$0	\$20,289,000	\$0	\$0	\$0	\$22,834,000
FEDERAL COST	Bridge Rehab	\$1,840,000	\$0	\$196,000	\$0	\$16,231,200	\$0	\$0	\$0	\$18,267,200
STATE COST		\$460,000	\$0	\$49,000	\$0	\$4,057,800	\$0	\$0	\$0	\$4,566,800
LOCAL COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2/3	CONGRESSIONAL DIST:	3rd	RC:	LSCOG					
FUNDING FOR PI#1	Bridge Rehab		FUNDING FOR PI#2	FUNDING FOR PI#3						

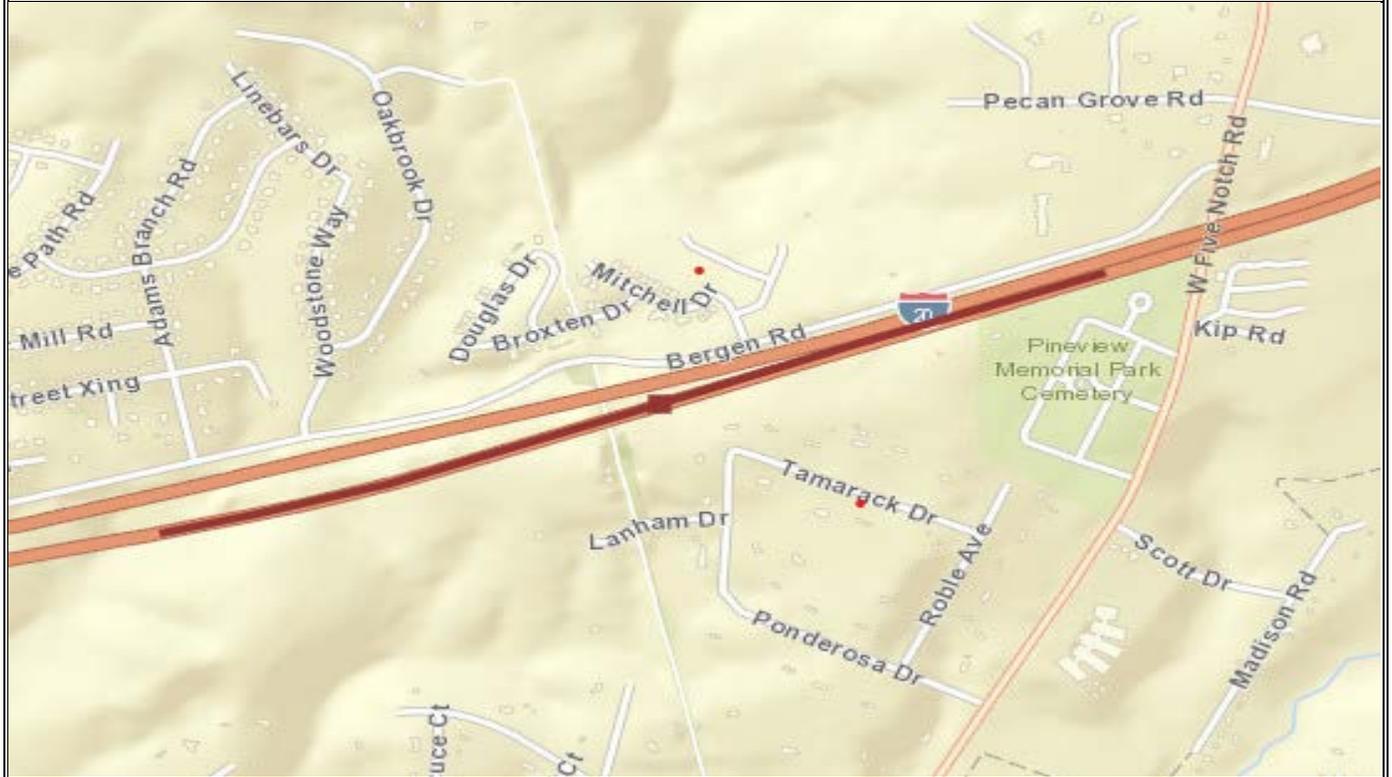
PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	I-20 WB over Abandoned Railroad Bridge Replacement					P.I. NOS: P030397				
PROJECT DESCRIPTION:	Bridge replacement on I-20 WB over Abandoned Railroad					CST. YEAR: FY 2024				
						TIP #:		SC-23		
						COUNTY:		AIKEN		
LENGTH (MI):	# OF LANES-EXISTING:				PLANNED:					
TRAFFIC VOLUMES (ADT):	(2010)				(2050 Constrained)					
LOCAL RD. #	ST./U.S.#					PROJECT #		N/A		
NEEDS AND CONSIDERATIONS										
PURPOSE AND NEED:	Operational, Safety, Enhancement									
COMMENTS / REMARKS:	Administrative Modification 2017-09; 2017-17									
FUNDING										
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING		\$1,100,000								\$1,100,000
RIGHT-OF-WAY	Fed/State			\$117,000						\$117,000
UTILITIES										\$0
CONSTRUCTION	Fed/State					\$9,703,000				\$9,703,000
TOTAL COST		\$1,100,000	\$0	\$117,000	\$0	\$9,703,000	\$0	\$0	\$0	\$10,920,000
FEDERAL COST	Bridge	\$880,000	\$0	\$93,600	\$0	\$7,762,400	\$0	\$0	\$0	\$8,736,000
STATE COST		\$220,000	\$0	\$23,400	\$0	\$1,940,600	\$0	\$0	\$0	\$2,184,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2/	CONGRESSIONAL DIST:		3rd	RC:	LSCOG				
FUNDING FOR PI#1	Bridge		FUNDING FOR PI#2		FUNDING FOR PI#3					

PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	US 1 Over Shaw's Creek Bridge Replacement			P.I. NOS: P030428			
PROJECT DESCRIPTION:	Bridge Replacement over Shaw's Creek on US 1 (Columbia Highway), located in Aiken County			CST. YEAR:	FY 2022		
				TIP #:	SC-22		
				COUNTY:	AIKEN		
LENGTH (MI):		# OF LANES-EXISTING:		PLANNED:			
TRAFFIC VOLUMES (ADT):		(2010)			(2050 Constrained)		
LOCAL RD. #		ST./U.S.#		PROJECT #	N/A		

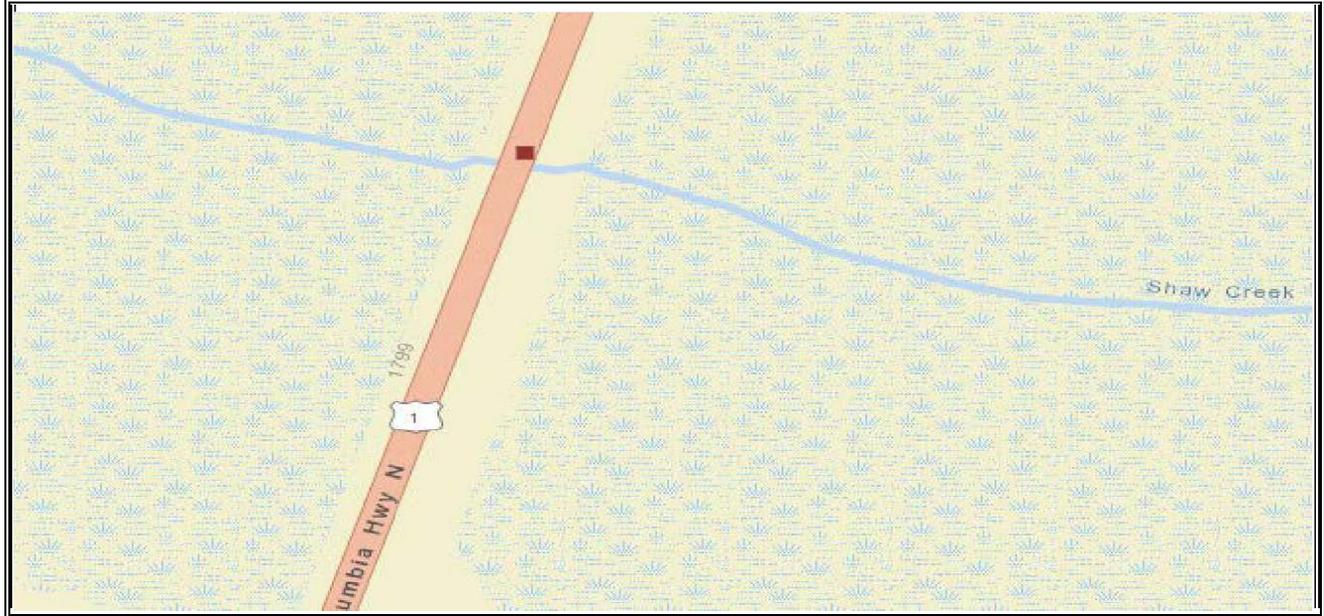
NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	Operational, Safety, Enhancement
COMMENTS / REMARKS:	

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING		\$3,360,000								\$3,360,000
RIGHT-OF-WAY	Fed/State		\$200,000							\$200,000
UTILITIES										
CONSTRUCTION	Fed/State			\$11,431,000						\$11,431,000
TOTAL COST		\$3,360,000	\$200,000	\$11,431,000	\$0	\$0	\$0	\$0	\$0	\$14,991,000
FEDERAL COST	Bridge	\$2,688,000	\$160,000	\$9,144,800	\$0	\$0	\$0	\$0	\$0	\$11,992,800
STATE COST		\$672,000	\$40,000	\$2,286,200	\$0	\$0	\$0	\$0	\$0	\$2,998,200
LOCAL COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2/	CONGRESSIONAL DIST:	3rd	RC:	LSCOG					
FUNDING FOR PI#1	Bridge		FUNDING FOR PI#2		FUNDING FOR PI#3					

PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	SC 421 OVER LITTLE HORSE CREEK				P.I. NOS: 028422	
PROJECT DESCRIPTION:	REPLACE BRIDGE/APPROACHES OVER LITTLE HORSE CREEK ON SC 421 (AUGUSTA ROAD), LOCATED 1.0 MILE EAST OF CLEARWATER				CST. YEAR:	FY 2022
					TIP #:	SC-19
					COUNTY:	AIKEN
LENGTH (MI):	3	# OF LANES-EXISTING:	4	PLANNED	4	
TRAFFIC VOLUMES (ADT):		(2010)			(2050)	
LOCAL RD. #		ST./U.S.#	SC 421		PROJECT #	N/A

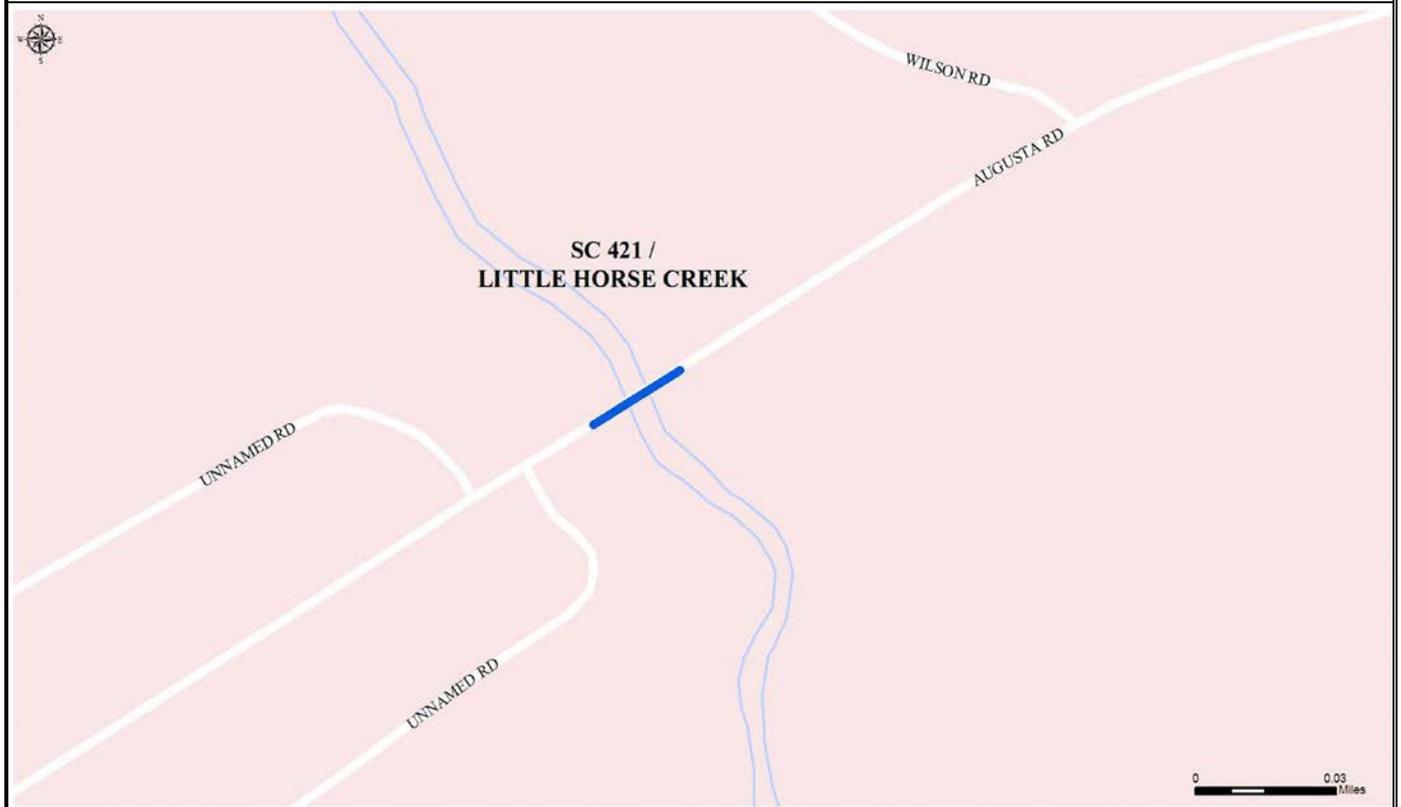
NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	Operational, Safety, Enhancement
COMMENTS / REMARKS:	Admin Mod 2017-05; 03/06/2020 Administrative Modification - Move the ROW of \$100,000 from FY 2019 to FY 2020. 06/02/2020 Administrative Modification – Formatting / Updated Comments & Remarks to reflect modification on 03/06/2020; 05/14/2020 Administrative Modification – ROW: Bridges-FA Non NHS STBGP FY 2020 increase from \$100,000 to \$371,400. 04/13/2020 Administrative Modification – CON: Bridges-FA Non NHS STBGP FY 2021 \$4,260,000 move to FY 2022.

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING	Fed/State	\$426,000								\$426,000
RIGHT-OF-WAY	Fed/State	\$371,400								\$371,400
UTILITIES										
CONSTRUCTION	Fed/State			\$4,260,000						\$4,260,000
TOTAL COST		\$797,400		\$4,260,000	\$0	\$0	\$0	\$0	\$0	\$5,057,400
FEDERAL COST	Bridge	\$637,920		\$3,408,000	\$0	\$0	\$0	\$0	\$0	\$4,045,920
STATE COST		\$159,480		\$ 852,000	\$0	\$0	\$0	\$0	\$0	\$1,011,480
LOCAL COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2/	CONGRESSIONAL DIST:	3rd	RC:	LSCOG					
FUNDING FOR PI#1	BRIDGE REHAB			FUNDING FOR PI#2	FUNDING FOR PI#3					

PROJECT LOCATION



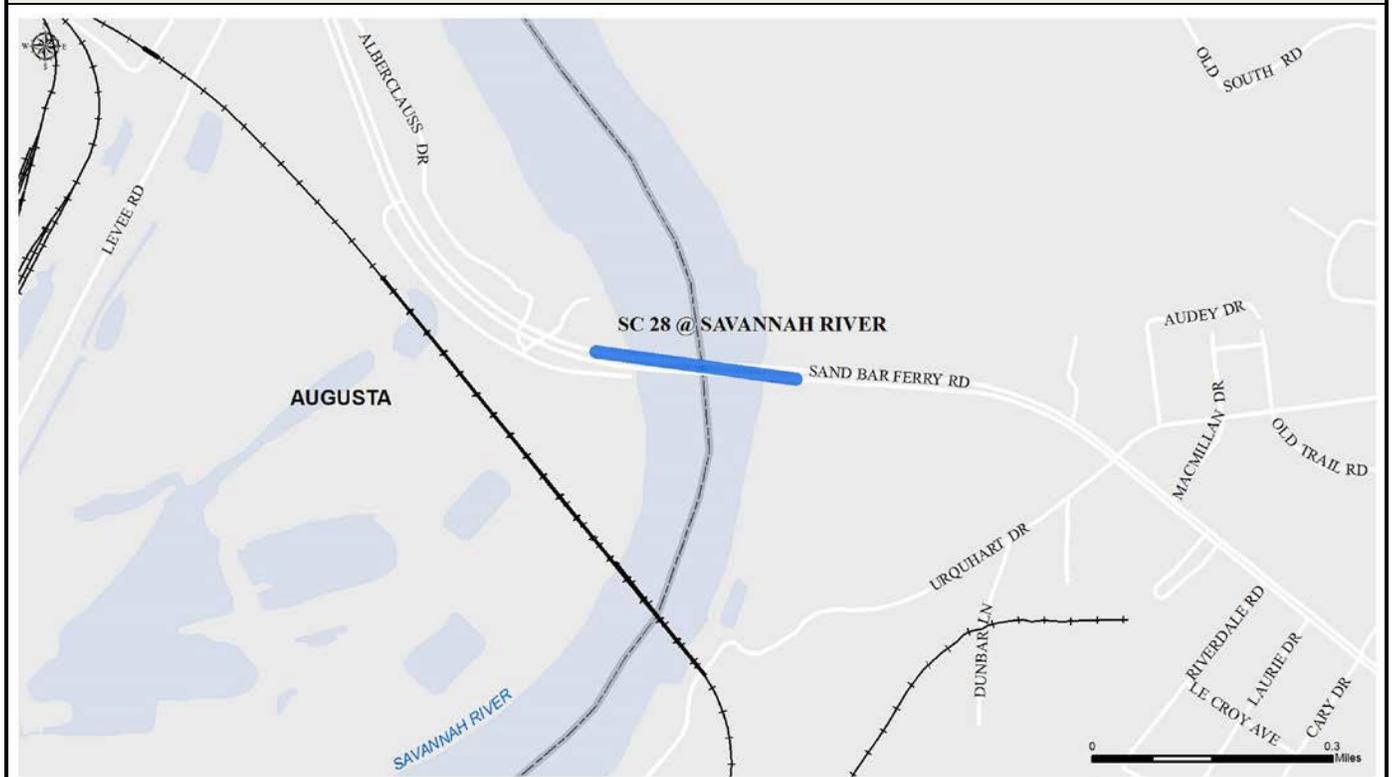
**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	SC 28 BRIDGE REHABILITATION / MAINTENANCE			P.I. NOS: P028062	
PROJECT DESCRIPTION:	Bridge Replacement/Rehab on SC 28 at Savannah River			CST. YEAR: FY 2021	
				TIP #: SC-16	
				COUNTY: AIKEN	
LENGTH (MI):	3	# OF LANES-EXISTING:	4	PLANNED	4
TRAFFIC VOLUMES (ADT):		(2010)	19,445	(2050)	25,498
LOCAL RD. #		ST./U.S.#		PROJECT #	N/A

PURPOSE AND NEED:	Operational, Safety, Enhancement
COMMENTS / REMARKS:	Mod 2017-06

FUNDING										
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING	State	\$700,000								\$700,000
RIGHT-OF-WAY										\$0
UTILITIES										\$0
CONSTRUCTION	State		\$2,920,000							\$2,920,000
TOTAL COST		\$700,000	\$2,920,000		\$0	\$0	\$0	\$0	\$0	\$3,620,000
FEDERAL COST	Bridge Rehab	\$560,000	\$2,336,000		\$0	\$0	\$0	\$0	\$0	\$2,896,000
STATE COST	STF	\$140,000	\$584,000		\$0	\$0	\$0	\$0	\$0	\$724,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2/3	CONGRESSIONAL DIST:	3rd	RC:	LSCOG					
FUNDING FOR PI#1	BRIDGE REHAB		FUNDING FOR PI#2	FUNDING FOR						

PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	I-20 WB over SC 19 Bridge Replacement	P.I. NOS: P030396
PROJECT DESCRIPTION:	Bridge replacement on I-20 WB over SC 19	CST. YEAR: FY 2024
		TIP #: SC-24
		COUNTY: AIKEN
LENGTH (MI):	# OF LANES-EXISTING:	PLANNED:
TRAFFIC VOLUMES (ADT):	(2010)	(2050 Constrained)
LOCAL RD. #	ST./U.S.#	PROJECT # N/A

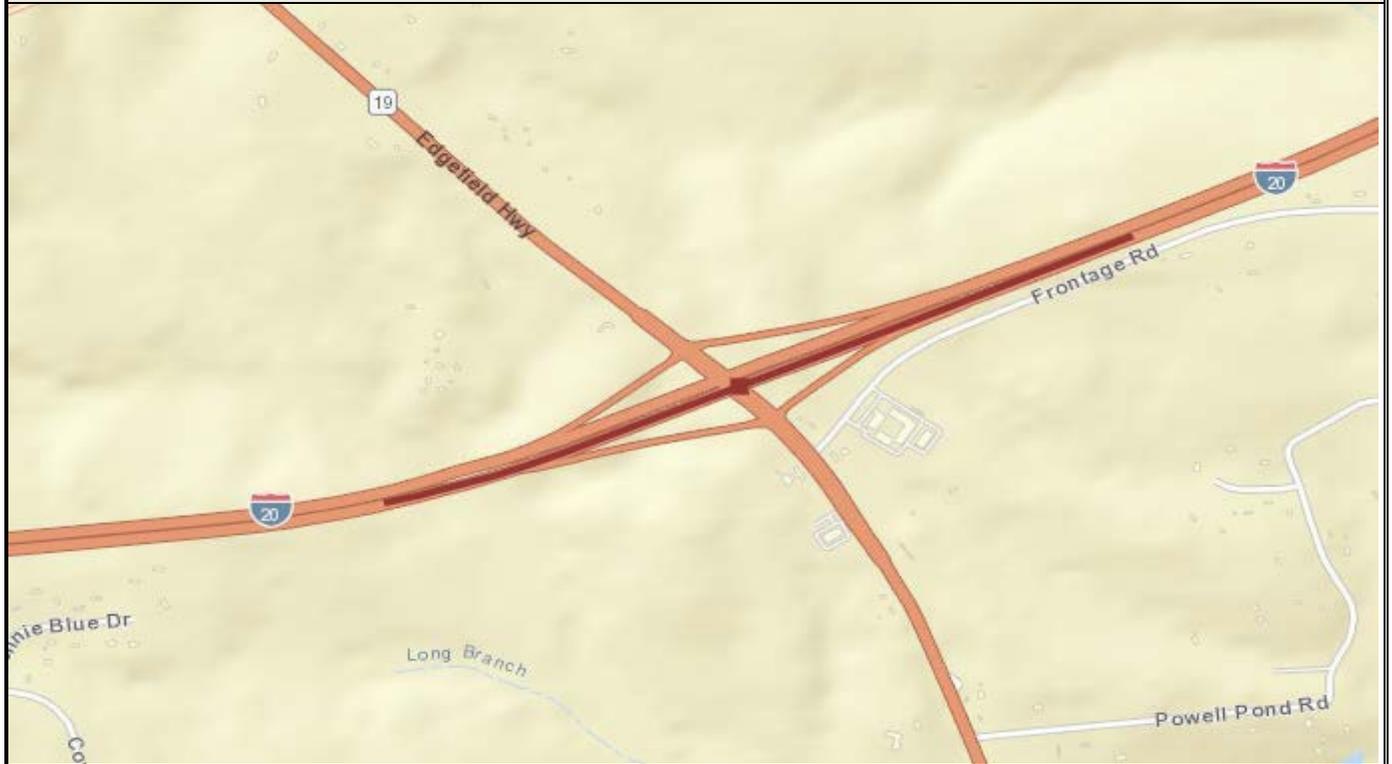
NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	Operational, Safety, Enhancement
COMMENTS / REMARKS:	Administrative Modification

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING	Fed/State	\$1,700,000								\$1,700,000
RIGHT-OF-WAY	Fed/State			\$181,000						\$181,000
UTILITIES										
CONSTRUCTION	Fed/State					\$14,996,000				\$14,996,000
TOTAL COST		\$1,700,000	\$0	\$181,000	\$0	\$14,996,000	\$0	\$0	\$0	\$16,877,000
FEDERAL COST	Bridge Rehab	\$1,360,000	\$0	\$144,800	\$0	\$11,996,800	\$0	\$0	\$0	\$13,501,600
STATE COST		\$340,000	\$0	\$36,200	\$0	\$2,999,200	\$0	\$0	\$0	\$3,375,400
LOCAL COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2/	CONGRESSIONAL DIST:	3rd	RC:	LSCOG					
FUNDING FOR PI#1	Bridge Rehab			FUNDING FOR PI#2	FUNDING FOR PI#3					

PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	Aiken County Recreation Center Walking Track					P.I. NOS:				
PROJECT DESCRIPTION:	Construct a 1,932 ft. long by 8 ft. wide paved walking track at the Aiken County Recreation Center. To provide park patrons, citizens of Graniteville and beyond a walking and jogging path for the first time ever at the park.					CST. YEAR:				
						TIP #:				
						COUNTY:				
LENGTH (MI):	# OF LANES-EXISTING:				PLANNED:					
TRAFFIC VOLUMES (ADT):	(2010)				(2050 Constrained)					
LOCAL RD. #					ST./U.S.#					PROJECT #
NEEDS AND CONSIDERATIONS										
PURPOSE AND NEED:	Recreational									
COMMENTS / REMARKS:	Recreational Trails Program Grant									
FUNDING										
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING										\$0
RIGHT-OF-WAY										\$0
UTILITIES										\$0
CONSTRUCTION	RTP	\$37,000								\$0
TOTAL COST		\$37,000	\$0		\$0	\$0	\$0	\$0	\$0	\$37,000
FEDERAL COST		\$29,600	\$0		\$0	\$0	\$0	\$0	\$0	\$29,600
STATE COST		\$7,400	\$0		\$0	\$0	\$0	\$0	\$0	\$7,400
LOCAL COST			\$0		\$0	\$0	\$0	\$0	\$0	\$0
OTHER			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT : 2&3		CONGRESSIONAL DIST:	3rd	RC:	LSCOG					
FUNDING FOR PI#1	RTP	FUNDING FOR PI#2		FUNDING FOR PI#3						

PROJECT LOCATION



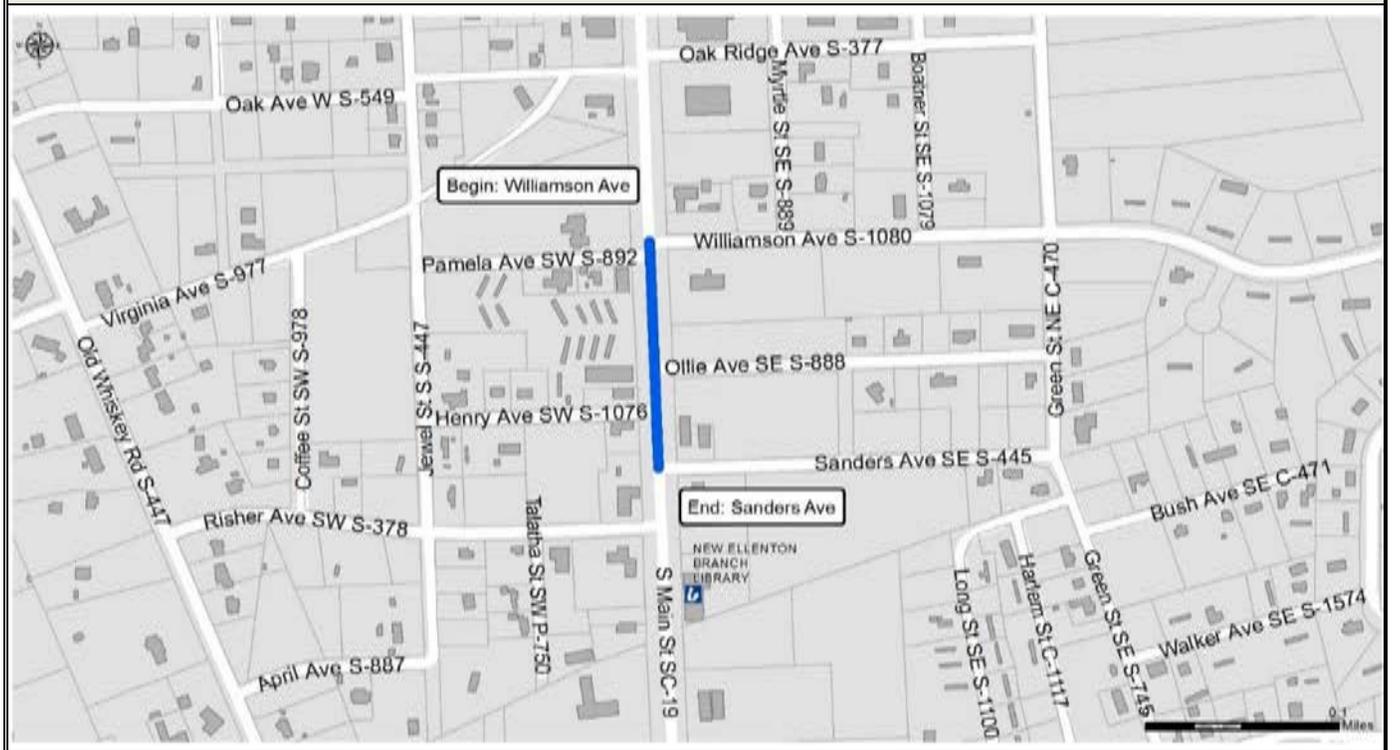
**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:		TAP- Main Street (SC 19) Pedestrian Walkways Phase I				P.I. NOS:					
PROJECT DESCRIPTION:						CST. YEAR:		2017			
						TIP #:		FY 2015			
						COUNTY:		AIKEN			
LENGTH (MI):		# OF LANES-EXISTING:		N/A		PLANNED:		N/A			
TRAFFIC VOLUMES (ADT):		(2010)		N/A		(2050)		N/A			
LOCAL RD. #		ST./U.S.#				PROJECT # N/A					
NEEDS AND CONSIDERATIONS											
PURPOSE AND NEED:											
COMMENTS / REMARKS:		Administrative Modification 2017-02; Project brought into the ARTS boundary with addition of New Ellenton.									
FUNDING											
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL	
SCOPING											
PRELIMINARY ENGINEERING		\$141,000									\$141,000
RIGHT-OF-WAY		\$1,000									\$1,000
UTILITIES											\$0
CONSTRUCTION	Fed/Local	\$456,400									\$456,400
TOTAL COST		\$598,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,400
FEDERAL COST	TAP	\$478,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$478,720
STATE COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL COST	Local Sales	\$119,680	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,680
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2/	CONGRESSIONAL DIST:		3rd	RC:	LSCOG					
FUNDING FOR PI#1	TAP	FUNDING FOR PI#2			FUNDING FOR PI#3						
PROJECT LOCATION											

SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME:	TAP- Main Street (SC 19) Pedestrian Walkways Phase II					P.I. NOS:				
PROJECT DESCRIPTION:	Construct sidewalks, landscaping, and pedestrian lighting along the east side of SC 19, from Williamson Avenue to Sanders Avenue.					CST. YEAR:				
						TIP #:				
						COUNTY: AIKEN				
LENGTH (MI):	# OF LANES-EXISTING:	N/A			PLANNED: N/A					
TRAFFIC VOLUMES (ADT):	(2010)	N/A			(2050)	N/A				
LOCAL RD. #	ST./U.S.#					PROJECT # N/A				
NEEDS AND CONSIDERATIONS										
PURPOSE AND NEED:	Provisions for pedestrian and streetscaping. Serves low income area of New Ellenton.									
COMMENTS / REMARKS:	Administrative Modification 2017-02; ARTS Policy Committee meets 6/2/2016									
FUNDING										
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING										
RIGHT-OF-WAY										
UTILITIES										
CONSTRUCTION	Fed/Local	\$98,400								\$98,400
TOTAL COST		\$98,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,400
FEDERAL COST		\$78,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,720
STATE COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL COST	Local Sales Tax	\$19,680	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,680
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2/3	CONGRESSIONAL DIST:	3rd	RC:	LSCOG					
FUNDING FOR PI#1	TAP	FUNDING FOR PI#2		FUNDING FOR PI#3						

PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	TAP -Aiken/North Augusta Bicycle Route			P.I. NOS:	
PROJECT DESCRIPTION:	Establish a designated bicycle route connecting the City of Aiken with the North Augusta Greenway. The route will be designated with Share the Road, route marking and destination signs.			CST. YEAR:	2021
				TIP #:	
				COUNTY:	AIKEN
LENGTH (MI):	# OF LANES-EXISTING:	N/A	PLANNED:	N/A	
TRAFFIC VOLUMES (ADT):	(2010)	N/A	(2050)	N/A	
LOCAL RD. #	ST./U.S.#		PROJECT #	N/A	

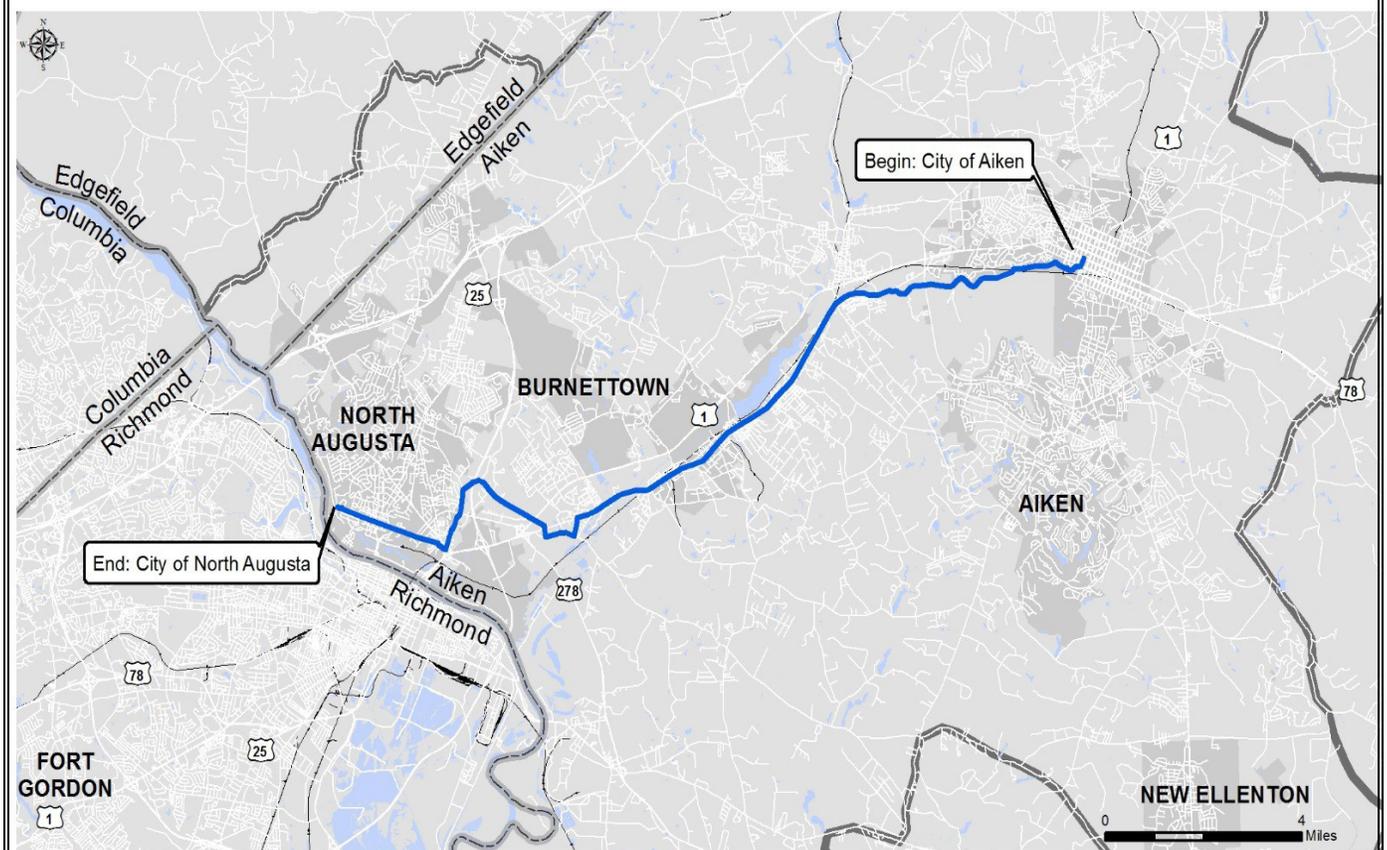
NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	Connectivity, Safety, Accessibility
COMMENTS / REMARKS:	

FUNDING

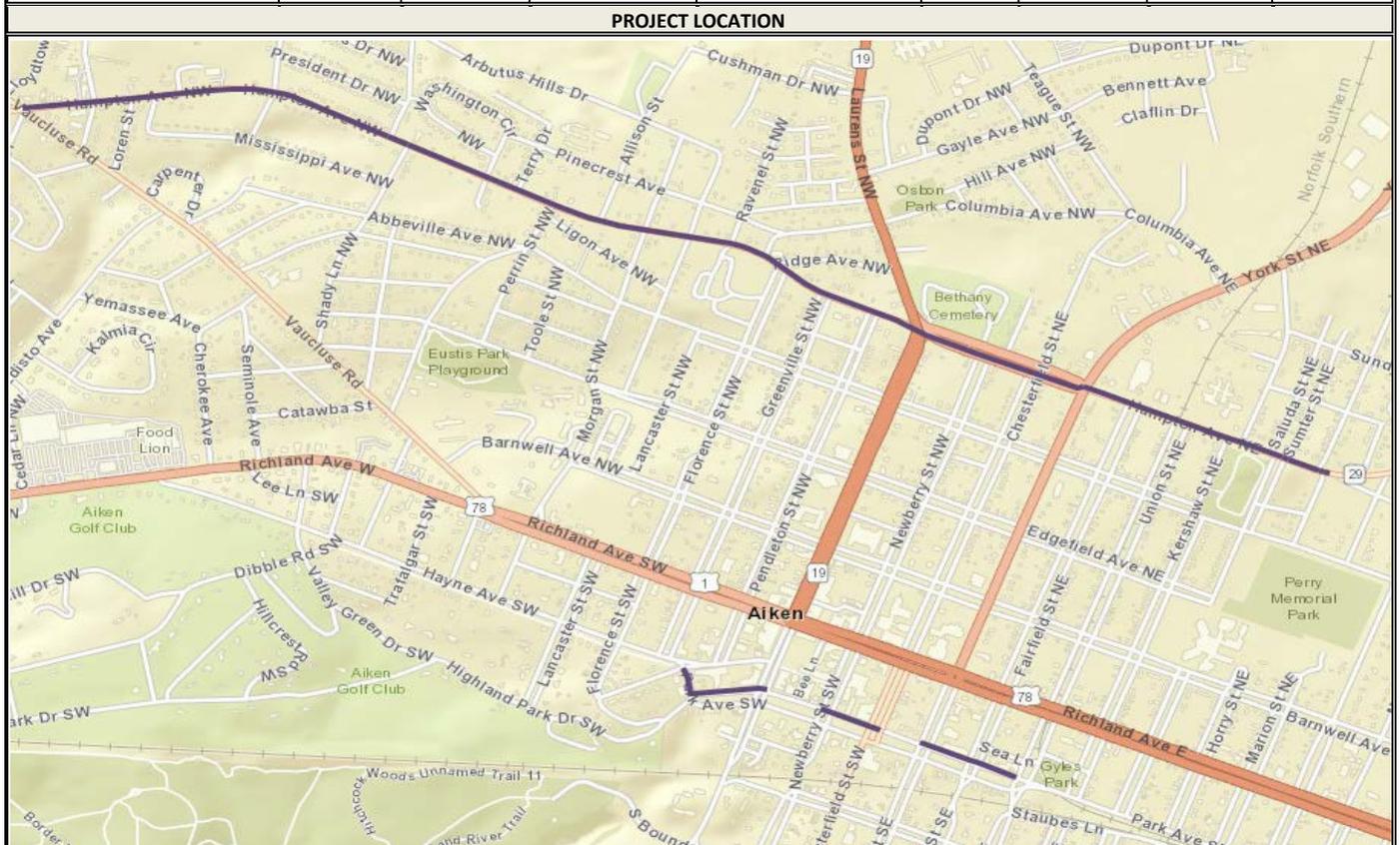
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										\$0
PRELIMINARY										\$0
RIGHT-OF-WAY										\$0
UTILITIES										\$0
CONSTRUCTION	Fed/Local		\$55,885							\$55,885
TOTAL COST		\$0	\$55,885	\$0	\$0	\$0	\$0	\$0	\$0	\$55,885
FEDERAL COST	TAP	\$0	\$44,708	\$0	\$0	\$0	\$0	\$0	\$0	\$44,708
STATE COST		\$0		\$0	\$0	\$0	\$0	\$0	\$0	
LOCAL COST	Local Sales Tax	\$0	\$11,177	\$0	\$0	\$0	\$0	\$0	\$0	\$11,177
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2/3	CONGRESSIONAL DIST: 3rd		RC:	LSCOG					
FUNDING FOR PI#1	TAP	FUNDING FOR PI#2		FUNDING FOR PI#3						

PROJECT LOCATION



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	TAP - CITY OF AIKEN BIKE INFRASTRUCTURE - PHASE 1					P.I. NOS:					
PROJECT DESCRIPTION:	Install bike lane (restriping as retrofit), shared lane markings, bike route signage					CST. YEAR:	FY 2020				
						TIP #:		FY			
						COUNTY:	AIKEN				
LENGTH (MI):		# OF LANES-EXISTING:			PLANNED:						
TRAFFIC VOLUMES (ADT):		(2010)			(2050 Constrained)						
LOCAL RD. #		ST./U.S.#			PROJECT #	N/A					
NEEDS AND CONSIDERATIONS											
PURPOSE AND NEED:											
COMMENTS / REMARKS:											
FUNDING											
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL	
SCOPING											
PRELIMINARY ENGINEERING											
RIGHT-OF-WAY											
UTILITIES											
CONSTRUCTION	Fed/Local	\$203,880								\$203,880	
TOTAL COST		\$203,880		\$0	\$0	\$0	\$0	\$0	\$0	\$203,880	
FEDERAL COST	TAP	\$163,104		\$0	\$0	\$0	\$0	\$0	\$0	\$163,104	
STATE COST		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LOCAL COST		\$40,776	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,776	
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
DOT DISTRICT :	2/3	CONGRESSIONAL DIST:	3rd	RC:	LSCOG						
FUNDING FOR PI#1	TAP		FUNDING FOR		FUNDING FOR						



**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	TAP - CROSLAND PARK PEDESTRIAN WALKWAYS AND SAFE ROUTES TO SCHOOL(SRTS) PROJECT					P.I. NOS: 0039788				
PROJECT DESCRIPTION:	INSTALL CONNECTOR PATHS TO NORTH AIKEN ELEMENTARY & MIDDLE SCHOOLS, FROM ALDRICH ST AND CROFT AVENUE, RESPECTIVELY, INCLUDING THE ADDITION OF A CROSSWALK AT THE INTERSECTION OF ALDRICH STREET AND CROFT AVENUE					CST. YEAR: FY 2020				
						TIP #:				
						COUNTY: AIKEN				
LENGTH (MI):	# OF LANES-EXISTING:				PLANNED					
TRAFFIC VOLUMES (ADT):	(2010)				(2050 Constrained)					
LOCAL RD. #	ST./U.S.#				PROJECT #	N/A				
NEEDS AND CONSIDERATIONS										
PURPOSE AND NEED:	SAFETY BICYCLE and PEDESTRIAN: Entire project consists of bicycle and pedestrian facilities.									
COMMENTS / REMARKS:										
FUNDING										
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING										
RIGHT-OF-WAY										
UTILITIES										
CONSTRUCTION	Fed/Local	\$591,521.60								\$591,521.60
TOTAL COST		\$591,521.60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$591,521.60
FEDERAL COST		\$441,521.60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$441,521.60
STATE COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	7	CONGRESSIONAL DIST:		2nd	RC:	LSCOG				
FUNDING FOR PI#1	TAP & SRTS		FUNDING FOR PI#2		FUNDING FOR PI#3					
PROJECT LOCATION										

**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:		Pavement Reconstruction I-20 Exit 1 to Exit 5				P.I. NOS:				
PROJECT DESCRIPTION:		Pavement Reconstruction I-20 Exit 1 to Exit 5				CST. YEAR:		2021		
						TIP #:				
						COUNTY:		AIKEN		
LENGTH (MI):		# OF LANES-EXISTING:				PLANNED:				
TRAFFIC VOLUMES (ADT):		(2010)		(2050 Constrained)						
LOCAL RD. #		ST./U.S.#				PROJECT #		N/A		
NEEDS AND CONSIDERATIONS										
PURPOSE AND NEED:										
COMMENTS / REMARKS:										
FUNDING										
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING	NHP		\$35,000							\$35,000
PRELIMINARY ENGINEERING										
RIGHT-OF-WAY										
UTILITIES										
CONSTRUCTION										
TOTAL COST	NHP		\$35,000							\$35,000
FEDERAL COST			\$28,000							\$28,000
STATE COST			\$7,000							\$7,000
LOCAL COST										
OTHER										
DOT DISTRICT :		2/3		CONGRESSIONAL DIST:		RC:		LSCOG		
FUNDING FOR PI#1		NHP		FUNDING FOR PI#2		FUNDING FOR PI#3				
PROJECT LOCATION										

**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME:	Aiken County Pavements			P.I. NOS:	
PROJECT DESCRIPTION:	Aiken County Pavements- FA Secondaries			CST. YEAR:	2021-2027
				TIP #:	
				COUNTY:	AIKEN
LENGTH (MI):		# OF LANES-EXISTING:		PLANNED:	
TRAFFIC VOLUMES (ADT):		(2010)		(2050 Constrained)	
LOCAL RD. #		ST./U.S.#		PROJECT #	N/A

NEEDS AND CONSIDERATIONS

PURPOSE AND NEED:	
COMMENTS / REMARKS:	

FUNDING

PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										
PRELIMINARY ENGINEERING										
RIGHT-OF-WAY										
UTILITIES										
CONSTRUCTION	SFP		\$3942	\$5519	\$5519	\$5519	\$5519	\$5519	\$5519	\$37,056
TOTAL COST	SFP		\$3942	\$5519	\$5519	\$5519	\$5519	\$5519	\$5519	\$37,056
FEDERAL COST										
STATE COST										
LOCAL COST										
OTHER										
DOT DISTRICT :	2/3	CONGRESSIONAL DIST:		RC:	LSCOG					
FUNDING FOR PI#1	SFP			FUNDING FOR PI#2		FUNDING FOR PI#3				

PROJECT LOCATION

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**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME: SAFETY LUMP SUM		P.I. NOS:								
PROJECT DESCRIPTION: Lump Sum for Safety Projects. Various intersection improvements, section/corridor improvements, and interstate improvements.		CST. YEAR: FY 2021-2027								
		TIP #: SC Safety Lump								
		COUNTY: AIKEN								
LENGTH (MI):	# OF LANES-EXISTING: N/A	PLANNED: N/A								
TRAFFIC VOLUMES (ADT):	(2010) N/A	(2050) N/A								
LOCAL RD. #	ST./U.S.#	PROJECT#								
NEEDS AND CONSIDERATIONS										
PURPOSE AND NEED:	Safety									
COMMENTS / REMARKS:										
FUNDING										
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING										\$0
PRELIMINARY ENGINEERING										\$0
RIGHT-OF-WAY										\$0
UTILITIES										\$0
CONSTRUCTION	Fed/State	\$11,705,000	\$3,576,035							\$3,576,035
TOTAL COST		\$11,705,000	\$3,576,035	\$0	\$0	\$0	\$0	\$0	\$0	\$3,576,035
FEDERAL COST	Safety	\$9,364,000	\$3,218,432	\$0	\$0	\$0	\$0	\$0	\$0	\$3,218,432
STATE COST	Safety	\$2,341,000	\$357,603	\$0	\$0	\$0	\$0	\$0	\$0	\$357,603
LOCAL COST			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOT DISTRICT :	2/3	CONGRESSIONAL DIST:	3r	RC:	LSCOG					
FUNDING FOR PI#1	Safety	FUNDING FOR PI#2		FUNDING FOR PI#3						
PROJECT LOCATION										
			FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
Intersection										
US 278 (Williston Rd) @ SC 302 (Silver Bluff Bluff Rd)			\$1,776,035							
Section/Corridor										
Intersection SC 118 @ S-1303 (Croft Mill Rd/Hudson Rd)			\$1,800,000							

**AUGUSTA REGIONAL TRANSPORTATION STUDY
SOUTH CAROLINA FY 2017-2022 TRANSPORTATION
IMPROVEMENT PROGRAM**

PROJECT NAME:		South Carolina Summary					P.I. NOS:		SC Summary		
PROJECT DESCRIPTION:		Summary of projects in Aiken County and Edgefield County, South Carolina. TIP Total shown is for unauthorized amounts in FY 2021 through FY 2027.					CST. YEAR:				
							TIP #:		SC Summary		
							COUNTY:		AIKEN/EDGEFIELD		
LENGTH (MI):		# OF LANES-EXISTING:		N/A		PLANNED:		N/A			
TRAFFIC VOLUMES (ADT):		(2010)		N/A		(2050 Constrained)		N/A			
LOCAL RD. #		ST./U.S.#					PROJECT#				
NEEDS AND CONSIDERATIONS											
PURPOSE AND NEED:											
COMMENTS / REMARKS:											
FUNDING											
PROJECT PHASE	SOURCE	AUTHORIZED	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TIP TOTAL	
SCOPING		\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	
PRELIMINARY ENG.		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT-OF-WAY		\$0	\$700,000	\$593,000	\$0	\$0	\$0	\$0	\$0	\$1,293,000	
UTILITIES		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION		\$0	\$10,120,720	\$31,106,519	\$5,519	\$47,693,519	\$5,519	\$5,519	\$5,519	\$88,942,834	
TOTAL COST		\$0	\$10,855,720	\$31,699,519	\$5,519	\$47,693,519	\$5,519	\$5,519	\$5,519	\$90,270,834	
FEDERAL COST		\$0	\$8,684,576	\$25,359,615	\$4,415	\$38,154,815	\$4,415	\$4,415	\$4,415	\$72,216,666	
STATE COST		\$0	\$2,171,144	\$6,339,904	\$1,104	\$9,538,704	\$1,104	\$1,104	\$1,104	\$18,054,168	
LOCAL COST		\$0	\$11,177	\$0	\$0	\$0	\$0	\$0	\$0	\$11,177	
OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
DOT DISTRICT :	2/3	CONGRESSIONAL DIST:			3rd	RC:		LSCOG			
FUNDING FOR PI#1		FUNDING FOR PI#2				FUNDING FOR PI#3					
PROJECT LOCATION											

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SOUTH CAROLINA STIP AND TIP AMENDMENT PROCESS

South Carolina Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process

Administrative modification for projects in the South Carolina portion of ARTS is based on the Sliding Scale for Statewide Transportation Improvement Programs (STIP). Table 4 shows the sliding scale. The sliding scale only applies to initial authorizations that vary from the STIP entry for statewide programs.

Table 4: Cost Threshold – South Carolina

STIP Budget (in Millions by Phase of Work)	Limit Requiring Right Sizing (in Millions by Phase of Work)	Limit Requiring Correction (in Millions by Phase of Work)	Limit Requiring Amendment (in Millions by Phase of Work)
< \$1	Increase less than 100%	100 % or greater	Not applicable for phase of work less than \$10 million
> \$1 to \$3	Increase less than \$1.5	Increase greater than \$1.5	
> \$3 to \$5	Increase less than \$2	Increase greater than \$2	
> \$5 to \$10	Increase less than \$3	Increase greater than \$3	
>\$10	Increase less than \$3	Increase greater than \$3 million	Increase of 50% or greater. Any increase greater than \$10 million

The following table provides guidance on the thresholds for Administration Modifications and Amendments to the LRTP and TIP within the ARTS MPO. The table is a summary of the processes from both SCDOT and GDOT.

Table 5: Guidance on Administrative Modification or Amendment

Type of Action	Administrative Modification	Amendment
Adding or deleting a project	No	Yes
Adding or deleting lump sum projects and Statewide Program projects that do not involve new capacity	Yes	No
Adding or deleting an entire phase	No	Yes
Change in project intent or scope	No	Yes (ex. change in # of through lanes)
Change in termini	<10%	10% or more
Splitting or Combining Projects	Yes	No
Federal funding category change	Yes	No
Shift project phase within 4-year window	Inside 4-year window	Outside 4-year window
Addition of an annual TIP	No	Yes

Georgia Project cost increase	Phase has a cost increase of <\$2 million or 20% of the original amount to be authorized	Phase has a cost increase of \$2 million or greater and >20% of amount to be authorized
South Carolina Project cost increase	Total original cost for phase of work in TIP/STIP is \$10,000,000 or less and will remain at or below <\$50,000,000 after cost change.	Total original cost for phase of work in TIP/STIP is >\$10 million to \$50 million and cost change is greater than \$10 million OR Total original cost for phase of work in TIP/STIP is >\$50 million and cost change is increases by 25% or greater
Does the project affect air quality in non-attainment areas?	No	Not applicable to ARTS area
Does the project affect financial constraint?	Financial constraint remains as a positive balance	Project creates negative balance for financial constraint
Change in transit program cost (FTA)[South Carolina]	Within 25% difference of original cost	25% or more above or 25% or move below original cost
Change in transit funding source (FTA) [South Carolina]	No	Yes

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the STIP becomes effective is when FHWA and FTA approve it.
3. The STIP is based on the state fiscal year, which is July 1 - June 30.
4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal constraint will be maintained in the STIP at all times.