

BOBBY JONES EXPRESSWAY EXTENSION

AIKEN COUNTY, SOUTH CAROLINA

FINANCIAL ASSISTANCE APPLICATION

TO

THE SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK

SUBMITTED BY

AIKEN COUNTY COUNCIL

JULY 25, 2000



AIKEN COUNTY COUNCIL
POST OFFICE BOX 2040, AIKEN, SOUTH CAROLINA 29802
TELEPHONE 642-1690

July 25, 2000

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Chairman

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Mr. Howard Covington
Chairman
South Carolina State Transportation Infrastructure Bank
P.O. Box 191
Columbia, SC 298202

Dear Chairman Covington:

The attached application for financial assistance for the Bobby Jones Expressway Extension project in Aiken County is hereby submitted for consideration. Aiken County Council is pleased to support this application as indicated by the attached resolution adopted by the County Council.

If further information is needed concerning our application, please contact Mr. Philip D. England, Director, Aiken County Planning & Development Department, 1680 Richland Avenue West, Suite 130, Aiken, South Carolina, 29801 or by phone at (803) 642-1520.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ronnie Young".

Ronnie Young
Chairman

Attachments: Twenty copies of Application with Exhibits 1-7

cc (w/atts.): County Council
SC Subcommittee of ARTS Policy Committee
William M. Shepherd, County Administrator
Philip D. England, Director, Planning & Development

BOBBY JONES EXPRESSWAY EXTENSION AIKEN COUNTY, SOUTH CAROLINA

EXECUTIVE SUMMARY

The Bobby Jones Expressway and its extension have been a part of the Augusta Regional Transportation Study (ARTS) area transportation plan since 1970. The circumferential route will provide access for long distance trips across the Augusta area and will serve as a by-pass around the City of Augusta and the City of North Augusta. The Bobby Jones Expressway will serve the most rapidly growing sections of the ARTS area. The extension in South Carolina will serve the developing North Augusta Riverfront Development and will provide a direct connection to Interstate 20 from points south of the City of Augusta and North Augusta. The additional bridge crossing over the Savannah River will relieve travel demands on the existing crossing of I-20 in Georgia and South Carolina.

Projected manufacturing and service industry growth in the North Augusta, Belvedere, and Beech Island areas indicate the need for construction of the Bobby Jones Expressway Extension to accommodate both commuter and commercial traffic. Future economic development in the western portions of Aiken County will be enhanced through completion of the project. Public hearing comments from citizens and industry confirm community support for the project as a necessary component for growth in the area. Aiken County Council supports the effort to construct the facility and recognizes the potential economic benefits associated with construction of the Bobby Jones Expressway Extension in South Carolina.

For the County and surrounding area to reap the benefits of a completed Bobby Jones Expressway, financial assistance is needed from the State Transportation Infrastructure Bank. \$750,000 is allotted for right-of-way acquisition in the Augusta Regional Transportation Study Transportation Improvement Program. The State of Georgia has indicated a willingness to provide funding totaling \$11,000,000 to be applied to bridge construction as their share of the project. Aiken County proposes to provide funding in the amount of \$15,000,000, subject to approval of a Local Option Sales Tax Referendum at the November 2000 General Election. Because the project has estimated completion costs of over \$133.5 million, it is necessary to request the balance of funding, in the amount of \$106,750,000 from the State Transportation Infrastructure Bank. Funding assistance from the State Transportation Infrastructure Bank is necessary to move this project forward.

BOBBY JONES EXPRESSWAY EXTENSION AIKEN COUNTY, SOUTH CAROLINA

DESCRIPTION OF PROJECT

The proposed Bobby Jones Expressway Extension in Aiken County will join the Georgia portion of the expressway to complete a circumferential route around the Cities of Augusta and North Augusta and will serve the expanding North Augusta Riverfront Development with a direct connection to I-20.

The project will be constructed in two phases. Phase 1, the first 1.5-mile segment, begins at Sand Bar Ferry Road, includes two bridges across the Savannah River, and terminates at US 1/78 in Aiken County. Phase 2, a 6-mile segment, begins at US 1/78 and terminates at I-20. The attached Exhibit 1 maps the project location.

The cost estimate for construction of both phases of the Bobby Jones Expressway Extension in 1999 dollars is \$133,500,000. However, inflation is not included in this figure. Therefore, the total project cost may well exceed \$140 million. The attached Exhibit 2 provides a preliminary estimated cost for the project.

PUBLIC BENEFITS

For the past 30 years the Augusta Regional Transportation Study (ARTS) has identified the Bobby Jones Expressway as a necessary transportation project. The Expressway has been ranked as priority number 1 by the Aiken County Council in the Aiken County portion of ARTS Transportation Improvement Program (TIP) for the past 9 years. The Bobby Jones Expressway is recognized not only at the local level as an important project, but also at the national level, as it is part of the National Highway System as an interstate facility and primary component of the Strategic Highway Network (STRANET).

The original Federal Highway Administration Administrative Action and Environmental Impact Statement (EIS) includes a discussion of economic factors and indicators. That document identified the Bobby Jones Expressway as major uniting force for the ARTS area that will influence the general economic trends for the North Augusta, Beech Island and western Aiken County areas. Projected increases in manufacturing and service industries indicate a need for higher capacity, safer highway facilities that can handle increased commuter travel as well as commercial traffic for shipping and receiving finished goods and raw materials. The attached Exhibit 3 is a portion of the EIS document that discusses economic trends.

The Phase 1 portion of the project will serve that area of Aiken County currently serviced by US 1/78, US 25, and SC 125. The Final Environmental Impact Statement concludes that traffic demand is projected to grow to 69,000 vehicles per day on portions of the above listed roads located in the project area, well above the capacity of the existing roads. Construction of Phase 1 will relieve some of the increased demand as well as provide a controlled-access facility for vehicles desiring to by-pass central areas of the Cities of Augusta and North Augusta.

The Phase 2 portion of the project will complete the circumferential route and will attract a significant portion of the traffic currently using US 25 through the downtown area of the City of North Augusta. The US 25 corridor has historically experienced a greater percentage of highway collisions than any other roadway in the North Augusta area, resulting in personal injury and economic loss. The attached Exhibits 4, 5, and 6 show the location of accidents along US 25 over a recent three year period.

Public hearings for Phase 1 of the Bobby Jones Expressway Extension have been held and the project has received favorable public support. The most recent Design Public Hearing, held May 29, 1997, yielded 19 written comments and one additional taped comment that was subsequently transcribed. Of the 20 comments, 15 supported the construction of the facility, 3 were neutral comments seeking information, and 2 were unfavorable. The majority of the favorable comments favored building the Expressway Extension for the benefit of business and citizens alike. There was also strong support for immediate construction to prepare for economic growth, reduce future traffic congestion in built-up areas, and to reduce construction costs.

Aiken County Government adopted a resolution (Exhibit 7) expressing full support for the construction of the Bobby Jones Expressway Extension as well as acknowledging the economic benefit to the North Augusta, Belvedere, and Clearwater areas.

FINANCIAL PLAN

The total estimated cost to construct both phases of the Bobby Jones Expressway extension in 1999 dollars is \$133.5 million (Exhibit 2). When adjusted for inflation, this figure may surpass \$140 million.

The State of Georgia is expected to provide funding totally \$15 million as their share of this project. \$750,000 in Aiken County Guideshare funding is programmed in the current ARTS Transportation Improvement Program for right-of-way acquisition. At this time, a local option sales tax proposal for Aiken County including a \$15 million allocation for the project will be submitted for voter approval at the November 2000 General Election. In order to move forward with construction of the Bobby Jones Expressway Extension, it is necessary to request that the balance of the funds required to complete the project be provided by the State Transportation Infrastructure Bank.

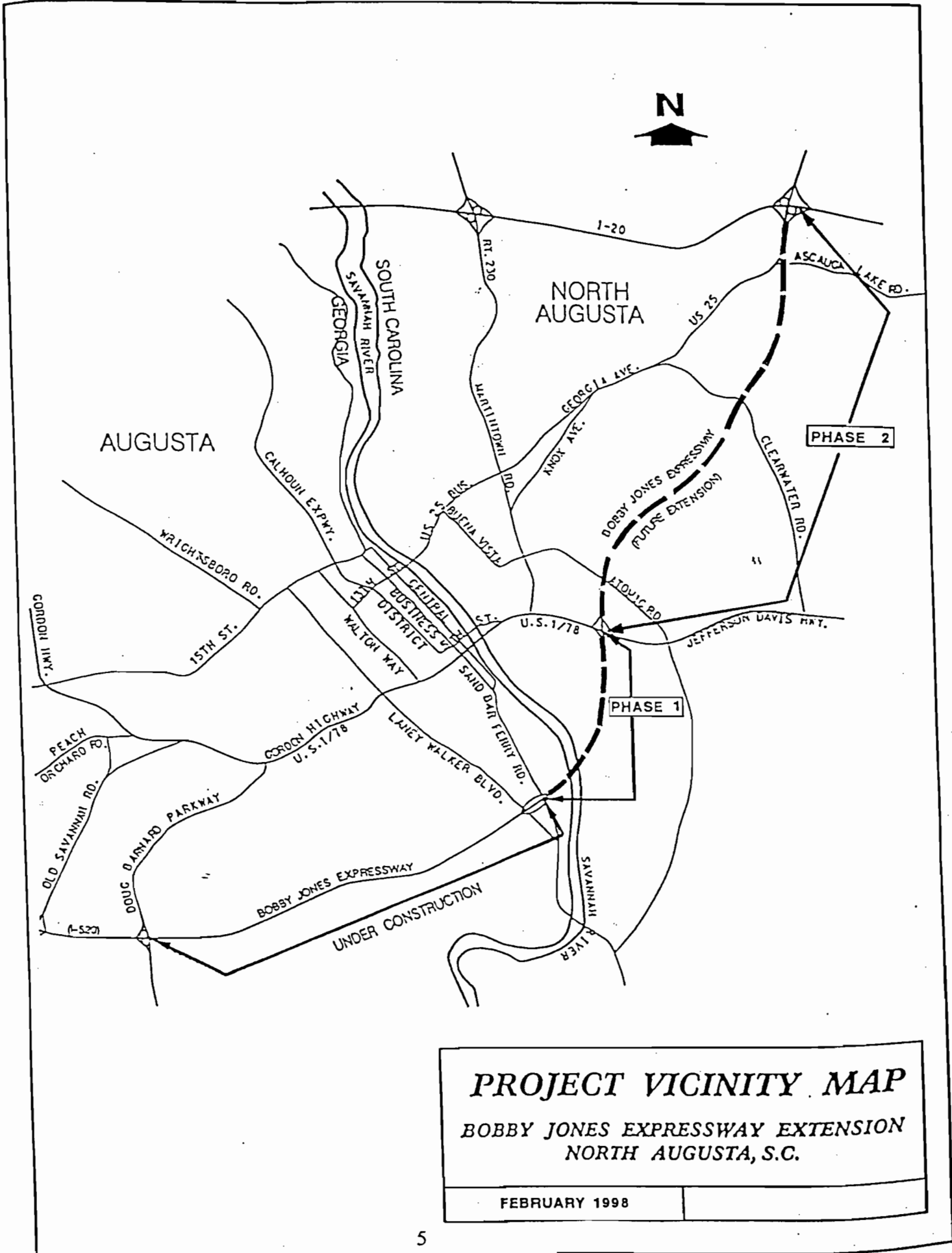
Therefore, Aiken County requests financial assistance from the State Transportation Infrastructure Bank in the amount of \$106,750,000 for both phases of the project.

PROJECT APPROACH

For Phase 1 of the project, the mandatory public hearings have been held; the Environmental Studies are complete; and the Major Investment Study is finished. The South Carolina Department of Transportation (SCDOT) is in the process of acquiring required right-of-way for Phase 1 of the project. When funding for Phase 1 construction is in place, proceedings will begin to secure construction bids.

Other than determination of basic centerline location, Phase 2 has not been developed. Phase 2 will be fully planned and scoped once funding is secured. The State Transportation Infrastructure Bank will be apprised of all plans and development of the Bobby Jones Expressway Extension as they are developed.

SCDOT will be responsible for all activities related to environmental studies, design, right-of-way acquisition, construction management, operation, maintenance, tort liability and ownership, and law enforcement applicable to this project.



PROJECT VICINITY MAP
BOBBY JONES EXPRESSWAY EXTENSION
NORTH AUGUSTA, S.C.

FEBRUARY 1998

COST ESTIMATE FOR BOBBY JONES EXPRESSWAY

5/5/99

Exhibit 2

PHASE I - FROM SANDBAR FERRY RD. TO U.S. ROUTE 1 (2.5 MILES)

<u>Georgia Roadway from Sandbar Ferry Rd. to Savannah River (.2 mi.)</u>		\$1,000,000
<u>Savannah River Bridge (.4 mi.)</u>		\$23,000,000
<u>Riverside Bridge</u>		\$4,000,000
<u>Railroad Bridge</u>		\$3,400,000
<u>Pitman Ct. Bridge</u>		\$900,000
<u>S.C. Roadway from Savannah River to U.S. Route 1</u> (1.5 mi. excluding U.S. 1 interchange)		\$7,500,000
<u>Interchange at U.S. Route 1</u>		\$13,000,000
	<u>Subtotal</u>	\$52,800,000
20% Engineering and Contingencies		\$10,560,000
TOTAL ESTIMATED CONSTRUCTION COST	<u>Subtotal</u>	\$63,360,000
<u>Remaining Right of Way north of U.S. Route 1 for interchange</u>		\$2,000,000
<u>Preliminary Engineering</u>		\$2,500,000
TOTAL ESTIMATED REMAINING COST FOR PHASE I		\$67,860,000
GA portion roadway plus 1/2 of Savannah River Br.)		\$12,500,000 **
20% Engineering and Contingencies		\$2,500,000
	<u>Total GA</u>	\$15,000,000
	<u>Total SC</u>	\$52,860,000

PHASE II - FROM U.S. ROUTE 1 TO INTERSTATE 20 (+/-5 MILES)

<u>Roadway</u>		\$25,000,000
<u>Interchange @ Clearwater Rd.</u>		\$10,000,000
<u>4 bridges (2 twins)</u>		\$8,000,000
	<u>Subtotal</u>	\$43,000,000
20% Engineering and Contingencies		\$8,600,000
TOTAL ESTIMATED CONSTRUCTION COST		\$51,600,000
<u>Estimated Right of Way Costs</u>		\$10,000,000
<u>Preliminary Engineering</u>		\$4,000,000
TOTAL ESTIMATED REMAINING COST FOR PHASE II		\$65,600,000
	<u>GRAND TOTALS</u>	
	GA	\$15,000,000
	SC	\$118,500,000

THE ABOVE ESTIMATES ARE IN 1999 DOLLARS. FACTORS FOR INFLATION HAVE NOT BEEN INCLUDED. ESTIMATES WILL BE UPDATED AS MORE DETAILED PLANS ARE PREPARED.

** Cost for the Savannah River Bridge represents one-half of the total cost. A bi-state agreement with the Georgia Department of Transportation will be executed once an adequate funding package has been established.

The study area selected for the Bobby Jones Expressway in South Carolina falls within Aiken County, where agricultural and open lands are rapidly being converted to residential and supporting commercial-industrial development. The major localities that make up the study area include the City of North Augusta, Belvedere, Hamburg, Clearwater, and a part of Beech Island. These areas are small concentrated satellite communities which when combined, make up the South Carolina portion of the Augusta-Aiken urbanized area of the SMSA. It should be emphasized that the expressway is expected to be an economic force in uniting these areas, and will have considerable influence on general economic trends of the SMSA.

Economic Indicators - Past trends have shown an increase in non-farm employment for the Augusta SMSA, particularly in the manufacturing sector of the Economy as shown in Table 1. The dominance of cotton spinning activities has been strong in the Augusta-Aiken area in the past; however, with the decline in textile manufacturing, new jobs in textile machinery fabrication, and production of chemicals (used largely in textile processing) have increased and become a replacement for cotton spinning. Manufacturing employment in the SMSA during 1970, was distributed among textiles and chemicals (largest employers), stone, clay, and glass; along with food products, (next largest employers);

Table 1
ESTIMATES OF EMPLOYMENT CHARACTERISTICS OF RESIDENTS

Employment Characteristic	North Augusta Division				City of N. Augusta Division				Beech Island Division		Langley Division		Total Study Area ()		Aiken County		Augusta SMSA			
	205	206		Sub-Total	207		208		209		210									
	No.	% of Total Pop.	No.	% of Total Pop.	No.	% of Total Pop.	No.	% of Total Pop.	No.	% of Total Pop.	No.	% of Total Pop.	No.	% of Total Pop.	No.	% of Total Pop.	No.	% of Total Pop.		
Employed Population	292	32.5	3,009	37.3	3,301	36.8	2,550	41.1	2,715	40.6	1,323	34.1	3,070	39.0	12,959	38.6	34,432	37.8	83,932	33.1
By Occupation																				
Professionals and Managers	104	35.6	639	21.2	743	22.5	808	31.7	881	32.4	148	11.2	379	12.3	2,959	22.8	7,375	21.1	18,238	21.7
Sales and Clerical	30	10.3	483	22.7	713	21.6	783	30.7	837	30.9	227	17.1	607	19.9	1,167	24.4	6,794	19.7	18,623	22.2
Craftsmen and Operatives ¹	109	37.3	1,257	41.8	1,366	41.4	737	28.9	712	26.2	664	50.2	1,596	42.0	5,075	39.2	14,613	42.5	29,621	35.3
Laborers and Service Workers	37	12.7	333	11.1	370	11.2	196	7.7	240	8.8	194	14.7	397	12.9	1,397	10.8	4,031	11.7	13,602	16.2
Farm and Private Household Workers	12	4.1	97	3.2	109	3.3	26	1.0	45	1.7	90	6.8	91	2.9	361	2.8	1,719	5.0	3,848	4.6
By Industry																				
Manufacturing	116	37.7	1,078	35.8	1,188	36.0	710	27.8	756	27.8	506	38.2	1,605	52.3	4,765	36.8	14,834	43.1	25,673	30.6
Construction, Transportation, Communication, and Utilities ²	41	14.0	445	14.8	486	14.7	379	14.9	406	15.0	175	13.2	334	10.9	1,780	13.7	3,999	11.6	9,942	11.8
Wholesale Trade	5	1.7	98	3.3	103	3.1	110	4.3	158	5.8	30	2.3	72	2.3	473	3.6	773	2.2	2,563	3.1
Retail Trade	48	16.4	448	14.9	496	15.0	464	18.2	427	15.7	169	12.8	323	10.5	1,879	14.5	4,478	13.0	12,957	15.4
Finance and Business ³	11	3.8	218	7.2	229	6.9	232	9.1	252	9.3	83	6.3	152	4.9	948	7.3	1,884	5.5	5,243	6.2
Services ⁴	65	22.3	664	22.1	729	22.2	629	24.7	683	25.2	296	22.4	521	17.0	2,858	22.1	7,295	21.2	25,406	30.3
Other Industries	12	4.1	58	1.9	70	2.1	26	1.0	33	1.2	64	4.8	63	2.1	256	2.0	1,169	3.4	2,148	2.6
By Class of Worker																				
Private Wage and Salary Workers	229	78.4	2,581	85.8	2,810	85.1	1,956	76.7	2,194	80.8	1,125	85.0	2,604	84.8	10,689	82.5	28,280	82.1	62,858	75.0
Government Workers	28	9.6	312	10.4	340	10.3	456	17.9	392	14.4	102	7.7	276	9.0	1,566	12.1	3,964	11.5	15,922	18.9
Self-Employed Workers	35	12.0	116	3.8	151	4.6	131	5.1	124	4.6	96	7.3	184	6.0	686	5.3	2,084	6.1	4,905	5.8
Unpaid Family Workers	0	0	0	0	0	0.0	7	0.3	5	0.2	0	0	6	0.2	18	0.1	104	0.3	247	0.3

SOURCE: 1970 Census of Population and Housing: Census Tracts, Augusta, Georgia, South Carolina SMSA, PHC(1)-16.

- NOTE: ¹ Craftsmen and operatives include craftsmen, foremen, and kindred workers and operatives including transport, equipment operatives.
- ² Construction, transportation, communications, and utilities include the same plus sanitary services.
- ³ Finance and business includes finance, insurance, real estate, business and repair services.
- ⁴ Services include personal, health, educational and other professional and related services and public administration.
- ⁵ Total study area defined here is larger than actual Bobby Jones Corridor - Study Area because of the inclusion of all of Census Tracts 209 and 210.

and apparel; paper and other industries comprised the balance of the work force.

Aiken County maintained stable increases in apparel and textiles because of the textile strength in Horse Creek Valley, a large portion of which is in the Bobby Jones Study Area. Aiken County experienced more than a 20 per cent increase in nonmanufacturing residence-based employment growth.

The City of North Augusta, which makes up a large segment of the Bobby Jones Study Area, exhibited characteristics which indicate that the region supported the employment growth centers of Aiken and Augusta (Table 1). North Augusta's location in the heart of the primary urban center of the Augusta SMSA places it in a good competitive position. The high percentage of 1970 resident professional workers and retail trade workers, confirms North Augusta's image as a bedroom suburb with upper-middle income residents.

Within the study area itself, North Augusta, Belvedere and Clearwater share very little of the manufacturing activity of the Augusta SMSA. Historically, these localities and the urbanizing areas between them have been bedroom communities for people working in Augusta and at the Savannah River Plant. What manufacturing exists in the area is located in Clearwater and Hamburg.

In summary, the North Augusta area (including the many smaller communities between it and Aiken) are economically dependent upon other parts of the metropolitan area, particularly in the manufacturing employment category.

Travel to Work Characteristics - Travel to work statistics by census tracts are indicated in Table 2. It should be noted that for Census Tracts 209 and 210, only part of the respective

Table 2

TRAVEL PATTERNS OF BOBBY JONES AREA RESIDENTS
BY CENSUS TRACT, 1970

	North Augusta Division 205		North Augusta Division 206		North Augusta City Division 207		North Augusta City Division 208		Beech Island Langley Division (Part) Div. *209		Beech Island Langley Division (Part) *210		Total Study Area (approx.)	
	Per Cent		Per Cent		Per Cent		Per Cent		Per Cent		Per Cent		Per Cent	
<u>Means of Transportation</u>														
Private Auto (Total includes driver & passenger to work)	326	98.0	2,883	94.0	2,462	96.0	2,644	96.0	1,066	87.0	2,621	88.0	12,002	93.0
(Drive to Work Only)(291)	---		(2,494)	---	(1,874)	---	(2,016)	---	(708)	---	(2,027)	---	(9,410)	---
Bus or Streetcar	---	---	---	---	---	---	18	0.5	---	---	10	1.0	28	---
Subway, Elevated Train or Railroad	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Walked to Work	7	2.0	74	3.0	36	1.0	48	2.0	56	5.0	181	6.0	402	3.0
Worked at Home	---	---	31	1.0	32	1.0	13	0.5	44	3.0	---	---	120	1.0
Other	---	---	66	2.0	50	2.0	34	1.0	59	5.0	156	5.0	365	3.0
Total (All Workers)	333	100.0	3,054	100.0	2,580	100.0	2,757	100.0	1,225	100.0	2,968	100.0	12,917	100.0
<u>Place of Work</u>														
Inside SMSA	286	46.0	2,655	48.0	2,381	48.0	2,541	48.0	1,051	46.0	2,419	45.0	11,333	47.0
Augusta City, Ga.	81	13.0	960	17.0	1,175	24.0	985	19.0	243	11.0	468	9.0	3,912	16.0
Remainder of Richmond Co., Ga.	12	2.0	455	8.0	310	6.0	420	8.0	195	9.0	380	7.0	1,772	7.0
Aiken Co., S. C.	193	31.0	1,240	21.0	896	18.0	1,136	21.0	613	27.0	1,571	29.0	5,649	23.0
Outside SMSA	6	1.0	163	2.0	106	2.0	88	2.0	83	3.0	255	5.0	701	3.0
Place of Work not Reported	41	7.0	239	4.0	93	2.0	128	2.0	91	4.0	294	5.0	886	4.0
Total Surveyed	619	100.0	5,712	100.0	4,961	100.0	5,298	100.0	2,276	100.0	5,387	100.0	24,253	100.0

NOTE: *Part of Census Tracts 209 and 210 are outside the study area, therefore actual total study area statistics may be lower than shown here.

SOURCE: Social Characteristics of the Population, U. S. Census, 1970.

demographic statistical areas are included in the Bobby Jones Study Area.

As expected, Census Tracts 207 and 208 which make up the North Augusta City Division and Census Tracts 206 and 205 which define the North Augusta Division indicated high automobile usage as a means of transportation. Walk to work as means of transportation is about the same in all census tracts except Census Tract 210, which is part of the Langley Division. Here, walk to work trips as a means of travel are unusually high--specifically, six percent.

In almost all of the census tracts, most people worked within the Augusta SMSA, either in the City of Augusta or Aiken County; Very few people worked outside of the SMSA area.

Effective Buying Power and Income Distribution - The Augusta SMSA has shown continuing increases in income and buying power since the 1950's. By 1973, Aiken County led the Augusta SMSA in median household effective buying income \$12,306 to \$12,178. (13) This is the reverse of the economic situation during the late 1960's when Aiken County trailed the SMSA in that category. A similar comparison may be made of the per capita income distribution within the Bobby Jones Study area, as shown on Table 3.

Neighborhoods of the study area on the South Carolina side which in 1970 showed the highest median family incomes (see Table 3) were found in the North Augusta City Census Division (statistical area); E. D. 68 located off Georgia Avenue (Route 25) just north of Belvedere; E.D. 65 located north of North Augusta and south of I-20 at the interchange with Route 230 (Martintown

(13) See Environmental Impact Statement (F-117(1)7) U.S. Route 1 to Savannah River Crossing, Richmond County, Augusta, Georgia, pp. 36-27. FHWA-GA-EIS-75-06-D.

Table 3

TOTAL FAMILIES AND MEDIAN FAMILY INCOME AND MEDIAN HOUSING VALUE 1970
FOR BOBBY JONES STUDY AREA

STATISTICAL AREA	CENSUS TRACT	ENUMERATION DISTRICT	TOTAL FAMILIES			MEDIAN FAMILY INCOME	MEDIAN ¹ HOUSING VALUE
			PRIMARY INDIVIDUAL	GROUP	TOTAL		
North Augusta Division	206	67a	19	134	153	7,604	12,150
		68b	6	155	161	13,006	20,781
		69b	48	366	414	9,222	14,735
		70a	21	162	183	10,394	16,607
		72b	4	125	129	10,014	16,000
		73b	20	589	608	9,916	15,844
		74a	30	120	150	1,565	2,500
		75b	16	222	238	6,917	11,052
		76b	32	114	146	10,170	16,250
		77a	2	5	7	N/A	N/A ²
		206 (rural)	8	60	68	5,789	9,250
Subtotal			206	2,051	2,257	9,089	14,522
	205	65a	2	54	56	16,924	31,190
		66b	0	1	1	N/A	N/A ²
		205 (rural)	13	150	163	5,009	9,231
		Subtotal		15	205	220	10,174
North Augusta City Division	207	53b	44	438	482	7,657	11,771
		54b	49	226	275	9,758	15,000
		55b	41	416	457	10,042	15,437
		56b	25	532	557	11,844	18,208
		57b	3	27	30	18,865	29,000
Subtotal		162	1,639	1,801	10,131	157,574	
	208	58b	60	377	437	14,341	22,167
		59b	18	338	356	15,664	24,213
		60b	108	251	359	12,292	19,000
		61b	45	301	346	11,581	17,907
		62b	78	246	324	7,305	11,292
		63b	76	310	386	7,992	12,354
		Subtotal		385	1,823	2,208	11,366
Subtotal (207-208 combined)			547	3,462	4,009	10,748	16,436
Beech Island	209 (part)	106a	39	286	325	3,823	10,588
Subtotal			39	286	325	3,823	10,588
Langley Division	210 (part)	78b	52	551	603	8,075	15,452
		79a	34	145	179	3,807	7,285
		97a	4	10	14	10,975	21,000
		98b	8	108	116	8,780	16,800
		99b	13	206	219	10,017	19,167
		100a	5	15	20	7,404	14,167
Subtotal			116	1,035	1,151	8,176	16,006
Total Corridor Study Area			933	7,039	7,962	9,328 ⁴	15,623

SOURCE: U. S. Bureau Census, compiled by Wilbur Smith and Associates

¹ Median housing value levels calculated by Wilbur Smith and Associates.

² N/A - not available.

³ Average Median.

⁴ Average Median of total (32) Enumeration Districts.

a) classified as nonurbanized area

b) classified as urbanized area

Road); E. D. 57 which is made up of small areas immediately north and adjacent to the city limits; and E. D.'s 58, 59, and 60, within the North Augusta City limits, immediately adjacent to the Savannah River. These areas had 1970 median family incomes above \$12,000 and as high as \$18,865 in E. D. 57b.

Areas where 1970 median incomes were the lowest are generally found in the northern portion of the study area, adjacent to the Edgefield County line and along I-20. However, E. D. 74 located above Jefferson Davis Highway between Storm Branch Creek and Carolina Springs Road registered \$1,565, the lowest median income level in the study area. E. D. 79 which makes up part of the Langley Division registered the next lowest median family income at \$3,807. It is located just off the Jefferson Davis Highway, above Route 241 and east of the AEC Access Highway interchange. A portion of the Beech Island Division, E. D. 106 registered a 1970 median family income level of \$3,823.

Employment Growth Projections - It is expected that in the period 1970-1990, civilian employment in the Augusta SMSA will expand by 62 per cent or 51,966 persons as shown in Table 4. (14) These figures do not represent an across-the-board increase, but rather reflect selected growth in various categories.

Manufacturing employment at the SMSA level is expected to increase more than 50 per cent, but at the Aiken County level, an increase of about 34 per cent is expected for the period 1970-1990. It is also anticipated that textiles will continue to offer the greatest employment by activity type within the manufacturing sector. Horse Creek Valley of the study area will continue to be a center of this textile activity.

(14) Forecasts by the Augusta-Richmond County Planning Commission

Table 4

PROJECTION OF FUTURE EMPLOYMENT BY SMSA AND AIKEN COUNTY

EMPLOYMENT CATEGORIES	AUGUSTA SMSA				AIKEN COUNTY			
	Total Employees 1970	1990	1970-90 Number	Change Percent	Total Employees 1970	1990	1970-90 Number	Change Percent
Manufacturing	25,673	38,955	13,282	51.7	14,834	19,906	5,072	34.2
Non-Manufacturing								
Retail Trade	12,957	23,155	10,198	78.7	4,478	6,947	2,469	55.1
Wholesale Trade	2,563	2,867	304	11.9	773	573	- 200	-25.9
Services	23,537	42,132	18,595	79.0	7,279	14,746	7,467	102.6
Construction	5,358	8,389	3,031	56.6	2,331	2,601	207	11.6
Transportation, Communica- tions & Public Utilities	4,584	6,268	1,684	36.7	1,668	2,131	463	27.8
Finance, Insurance and Real Estate	3,296	5,730	2,434	73.8	1,098	1,891	793	72.2
Public Administration	4,556	7,408	2,852	62.6	1,006	1,852	1,072	41.9
Mining	321	443	122	38.0	249	377	128	51.4
Agriculture and Forestry	1,087	551	- 536	-49.3	716	474	- 242	-33.8
Sub-Total Non-Manufacturing	58,259	96,943	38,684	66.4	19,598	31,592	11,994	61.2
Total All Civilian Employment	83,932	135,898	51,966	61.9	34,432	51,498	17,066	49.6
Military Personnel	20,089	22,589	2,500	12.4	405	705	300	74.1

SOURCE: United States Census of Population, 1970.
Projections by Augusta-Richmond County Planning Commission.

The communities of North Augusta, Belvedere, and Clearwater will continue to share only a small portion of the manufacturing activity of the Augusta SMSA in the foreseeable future. As in the past, these communities will be mainly residential communities with residents commuting to jobs in Augusta and the Savannah River Plant. However, it is expected that manufacturing employment will continue to increase at a moderate rate for the North Augusta area to achieve a more balanced economy. It will continue to be a relatively small part of the City of Augusta's economy.

Both the total population and the total labor force in the Augusta SMSA will continue to grow dramatically through 1990. As this area grows, there will be a corresponding growth in demand for the services of governmental agencies, financial institutions, and businesses.

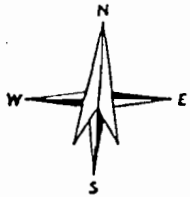
In summary, the trend of employment growth maintained from the fifties will continue through 1990. As indicated in the growth rates projected for services, retail trade and financial services, the labor force will continue to become more sophisticated and better educated, and require better highway facilities to give them more accessibility to job opportunities. The dependence of these workers on the private automobile for commuting to work is likely to remain as high as it has been in the past. This implies a drastic increase in demand that will be placed on the highway system serving the area by 1990.

General Description of Surrounding Neighborhoods

Populations studies were conducted to delineate the patterns and characteristics of growth in the SMSA, the urbanized area and the study area. The recent growth of residential and industrial development in the area accessible to the proposed expressway action implies a positive relationship between dwell-

CITY OF NORTH AUGUSTA: 1996

<u>INTERSECTION</u>	<u>REPORTED ACCIDENTS</u>
2. US 25 (Georgia Avenue) @ S-45 (Five Notch Road)	19
4. I-20 (J. Strom Thurmond Highway) @ US 25 (Edgefield Road)	16
6. US 25 (Edgefield Road) @ S-355 (Edgewood Drive)	12
11. US 25 (Edgefield Road) @ S-33 (Ascauga Lake Road)	11

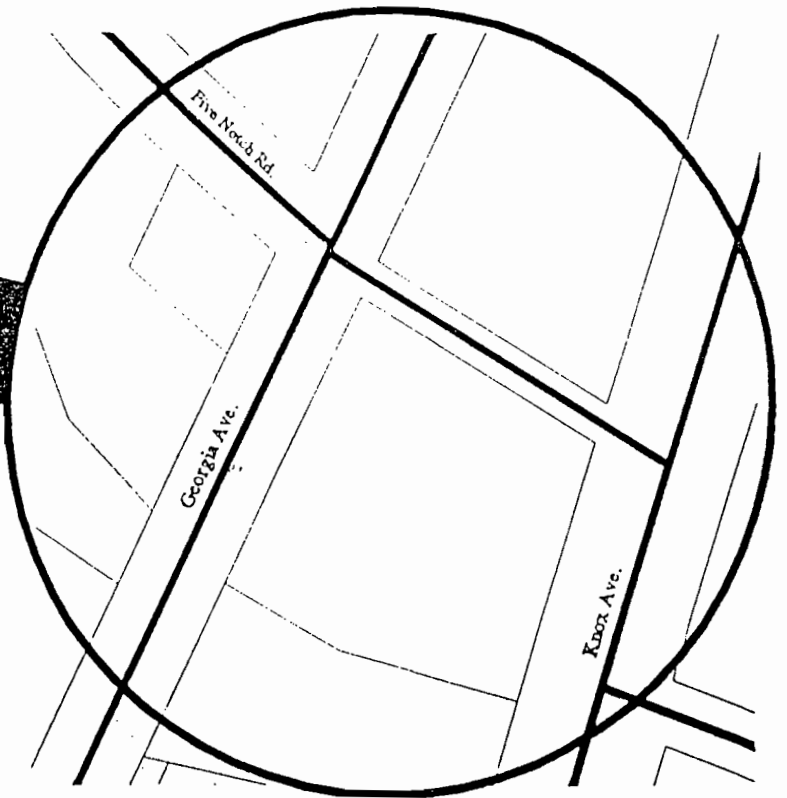


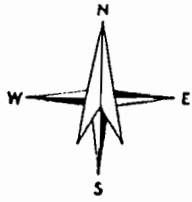
US 25 (Georgia Ave.) & S-45 (Five Notch Rd.)

Prepared By:
Aiken County Planning & Development Department
GIS / MAPPING DIVISION

Drawn By: F. Bishop Checked By: F. Wright

Bobby Jones
Expressway
(Future Extension)



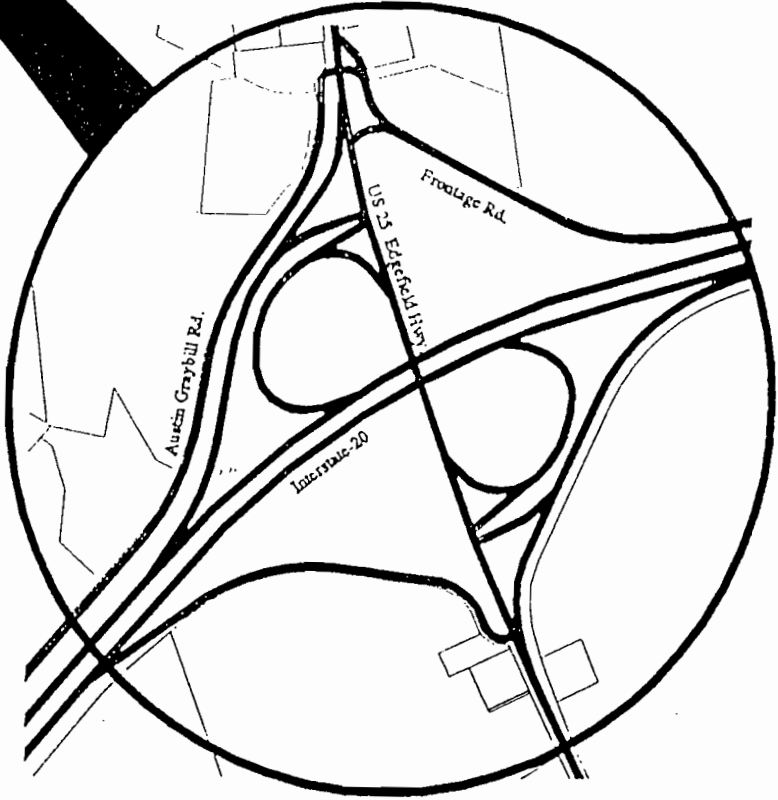


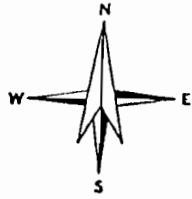
I-20 (J. Strom Thurmond Highway) & US 25 (Edgefield Rd.)

Prepared By:
Aiken County Planning & Development Department
GIS / MAPPING DIVISION

Drawn By: F. Bishop Checked By: F. Wright

Bobby Jones Expressway
(Future Extension)



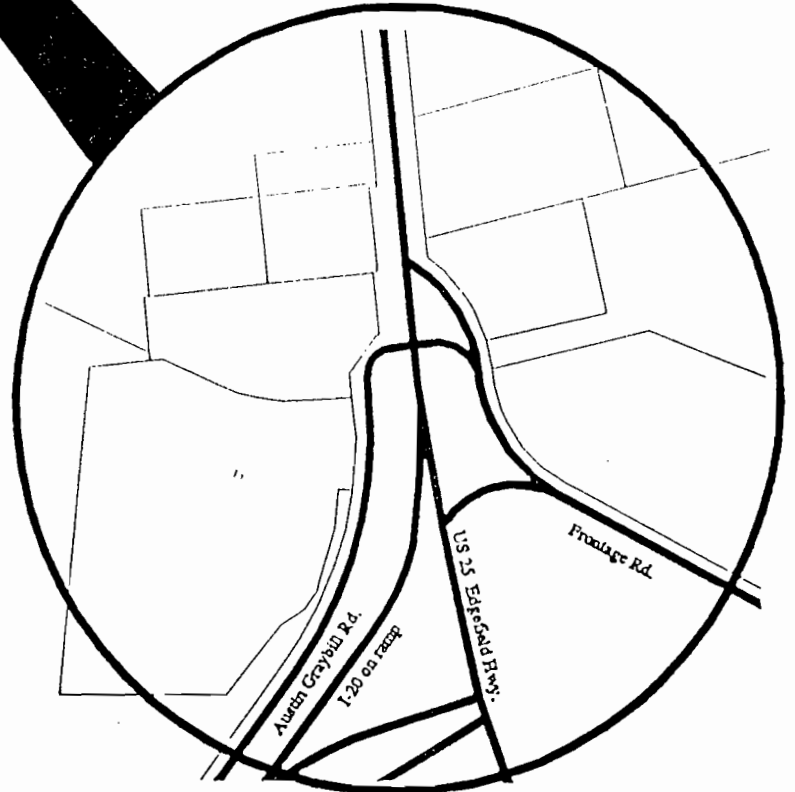


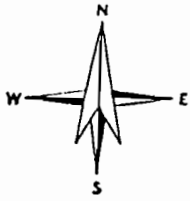
US 25 (Edgefield Rd.) & S-1445 (Austin Graybill Rd.)

Prepared By:
Aiken County Planning & Development Department
GIS / MAPPING DIVISION

Drawn By: F. Bishop Checked By: F. Wright

Bobby Jones Expressway
(Future Extension)

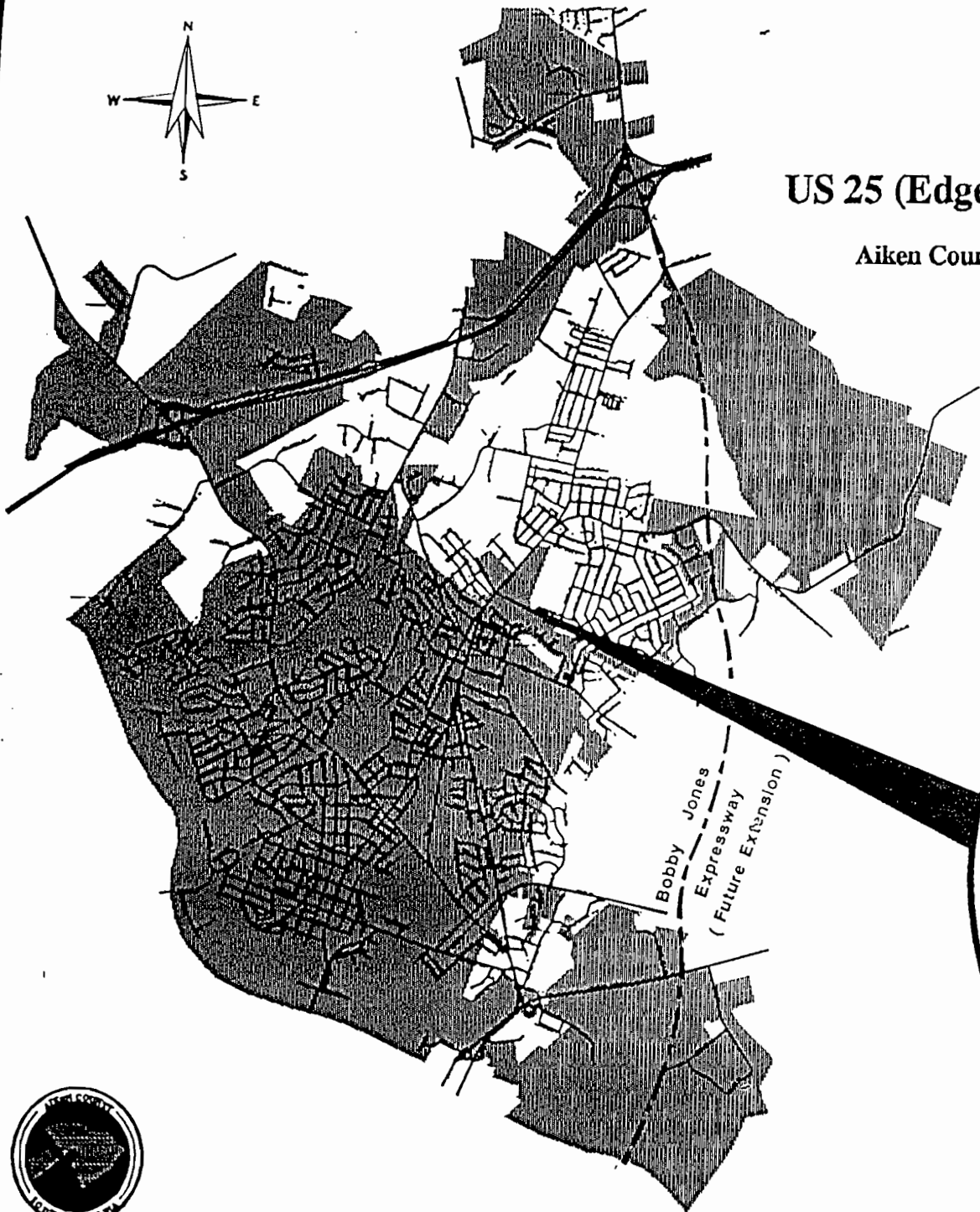




US 25 (Edgefield Rd.) & S-355 (Edgewood Dr.)

Prepared By:
Aiken County Planning & Development Department
GIS / MAPPING DIVISION

Drawn By: F. Bishop Checked By: F. Wright



Bobby Jones
Expressway
(Future Extension)



City of North Augusta
and
Midland Valley Area

<u>Intersections</u>	<u>No. Accidents</u>	<u>No. Injuries</u>
7. US-25 @ S-33	13	2
9. US-25 @ SC-125	11	10
10. US-1 @ SC-126	11	6
11. US-1 @ S-254	10	1

**AIKEN COUNTY
INTERSECTIONS WITH 10 OR MORE ACCIDENTS: 1994**

<u>INTERSECTIONS</u>	<u>REPORTED ACCIDENTS</u>
<i>I-20 @ US 25 (Edgefield Road).....</i>	<i>10</i>
<i>US 25 (Edgefield Road) @ S-33 (Ascauga Lake Road).....</i>	<i>14</i>
<i>US 25 (Georgia Ave) @ S-355 (Edgefield Road).....</i>	<i>10</i>
<i>US 1 (Jefferson Davis Highway) @ S-254 (Sudlow Lake Road).....</i>	<i>13</i>
<i>US 1 (Richland Ave) @ SC-118 (R.M. Bell Parkway).....</i>	<i>15</i>
<i>US 1 (York Street) @ SC-118 (Rutland Drive).....</i>	<i>15</i>
<i>SC-19 (Whiskey Road) @ S-419 (Dougherty Road).....</i>	<i>15</i>
<i>SC-19 (Whiskey Road) @ SC-302 (Pine Log Road).....</i>	<i>24</i>
<i>SC-421 (Augusta Road) @ S-81 (Howlandsville Road).....</i>	<i>10*</i>

** Details available on only 6 accidents.*

Sponsor(s) : Baggott
Committee Referral : Administrative Committee
Committee Consideration Date: February 3, 1998
Committee Recommendation :
Effective Date : February 4, 1998

Exhibit 7

RESOLUTION NO. 98-2-12

COUNCIL ADMINISTRATOR FORM OF GOVERNMENT FOR AIKEN COUNTY

(To Support the Construction of the Bobby Jones Expressway in County Council District 3, 4, and 5; and to Authorize the Council Chairman to Sign an Application to the State Infrastructure Bank for Funding to Build the Bobby Jones Expressway.)

WHEREAS:

1. The Bobby Jones Expressway has been an identified Augusta Regional Transportation Study (ARTS) project since 1970; and
2. The socio-economic portion of the Federal Highway Administration Environmental Impact Study indicates that construction of the Bobby Jones Expressway is essential to economic development in the North Augusta, Belvedere, and Clearwater areas of Aiken County; and
3. The construction cost of the Bobby Jones Expressway from the Savannah River to I-20 exceeds \$100 million; and
4. The Aiken County Council desires to submit an application to the State Infrastructure Bank for financial assistance to build the Bobby Jones Expressway.

NOW THEREFORE BE IT RESOLVED BY THE AIKEN COUNTY COUNCIL THAT:

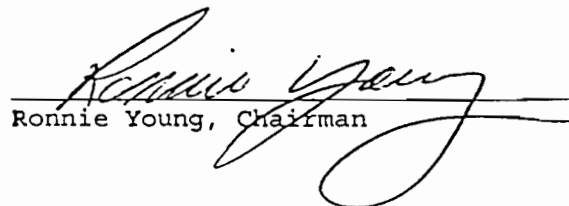
1. Construction of the Bobby Jones Expressway is essential to economic development in the North Augusta, Belvedere, and Clearwater areas of Aiken County.
2. The Chairman of the Aiken County Council is authorized to sign an application to the State Infrastructure Bank for financial assistance to build the Bobby Jones Expressway.

Adopted at the regular meeting of Aiken County Council on February 3, 1998.

ATTEST:


Susan Pate, Council Clerk

SIGNED:


Ronnie Young, Chairman

IMPACT STATEMENT:

RES0127.1/ADAGN

COUNCIL VOTE: Unanimous