



Interstate 20/SRS
Access Improvements
Proposal



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Mr. Donald Leonard, Chairman
South Carolina State Transportation Infrastructure Bank
P.O. Box 191
Columbia, SC 29202

Dear Mr. Leonard:

It is our pleasure to submit for your evaluation twenty (20) copies of the application which request assistance from the South Carolina State transportation Infrastructure Bank for funding of the Interstate 20/SRS Access Improvements proposal. We believe that you will find this proposal to not only meet the criteria set forth in the enabling legislation creating the Bank, but to also exceed the expectations regarding the benefit to the people of South Carolina.

This application is the culmination of years of planning by the people of Aiken County and the Aiken Regional Transportation Study Committee (ARTS). The Interstate 20/SRS Access Improvements proposal will provide safety benefits not just those in the immediate area but all those traveling along Interstate 20 in western South Carolina and the hundreds of thousands of vehicles visiting the important national security complex that is the Savannah River Site.

The public will benefit from this approach of integrating local planning into a regional plan. This application represents a plan to alleviate a list of distressing traffic problems, create a vision for the future of the Western portion of South Carolina and continue a stable economy for the state.

Thank you for your consideration of this important proposal, and please let us know if we can provide further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Fred Cavanaugh".

Fred Cavanaugh, Mayor
City of Aiken

A handwritten signature in black ink, appearing to read "Ronnie Young".

Ronnie Young, Chairman
Aiken County Council

Executive Summary

The Interstate 20/SRS Access Improvements proposal is being submitted by the City of Aiken with support from Aiken County and the City of North Augusta.

The Aiken County portion of the Central Savannah River Area has experienced significant growth in recent years, as evidenced by 13% population increase for the City of Aiken between 2000 and 2006 and a 12% percent increase County wide projected for the period between 2000 and 2010.

The number of building permits for new construction issued on an annual basis in the City of Aiken alone during that period increased from 196 in 2000 to 382 during the last fiscal year, and similar trends are evident throughout the urbanized areas of Aiken County.

This regional growth has benefited the CSRA and the State. However, some negative impacts inevitably accompany such growth. The most significant is the impact on traffic congestion and safety on area highways, a condition which can ultimately threaten to disrupt future economic growth. Several state highways in our area have reached or exceeded design capacity, and as growth continues, we can anticipate additional roads being unable to handle their normal daily traffic demands.

The City of Aiken, in cooperation with Aiken County and North Augusta, have identified a number of individual projects in the City's south side and in the area outside the municipality to the south, where a southern connector project is proposed to link SC Highway 302 and SC Highway 19, running south of the gated community called Woodside. The City of Aiken, Aiken County, and the City of North Augusta developed a Memorandum of Understanding ("the MOU") between the various jurisdictions in February, 2007 to help set guidelines for future allocations of funds from various sources to develop needed projects. The MOU acknowledges the success that we have seen from the two Capital Project Sales Tax Referendums (CPST) of 2000 and 2004 and the need to identify funds in the next CPST to expand existing roads and to construct additional ones. The City of Aiken and North Augusta and Aiken County have all acknowledged that more than one source of funding needs to be identified to improve the transportation system.

Appendix A is a memorandum of understanding between the City and County of Aiken regarding the funding and completion of potential roadway projects. This list identifies projects through the anticipated next Capital Projects Sales Tax period of 2012 to 2019. It also identifies other potential funding sources that could be used to pay for these improvements. Based on current costs it appears that nearly \$ 104 million dollars would be needed to complete this work.

We believe that these projects work in concert with the others to solidify the transportation system, to provide improved access to Interstate 20, and to provide improved access to the

Savannah River Site, and thus provide the necessary transportation infrastructure for the region for the next 25 years.

THE INTERSTATE 20/SRS ACCESS IMPROVEMENTS PROGRAM INVOLVES TWO MAJOR COMPONENTS:

1. *A comprehensive plan to improve access to Interstate 20* including widening of SC Highway 19, and widening two stretches of SC Highway 118 known separately as Hitchcock Parkway and Robert Bell Parkway, and finally widening a major collector/arterial road SC Highway 2141 - known as University Parkway.
2. *A comprehensive plan of improvements and new construction to facilitate traffic flow to and from the Savannah River Site.* This group of improvements will focus on alleviating the congestion on SC Highway 19 which is the main employee thoroughfare to the Site.

Public Benefit

THE INTERSTATE 20/SRS ACCESS IMPROVEMENTS PROPOSAL ADDRESSES PUBLIC BENEFIT IN TWO SIGNIFICANT WAYS:

1. Enhancement of mobility and safety
2. Promotion of economic development in the area.

Mobility and Safety

The project components included in this proposal will provide significant Level of Service (LOS) improvements, while two projects (the SC Highway 19/Powderhouse connector and the SC Highway 19/ SC Highway 302 connector) provide new roadways and thus do not have a current LOS designation. Level of Service designations range from "A" (best) to "F" (worst), and provide a general measure of congestion on roadways. The "F" designation represents gridlock.

SC Highway 19 is presently the primary north-south corridor linking Aiken with the Savannah River Site to the south. This highway travels through the fastest growing commercial areas of the County. There are no other reasonably alternate routes between these areas. The significant growth rate on the south side in recent years has magnified the problem of traffic congestion, since most vehicle trips are channeled onto SC Highway 19 from commercial properties and from residential development via secondary and residential streets which have their outlets either onto SC Highway 19 or SC Highway 302. Few alternatives for keeping large traffic volumes off SC Highway 19 existed until recent years, when the City of Aiken began to work with businesses located along the Highway to establish internal connections between many of those commercial activities, and thus reducing the number of direct access points onto the major thoroughfare.

This effort has met with some success, but the traffic volume continues to increase in the area. This, in turn, has led to increase employee travel time to the single largest employer in the State – the Savannah River Site.

This City and County have established alternative routes to strengthen the road network in South Aiken. As noted in the "SC Highway 19/ Powderhouse Road Connector Study" prepared last year by Carter Burgess, "The need for a connector between SC Highway 19 and Powderhouse Road exists to provide local and through traffic with improved east-west connections thereby reducing traffic on Pine Log Road, Highway 19 and other collectors and local streets in the study area."

Level of Service and accident data is provided for each component of this proposal. The information is taken from transportation plans of the ARTS (Augusta Regional Transportation System) and from transportation studies and plans prepared by the City of Aiken. These projects will prevent a trend toward more D and F designations throughout the system as

growth continues to develop along and near the SC Highway 19 corridor in the direction of the Savannah River Site and to the north toward I-20.

Promotion of Economic Development

These components will serve not only to reduce traffic congestion and safety concerns for local traffic within the Aiken community, but will also serve to provide better and more rapid access to and from I-20 and Savannah River Site, still the state's largest employer. Interstate 20 is the only interstate highway running through Aiken County, and it runs some seven miles north of the City of Aiken. Industrial development and investment in a region requires a significant movement of freight by truck and corresponding "just-in-time" delivery requirements. Poor access and lack of alternative routes is not an acceptable condition for companies who seek to invest in the region. There are presently at least 16 manufacturing and corporate office facilities located within a seven mile radius of the City of Aiken which employ more than 10,000 workers.

Proposed improvements to SC 19 from Aiken to I-20 and development of connector roads between SC 302 and SC 19 as well as connectors involving Powderhouse Road and SC 19 will provide enhanced access and traffic safety for daily commuters into and out of the City of Aiken and Aiken County in general. Appendix B shows the volume of commuters to and from the County and within the county on an average weekday. Many of these commuters are traveling to SRS and the industrial sites along I-20 as well as to job sites in Augusta, GA, which is located 17 miles from the City of Aiken across the Savannah River. Others use Interstate 20 to commute to and from Lexington and Richland Counties, where significant development and job opportunity exists.

Project Urgency

The projects included in the region's six year Transportation Improvement Plan (TIP) developed by the regional transportation authority (ARTS) reflect current and future needs to address traffic congestion and safety issues. However, funding is not sufficient at the federal or local level to complete these projects without including additional resources.

The applicant is participating in the one cent local option sales tax program. The sales tax was instituted in 2000 and renewed in 2004. These projects amount to a partnership effort between the City, Aiken County and other jurisdictions within the County. All of the projects have regional benefit.

A proposed route for the Southern Connector project was chosen in 2005 by an appointed committee after an intensive process that involved the preparation of a corridor location study prepared by the firm of Jordan, Jones and Goulding. Additionally, the SC 440 (Anderson Pond Road) and SC Highway 19 connector is seen as an important element in a Southside program that would remove traffic from the heavily congested SC Highway 19, which is the primary route to the Savannah River Site. Continuing with the theme of easing traffic congestion and safety concerns on the Southside, The applicant has endorsed improvements to SC 419 (Dougherty), presently the primary connector between SC 19 and SC 302 (Silver Bluff). The road is heavily traveled with a count of ~13,000 vehicles per day. It is not designed to accommodate that level of traffic. The narrow two lane road was built originally to serve as a residential collector road now serves as a major arterial road. The road requires widening and other improvements, including the addition of a second left turn lane at the intersection of S 419 and SC 302.

In addition to the significant Southside development, Aiken's north and west sides have experienced growth on a level not realized in those areas during the past several decades. The primary highway crossing this part of the County and leading directly to Interstate 20 is South Carolina Highway 118.

The University of South Carolina at Aiken has recently constructed new on-campus housing units and a convocation center and a new Super Wal-Mart store has recently opened. A large residential development (Trolley Run Station) is also in development in the same area. Trolley Run will include 3,000 single-family units and associated retail parcels. Each of these developments has made a contribution to inhibiting the flow of traffic to Interstate 20.

If immediate action is not taken to alleviate the congestion in both the area of travel to the Savannah River Site and in the movements in the North and West sides of Aiken to Interstate 20 there will be significant negative impacts on the economic development potential of the entire region.

Traffic Studies/Volumes

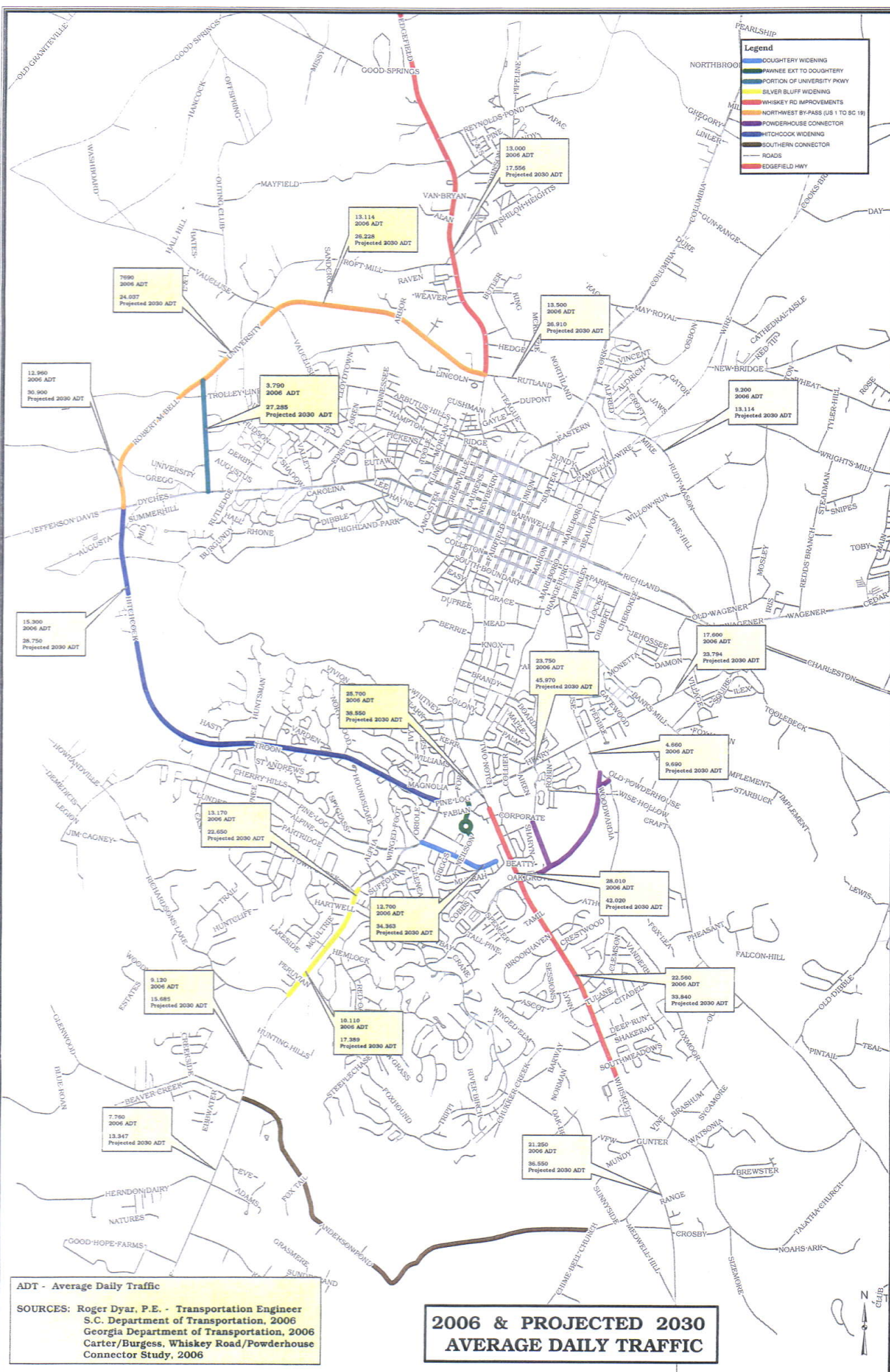
As the County's growth began to accelerate in recent years, the City of Aiken commissioned several studies addressing the need for various transportation projects. These studies addressed two very significant components of the overall plan: 1) The Whiskey Road-Silver Bluff Road Connector Study; and 2) The Whiskey Road / Powderhouse Road Connector Study, 3) The Arcadis study in 2000. Also, the City's transportation planner/engineer worked with the Planning Commission to develop a Traffic Impact Ordinance designed to identify the level of impact that new development has on the area road network and what, if any improvements, would be necessary to ameliorate those impacts.

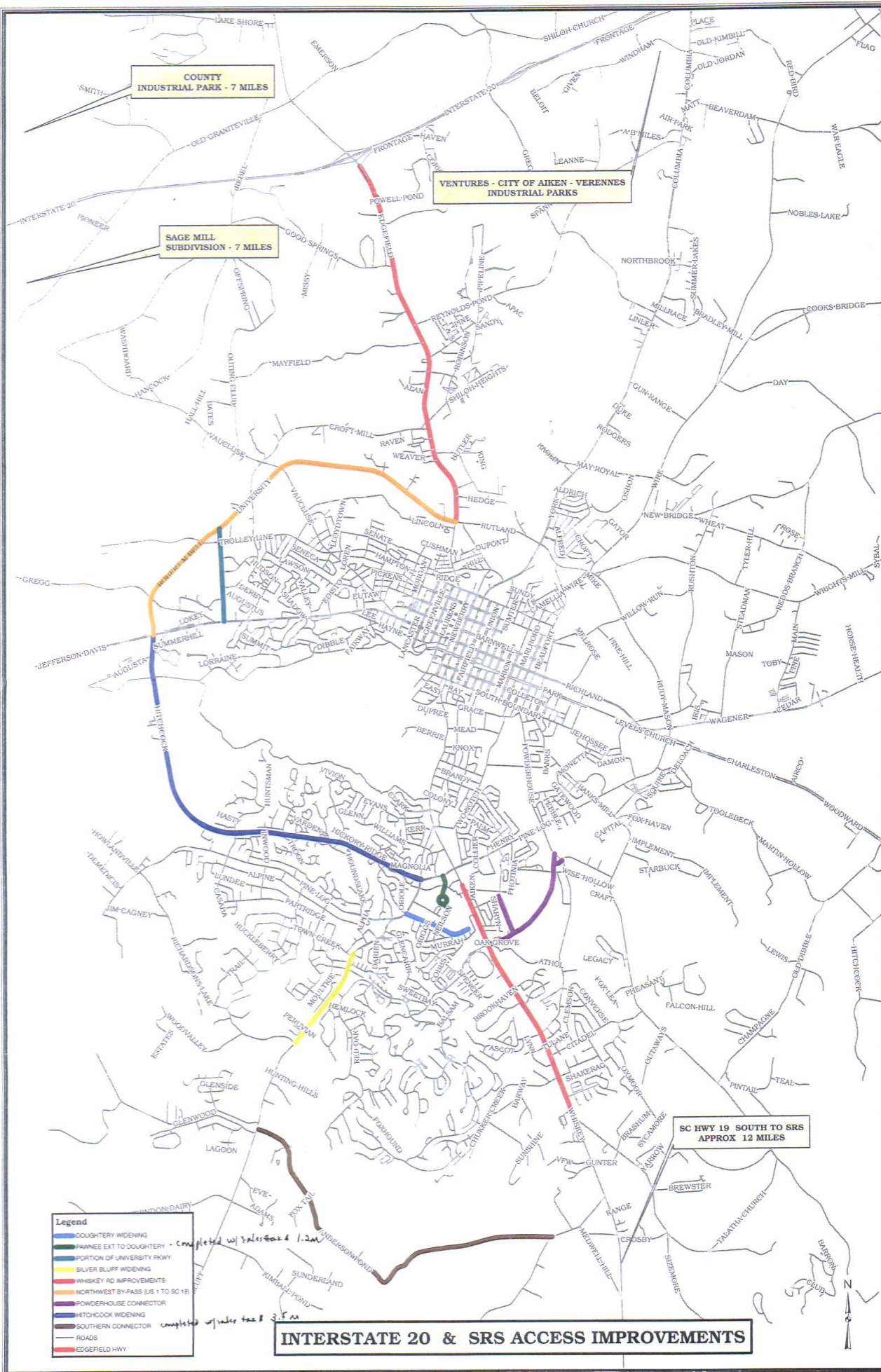
Each study addressed current and future traffic impacts based on projected growth on Aiken's south side and provided layout and route recommendations for these two critical connector projects.

Current and projected traffic growth for the planned project areas is shown on Map A.

Population Growth

Aiken County has undergone significant growth in recent years, and that trend is expected to continue through the year 2030. The city of Aiken was the third-fastest growing city in South Carolina during the 1990s. During the period between 1990 and 2000, Aiken County had the 10th highest growth rate in South Carolina among the state's 46 counties with a percent increase in population of 17.8%. The projected County population increase projected from 2000 to 2030 is 40%, a figure which demonstrates need for improved and increased infrastructure to address the impacts of growth.





Financial Plan

The Cities of Aiken and North Augusta, along with Aiken County, signed an MOU (Appendix A) which pledged to work together in identifying and expanding funding sources necessary to pay for the projects that each entity adopts as critical to accommodate the anticipated increase in traffic throughout the region. The list of projects presented herein represents the elements submitted as part of a two pronged approach to address access and congestion issues to the South toward the Savannah River Site and to the north along the primary corridor connecting to Interstate 20. The MOU is also an acknowledgment by our elected officials that significant benefits will result from these improvements. In addition, Aiken County residents have supported the need for transportation improvements through their votes to approve the Capital Project Sales Tax Referendums on two previous occasions.

The applicant requests grants totaling \$63,471,888 (as shown on spreadsheet A). These grants will be combined with local contributions, as itemized, in the amount of \$53,607,840. The local match computes to 46% of the total costs. In addition, the grants by the SC TIB may be disbursed between the years 2009 to 2015 as itemized.

The applicant is prepared to commit the \$53,607,840 in local funds through a combination of impact fees and special transportation enhancement fees on new development, renewal of the local option sales tax, local transportation funds, federal appropriations, city and county general funds, and donated rights-of-way.

SPREADSHEET A

Right of Way	PE/CEI	Estimated costs Construction	Contingency	Total	Year of Funding	Inflation Factor	TOTAL CONSTRUCTION COSTS	2012 - 2019		ARTS	(minus) City/County	Non-SC TIB Contributions Impact Fee	Donated ROW	Federal	Net Request of SC TIB	
								Sales Tax	ARTS							
INTERSTATE 20 ACCESS																
I-20 1. SC Highway 118 (Hitchcock Parkway) widening	\$ -	\$ 1,785,000	\$ 2,737,000	\$ 16,422,000	2010	1.09	\$ 17,899,980	\$ 3,284,400	\$ 3,500,000	\$ -	\$ 1,642,200	\$ -	\$ -	\$ -	\$ 9,473,380	
I-20 2. SC Highway 713.1 (University Parkway) widening	\$ 500,000	\$ 480,000	\$ 836,000	\$ 5,016,000	2011	1.12	\$ 5,617,920	\$ 1,003,200	\$ 1,100,000	\$ -	\$ 501,600	\$ -	\$ -	\$ -	\$ 3,013,120	
I-20 3. SC Highway 116 (Northwest By-Pass) widening	\$ 2,000,000	\$ 2,400,000	\$ 4,080,000	\$ 24,480,000	2013	1.18	\$ 28,896,400	\$ 4,896,000	\$ 2,500,000	\$ 1,000,000	\$ 2,448,000	\$ -	\$ -	\$ -	\$ 8,042,400	
I-20 4. SC 19 widening to Interstate 20	\$ 1,500,000	\$ 1,530,000	\$ 2,646,000	\$ 15,876,000	2015	1.24	\$ 19,686,240	\$ 3,175,200	\$ -	\$ -	\$ 1,587,600	\$ -	\$ -	\$ 1,000,000	\$ 13,923,440	
SUB-TOTAL I-20 ACCESS								\$ 72,090,540	\$ 7,100,000	\$ 1,000,000	\$ 6,179,400	\$ -	\$ 1,000,000	\$ -	\$ 44,452,340	
SAVANNAH RIVER SITE ACCESS IMPROVEMENTS																
SRS 1. SC Highway 440 (Anderson Pond Road)	\$ 150,000	\$ 345,000	\$ 559,000	\$ 3,354,000	2009	1.06	\$ 3,555,240	\$ -	\$ -	\$ 1,300,000	\$ 335,400	\$ 300,000	\$ -	\$ -	\$ 1,619,840	
SRS 2. Powderhouse & North/South Connector (new)	\$ 500,000	\$ 1,455,000	\$ 2,331,000	\$ 13,985,000	2010	1.09	\$ 15,244,740	\$ 2,797,200	\$ -	\$ 1,500,000	\$ 1,395,600	\$ 1,200,000	\$ -	\$ -	\$ 8,348,940	
SRS 3. SC Highway 19 (Whiskey Road)	\$ -	\$ 525,000	\$ 805,000	\$ 4,830,000	2010	1.06	\$ 5,119,800	\$ 986,000	\$ -	\$ -	\$ 483,000	\$ -	\$ 500,000	\$ -	\$ 3,170,800	
SRS 4. Dougherty/Silver Bluff/Paunee	\$ 1,000,000	\$ 1,164,000	\$ 1,984,800	\$ 11,908,800	2010	1.06	\$ 12,623,328	\$ 2,361,760	\$ 3,500,000	\$ -	\$ 1,190,880	\$ -	\$ -	\$ -	\$ 5,550,688	
SRS 5. SC Highway 302 widening (Silver Bluff)	\$ 2,500,000	\$ 540,000	\$ 1,328,000	\$ 7,968,000	2009	1.06	\$ 8,446,080	\$ -	\$ 7,320,000	\$ -	\$ 796,800	\$ -	\$ -	\$ -	\$ 329,280	
SUB-TOTAL SRS ACCESS								\$ 44,989,188	\$ 10,820,000	\$ 2,800,000	\$ 4,204,680	\$ 1,500,000	\$ 500,000	\$ -	\$ 19,019,548	
GRAND TOTALS								\$ 117,079,728	\$ 18,503,760	\$ 17,820,000	\$ 10,384,080	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 63,471,888	
Total Non-SIB contributions								\$ 53,607,840							46%	
total estimated construction cost balances to worksheet																
enlisted "Potential Transportation Improvements (Alken Area Only) 2007 - 2019" approved by Alken City and County																
Base year 2007 for construction estimates																
Inflation Factor																
2008	1.3															
2009	1.6															
2010	1.9															
2011	1.12															
2012	1.15															
2013	1.18															
2014	1.21															
(from Greenville County Planning and GPATS)																

Conclusion

The results of these projects will improve access to Interstate 20 and improve employee travel time to the Savannah River Site. In addition, the projects will provide a safer traveling environment, improve economic development prospects in the region, and contribute to an overall improvement in the quality of life for citizens and workers in Aiken County.

Interstate 20 Access Projects

The first component of the application consists of four projects to improve access to Interstate 20 in Aiken County. I-20 provides the only interstate access within Aiken County. Details of each project follow.

- I-20 1. SC Highway 118 (Hitchcock Parkway widening)
- I-20 2. SC Highway 2131 (University Parkway widening)
- I-20 3. SC Highway 118 (Northwest Bypass widening)
- I-20 4. SC Highway 19 (improvements from SC 118 to Interstate 20)

I-20 1. SC 118 (Hitchcock Bypass widening)

Summary

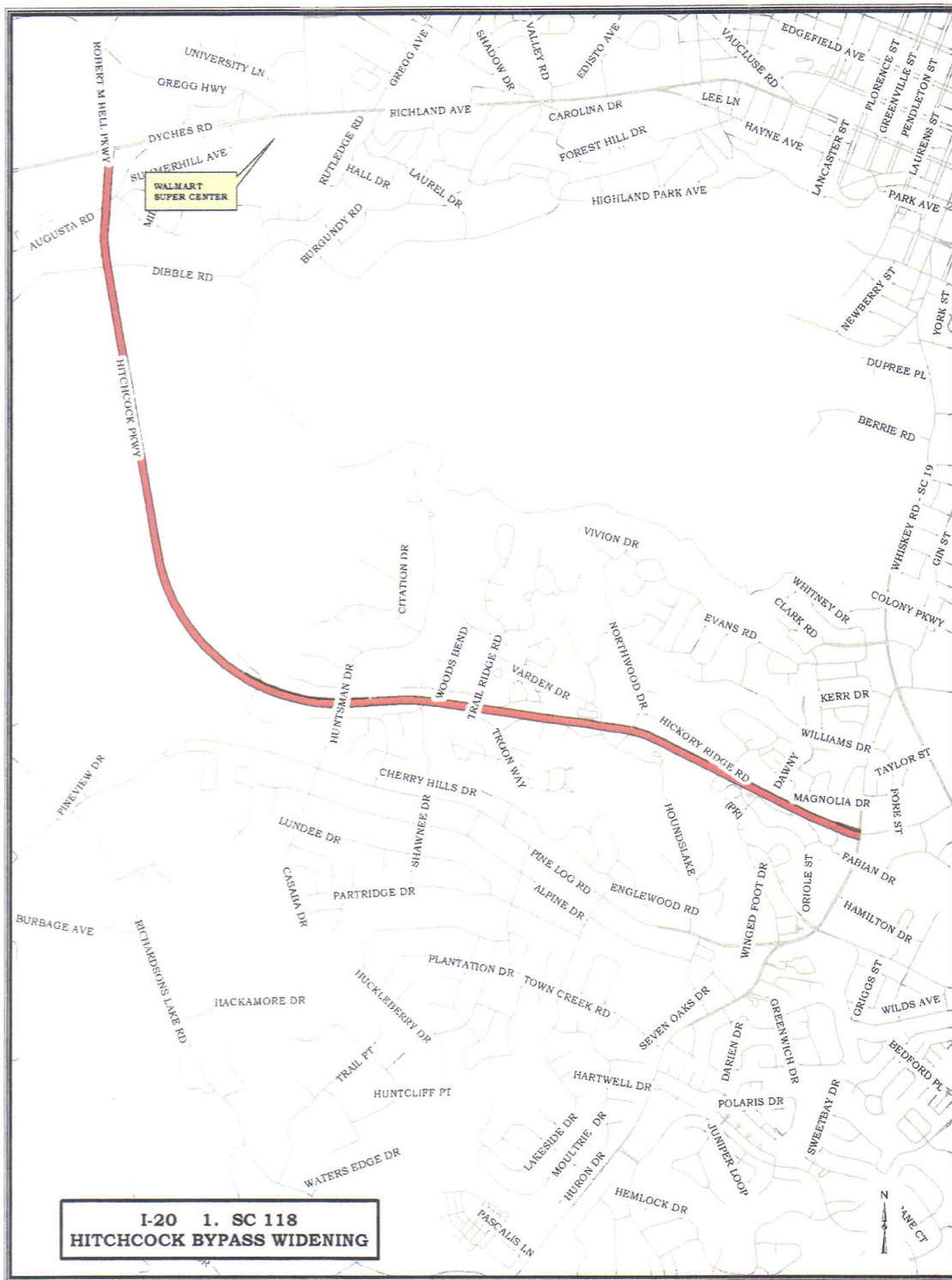
This project involves widening SC Highway 118 from US 1 to Silver Bluff Road (SC 302) at the southwestern portion of the City's bypass system. The traffic count on this roadway is between 15,000 and 18,000 with increases expected to continue. The road is a limited access two lane state highway with left turn lanes. There are substantial vertical changes along Hitchcock Parkway as well. These issues prompted the inclusion of the project in the ARTS (Aiken Regional Transportation System) improvement program as a long range element. The current TIP addresses funding only for PE costs beginning in FY 2011. The project will widen the roadway to a four lane section except where turning lanes are needed. The necessary right-of-way already exists for this project.

Project Need

Significant development is taking place along US 1 on the west side of Aiken with the development of a new super Wal-Mart and accompanying out-parcels and other strip development. In addition, extraordinary growth of the USC Aiken campus along SC 118 on the west side also places additional pressure on the road system in that area. This has resulted in a major impact on the roadway system.

Project Schedule/Finance

Project cost is estimated at \$17.9 million. The City will be able to fund 40% of that total from the next Sales Tax round in 2010. With an additional 25% coming from the ARTS program, approximately \$9.5 million would be needed from the Infrastructure Bank in 2010.



SCDOT PROJECT: HITCHCOCK WIDENING
16 NOVEMBER 2007

I-20 2. SC Highway 2131 (University Parkway widening)

Summary

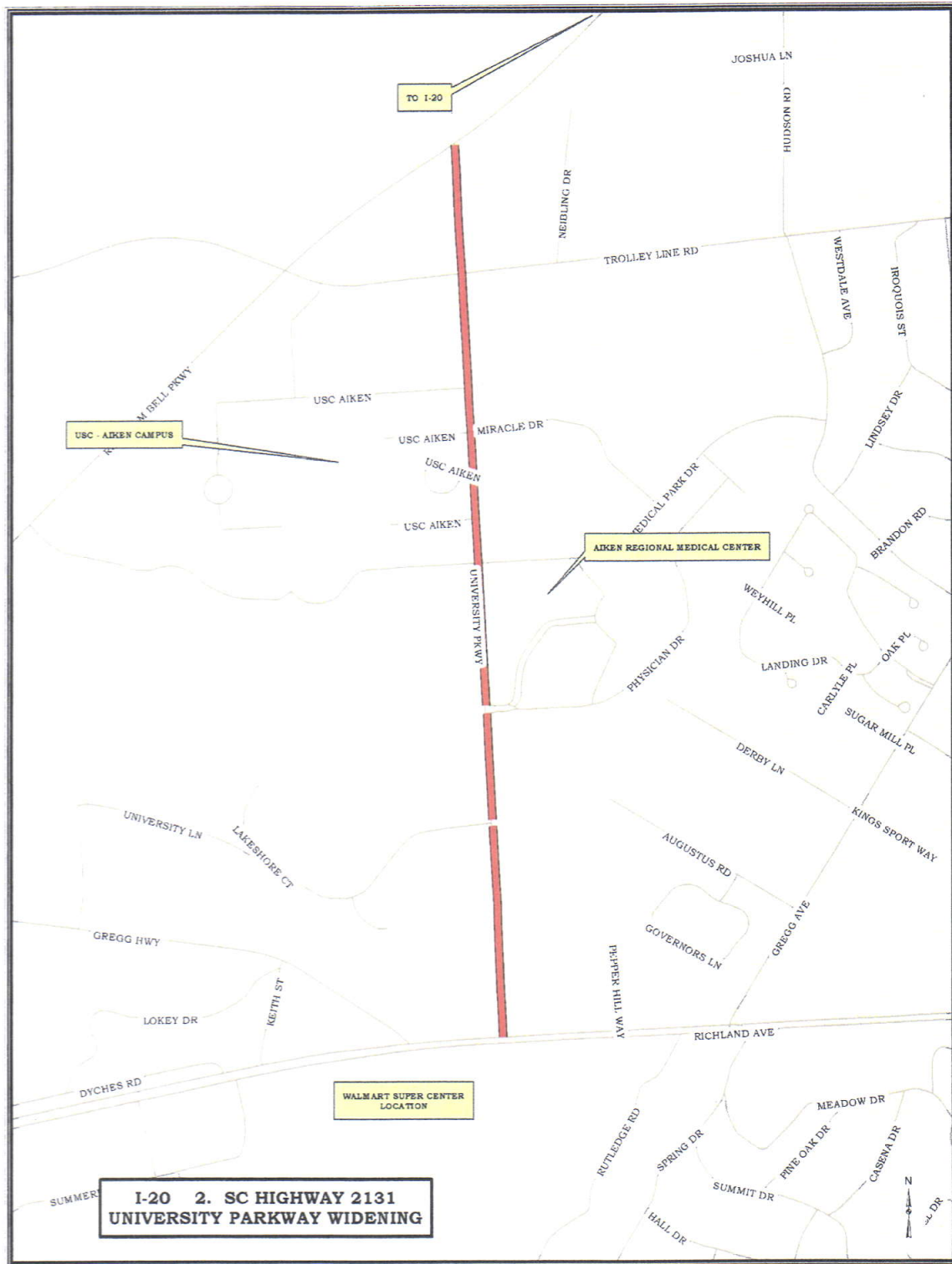
The project consists of widening to a five lane section with sidewalks.

Project Need

Significant development is taking place along US 1 on the west side of Aiken with the development of a new super Wal-Mart and accompanying out-parcels and other strip development. In addition growth of the USC Aiken campus and the Aiken Regional Medical Center along SC 118 places additional pressure on the road system. State Highway 2131 in that area is essentially a portion of the City's bypass system and the primary access corridor for the University and the Regional Medical Center. It will also be a primary access for the new mixed use development under construction called Trolley Run Station, which will consist of more than 1,200 acres of residential, 159 acres of retail/commercial, 16 acres for a YMCA, and 54 acres for possible government space. A traffic impact study in 2005 indicated that the project will generate up to 36,000 daily vehicle trips which, according to the SC Department of Transportation, double the traffic volumes.

Project Schedule/Finance

Current costs estimates for this project are \$5.617 million. The applicant will provide \$2.600 million in local match. The request of the SC TIB is \$3.013 million in 2011.



SCDOT PROJECT - UNIVERSITY PARKWAY WIDENING
14 NOVEMBER 2007

I-20 3. SC Highway 118 (Northwest Bypass widening)

Summary

This project consists of widening this state highway to five lanes with left turn lanes.

Project Need

This project will dramatically improve access to the interstate for the region including those motorists who must travel through this area from the South of Aiken in order to reach the Interstate. The road is presently a two lane facility and not suited to heavy traffic volumes, particularly involving truck traffic coming from and returning to the Interstate from the Aiken area. There are no passing lanes and traffic is frequently slowed in either direction. This connection to I-20 from points south is important to the economic vitality of the region. Along this stretch of SC Highway 118 was historically a residential collector road and has now been pressed into service as the main artery to service US 1 and access to the Interstate. This route is essential for commercial/truck traffic to and from the Savannah River Site.

Project Schedule/Finance

The current estimate for the total project cost is \$28.886 million. The applicant will provide local funding of \$4.896 million from sales tax, \$2.5 million from ARTS funds, \$1.0 million from the City's general funds, and \$2.448 in impact fees. The total request of the SC TIB is \$18.042 million in 2013.



SCDOT PROJECT - NORTHWEST BYPASS - 16 NOVEMBER 2007

I-20 4. SC Highway 19 (improvements SC 118 to Interstate 20)

Summary

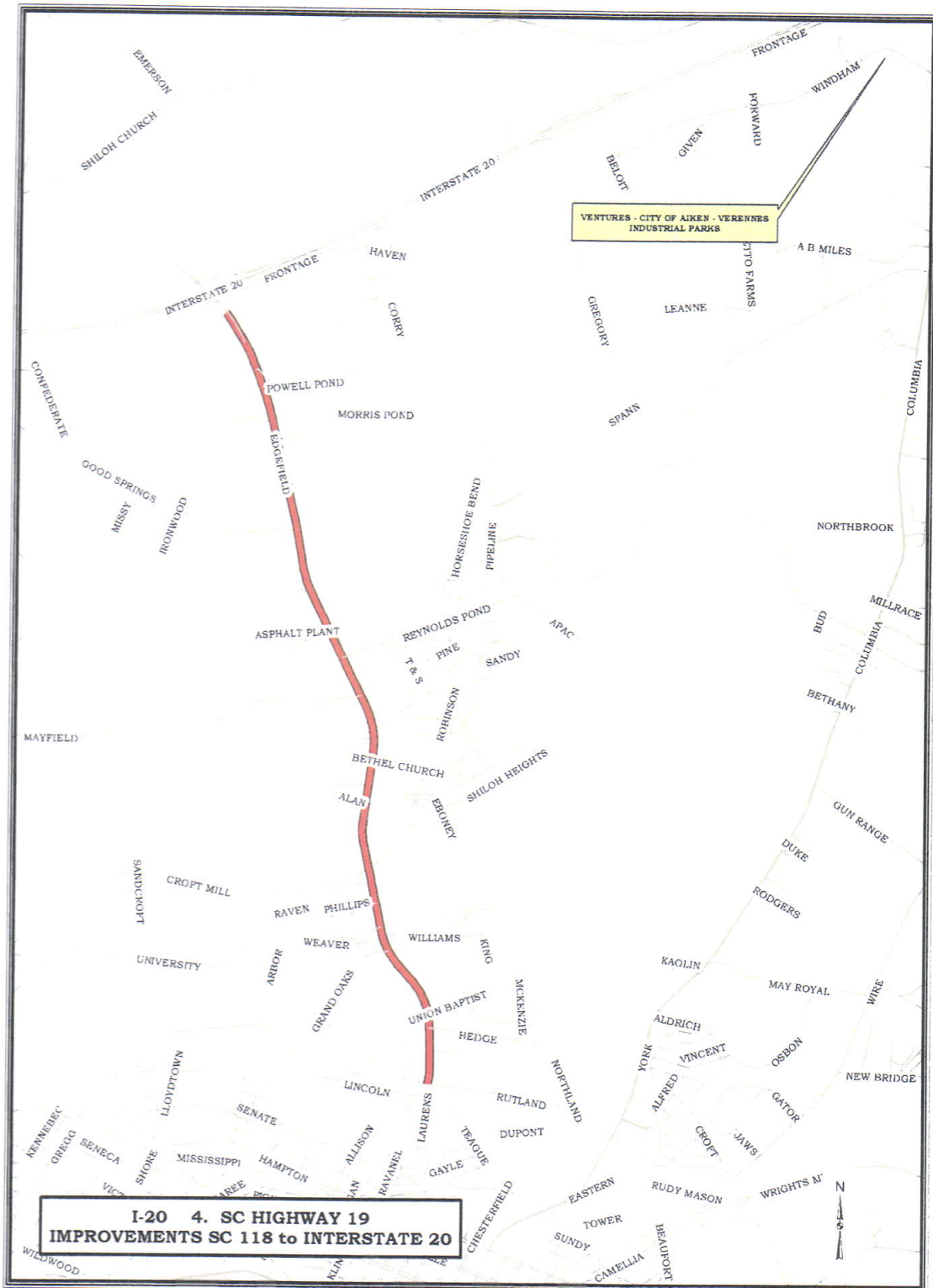
The project will include the widening to four lanes, with center turn lanes, the SC 19 corridor connecting Aiken's north side to Interstate 20 seven miles away.

Project Need

SC Highway 19 is a major corridor providing access to I-20. This project should improve access and traffic flow for commercial/truck traffic from the Aiken area and SRS to the only interstate facility running through Aiken County. The project had been identified and included in the long range Transportation Plan for the region. Major new development is taking place on Aiken's north side, thus making I-20 access a more pressing issue. Also, efficient and timely access for commercial traffic between major employers like the Savannah River Site and an interstate highway becomes even more crucial as the area begins to develop more fully. Large retail development also benefits from and is attracted to transportation routes which are in timely reach of the interstate system in order to facilitate product deliveries.

Project Schedule/Finance

The project cost estimate is \$19,686 million. The applicant will provide \$3.175 million from the next sales tax, \$1.587 from impact fees, and \$1.0 million from a federal earmark. The total request of the SC TIB is \$13,923 million to be funded in 2015.



NC DOT PROJECT # I-20 4. SC HIGHWAY 19 IMPROVEMENTS SC 118 to INTERSTATE 20

Savannah River Site Access Projects

The second component of the application is five projects to improve access to the one of the state's largest employers, the US Department of Energy's Savannah River Site. Details of each project follow.

- SRS 1. A new connection between SC 302 & SC 19 (Anderson Pond Road)
- SRS 2. A new North/South connector between SC 440 (Powderhouse) and SC 19
- SRS 3. SC Highway 19 improvements
- SRS 4. Improvements to SC Highway 419 and SC Highway 302
- SRS 5. Widening of SC Highway 302

SRS-1. A new connection between SC Highway 302 & SC Highway 19 (Anderson Pond Road)

Summary

A joint committee of City, County and State representatives has selected an alignment for a connector which would consist of a two-lane parkway connecting SC 19 to SC 302 by widening and improving Anderson Pond Road.

A limited access parkway is proposed for the project with left turn lanes as needed.

Project Need

The Aiken County Council and the City of Aiken have worked closely together to develop a proposal for a connector between SC 19 and SC 302 on Aiken's Southside in order to relieve increasing traffic congestion along and near these highways, which are the only major north-south corridors in the Aiken community. The highest commercial growth rate in the region is south of S 419, primarily along SC 19. Furthermore, SC 19 is the primary route from the Aiken area for workers at the Savannah River Site, one of the state's largest employers, with 12,000 workers on site, many of whom reside in or near Aiken and North Augusta.

Project Schedule/Finance

The current construction estimate is \$3.354 million. The applicant will contribute \$1.3 million along with \$334,000 in impact fees and \$300,000 in donated rights-of-way. The total grant request is \$1.169 million for this project in 2009.

SRS-2. A new North/South connector between SC Highway 440 (Powderhouse) and SC Highway 19

Summary

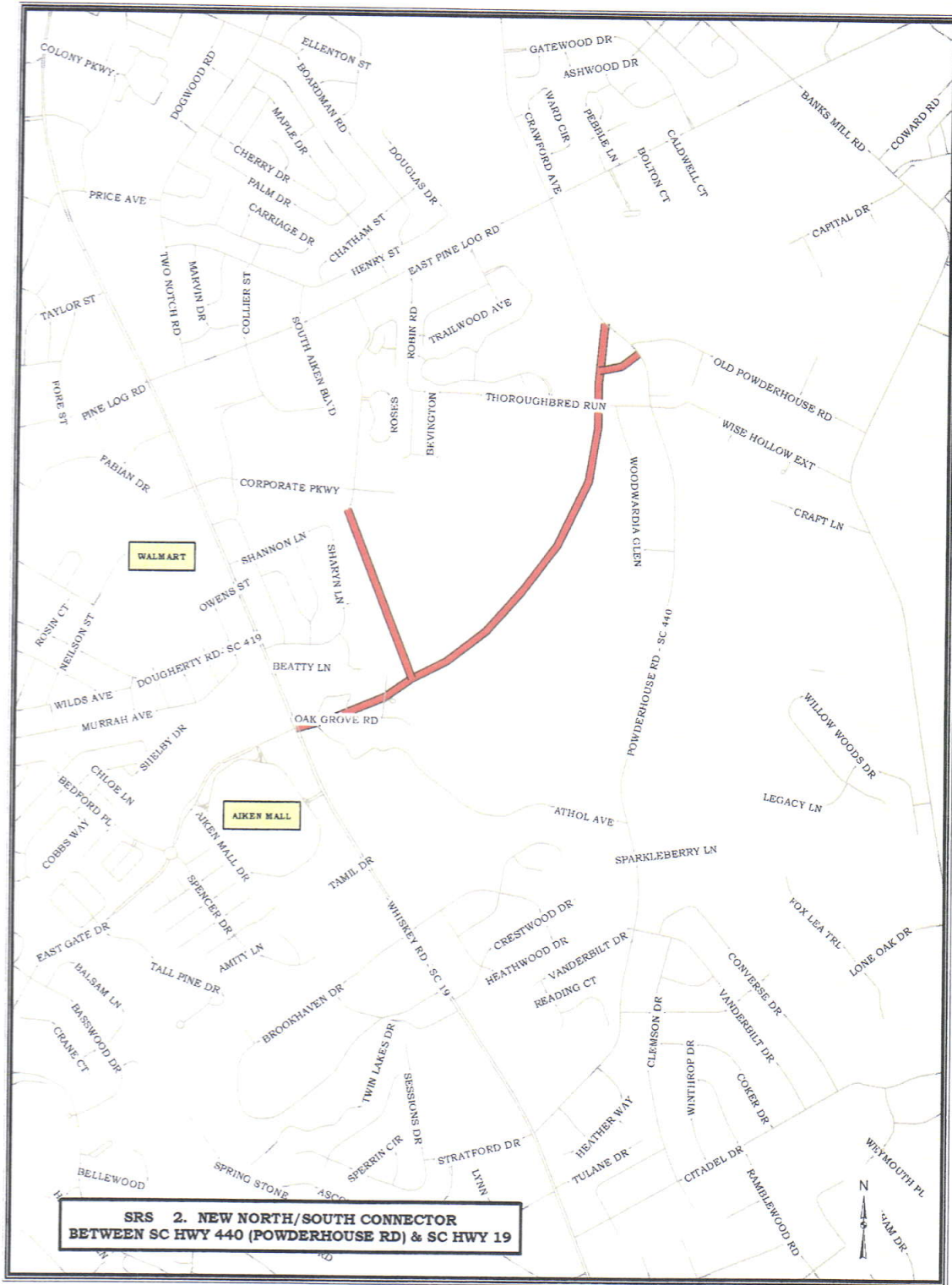
This connector project is the result of a joint effort between Aiken County and the City of Aiken to develop strategies for reducing safety and access problems generated by growth pressures on Aiken's south side. A number of alternatives for a north-south connector linking S440 with SC 19 were developed by a transportation planning firm and reviewed by an ad hoc committee made up of City and County officials and private citizens. The route they recommended as the best option involves two separate roadway connectors between 19 and S440 in an east-west direction. The roadway will be 4 and 2 lane limited access section, and will be linked by a third new roadway section running north and south and connecting to existing pavement near SC 302 East.

The major routes in the area, including SC 19, currently have a poor level of service and safety issues. The section of SC 19 between SC 302 and S 440 is an area with significant safety concerns. The crash rate over the past three years along that section was many times the statewide rate.

The connector study included several stakeholder meetings, with input sought at every stage from the public and from property owners in that area. To complete the study, the City of Aiken and Aiken County established a Joint Steering committee to guide the transportation planning team through the process which included area citizens.

Project Schedule/Finance

The estimated construction cost is \$15.245 million. The applicant will contribute \$6,895 in sales tax revenues, donated rights-of-way, impact fees and general funds. The total request of the SC TIB is \$8.349 million in 2010.



SCDOT POWDERHOUSE CONNECTOR - 16 NOVEMBER 2007

SRS-3. SC Highway 19 improvements

Summary

The project will complement the improvements already made by the City along SC 19 from SC 302 (Pine Log Road) to Corporate Parkway. It will consist of curbing, sidewalks, lighting, drainage infrastructure, landscaping and driveway improvements from Corporate Parkway south along Whiskey to SC Highway 729.

Project Need

These improvements will allow us to consolidate ingress and egress points in certain places and serve to resolve some drainage problems that exist south of Corporate Parkway. These improvements can significantly improve roadway safety in that well traveled area.

Project Schedule

The current construction estimate for this project is \$5.120 million. The applicant will contribute \$1.949 million in sales tax, impact fees and other funds. The total request of the SC TIB for this project is \$3.171 million.



SRS-4. Improvements to SC Highway 419 and SC Highway 302

Summary

This project includes widening SC Highway 419 and intersection improvements at SC Highway 302 in addition to the construction of an extension/connector road from Pawnee Drive to SC Highway 419. The extension is a two lane facility with turn lanes as needed.

Project Need

The SC 419/SC 302 intersection is heavily traveled during peak periods of the day, with a high volume of traffic turning onto SC 419 from SC 302. This road has become a convenient connector between SC 302 and SC 19, the two major north south arterials in the community. A right turn lane at this point will help to improve the traffic flow through that intersection and lesson the congestion that can occur on SC 302 to the south during peak periods.

Aiken City Council designated the extension of Pawnee as one of its top goals. This project provides a secondary route between SC 302 via Pawnee Drive and SC 419. Presently SC 419 is the primary connector between SC 302 and SC 19 on Aiken's south side. There is no other paved road south of 419 to make this a vital connection. As a result, SC 419 is a very important and heavily traveled two lane secondary road. The proposed connector would reduce the amount of traffic on SC 19 by providing an alternative route for much of the commercial traffic which now uses SC 19 to access the Super Wal-Mart store and other strip commercial developments north of SC 419. SC 19 has a level of service D to E presently at certain times of day, and as growth continues along and adjacent to that corridor, congestion will become a more serious problem unless alternative routes, such as proposed here, are developed.

SC 419 is a two lane collector with open ditches and a very narrow 60 foot right-of-way. Most development along SC 419 was residential until the early nineties, when growth pressures on the Southside transformed the road from a residential collector street into a high volume collector road between two major commercial arteries. With that growth came a transformation from residential to predominantly commercial and office space. The previously local, rural road was not designed to accommodate that level of traffic, particularly given the road width and lack of sufficient turn lanes.

Project Schedule/Finance

Right-of-way acquisition for this project is under way. The current construction estimate is \$12.623 million. The applicant will contribute \$2.381 in sales tax, \$3.5 in local ARTS funding, and \$1.190 in impact fees to this project. The total request of the SC TIB is \$5.550 million in 2010.

SRS-5. Widening of SC Highway 302

Summary

This project consists of widening to three lanes a major North/South artery.

Project Need

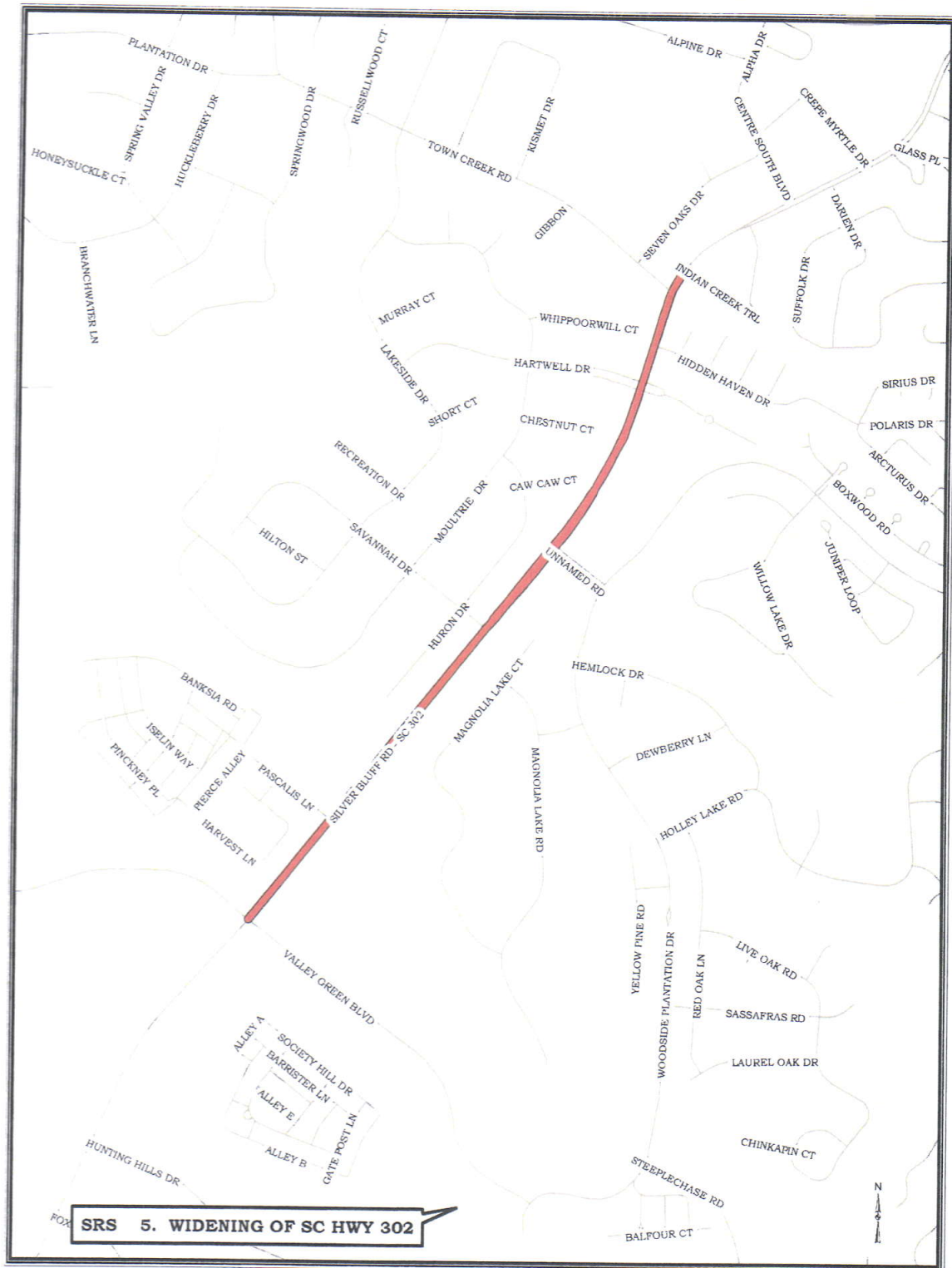
Significant new residential development is underway along SC 302 south of the four lane section of that highway. The road narrows to a two lane configuration north of the entrance to several subdivisions, including Woodside Plantation, a large and expanding four golf course development on Aiken's south side. A new entrance is being built to align with S 81 (Richardson's Lake Road) to provide an access point for a new commercial center which is planned to serve Woodside and other shoppers in the area. The road will also access the new Phase III and IV of the subdivision, which will feature over 1500 homes at build-out.

Other single family housing development have also recently been developed along SC 302 on the north side of S 81, and plans are under development for a connector road to the south between 302 and SC 19, the area's two primary corridors.

These projects will significantly impact traffic levels in the area. Planning and Engineering work is underway on this project. Based on citizen and Council input, it is expected that this project will feature a widened two lane road with turn lanes as necessary, traffic signals, and drainage improvements for the areas in question in order to provide smoother traffic flows, reduced congestion, and improved traffic safety.

Project Schedule/Finance

The current construction estimate for this project is \$ 8.446 million. The applicant will contribute \$7.320 million in local funding and \$796,800 in impact fees. The total request of the SC TIB is \$329,280 in 2009.



APPENDIX A

**A RESOLUTION AUTHORIZING THE CITY OF AIKEN
TO ADOPT A MEMORANDUM OF UNDERSTANDING
BETWEEN AIKEN COUNTY, THE CITY OF AIKEN AND THE
CITY OF NORTH AUGUSTA FOR WORKING TOGETHER TO
ADDRESS THE COUNTY'S FUTURE ROAD IMPROVEMENT NEEDS
FOR THOSE IMPROVEMENTS**

WHEREAS, Aiken County, the City of Aiken and the City of North Augusta have and will continue to experience dramatic growth in the number of residences and businesses which results in a significant increase in population and traffic; and

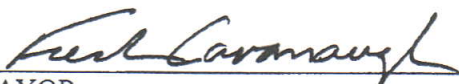
WHEREAS, the three governments wish to work together in addressing the challenge of providing the necessary transportation infrastructure required to accommodate this future growth; and

WHEREAS, a Memorandum of Understanding, a copy of which is attached hereto as Exhibit "A" and incorporated herein by reference, has been prepared between the three governmental entities expressing their intent to work together to provide the necessary transportation infrastructure and identifying the Capital Projects Sales Tax – Round 3 (CPST-3) as a viable revenue source to aid in financing said transportation; and

WHEREAS, the Council of the City of Aiken has concluded that entering into this Memorandum of Understanding with Aiken County, the City of Aiken and the City of North Augusta is essential to the general health, safety, welfare and economic stability of the City and is in the best interest of its citizens;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Aiken hereby authorizes the City of Aiken to enter into this Memorandum of Understanding with Aiken County, the City of Aiken and the City of North Augusta.

ADOPTED by the Council of the City of Aiken at regular meeting held this 26th day of February, 2007, at which a quorum was present and voting.


MAYOR

APPROVED:


CITY ATTORNEY

ATTEST:


CITY CLERK

STATE OF SOUTH CAROLINA)

MEMORANDUM OF UNDERSTANDING

COUNTY OF AIKEN)

THIS MEMORANDUM OF UNDERSTANDING made this 6th day of March, 2007, by and between Aiken County, hereinafter referred to as "the County," the City of Aiken, hereinafter referred to as "Aiken," and the City of North Augusta, hereinafter referred to as "North Augusta," and collectively referred to as the "Parties".

WHEREAS, the Parties have experienced dramatic growth in the number of residences and businesses which has resulted in a significant increase in population and traffic over the past several years; and

WHEREAS, this growth has led to the roads in the County, in Aiken, and in North Augusta reaching and/or exceeding their design capacities. As a result, the roads are becoming inadequate to handle the normal daily traffic demands that are currently being experienced by the Parties and that can be anticipated with continued growth; and

WHEREAS, the Parties acknowledge that additional funding sources must be identified that can provide the funds that will be required to expand existing roads and to construct additional roads that will be needed to accommodate the anticipated increased traffic. The Parties further acknowledge that more than one source of funding must be identified to assure balance and fairness among all segments of the population; and

WHEREAS, the Parties have identified the Capital Projects Sales Tax – Round 3, hereinafter referred to as CPST-3, as a significant source of funding that can be used to meet in part the future roadway needs of the County, Aiken and North Augusta. It is expected that CPST-3 will be submitted for approval by the citizens of Aiken County in the next appropriate CPST referendum; and

WHEREAS, the Parties believe that it is in the best interests of the citizens of the County, Aiken, and North Augusta, to enter into this Memorandum of Understanding identifying the CPST-3 as a funding source for needed road improvements and setting forth guidelines for the use thereof.

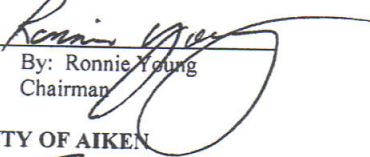
NOW, THEREFORE, the Parties agree that they will support a Capital Projects Sales Tax, [Section 4-10-30, et seq of the Code of Laws of South Carolina, as amended] referendum to be placed before the voters of Aiken County in the next appropriate CPST referendum with a designated percentage of the funds to be used for road improvements within the following guidelines:

1. Revenues from the CPST-3 shall be allocated to the Parties and the other various and several municipalities in Aiken County by way of the formula used in previous Capital Project Sales Tax Referenda whereby fifty percent (50%) of the projected revenues shall be distributed to the Parties by projecting the point of sale and collection of CPST revenue and the remaining fifty percent (50%) shall be distributed based on the respective populations of the Parties and the other various municipalities in Aiken County.
2. The Parties agree to allocate a minimum of twenty percent (20%) of the projected revenues in accordance with paragraph #1 above to the paving and/or expansion of existing roads and construction of new roads in or around their jurisdictions.
3. The Parties agree that it is their intent to develop a list (s) of road projects that can be funded individually or jointly by the County's, Aiken's and North Augusta's proceeds from the CPST-3.

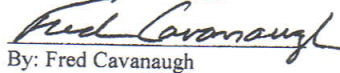
4. Each of the Parties has recently completed or is in the process of conducting traffic studies for the purpose of identifying future roadway needs in and around their respective jurisdiction. As these studies move forward the Parties will cooperate with the analyses to insure that all current and future road and traffic issues in Aiken County are identified. The Parties will cooperate to insure that projects identified by these analyses will be incorporated into their respective Lists of Projects to be funded in part by the CPST-3.
5. The Parties acknowledge and agree that the CPST-3 should not be the sole source of funding for the various Parties' financing of roadway improvements within or affecting their respective jurisdictions. The Parties are encouraged to pursue all legal forms of financing for roadway projects within their jurisdiction. This Agreement shall not be construed to prevent any of the Parties or any of the other various and several municipalities in Aiken County from using additional CPST-3 funds or alternative sources of revenue to fund road projects.
6. The Parties understand and agree that this Agreement must be approved by their respective Councils while voting in a session open to the general public and this Agreement shall not become effective until such time as all three (3) Councils have voted affirmatively for the Agreement.
7. The Parties understand and agree that this memorandum of understanding is a statement of intend and reflects the current thinking of the governing bodies as they plan for the future road infrastructure needs within Aiken County and cannot be binding on the future governing bodies.
8. The Agreement will not be in conflict with any state statutes pertaining to the allocation of CPST funds.

9. This Agreement may be signed in multiple counterparts.


AIKEN COUNTY


By: Ronnie Young
Chairman

CITY OF AIKEN


By: Fred Cavanaugh
Mayor

CITY OF NORTH AUGUSTA


By: Lark Jones
Mayor

Potential

TRANSPORTATION IMPROVEMENTS
(Aiken Area Only)

2007- 2019

A. Southern Connector (Anderson Pond Road)

Cost: \$3.5 million
Funding Available: \$1.3 million (Sales Tax)
Needed: \$2.2 million

Possible Sources of Funding:

70% Next Sales Tax¹
10% Transportation Enhancement Fee²
20% Impact Fee³

B. Powderhouse and North/South Connector

Cost: \$14 million
Funding Available: \$1.35 million (Sales Tax)
Needed: \$12.65 million

Possible Sources of Funding:

60% Next Sales Tax
10% Transportation Enhancement Fee
10% Developer Fee (Land Donation)
20% Impact Fee

C. Hitchcock Widening (U.S. 1 to Silver Bluff)

Cost: \$16 million
Funding Available: None

Possible Sources of Funding:

50% Next Sales Tax
30% ARTS
20% Impact Fee

D. Pawnee Extension to Dougherty

Cost: \$1.2 million
Funding: City of Aiken

E. Whiskey Road Improvements

Cost: \$5 million
Funding Available \$0.7 million (Sales Tax)
\$0.8 million (ARTS Enhancement)
Needed \$3.5 million

Possible Sources of Funding
80% Next Sales Tax
20% Impact Fees

F. University Parkway Widening

Cost: \$5 million
Funding Available None

Possible Sources of Funding
60% Sales Tax
20% ARTS
20% Impact Fees

G. Silver Bluff Right Turn lane onto Dougherty

Cost: \$2 million
Funding Available: None

Possible Source of Funding
40% Next Sales Tax
40% ARTS
20% Impact Fee

H. Dougherty Road Widening (Silver Bluff to Whiskey)

Cost: \$8 million
Funding Available: \$0.15 million (Sales Tax)
Needed: \$7.85 million

Possible Funding Source

40% Next Sales Tax
40% ARTS
20% Impact Fee

I. Intersection Improvements Dougherty at Silver Bluff

Cost: \$1 million
Funding: \$1 million (ARTS)

J. Robert Bell/Northwest By-Pass Widening (U.S. 1 to S.C. 19)

Cost: \$25 million
Funding Available: None

Possible Sources of Funding

60% Next Sales Tax
10% ARTS
10% Transportation Enhancement Fee
20% Impact Fee

K. Silver Bluff Widening (From existing to 4-lane section Richardson Lake Rd)

Cost: \$8 million
Funding: \$8 million (ARTS)

¹One Cent Sales Tax (Third Round) estimated at \$175 million over 7 years from 2012 to 2019

²Fee charged per home that directly benefits from roadway improvement

³Fee charged to all new homes in County

TRANSPORTATION
FUNDING NEEDED

<u>Transportation Projects</u>	<u>Cost</u>
A. Southern	\$3.5 million
B. Powderhouse	\$14 million
C. Hitchcock	\$16 million
D. Pawnee	\$1.2 million
E. Whiskey	\$5.0 million
F. University Parkway	\$5.0 million
G. Silver Bluff at Dougherty	\$2.0 million
H. Dougherty	\$8 million
I. Dougherty at Whiskey/Silver Bluff	\$1 million
J. Northwest By-Pass	\$25.0 million
K. Silver Bluff	\$8 million
Total Funding Needed	\$87.7 million

POSSIBLE
FUNDING AVAILABLE (2007-2019)

Proposed Sales Tax \$175 million x 30% = \$52.5

Depending on Road needs in 2010 the minimum % from the Sales Tax can be increased by one or more of the governmental entities.

Transportation Enhancement Fee

A. Southern	1,200 homes x \$400 =	\$ 480,000
B. Powderhouse	1,400 homes x \$750 =	1,050,000
I. Northwest By-Pass	4,000 homes x \$500	<u>2,000,000</u>
		\$3,530,000

Country-Wide Impact Fee

- Assume 1,500 homes per year
- \$500 per home
- 12 years

Total \$9,000,000

Total Possible Funding Available

Current Sales Tax	\$ 3.5 million
Proposed Sales Tax	\$52.5 million
Transportation Enhancement Fee	\$ 3.53 million
Impact Fee	\$ 9.0 million
ARTS	\$18.0 million
City Contribution	<u>\$ 1.2 million</u>
Total Funding Available	\$87.73 million



City of Aiken

Post Office Box 1177
Aiken, S.C. 29802

March 13, 2007



Mr. Samuel Bennett
City Administrator
P. O. Box 6400
North Augusta, SC 29861-6400

Dear Sam:

City Council at their February 26, 2007, meeting approved the attached Memorandum of Understanding between the three governmental entities. I have also included the projects which we anticipate needing to complete in our area along with their funding sources.

Starting with Woodside we hope to establish a Transportation Enhancement Fee, through a Developer's Agreement to help off set the roadway costs associated with these developments. Our Traffic Management Ordinance states that a new development must pay its prorata share of all necessary roadway improvements. This agreement will allow the developer to pay for these improvements based on their lot sales instead of a lump sum payment. In this case we will ask the developer to pay a per lot cost that will be approximately 200% of their anticipated prorata share. We hope to have this model developed within the next 30 days.

I appreciate all the help that both North Augusta and Aiken County have given us to take a long term view of what future transportation projects will be needed and their associated funding source.

We look forward to continuing our great working relationships as we move forward to solve the transportation problems within our area.

Sincerely,

Handwritten signature of Roger LeDuc.

Roger LeDuc
City Manager



City of Aiken

Post Office Box 1177
Aiken, S.C. 29802

March 13, 2007



Mr. Clay Killian
Aiken County Administrator
828 Richland Avenue W.
Aiken, SC 29801

Dear Clay:

City Council at their February 26, 2007, meeting approved the attached Memorandum of Understanding between the three governmental entities. I have also included the projects which we anticipate needing to complete in our area along with their funding sources.

Starting with Woodside we hope to establish a Transportation Enhancement Fee, through a Developer's Agreement to help offset the roadway costs associated with these developments. Our Traffic Management Ordinance states that a new development must pay its prorata share of all necessary roadway improvements. This agreement will allow the developer to pay for these improvements based on their lot sales instead of a lump sum payment. In this case we will ask the developer to pay a per lot cost that will be approximately 200% of their anticipated prorata share. We hope to have this model developed within the next 30 days.

I appreciate all the help that both North Augusta and Aiken County have given us to take a long term view of what future transportation projects will be needed and their associated funding source.

We look forward to continuing our great working relationships as we move forward to solve the transportation problems within our area.

Sincerely,

A handwritten signature in cursive script that reads "Roger".

Roger LeDuc
City Manager

THE CITY OF AIKEN

Memorandum

Date : February 19, 2007
To : City Council
From : Roger LeDuc, City Manager
Subject: Approval of Memorandum of Understanding for Roadway Improvements

Over the last several years the communities of Aiken and North Augusta have experienced dramatic growth both in the number of residents and businesses, resulting in a significant increase in population and traffic. This has led several roads in our area to reach or exceed their design capacity. As this growth continues we can anticipate additional roads being unable to handle their normal daily traffic demands.

For this reason we are recommending the approval of the attached Memorandum of Understanding (MOU). It acknowledges the success that we have seen from the previous two Capital Project Sales Tax Referendums (CPST) and the need to identify funds in the next CPST to expand existing roads and to construct additional ones. These improvements are needed to accommodate the anticipated increase in traffic. The City of Aiken and North Augusta and Aiken County have all acknowledged that more than one source of funding needs to be identified to improve the transportation system. However, the major portion of that funding should come from the Capital Projects Sales Tax 3, and we are asking City Council to support the MOU.

This Memorandum of Understanding will help set guidelines for the future allocations of the funds. It is the intent of all three agencies to develop a list of projects that would be funded individually or jointly by the County, Aiken or North Augusta's proceeds from the CPST3. We are asking that this MOU be approved by all three parties and that each Council vote affirmatively for this agreement. We have also attached a potential list of roadway projects for the Aiken area. This list identifies projects through the next anticipated Capital Projects Sales Tax period of 2019. It also identifies other potential funding sources that could be used to pay for these improvements. Based on current costs it appears that nearly \$90 million would be needed to complete this work. From the potential \$175 million from the next CPST approximately 30% will be needed in the Aiken area to meet the funding needs of the identified list of projects. Additional highway projects may develop between now and the time that we establish this list. However, this Memorandum of Understanding allows us to get started on developing plans for these anticipated improvements. Once this MOU has been approved by all three parties Council may then want to begin the necessary engineering and right of way acquisition for some of these projects.

For City Council consideration, this is approval of the attached Memorandum of Understanding for future roadway improvements.


Roger LeDuc
City Manager

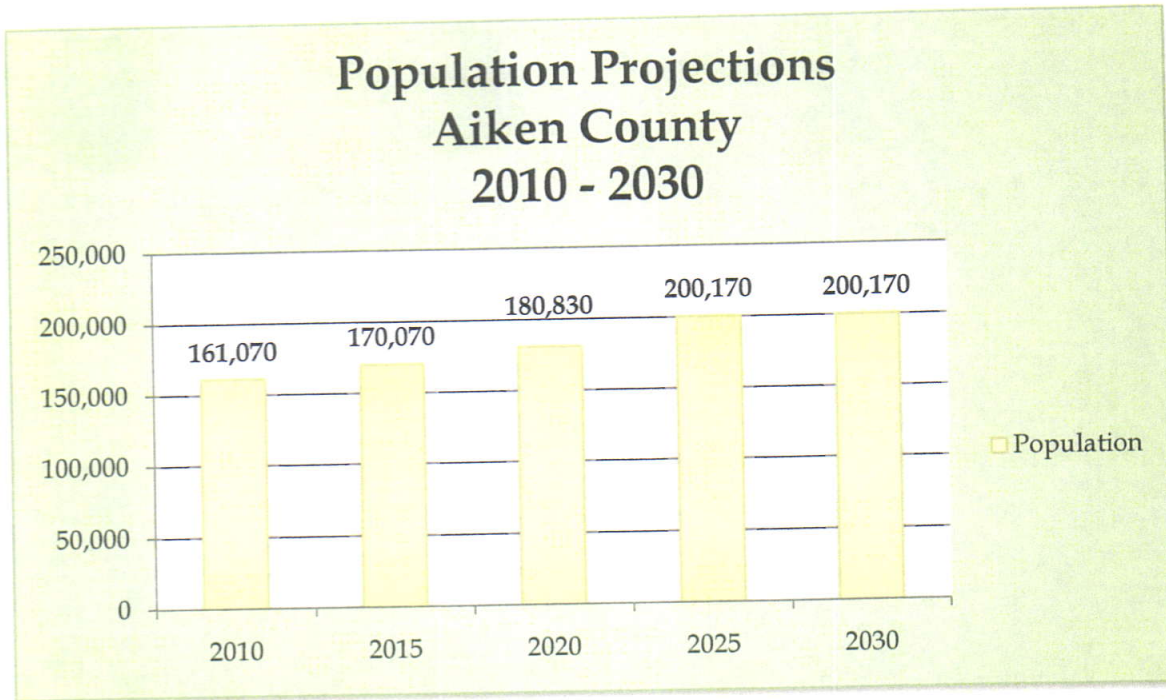
APPENDIX B

Worker Commuting Patterns - Aiken County 2006

In-Commuting From Top 10 Counties		Out-Commuting To Top 10 Counties	
<i>County</i>	<i>Number</i>	<i>County</i>	<i>Number</i>
Edgefield	2,762	Lexington	1,428
Barnwell	1,451	Edgefield	1,339
Lexington	613	Richland	1,073
Saluda	460	Barnwell	912
Orangeburg	265	Saluda	266
Bamberg	174	Charleston	107
Allendale	153	Orangeburg	107
Richland	118	Allendale	50
Hampton	93	Beaufort	45
McCormick	84	Greenville	39
Total	6,173	Total	5,366
Total from remaining SC Counties	371	Total to remaining SC Counties	382
County residents who work in Aiken County	44,243	County residents who work in Aiken County	44,243
Total from all other states	9,676	Total to all other states	12,811
Grand Total	60,463	Grand Total	62,802

Source: S.C. Employment Security Commission

Appendix C



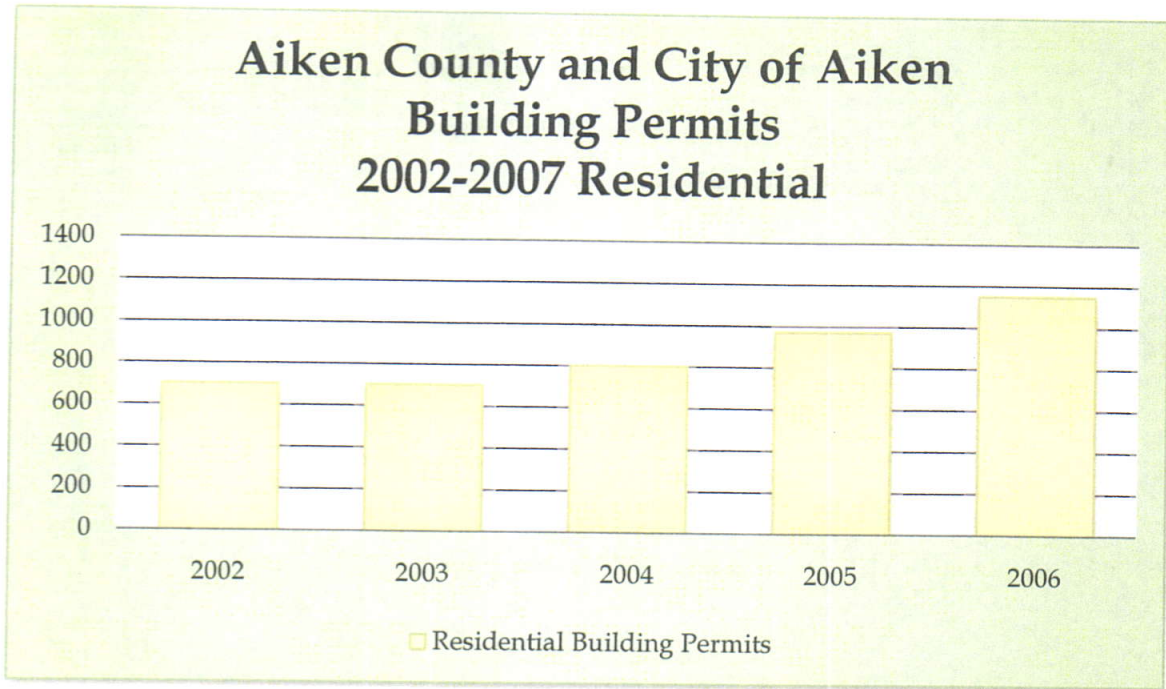
Source: United States Census Bureau

Appendix D

2006 Traffic Counts - Aiken County, SC

Locations	Route	Average Daily Traffic Counts
SC 81 to SC 118	Silver Bluff Road (302)	12,300
SC 19 to SC 302	SC 419 (Dougherty Rd)	12,700
S-302 to S-65	Route 87 (Pine Log)	5,200
SC 19 to US 78	SC 302 (East Pine Log)	19,800
SC 302 to US 1-78	118 (Rudy Mason Parkway)	14,400
SC 19 to US 1	118 (University Parkway and Robert Bell Parkway)	12,200

Appendix E



Source: City of Aiken Inspections Division and Aiken County Planning Department