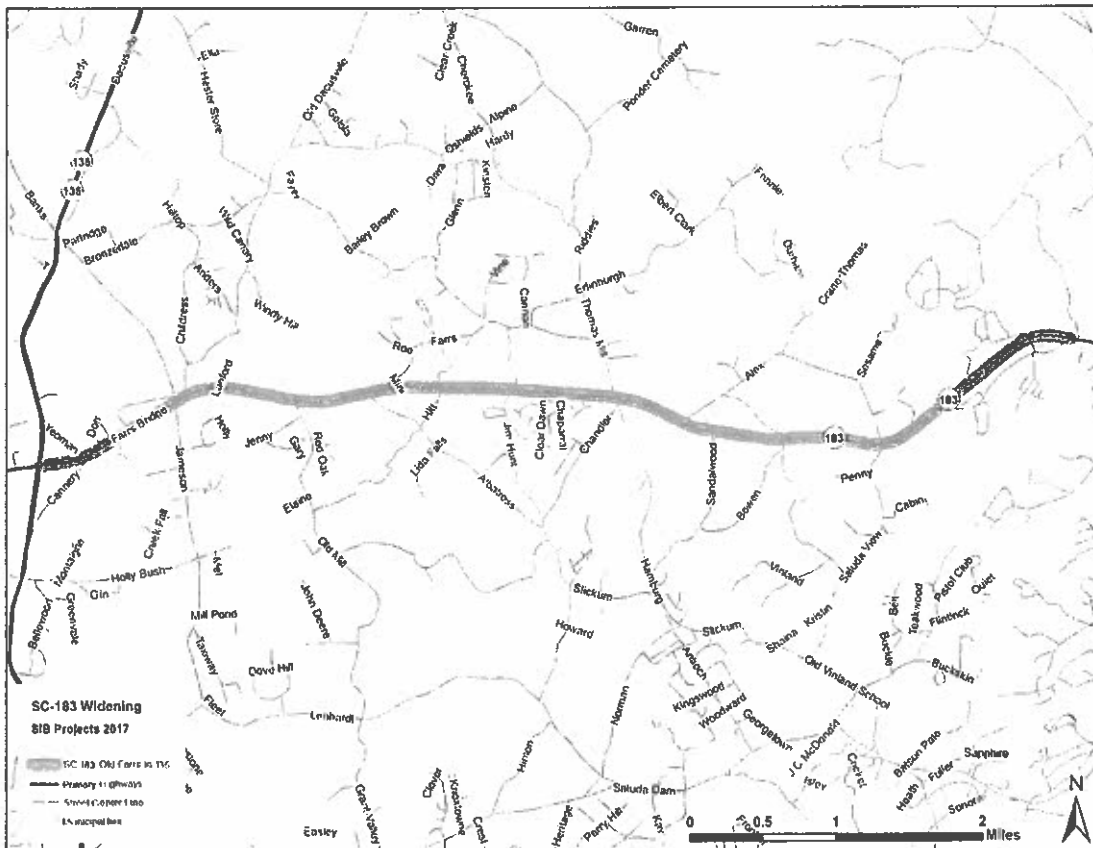


## Application by Pickens County, South Carolina For Financial Assistance from the South Carolina State Infrastructure Bank (SIB) Response

### Section III: Description of Project

Of the two projects originally mentioned in Pickens County’s SIB application, only one is now being pursued, the SC-183 Widening. An executive summary with information about the project can be found on page 1 of the original application. A short project description for the SC-183 Widening is on page 3.

Project Location Map (See Attachment A to see to Scale)



### Section IV: Public Benefit

The project creates a public benefit in multiple areas. Ranked in order of importance, these are 1) enhancing mobility and safety, 2) increasing the quality of life and general

welfare of the public, and 3) promotion of economic development for I-183. A breakdown of each benefit is below:

Enhanced Mobility and Safety: SC-183 is one of the most dangerous highways in South Carolina when normalized for traffic volumes and length. The main reason for widening this stretch is to reduce congestion in an effort to enhance the safety of commuters using the stretch. GPATS has already addressed three critical intersections to start making a dent, but a full widening is necessary to address all of the issues that present themselves, especially at peak hours. Due to the length of the corridor, a full widening was not a fundable option for GPATS. Implementing this project will help achieve safety targets statewide over the long run as the area continues to grow in time.

Increase in the Quality of Life and General Welfare of the Public: As it is now, those utilizing SC-183 experience excessive delay in their daily commutes. As the area continues to grow, this congestion will only get worse and will decrease the reliability of the corridor for commuters. This project should help remedy this problem and increase commute reliability and comfort.

Promotion of Economic Development: SC-183 is not only a commuting corridor. It is also a primary freight corridor as it is cross-regional and connects northern Pickens County and Greenville County. The congestion experienced on this corridor impacts freight movement as well and will only aid economic development as the improvements are made and freight can move along the corridor more freely.

Evidence to substantiate these public benefits can be found below:

#### **4.1 Traffic Studies**

The original traffic studies information for the SC-183 Widening can be found on page 3 and 4 in the submitted application. New information addressing traffic studies can be found in Attachment B.

#### **4.2 Urgency of Project**

Project Urgency for the SC-183 widening can be found on page 4 of the original application. See additional information supporting this in Attachment C.

#### **4.3 Resolution**

The resolution to seek funding for the SC-183 Widening was passed on February 21, 2017 by Pickens County Council. This resolution was included in Appendix A of the original application.

#### **4.4 Commerce Certificate**

A certificate from the CCED was attached in Appendix C of the original application.

#### **4.5 Unemployment Data**

Unemployment data for the SC-183 Widening was included on page 5 of the original application. Updated unemployment data for both Pickens County and Greenville County can be found in Attachment D.

#### **4.6 Local Support Documents**

Information about local support for the I-183 Widening was submitted on page 5 in the original application and in Appendix D.

#### **4.7 Local Resolutions**

A Resolution of Support from the Greenville-Pickens Area Transportation Study (GPATS) Metropolitan Planning Organization (MPO) was submitted in Appendix A in the original application.

#### **4.8 Regional Significance**

Information about the I-183 Widening's regional significance can be found on page 6 of the original application.

#### **4.9 Alternative Transportation Plans**

Information about alternatives for the SC-183 Widening can be found on page 6 of the original application.

#### **4.10 Environmental Impact Analysis**

Information about environmental analysis was included on page 6 of the original application for the SC-183 Widening.

#### **4.11 Timetable**

Project timetable information can be found on page 12 of the original application. This will now be dependent on the planning/feasibility study phase all projects must go through before entering the preliminary engineering phase.

#### **4.12 Project Status**

Project status can be found on page 12 of the original application.

#### **4.13 Responsible Agencies**

Information about the responsible entity for the project can be found on page 12 of the original application. Since this time, the responsible entity has changed to Pickens County, with the understanding that there would likely be an agreement between Pickens County and SCDOT if funding is awarded. In order to comply with the new application format, we have broken the responsible agencies up by activity in Attachment E.

#### **4.14 Project Score in GPATS Long-Range Transportation Plan (LRTP)**

SC-183 corridor improvements can be found in the Horizon2040 LRTP in two segments. Farris bridge Road from Hamburg Road to Groce Road is ranked 82<sup>nd</sup> and Farris Bridge Road from Hamburg Road to SC-135 is ranked 97<sup>th</sup>.

## **V. Financial Plan**

### **5.1 Total Cost of Project**

\$63,880,000 total to complete SC-183 Widening as estimated by SCDOT in the original application. The costs are on page 10 of the original application. Further study to determine accurate costs will be needed to move forward.

### **5.2 Local Contribution**

Information about local contribution can be found on page 10 of the original application. Since that time, the Pickens County CTC has saved \$2,250,000 which will be contributed as an upfront lump sum. This will be partnered \$918,000 upfront by Pickens County and a 20 year bond of \$15,996,000 million to establish a 30% match. The Pickens County CTC will contribute \$750,000 per year into the County's 20 year bond.

### **5.3 Source of the Local Contribution**

The source of local contribution can be found on page 10 of the original application. Since the original application was submitted, Pickens County has determined the local match will be a combination of upfront lump sum funding and bonds.

### **5.4 Amount of Bank Assistance Requested**

The original amount requested is located on page 10 of the original application. Since that time that amount has changed to \$44,716,000 due to pursuing only the SC-183 Widening.

### **5.5 Form of Assistance Requested**

This can be found on page 10-11 of the original application.

### **5.6 Other Proposed Sources of Funds**

This can be found on page 11 of the original application.

### **5.7 Anticipated Fund Disbursement Schedule**

This can be found on page 11 of the original application. This has since changed and can be found in Attachment F.

### **5.8 Schedule of Local Project Revenues**

Information about the schedule of project revenues can be found on page 11 of the original application. Other than the payment of \$750,000 a year by the Pickens County CTC towards the bond, the schedule of local revenues is not known. The project will need to enter preliminary engineering to know an exact schedule.

### **5.9 Commitment to Assume Future Maintenance**

The original application referenced a letter from SCDOT regarding the project in Appendix C. The new application did not require this letter, so the letter was no longer pursued. SCDOT will maintain the finished project.

### **5.10 Contingency Plan**

Should the State Infrastructure bank not fund the requested funds in full, Pickens County will likely not move forward with the project.

### **5.11-18 Financing Mechanisms and why nots**

Information about financing mechanisms can be found on page 11 of the original application. Pickens County has determined that they are not going to use any other funding mechanisms. A Pickens County general revenue bond has been deemed appropriate.

### **5.19 Discount Future Payments**

Information about Discount Future Payments can be found on pages 11 in the original application. Updated information on discounted future cash flows can be found in attachment G.

### **5.20 Inflation Rate Assumed**

Information about the inflation rate assumed can be found on page 11 in the original application. Currently, the inflation rate is not applicable. Further study is necessary to determine cost estimate accuracy.

### **5.21 Condemnation**

Information on Condemnation proceedings can be found on page 11-12 of the original application.

### **5.22 Other Sources of Financing**

No other financing sources other than the above have been utilized or sought. Other sources of funding were evaluated by Pickens County and found not feasible at this time.

### **5.23 Potential Obstacles**

Information about potential obstacles can be found on page 12 of the original application. For the sake of simplicity, the obstacles specifically listed for the SC-183 Widening project have been pulled from the original section and listed in Attachment H.

### **5.24 Non-Bank Funds**

Non-Bank funds cover all necessary activities.

## **Attachment B:**

Traffic Volumes as computed by the Expanded GPATS Travel Demand Model for the impacted segment of SC-183 are as follows:

- 2015 Base Year: 12,886 trips per day
- 2040 Future Year: 16,775 trips per day

From SCDOT, the Pavement Quality Index of SC-183 is a range of 2.97-3.24.

Pulled by GPATS staff from SCDOT data, 4-year Crash Data for the impacted segment is provided below:

- Total Crashes: 343
- Injuries: 146
- Fatalities: 5
- Bicycle/Pedestrian Involved: 0



### Attachment C:

On just this small stretch of state highway, we are averaging a fatality a year. As evidenced by the chart below, if normalized for volume and length, SC-183 is the 2nd or 3rd most dangerous road in SC.

Top 5 Routes with highest fatalities (2011 - 2015)				
County	Route	Fatalities	AADT	Length (miles)
Greenville	US 25	50	17,611	53.9
Horry	US 17	48	37,652	35.9
Charleston	US 17	42	24,775	74.8
Jasper	I-95	30	49,562	33.9
Clarendon	I-95	29	30,106	34.2
Greenville	SC 183	6	15,839	7.29

**Attachment D:**

Updated unemployment data for both Greenville and Pickens Counties can be found below:

**Greenville County**

<b>Year</b>	<b>Avg. Unemployment Rate</b>
2014	5.4%
2015	5.0%
2016	4.3%
2017	3.6%
2018	2.9%
2019 (Current)	2.9%

**Pickens County**

<b>Year</b>	<b>Avg. Unemployment Rate</b>
2014	6.3%
2015	5.8%
2016	5.0%
2017	4.1%
2018	3.4%
2019 (Current)	3.3%

## **Attachment E:**

The responsible entity for each step of project design and implementation can be found below. It is acknowledged that Pickens County and SCDOT would likely form an agreement if funding is awarded, which could change this contact information.

- Environmental Studies – Pickens County Roads and Bridges (186 Prison Camp Road, Pickens, SC 29671; (864) 898-5934)
- Design of Project – Pickens County Roads and Bridges (186 Prison Camp Road, Pickens, SC 29671; (864) 898-5934)
- Rights of way Acquisition – Pickens County
- Construction – Pickens County Roads and Bridges (186 Prison Camp Road, Pickens, SC 29671; (864) 898-5934) with a likely partnership with SCDOT
- Construction Management – Pickens County
- Operation – Pickens County
- Maintenance – Pickens County

**Attachment F:**

The fund disbursement schedule, as anticipated, is below:

SC-183 Widening Fund Disbursement Schedule								
FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
833,300 P	833,300 P	833,300 P	833,300 P	833,300 P 2,000,000 R	833,300 P 2,000,000 R	18,293,000 C	18,293,000 C	18,293,000 C

**Pickens County, SC**  
**SIB Discounted Cash Flows**  
**SC-183 Widening Project**

Year	Pickens County CTC Contribution	Annual Present Value of Contribution (@ 5%)
1	750,000	714,286
2	750,000	680,272
3	750,000	647,878
4	750,000	617,027
5	750,000	587,645
6	750,000	559,662
7	750,000	533,011
8	750,000	507,630
9	750,000	483,457
10	750,000	460,435
11	750,000	438,509
12	750,000	417,628
13	750,000	397,741
14	750,000	378,801
15	750,000	360,763
16	750,000	343,584
17	750,000	327,223
18	750,000	311,640
19	750,000	296,800
20	750,000	282,667
<b>Total</b>	<b>15,000,000</b>	<b>9,346,658</b>
Upfront County Contribution	-	-
<b>Grand Total</b>	<b>15,000,000</b>	<b>9,346,658</b>

## **Attachment H**

SC-183 is located both within Pickens and Greenville County, which will require a certain amount of jurisdictional cooperation; however, being entirely located within GPATS this will be manageable. As with any widening project, there will be challenges in relation to right-of-way attainment. Local property owners may not wish to cooperate depending on their circumstances and how close their structure(s) are located to the new curbline.

