

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

Executive Summary

Pickens, South Carolina is experiencing some major growth as it is home to multiple municipalities in close proximity to Greenville, South Carolina and contains multiple growing universities, such as Clemson University. With the growth and development that has occurred over the last few decades, and expected to occur for the foreseeable future, Pickens County recognizes that the pace of development has outstripped the ability for infrastructure to match. Pickens County submits, with respect, this application for Financial Assistance from the South Carolina State Infrastructure Bank (SIB) for \$89,008,600 to complete the following projects:

1. SC-183 Widening (4 lane divided) from Old Farris Bridge Rd. to SC-135
(Estimated Cost, \$63,880,000)
2. SC-153 Extension Phase 3: Improve Saluda Dam, Olive, Glenwood, and SC-135
from termini of Phase 2 to SC-183 (Estimated Cost, \$40,836,000)

The total Estimated Cost of the projects comes to \$104,716,000, of which Pickens County will match locally at 15% to the amount of \$15,707,400.

These projects will benefit not only the residents of Pickens County and the surrounding region in their daily commutes and travels, but assist with better freight movement and improve the overall safety of these corridors. These projects, while high priorities for the County, state, and region, are projects that will either be underfunded for years or not prioritized at all given the current allocations and prioritization mechanisms available.

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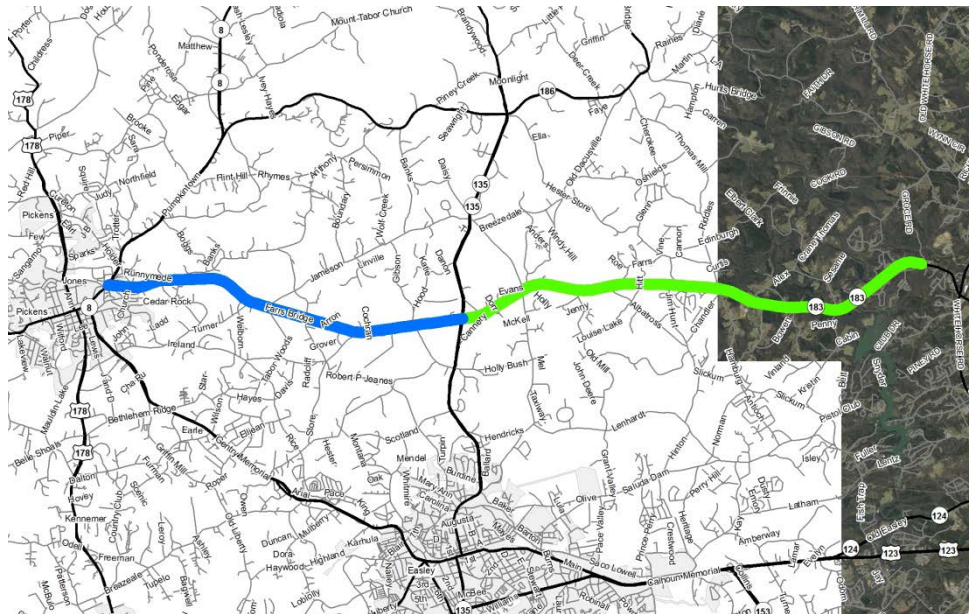
Description of Projects

1. Public Benefit

A) SC-183 Widening

The proposed project to widen a 6.5 mile stretch of SC-183 to four lanes will include widening one 320' bridge at the Saluda River (See **Figure 1**). This project will address green segment in the map below, widening SC-183 from Old Farris Bridge in Greenville County to SC-135 in Pickens County

FIGURE 1: Project Location Map (See Appendix B for more detail)



A.1 Traffic Studies

SC-183 has been addressed by the Greenville-Pickens Area Transportation Study (GPATS) Long-Range Transportation Plan by identifying three critical intersections at Alex Rd., Jim Hunt Rd., and Jameson Rd. to alleviate traffic congestion, particularly at peak hour. Due to the length of the highway, full widening was not a fundable option by GPATS. A full widening to four lanes will address the significant traffic issues that are present particularly at peak times.

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

- 2010 Base Year: 12,200 trips per day
- 2035 Future Year: 26,000 trips per day

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

From SCDOT, the 5-year Crash Data is provided below:

- Total Crashes: 288
- Injuries: 84
- Fatalities: 7
- Bicycle/Pedestrian Involved: 0

A.2 Urgency of Project

SC-183 is one of the most dangerous highways in South Carolina, when normalized for traffic volumes and length. The priority in widening is to reduce congestion so that safety for commuters is enhanced.

A.3 Resolution

The resolution to seek funding for the SC-183 Project was passed on February 21, 2017 by Pickens County Council. This resolution is included in [Appendix A \(once passed\)](#).

A.4 Commerce Certificate

[Requested of ACCED to be referenced in Appendix C](#)

A.5 Unemployment Data

Over the past five years the average unemployment rates in both Pickens County and Greenville County has steadily gone down. The average unemployment rate in Pickens County in 2011 was 9.9%, whereas the average unemployment rate in 2016 had lowered to 5.1%. The charts below show the current average unemployment rate and the five years prior for both Greenville and Pickens County.

Pickens County

Year	Avg. Unemployment Rate
2011	9.9%
2012	9.0%
2013	7.4%
2014	6.3%
2015	5.8%
2016 (Current)	5.1%

Greenville County

Year	Avg. Unemployment Rate
2011	8.6%
2012	7.4%
2013	6.1%
2014	5.3%
2015	5.0%
2016 (Current)	4.3%

A.6 Local Support Documents

No hearings were held for any of the projects. However, the Greenville-Pickens Area Transportation Study is currently updating their Long Range Transportation Plan, which has involved extensive public outreach. This public outreach has included a regional kick-off meeting, 8 sub-regional meetings throughout their jurisdiction, an online MetroQuest survey, a statistically valid survey, and a series of meetings with local jurisdictions. Anonymous public commentary has been pulled from these outreach measures in relation to the proposed project area.

See **Appendix D** for more detail.

A.7 Local Resolutions

Please find in **Appendix A**, a Resolution of Support from the Greenville-Pickens Area Transportation Study (GPATS) Metropolitan Planning Organization (MPO). Please also see the letter of support from the

Pickens County Legislative Delegation. Resolutions from other jurisdictions and supporters are pending.

A.8 Regional Significance

SC-183 is an important cross-regional highway connecting northern Pickens County and Greenville County. It is a primary commuting corridor and freight corridor for the City of Pickens and mountain areas. SC-183 is also a major highway for Pickens County to access the Interstate system of I-85.

A.9 Alternative Transportation Plans

Alternative plans for this project looked at different scopes for the segment ranging from “Improved 2-lane” a 7-lane highway widening. The 4-lane widening was chosen by Pickens County for this SIB application as being cost effective and beneficial to the region. The western segment of SC-183, from the City of Pickens to SC-135 was also assessed, but the benefits to improving that segment were less until the eastern segment is improved.

A.10 Environmental Impact Analysis

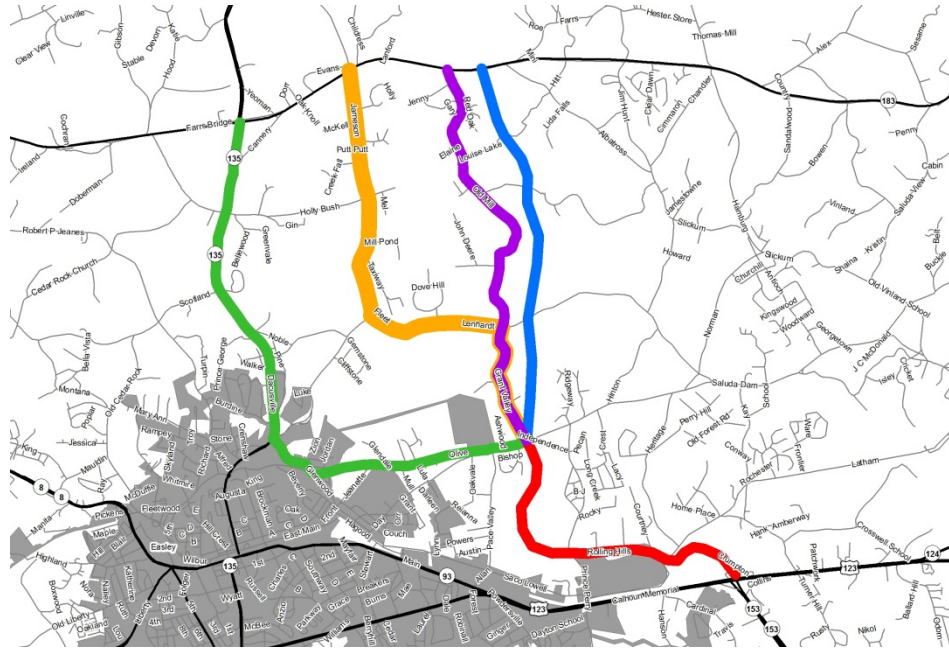
No Environmental Impact Analysis has been done on this project to date. Analysis is expected to occur during NEPA/SCDOT Preliminary Engineering

B) SC-153 Extension Phase 3

The proposed project to construct the third phase of improvements along SC-153 will include Saluda Dam Road, Olive Road, Glenwood Road, and SC-135 from the point at which Phase 2 of the SC-153 Extension concluded (See **Figure 2**). This project will address traffic that will need to access SC-153, a current GPATS project that will extend the current terminus of SC-153 from US-123 to Saluda Dam Road. The effectiveness of the GPATS project to alleviate traffic congestion on US-123 by extending SC-153 north around the City of Easley has the unfortunate side effect of causing additional congestion on Saluda Dam Road and others in

the area. Extending SC-153 to SC-183 will assist in keeping the level of service at manageable levels.

FIGURE 2: Project Location Map (See Appendix B for more detail)



B.1 Traffic Studies

GPATS has long-developed SC-153 Phases One and Two, culminating in the project that SCDOT is about to embark on construction in 2017. This is represented by the red line in **FIGURE 2**. The time and cost of developing this project precluded extending it further to its logical termini of SC-183, particularly when a proper alignment could not be decided upon. For the SIB Application, several alternatives were floated as seen in **FIGURE 2**, with the green line being the preferred alternative to be developed and applied for.

Traffic Volumes as computed by the GPATS Travel Demand Model for SC-153 Extension are as follows:

- 2010 Base Year: N/A trips per day
- 2035 Future Year: 14,800 trips per day

There is no current Pavement Quality Index as the SC-153 Extension is a new road. **Still need to get Saluda Dam to SC-135 PQIs.**

From SCDOT, the 5-year Crash Data is provided below:

- Total Crashes: 62
- Injuries: 18
- Fatalities: 0
- Bicycle/Pedestrian Involved: 0

B.2 Urgency of Project

When the first two phases of the SC-153 Extension project are completed by SCDOT and GPATS, the traffic on Saluda Dam and the surrounding streets will be significant. It is important that Phase 3 help provide relief by improving the roads that will gather the traffic from SC-183 and have the capacity to handle it. GPATS is unable to address a Phase 3 at this time on its own.

B.3 Resolution

The resolution to seek funding for the SC-183 Project was passed on February 21, 2017 by Pickens County Council. This resolution is included in [Appendix A \(once passed\)](#).

B.4 Commerce Certificate

[Requested of ACCED, to be referenced in Appendix C](#)

B.5 Unemployment Data

Over the past five years the average unemployment rate in Pickens County has steadily gone down. The average unemployment rate in 2011 was 9.9%, whereas the average unemployment rate in 2016 had lowered to 5.1%. The chart below shows Pickens County's current average unemployment rate and the five years prior.

Year	Avg. Unemployment Rate
2011	9.9%
2012	9.0%
2013	7.4%
2014	6.3%

2015	5.8%
2016 (Current)	5.1%

B.6 Local Support Documents

No hearings were held for any of the projects. However, the Greenville-Pickens Area Transportation Study is currently updating their Long Range Transportation Plan, which has involved extensive public outreach. This public outreach has included a regional kick-off meeting, 8 sub-regional meetings throughout their jurisdiction, an online MetroQuest survey, a statistically valid survey, and a series of meetings with local jurisdictions. Anonymous public commentary has been pulled from these outreach measures in relation to the proposed project area.

See **Appendix D** for more detail.

B.7 Local Resolutions

Please find in **Appendix A**, a Resolution of Support from the Greenville-Pickens Area Transportation Study (GPATS) Metropolitan Planning Organization (MPO). Please also see the letter of support from the Pickens County Legislative Delegation. Resolutions from other jurisdictions and supporters are pending.

B.8 Regional Significance

SC-153 is one of the primary corridors for Pickens County commuters, travelers, and freight providers to access I-85. Currently with its terminus at US-123, all traffic must utilize US-123 to access SC-153, causing significant traffic congestion. With the completion of all three phases of the SC-153 Extension Project, access from all of northern Pickens County to SC-153 and I-85/

B.9 Alternative Transportation Plans

As seen in **FIGURE 2**, various alternative transportation plans were considered. The selected option improving Saluda Dam, Olive, Glenwood, and SC-135 was chosen due to fewer topographical challenges and the current state of the road system. The new location route was

discarded as prohibitively expensive from a construction and right of way standpoint.

B.10 Environmental Impact Analysis

No Environmental Impact Analysis has been done on this project to date. Analysis is expected to occur during NEPA/SCDOT Preliminary Engineering

2. Financial Plan

1) Project Cost (TABLE 1)

Project	Project Elements	Units	Costs
SC 183 Widening	Base Const	6mil/mi x 6.5 mi	\$ 39,000,000.00
	Bridge	375' x 80' x \$200/sq ft	\$ 6,000,000.00
	Subtotal before utilities/CE&I:		\$ 45,000,000.00
	13% CE&I		\$ 6,630,000.00
	Utilities	\$500,000/mi	\$ 3,250,000.00
	Cost before R/W and PE:		\$ 54,880,000.00
	R/W		\$ 4,000,000.00
	PE		\$ 5,000,000.00
		Total Cost:	\$ 63,880,000.00
SC-153 Extension Phase 3	Base Const	\$5 mil/mi x 5.2 mi	\$ 26,000,000.00
	Bridge	100' x 60' x \$200/sq ft	\$ 1,200,000.00
	Subtotal before utilities/CE&I:		\$ 27,200,000.00
	13% CE&I		\$ 3,536,000.00
	Utilities	\$500,000/mi	\$ 2,600,000.00
	Cost before R/W and PE:		\$ 33,336,000.00
	R/W		\$ 2,500,000.00
	PE		\$ 5,000,000.00
		Total Cost	\$ 40,836,000.00
		Combined Project Cost Estimate:	\$ 104,716,000.00

Reference SCDOT Certificate in Appendix C. We likely won't get this until AFTER the application is complete.

2) Local Contribution

Pickens County's local contribution will be \$14.5 million to be about 13% of the Total Cost

3) Source of the Local Contribution

The source of Pickens County's local contribution is a 20-year general revenue bond. The bonds will be secured using \$750,000 per year from Pickens County's Legislative Delegation Transportation Committee (CTC), and \$306,000 from Pickens County general revenue.

4) Amount of Bank Assistance Requested

The amount of assistance requested from the State Infrastructure Bank is \$90,216,000.

5) Form of Assistance Requested

Pickens County is requesting assistance in the form of a grant.

6) Other Proposed Sources of Funds

There are currently no other funding sources identified to help with the projects.

7) Anticipated Fund Disbursement Schedule

TABLE 2:

Pickens County

Projects	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
SC-183 Widening	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	
SC-153 Extension Phase 3		833,300 P	833,300 P	833,300 P	833,300 P	833,300 P 1,250,000 R	833,300 P 1,250,000 R	11,110,000 C	11,110,000 C	11,110,000 C

Reference the SCDOT Letter in Appendix C

8) Schedule of Project Revenues

There are no identified revenue sources for the projects at this time.

9) Useful Life and Maintenance

We are waiting on this from SCDOT. Reference the SCDOT Letter in Appendix C

10) Commitment to Assume Future Maintenance

We are waiting on this from SCDOT. Reference the SCDOT Letter in Appendix C

11) Component Priority List

1. SC-183 Widening
2. SC-153 Phase 3

12-21) Financing Mechanisms and why nots

Pickens County has determined that they are going to use a General Revenue Bond. No other Financing Mechanism was considered at this time.

22) Discount Future Payments

Need to ask finance about this.

23) Inflation Rate Assumed

Need to ask finance about this.

24) Condemnation

Pickens County needs to confirm that they are willing to be named in condemnation proceedings.

25) Other Sources of Financing

No other financing sources other than the above have been utilized or sought.

3) Project Approach

1) Timetable for implementation

Timetable for implementation will depend on approval and award of SIB funding. According to SCDDOT, once funds are awarded, the timetable for implementation will be 10 years.

2) Projects Status

Neither of the applied-for projects have been started.

3) Potential Obstacles

There are many potential obstacles these projects could face such as acquiring necessary right-of-way, heavy costs and acquiring local match, and local opposition. This section will be further expanded upon.

4) Responsible Entity

Need to confirm that SCDDOT will serve as the responsible entity for all of the projects in their entirety. Likely to reference letter in Appendix C.