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South Carolina  
Transportation Infrastructure Bank



955 Park Street  
Room 120 B  
Columbia, SC 29201  
P: (803) 737-2875  
Fax: (803) 737-2014

July 16, 2020

Lisa Hagood, County Engineer  
York County  
P.O. Box 148  
6 S. Congress Street  
York, SC 29745

Re: Status of York County's I-77 Corridor Interchange Project (Exit 82) Application for Financial Assistance from the South Carolina Transportation Infrastructure Bank (the Bank)

Dear Ms. Hagood,

I am pleased to report to you that, at its meeting of July 7, 2020, the South Carolina Transportation Infrastructure Bank Board (the Board) approved providing financial assistance for your application, the I-77 Corridor Interchange Project (Exit 82) project, subject to certain conditions. After a thorough analysis of your application, the Board approved a grant in an amount up to \$32,486,150 to construct improvements to I-77, Exit 82, as described in the application for financial assistance. The local match for the project is from York County C Funds, as explained in the application. The Bank's provision of financial assistance also requires approval of the Department of Transportation Commission (Commission) and the Joint Bond Review Committee (JBRC), and an executed Intergovernmental Agreement (IGA) between the parties in a form determined by the Bank. It is my understanding that the Commission approved Bank-approved applications at their meeting July 16, 2020, and that the JBRC potentially plans to review Bank-approved applications at its next meeting currently scheduled for August 11, 2020. Please note that, due to COVID-19 concerns, these dates are tentative and subject to change.

The next step will involve the Bank, York County, and possibly SCDOT, beginning the process of executing an IGA. At the appropriate time, counsel for the Bank will prepare the IGA between the Bank, York County, and possibly SCDOT and distribute to all parties for review. As time progresses, the Bank will ask for updates to the project status and timeframe in which the Bank's financial assistance of \$32,486,150 will be needed. The Bank also will need the contact information for the County's representatives who will work with us on preparing the IGA and providing project updates in the future. You may send this information to Tami Reed by email at [reedtb@scdot.org](mailto:reedtb@scdot.org).

Please do not hesitate to contact me if you have other questions.

Sincerely,

  
John B. White, Jr.  
Chairman



January 30, 2020

South Carolina Transportation Infrastructure Bank  
 955 Park Street, Room 120B  
 Columbia, South Carolina 29201

RE: York County Application Response to SCTIB Evaluation Committee letter dated January 10, 2020

This letter is in response to the South Carolina Transportation Infrastructure Bank (SCTIB) letter dated January 10, 2020 requesting additional information. A copy of the original letter is attached for reference. We hope the additional information provided will assist the SCTIB Board for consideration of assistance in funding the **I-77 Corridor Project (Exits 85, 90 and 82 A-C)**.

Our responses to the Evaluation Committee's questions are as follows:

- York County is requesting that the Evaluation Committee consider the proposed interchanges as distinct projects and not to be considered collectively.
- We understand we are unable to use RFATS and private donations toward our local match and have revised our local match to only include York County funding sources.
- Attached are copies of the County Transportation Committee (CTC) and the York County Council adopted Resolutions legally obligating local match funding sources toward any and all of the I-77 Corridor Projects (Exits 85, 90 and 82 A-C).

*Below is Table 20 (Section 5.10) of our application revised to reflect the updated local match funding by removing the private and RFATS funding sources. The revised table prioritizes the projects and shows our updated local match:*

**REVISED TABLE 20: Project Prioritization**

Priority	Interchange	Status	Project Cost (Future dollars)	Match	Percent Match of Project Cost	Requested Funding
1	Exit 85 (SC 160)	Design Awarded - Late 2018	\$ 49,613,000	\$ 7,441,950	15%	\$ 42,171,050
2	Exit 90 (Carowinds Blvd)	Conceptual Design	\$ 71,505,000	\$ 17,876,250	25%	\$ 53,628,750
3	Exit 82 A-C (Celanese Rd/ Cherry Rd)	Conceptual Design	\$ 38,219,000	\$ 5,732,850	15%	\$ 32,486,150
<b>TOTAL</b>			<b>\$ 159,337,000</b>	<b>\$ 31,051,050</b>		<b>\$ 128,285,950</b>

York County appreciates the opportunity for SCTIB consideration for financial assistance for the referenced I-77 interchanges. This additional funding is necessary to provide our citizens and visitors with enhanced mobility and safety for one of the fastest growing regions in the State of South Carolina.

If you have questions or need additional information to facilitate your review, please contact:

Lisa Hagood, County Engineer [lisa.hagood@yorkcountygov.com](mailto:lisa.hagood@yorkcountygov.com) (803)-818-5733

Patrick Hamilton, Asst. County Engineer – Transportation [patrick.hamilton@yorkcountygov.com](mailto:patrick.hamilton@yorkcountygov.com) 803-818-5763

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South Carolina  
Transportation Infrastructure Bank



955 Park Street  
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January 10, 2020

Lisa Hagood, County Engineer  
York County  
P.O. Box 148  
6 S. Congress Street  
York, SC 29745

RE: I-77 Corridor Interchange Project SCTIB Application

Dear Ms. Hagood,

The South Carolina Transportation Infrastructure Bank's ("SCTIB") Evaluation Committee met on December 19, 2019 to perform an initial review of each application for financial assistance. Based upon its initial review of your application, the Evaluation Committee seeks responses to the following questions:

- Please explain whether the proposed interchanges are distinct projects or whether they should be considered collectively.
- Per the SCTIB's Operating Guidelines § XIII(C), "[l]ocal matches must consist of the payment of monies by the project sponsor or owner to support the project." Some amount of the local contributions in the application are from private donations and RFATS. Please explain how York County will meet the local contribution requirements contained in Application § 5.2
- Please provide sufficient information for the Bank to fully evaluate all revenue source(s) supporting the proposed local match. Include ordinances, resolutions, and other documents legally obligating the sources to the project.

Your response to this letter is requested on or before January 31, 2020. The completeness and timeliness of your response is essential to ensuring the Evaluation Committee has the information it needs to make a reliable recommendation to the SCTIB Board.

Please contact Tami Reed at (803)737-2875 if you have any specific questions.

A handwritten signature in blue ink that reads "John B. White, Jr." The signature is written in a cursive style.

John B. White, Jr.




Exit 85	\$ 49,613,000	\$ 7,441,950
Exit 90	\$ 71,505,000	\$ 17,876,250
<b>Total Cost</b>	<b>\$ 159,337,000</b>	<b>\$ 31,051,050</b>

2. The County will utilize the C-Funds commitments authorized by the CTC for Exits 82 and 85;
3. Exit 90 will be funded primarily with Carowinds Designated Development Funds 1<sup>st</sup> and secondarily with C-Fund commitment authorized by the CTC as follows:
  - a) The Council will utilize the anticipated available Carowinds Designated Development Funds as a match in the amount of approximately \$8 million to be allocated over an 8 to 10 year period, to be used in conjunction with
  - b) The corresponding CTC C-Fund commitment amount of approximately \$2.3 – 2.9 million per year on average; and
4. The County General Fund will be utilized as a financial backstop for the committed amounts, set out above, in furtherance of the successful completion of the Interchange Projects.

This Resolution adopted this 28<sup>th</sup>- day of January, 2020.

**YORK COUNTY COUNCIL**

BY:

  
 Michael Johnson, Chairman

ATTEST:

  
 David E. Hudspeth, Interim County Manager



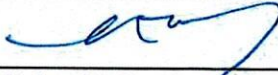
Exit 90	\$ 71,505,000	\$ 17,876,250
Total Cost	\$ 159,337,000	\$ 31,051,050

2. The CTC hereby commits funding of the local match for Exits 82 and 85 completely with C-Funds ;
3. The CTC recommends that Exit 90 be funded principally with Carowinds Designated Development Funds 1<sup>st</sup> and secondarily with C-Funds utilizing the commitment set out in 3b below:
  - a) The CTC anticipates that this match component will be allocated over 8 to 10 years with available Carowinds Designated Development Funds over that period expected to be approximately \$8 million.
  - b) The corresponding annual amount from C-Funds, which the CTC hereby commits, is anticipated to be approximately \$2.3 – 2.9 million per year on average.
4. The CTC recommends that the County General Fund will be utilized as a backstop for these committed and recommended amounts.
5. The CTC authorizes this Resolution to be presented to the York County Council upon its adoption.

This Resolution adopted this 28<sup>th</sup> day of January, 2020.

**YORK COUNTY TRANSPORTATION COMMITTEE**

BY:

  
Michael Johnson, Chairman

ATTEST:

  
David E. Hudspeth, Interim County Manager





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*County Manager Office*  
Post Office Box 66, York, S.C. 29745  
(803) 684-8511 phone  
(803) 684-8550 fax

September 3, 2019

South Carolina Transportation Infrastructure Bank  
955 Park Street, Room 120B  
Columbia, South Carolina 29201

RE: York County Application to SCTIB Board for the I-77 Corridor Interchange Project

On behalf of the citizens of York County, York County Government respectfully submits this application to the South Carolina State Transportation Infrastructure Bank (SCTIB) Board for consideration of assistance in funding the **I-77 Corridor Project (Exits 85, 90 and 82 A-C)**.

The I-77 Corridor in York County is becoming one of the most attractive locations for new businesses in South Carolina. Since 2014, approximately 10,763 new jobs were created and \$876 Million in capital investment was created along this corridor and has the capacity to produce over 40,000 jobs at full build out. The only deterrent to attracting this future growth is the prediction that this section of the I-77 corridor has become one of the most congested in the State. Since 1997, York County successfully implemented a local Sales Tax Program that has contributed nearly One Billion dollars toward transportation improvements in York County. With the continued explosive growth in the area, York County now finds itself in need of additional funds to keep pace. By requesting to program these three interchanges of the I-77 Corridor Project in the South Carolina Transportation Improvement Program (SCTIP), York County will have the funds to complete the projects which will provide the infrastructure needed to accommodate this growth.

At the time of our original application in 2016, five interchanges within the corridor improvement project were ranked on the SCDOT Interstate Interchange Management System Program (IIMS) as some of the most needed improvements in the State, yet 4 out of the 5 interchanges in this corridor were categorized as “unfunded” or “fiscally constrained” in the SCDOT Long Range Transportation Plan. Of the five, two have been withdrawn from consideration by the SCTIB; Exit 83 – Sutton Road does not meet the \$25 million application threshold and Exit 88 – Gold Hill Road is funded through the York County Transportation Sales Tax funds (Pennies for Progress). The three interchanges remaining, Exits 85, 90 and 82 continue to be ranked and unfunded/fiscally constrained.

Therefore, York County is requesting assistance from the SCTIB in the amount of \$125.53 million to upgrade three interchanges in the fast-growing corridor on I-77 between Rock Hill and the North Carolina state line. These interchanges listed in priority order and with associated funding requests are as follows:

- Exit 85 - SC 160 (\$39.7 million)
- Exit 90 - Carowinds Boulevard (\$53.6 million)
- Exit 82A-C – Celanese Road and Cherry Road (\$32.2 million)

In accordance to the letter received from South Carolina Transportation Infrastructure Bank, York County has opted to use the previous application in lieu of preparing a new application for SCTIB review. The attached comparison documents reference the newly adopted application process with the previous application. Included is a section by section comparison with additional information as necessary, to include updated tables and appendices as presented in the following Table of Contents. In addition, the application includes the previous application package submitted in 2016 as a separate attachment.

## **TABLE OF CONTENTS**

<b><u>SECTION</u></b>	<b><u>PAGES</u></b>
<b>1.0 Application Reference Documents</b>	
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### **APPENDICES**

Appendix A	UPDATED Potential Alternatives
Appendix D	UPDATED Letters of Support
Appendix E	UPDATED Cost Estimates
Appendix F	Accident Data

### **ATTACHMENT:**

Application to the South Carolina Transportation Infrastructure Bank Board for the I-77 Corridor Interchange Project, Dated 2016

York County appreciates the opportunity for SCTIB consideration for financial assistance for the referenced I-77 interchanges. This additional funding is necessary to provide our citizens and visitors with enhanced mobility and safety for one of the fastest growing regions in the State of South Carolina.

If you have questions or need additional information to facilitate your review, please contact Lisa Hagood, County Engineer at (803)-818-5733.

**1.1 Financial Assistance Application Process - Reference Document  
I-77 Exit 85 – Hwy 160 Interchange**

**Section IV – Public Benefit**

**4.1 – Traffic Study** is previously submitted in Section 1.1 on Page 1 of the previous application with updated construction costs shown in Section 5.1 and a new traffic data table is provided below.

**NEW TABLE 24: Traffic Data**

Interchange Exit 85	Report Traffic Vol. {2014} <sup>(1)</sup>	Growth Rate <sup>(1)</sup>	Current Traffic Vol. {2019} <sup>(2)</sup>	Projected Traffic Vol. {2040} <sup>(2)</sup>	Truck Vol. % <sup>(3)</sup>	Accident Data <sup>(4)</sup>	Pavement Quality Index <sup>(5)</sup>
(SC 160 W)	30100	2.2%	33560	53000	15	230/0/73	4.11
(SC 160 E)	20600	2.2%	22970	36270			

Source Information:

1. As provided in previous application.
2. Current and Projected Traffic Volumes calculated from previous application volumes and growth rate.
3. Interstate Truck Volume per the South Carolina Multimodal Transportation Plan - Interstate Plan, dated Dec. 2014, Appendix B
4. Provided by SCDPS for 2016-2018. Additional information included in App. F (C=Collisions / K=Killed / I=Injured)
5. PQI provided by SCDOT based on interstate condition at interchange.

**4.2 – Urgency of the Project** is previously submitted in Section 1.2 on Page 5 of the previous application. Updated new jobs and capital investment information is provided in Revised Table 8 at the end of this section.

**4.3 – Resolutions from Local Governing Bodies** is submitted in Section 1.3 on Page 8 and included in Appendix C of the previous application.

**4.4 – Certificate from the Advisory Coordinating Council for Economic Development of the Department of Commerce** is previously submitted in Section 1.4 on Page 8 and included in Appendix D of the previous application.

**4.5 – Current and Five-Year History of Unemployment in York County** is previously submitted in Section 1.5 on Page 8 of the previous application. An updated unemployment rate is included in Table 7 below.

**REVISED TABLE 7: York County Current and Five-Year Unemployment Rate**

<b>Year</b>	<b>Unemployment Rate (%)</b>
2019	3.1 (thru June 2019)
2018	3.3
2017	4.0
2016	4.6
2015	5.5
2014	6.3

Source: Chmura JobsEQ, Bureau of Labor Statistics, Local Area Unemployment Statistics (LAUS), 2014-2019

**4.6 – Local Support of the Project** is previously submitted in Section 1.6 on Page 9 along with new support letters included in Appendix C of the previous application and the Updated Appendix C enclosed.

**4.7 – Resolutions from Municipalities, County Councils, Advisory Groups, Metropolitan Planning Organizations or Councils of Government** is previously submitted in Section 1.7 on Page 11 along with a new support letter from U.S Representative Ralph Norman included in Appendix B of the previous application.

**4.8 – Regional or Statewide Significance of the Project** is submitted in Section 1.8 on Page 11. An updated Table 8 is included at the end of the section.

**4.9 – Pros and Cons of Alternative Transportation Plans** is previously submitted in Section 1.9 on Page 13 of the previous application.

**4.10 – Environmental Impact Analysis** is previously submitted in Section 1.10.1 on Page 15, and Section 1.10.2 on Page 16 and Section 1.10.3 on Page 17 of the previous application.

**4.11 – Project Phasing** is previously submitted in Section 3.1 on Page 38 and is updated as follows:

The Updated table 18 is included at the end of this section. Design services are currently underway for interchange improvements at Exit 85. Current funding for design and right-of-way services are provided by RFATS.

**4.12 – Current Status** is previously submitted in Section 3.2 on Page 38 of the previous application and is updated as follows:

Design services are currently underway for interchange improvements at Exit 85. Current funding for design and right-of-way services are provided by RFATS.

**4.13 – Responsible Entity** is previously submitted in Section 3.4 on Page 39 and is updated as follows:

The SCDOT will be responsible for all project activities to include environmental studies, design of the project, right of way acquisition, construction, construction management, operation and maintenance. As suggested by SCDOT, the primary point of contact is as follows:

SCDOT  
 Berry Mattox, P.E.  
 955 Park Street  
 P.O. Box 191  
 Columbia, SC 29201-3959

**4.14 – Project Score, Selected Criteria and Subsequent Criteria Weighting** is a new Section and is attached.

The scoring as provided by the SCDOT based on 100 scale is below. It should be noted that scoring information provided are raw scores and are subject to multipliers that will be calculated and applied by SCTIB staff and the evaluation committee.

*I-77 Exit 85 – Highway 160 Interchange*

Score (Raw) = 90.53

In an effort to provide a total project score, the public benefit score is 50% of the raw score and a 1.1 multiplier for statewide benefit. The Financial Plan score includes 10 points for additional local match of 5% in excess of minimum as indicated in Section 5.2.

*I-77 Exit 85 – Highway 160 Interchange*

Public Benefit = 49.79

Financial Plan = 10

**Total Score= 59.79 Points**

**4.15 – Consultation with the Department of Commerce** is not applicable to this application.

**Section V – Financial Plan**

**5.1 – Total Cost of the Project** is previously submitted in Section 2.1 on Page 23 of the previous application. Updates to Table 15 are provided below. Updated detailed estimates can be found in Appendix E.

**REVISED TABLE 15: Preliminary Cost Estimates For Corridor Improvements**

Interchange	Updated Application	
	Cost Estimate (Present Value)	Cost Estimate (Future Value)
Exit 85 (SC 160)	\$ 45,000,000	\$ 49,613,000

\*5% Annual Inflation rate applied.

5.2 – **Local Contribution** is previously submitted in Section 2.2 on Page 24 of the previous application. Updates to Table 16 are provided below.

**REVISED TABLE 3 / TABLE 16: Local Contributions**

**Exit 85 (SC 160)**

<b>Right of Way Cost Contributions</b>		
	Private Donation	\$ 1,000,000
	RFATS	\$ 1,000,000
	C-Funds/General Funds	\$ 500,000
<b>TOTAL:</b>		<b>\$ 2,500,000</b>
<b>Design and Permitting Cost Contributions</b>		
<b>Exit 85 (SC 160)</b>	RFATS	\$ 3,070,261
	C-Funds/General Funds	\$ 2,000,000
<b>TOTAL:</b>		<b>\$ 5,070,261</b>
<b>Construction Cost Contributions</b>		
	C-Funds/General Funds	\$ 2,360,000
<b>TOTAL:</b>		<b>\$ 2,360,000</b>
<b>Total Local Contributions Per Interchange</b>		
<b>Exit 85 (SC 160) TOTAL:</b>		<b>\$ 9,930,261</b>

5.3 – **Source of Local Contribution** is previously submitted in Section 2.3 on Page 27 of the previous application and is revised as follows:

The source of local contributions listed in Section 5.2 include RFATS funds, C-Funds programs and York County General Funds.

5.4 – **Amount of Assistance Requested from the Bank** is previously submitted in Section 2.4 on Page 28 of the previous application. Updates to Table 17 are provided below.

**REVISED TABLE 17: Funding Request**

<b>Exit 85 (SC 160)</b>	
<b>SCTIB Grant Request</b>	\$ 39,682,739
<b>York County Local Match</b>	\$ 9,930,261
<b>York County funds as a % of SCTIB funds</b>	25%
<b>Percent Match of Total Project Cost</b>	<b>20%</b>

5.5 – **Form of Assistance Requested** – York County is requesting a Grant totaling **\$32,199,000**. The anticipated yearly cash draws are shown in Revised Table 18 at the end of this section.

**5.6 – Other Proposed Sources of Funds** is previously submitted in Section 2.6 on Page 28 of the previous application and is revised as follows:

No other proposed sources of funds are anticipated by York County other than funds identified in Table 16.

**5.7 – Anticipated Schedule of Funding Needs** is previously submitted in Section 2.7 on Page 29 and Table 18 on Page 30 of the previous application. Revised Table 18 is provided at the end of this section.

**5.8 - Anticipated Schedule of Project Revenues** is previously submitted in Section 2.8 on Page 31 and Table 19 on Page 32 of the previous application and revised as follows:

Nearly all of the matching funds for this application are fully committed. Funds are available from the same program to construct the other projects proposed as match. Likewise, the RFATS funds have been approved by the Policy Committee, and the C-Funds offered as match have been identified.

**5.9 – Maintenance Commitment** is previously submitted in Section 2.9 (*Useful Life of the Project*) on Page 32 and Section 2.10 (*Maintenance Commitment*) on Page 33.

**5.10 – Project Prioritization** is previously submitted in Section 2.11 on Page 33 of the previous application. Updates to Table 20 is provided below.

**REVISED TABLE 20: Project Prioritization**

Priority	Interchange	Status	Project Cost (Future dollars)	Match	Requested Funding
1	Exit 85 (SC 160)	Design Awarded - Late 2018	\$ 49,613,000	\$ 9,930,261	\$ 39,682,739
2	Exit 90 (Carowinds Blvd)	Conceptual Design	\$ 71,505,000	\$ 17,876,405	\$ 53,628,595
3	Exit 82 A-C (Celanese Rd/Cherry Rd)	Conceptual Design	\$ 38,219,000	\$ 6,000,000	\$ 32,219,000
<b>TOTAL</b>			\$ 159,337,000	\$ 33,806,666	\$ 125,530,334

**5.11 – Impact Fees** is previously submitted in Section 2.12 on Page 34 of the previous application and is revised as follows:

York County Council has discussed and may consider future impact fees to provide an additional funding source for transportation improvements. The current Subdivision Ordinance has a TIA requirement that requires developers to pay their portion of impacted transportation improvements.

**5.12 – Local Accommodations Tax & Local Hospitality Tax** is previously submitted in Section 2.13 and 2.14, respectively on Page 34 of the previous application and is revised as follows:

York County has an Accommodations/Hospitality Tax. Historically these funds have been used on Economic Development expansions, Museums, Parks, and projects that can encourage more visitors to York County.

**5.13 – Local Sales Tax** is previously submitted in Section 2.15 on Page 34 of the previous application and is revised as follows:

York County has been imposing a one percent sales tax since 1997 and is currently on its fourth program. Through this tax and other grant funding, the County will generate almost one billion dollars in transportation improvements at the end of the fourth program. The citizen Commission tasked with selecting projects, did not choose this project(s), however, Exit 88 (Gold Hill Road) was selected as a part of the Pennies 3 Program and is currently under construction.

**5.14 through 5.17** – Is previously submitted in Section 2.16-2.20 on Page 34 of the previous application and is revised as follows:

Through the TIA requirement in the County Subdivision Ordinance, Developer Agreements are used as the mechanism to collect a developer’s portion based on the development’s impact to level of service to surrounding roadways and intersections.

**5.18 – Zoning or Land Use Controls** is previously submitted in Section 2.21 on Page 35 of the previous application.

**5.19 – Discounted Cash Flows** is previously submitted in Section 2.22 on Page 35 of the previous application. Updates to Table 21 & 22 are provided below.

**REVISED TABLE 21: Present and Future Values of Requested Funding for Interchange Improvement Costs**

Interchange	Present Value	Future Value	Future Value w/ Match Deductions
Exit 85 (SC 160)	\$ 45,000,000	\$ 49,613,000	\$ 39,682,739



**REVISED TABLE 22: Present Value of York County Match Proposal**

<b>Project</b>	<b>Provided For</b>	<b>Contribution</b>	<b>Completion Date</b>	<b>Present Value</b>
Exit 85 - SC 160	ROW and Design (RFATS)	\$ 4,070,261	2022	\$ 3,516,044
Exit 85 - SC 160	ROW and Design (C-Funds/General)	\$ 2,500,000	2022	\$ 2,159,594
Exit 85 - SC 160	Construction (C-Funds)	\$ 2,360,000	2028	\$ 1,521,277
Exit 85 - SC 160	Right of Way Donation	\$ 1,000,000	Actual value	\$ 1,000,000
<b>TOTAL</b>		\$ 9,930,261		\$ 8,196,916

**5.20 – Assumed Inflation Rate** is 5% as previously submitted in Section 2.23 on Page 37 of the previous application.

**5.21 – Condemnation** is previously submitted in Section 2.24 on Page 37 of the previous application.

**5.22 – Other Sources of Funding** is previously submitted in Section 2.25 on Page 37 of the previous application.

**5.23 – Potential Obstacles** is previously submitted in Section 3.3 on Page 38 of the previous application.

**5.24 – Local Match or Contribution** as identified on Table 16 cover all costs associated with design of the project to include traffic analysis, necessary federal/state approved environmental documentation, permitting approvals, any mitigation costs, rights of way fees and acquisitions, and legal costs associated with these activities. No locally matched federal funds were identified for construction costs.

REVISED TABLE 8: York County Capital Investments (2014-2019)

Company Name	Location	Capital Investment	Jobs	New or Expanding	Industry	Year
LPL Financial	Fort Mill	\$150,000,000	3,000	New	Office	2014
Lash Group	Fort Mill	\$90,000,000	2,400	New	Headquarters	2014
McKesson Medical	Rock Hill	\$27,500,000	140	New	Warehouse	2014
Pike Engineering	Fort Mill	\$2,200,000	130	New	Office	2014
Pulcra-Chemicals	Rock Hill	\$3,100,000	17	Expansion	Manufacturing	2014
Filtration Group	York	\$1,500,000	11	Expansion	Manufacturing	2014
Broad River Furniture (Ashley Furniture)	Fort Mill	\$12,600,000	200	New	Warehouse	2015
Schaeffler Group USA, Inc	Fort Mill	\$68,000,000	112	Expansion	Manufacturing	2015
BedGear by Guard Master	Rock Hill	\$595,000	40	Expansion	Manufacturing	2015
Carowinds	Fort Mill	\$25,000,000	0	Expansion	Other	2015
Beacon Partners	Rock Hill	\$9,000,000	0	New	Spec Building	2015
Silcotech	York	\$2,500,000	0	Expansion	Manufacturing	2015
Sunbelt Rentals - Headquarters	Fort Mill	\$8,000,000	300	Expansion	Headquarters	2016
OneMain Holding	Fort Mill	\$279,000	175	Expansion	Office	2016
CABTEQ Solutions	Rock Hill	\$3,000,000	125	New	Manufacturing	2016
Schaeffler Group USA, Inc	Fort Mill	\$36,500,000	105	Expansion	Manufacturing	2016
CDI Curb Adapters	Rock Hill	\$4,836,500	83	New	Manufacturing	2016
Atlas Copco USA	Rock Hill	\$20,000,000	34	Expansion	Manufacturing	2016
MSI-Forks	Rock Hill	\$3,500,000	33	Expansion	Manufacturing	2016
Gabriel Performance Products	Rock Hill	\$2,900,000	26	New	Manufacturing	2016
SR Technologies	Rock Hill	\$500,000	25	New	Manufacturing	2016
Oerlikon Balzers Coating USA - Automotive	Rock Hill	\$17,800,000	23	Expansion	Manufacturing	2016
ADC Finishing, Inc	York	\$1,300,000	10	Expansion	Manufacturing	2016
Catawba Enterprises	Fort Mill	\$2,000,000	10	New	Warehouse	2016
Harrell Industries, Inc	Rock Hill	\$2,500,000	9	Expansion	Manufacturing	2016
Rudolf Venture Chemicals	Rock Hill	\$3,500,000	9	Expansion	Manufacturing	2016
Oldcastle Glass	Rock Hill	\$1,000,000	5	Expansion	Manufacturing	2016
Superior Washer & Gasket Corp	Rock Hill	\$1,250,000	2	Expansion	Manufacturing	2016
Crescent Communities	Fort Mill	\$7,680,000	0	New	Spec Building	2016
State Farm Distribution Center	Rock Hill	\$13,885,000	0	Expansion	Warehouse	2016
Stanley Black & Decker, Inc	Fort Mill	\$31,000,000	500	New	Manufacturing	2017
Diversey	Fort Mill	\$6,100,000	400	New	Headquarters	2017
Oxco Corporation	Fort Mill	\$13,000,000	130	New	Manufacturing	2017
World Famous Tattoo Ink	Fort Mill	\$1,153,000	68	New	Warehouse	2017
Skyline Steel	Rock Hill	\$825,000	62	New	Headquarters	2017
US Foods, Inc	Fort Mill	\$24,100,000	58	Expansion	Warehouse	2017
Elkem Silicones USA	York	\$9,150,000	50	Expansion	Manufacturing	2017
Piedmont Energy Systems, Inc	York	\$4,200,000	29	New	Manufacturing	2017
La-Z-Boy Distribution	Rock Hill	\$8,452,000	29	New	Warehouse	2017
Täschner Indústria Têxtil Ltda.	Rock Hill	\$5,250,000	21	New	Manufacturing	2017
Anderson Hydra Platforms	York	\$6,940,000	14	Expansion	Manufacturing	2017
Continental Tire	Rock Hill	\$9,000,000	10	New	Other	2017
Coroplast	Rock Hill	\$14,000,000	10	Expansion	Manufacturing	2017
Munzing	Clover	\$6,951,000	3	Expansion	Manufacturing	2017

REVISED TABLE 8: York County Capital Investments (2014-2019) CONTD.

Company Name	Location	Capital Investment	Jobs	New or Expanding	Industry	Year
Scannell Properties	Rock Hill	\$7,700,000	0	New	Spec Building	2017
McCraney Properties	Rock Hill	\$22,000,000	0	New	Spec Building	2017
The Rockefeller Group	Fort Mill	\$21,000,000	0	New	Spec Building	2017
Childress Klein Properties	Fort Mill	\$10,000,000	0	New	Spec Building	2017
RoundPoint Mortgage	Fort Mill	\$34,000,000	1,100	New	Headquarters	2018
Wheel Pros	York	\$13,900,000	275	New	Manufacturing	2018
Schuff Steel	Rock Hill	\$9,000,000	180	New	Manufacturing	2018
NFI Distribution Center	Rock Hill	\$8,000,000	157	New	Warehouse	2018
Westinghouse/WEC Carolina Energy Solutions	Rock Hill	\$4,402,394	125	Expansion	Office	2018
QEMS, Inc	Rock Hill	\$7,600,000	110	New	Manufacturing	2018
Performance Friction Corporation	Clover	\$7,880,000	106	Expansion	Manufacturing	2018
Linde Hydraulics	Rock Hill	\$13,400,000	64	New	Manufacturing	2018
Meritor	York	\$7,800,000	26	Expansion	Manufacturing	2018
FOMAS USA, Inc.	York	\$2,500,000	10	Expansion	Manufacturing	2018
Crescent Communities	Fort Mill	\$7,263,000	0	New	Spec Building	2018
Crescent Communities	Fort Mill	\$7,539,000	0	New	Spec Building	2018
Composites One	Rock Hill	\$10,000,000		Expansion	Warehouse	2018
Transaxle Manufacturing of America, Inc	Rock Hill	\$15,000,000	112	Expansion	Manufacturing	2019
Eclipse Automation Southeast, LLC	Rock Hill	\$4,600,000	90	New	Manufacturing	2019
		<b>\$876,130,894</b>	<b>10,763</b>			

Source: York County Economic Development

**REVISED TABLE 18: Schedule of Funding Needs**

Projects by Priority	York County I-77 Corridor Interchange Project (Escalated w/match deductions)							PROJECT TOTAL
	Year 2018	2019	2020	2021	2022	2023	2024	
Exit 85 - SC 160	<b>1</b>	<b>2</b>	<b>3</b>					
Design and Permitting*	769	1009	1059	683				<b>\$39,682,739</b>
Right of Way Acquisition			2648	2780				
Construction (CEI & Utilities)					10224	10004	10507	
Totals by Year	<b>\$768,569</b>	<b>\$1,008,747</b>	<b>\$3,707,154</b>	<b>\$3,463,211</b>	<b>\$10,223,890</b>	<b>\$10,003,878</b>	<b>\$10,507,290</b>	<b>\$39,682,739</b>

1 - IMR Approval  
 2 - NEPA Document Approval  
 3 - Environmental Permits Completed

**1.2 Financial Assistance Application Process - Reference Document  
I-77 Exit 90 – Carowinds Boulevard Interchange**

**Section IV – Public Benefit**

**4.1 – Traffic Study** is previously submitted in Section 1.1 on Page 1 of the previous application with updated construction costs shown in Section 5.1 and a new traffic data table is provided below.

**NEW TABLE 24: Traffic Data**

Interchange Exit 90	Report Traffic Vol. {2014} <sup>(1)</sup>	Growth Rate <sup>(1)</sup>	Current Traffic Vol. {2019} <sup>(2)</sup>	Projected Traffic Vol. {2040} <sup>(2)</sup>	Truck Vol. % <sup>(3)</sup>	Accident Data <sup>(4)</sup>	Pavement Quality Index <sup>(5)</sup>
<b>(Carowinds Blvd)</b>	37000	1.9%	40650	60360	15	279/0/71	4.06

Source Information:

1. As provided in previous application.
2. Current and Projected Traffic Volumes calculated from previous application volumes and growth rate.
3. Interstate Truck Volume per the South Carolina Multimodal Transportation Plan - Interstate Plan, dated Dec. 2014, Appendix B
4. Provided by SCDPS for 2016-2018. Additional information included in App. F (C=Collisions / K=Killed / I=Injured)
5. PQI provided by SCDOT based on interstate condition at interchange.

**4.2 – Urgency of the Project** is previously submitted in Section 1.2 on Page 5 of the previous application. Updated new jobs and capital investment information is provided in Revised Table 8 at the end of this section.

**4.3 – Resolutions from Local Governing Bodies** is submitted in Section 1.3 on Page 8 and included in Appendix C of the previous application.

**4.4 – Certificate from the Advisory Coordinating Council for Economic Development of the Department of Commerce** is previously submitted in Section 1.4 on Page 8 and included in Appendix D of the previous application.

**4.5 – Current and Five-Year History of Unemployment in York County** is previously submitted in Section 1.5 on Page 8 of the previous application. An updated unemployment rate is included in Table 7 below.

**REVISED TABLE 7: York County Current and Five-Year Unemployment Rate**

<b>Year</b>	<b>Unemployment Rate (%)</b>
2019	3.1 (thru June 2019)
2018	3.3
2017	4.0
2016	4.6
2015	5.5
2014	6.3

Source: Chmura JobsEQ, Bureau of Labor Statistics, Local Area Unemployment Statistics (LAUS), 2014-2019

**4.6 – Local Support of the Project** is previously submitted in Section 1.6 on Page 9 along with new support letters are included in Appendix C of the previous application and the Updated Appendix C enclosed.

**4.7 – Resolutions from Municipalities, County Councils, Advisory Groups, Metropolitan Planning Organizations or Councils of Government** is previously submitted in Section 1.7 on Page 11 along with a new support letter from U.S Representative Ralph Norman included in Appendix B of the previous application.

**4.8 – Regional or Statewide Significance of the Project** is submitted in Section 1.8 on Page 11. An updated Table 8 is included at the end of the section.

**4.9 – Pros and Cons of Alternative Transportation Plans** is previously submitted in Section 1.9 on Page 13 of the previous application.

**4.10 – Environmental Impact Analysis** is previously submitted in Section 1.10.1 on Page 15, and Section 1.10.7 on Page 21 of the previous application.

**4.11 – Project Phasing** is previously submitted in Section 3.1 on Page 38 and is updated as follows:

The Updated table 18 is included at the end of this section. Preliminary design for interchange improvements at Exit 90 is anticipated to begin in 2020 with the use of Tourism Infrastructure Admission Tax funds, C-Funds and the General Fund.

**4.12 – Current Status** is previously submitted in Section 3.2 on Page 38 of the previous application and is updated as follows:

Preliminary design for interchange improvements at Exit 90 is anticipated to begin in 2020 with the use of Tourism Infrastructure Admission Tax funds, C-Funds and the General Fund.

**4.13 – Responsible Entity** is previously submitted in Section 3.4 on Page 39 and is updated as follows:

The SCDOT will be responsible for all project activities to include environmental studies, design of the project, right of way acquisition, construction, construction management, operation and maintenance. As suggested by SCDOT, the primary point of contact is as follows:

SCDOT  
 Berry Mattox, P.E.  
 955 Park Street  
 P.O. Box 191  
 Columbia, SC 29201-3959

**4.14 – Project Score, Selected Criteria and Subsequent Criteria Weighting** is a new Section and is attached.

The scoring as provided by the SCDOT based on 100 scale is below. It should be noted that scoring information provided are raw scores and are subject to multipliers that will be calculated and applied by SCTIB staff and the evaluation committee.

*I-77 Exit 90 – Carowinds Boulevard Interchange*

Scoring = 93.68

In an effort to provide a total project score, the public benefit score is 50% of the raw score and a 1.1 multiplier for statewide benefit. The public benefit score exceeded the maximum prioritization score and therefor was set at 50 points. Extra points for the financial plan were not achievable, but York County has met minimum local contribution as outlined in Section 5.2.

*I-77 Exit 90 – Carowinds Boulevard Interchange*

Public Benefit = 50.00

Financial Plan = 0

**Total Score= 50.00 Points**

**4.15 – Consultation with the Department of Commerce** is not applicable to this application.

**Section V – Financial Plan**

**5.1 – Total Cost of the Project** is previously submitted in Section 2.1 on Page 23 of the previous application. Updates to Table 15 are provided below. Updated detailed estimates can be found in Appendix E.

**REVISED TABLE 15: Preliminary Cost Estimates For Corridor Improvements**

Interchange	Updated Application	
	Cost Estimate (Present Value)	Cost Estimate (Future Value)
Exit 90 (Carowinds Boulevard)	\$ 58,827,700	\$ 71,505,000

\*5% Annual Inflation rate applied.

5.2 – **Local Contribution** is previously submitted on Section 2.2 on Page 24 of the previous application. Updates to Table 16 are provided below.

**REVISED TABLE 3 / TABLE 16: Local Contributions**

**Exit 90 (Carowinds Blvd.)**

<b>Right of Way Cost Contributions</b>		
	Tourism Infrastructure Admission Tax	\$ 2,500,000
<b>TOTAL:</b>	<b>TOTAL:</b>	<b>\$ 2,500,000</b>
<b>Design and Construction Cost Contributions</b>		
	Tourism Infrastructure Admission Tax	\$ 6,036,405
<b>TOTAL:</b>	<b>TOTAL:</b>	<b>\$ 6,036,405</b>
<b>Construction Cost Contributions</b>		
	Tourism Infrastructure Admission Tax	\$ 1,140,000
	C-Funds/General Funds	\$ 8,200,000
<b>TOTAL:</b>	<b>TOTAL:</b>	<b>\$ 9,340,000</b>
<b>Total Local Contributions Per Interchange</b>		
	<b>Exit 90 (Carowinds Boulevard) TOTAL:</b>	<b>\$ 17,876,405</b>

5.3 – **Source of Local Contribution** is previously submitted in Section 2.3 on Page 27 of the previous application and is revised as follows:

The source of local contributions listed in Section 5.2 include Tourism Infrastructure Admission Tax funds, C-Fund programs and York County General Funds.

5.4 – **Amount of Assistance Requested from the Bank** is previously submitted in Section 2.4 on Page 28 of the previous application. Updates to Table 17 are provided below.

**REVISED TABLE 17: Funding Request**

<b>Exit 90 (Carowinds Boulevard)</b>	
<b>SCTIB Grant Request</b>	\$ 53,628,595
<b>York County Local Match</b>	\$ 17,876,405
<b>York County funds as a % of SCTIB funds</b>	33%
<b>Percent Match of Total Project Cost</b>	<b>25%</b>

5.5 – **Form of Assistance Requested** – York County is requesting a Grant totaling **\$53,628.595**. The anticipated yearly cash draws are shown in Revised Table 18 at the end of this section.

5.6 – **Other Proposed Sources of Funds** is previously submitted in Section 2.6 on Page 28 of the previous application and is revised as follows:

No other proposed sources of funds are anticipated by York County other than funds identified in Table 16.



**5.7 – Anticipated Schedule of Funding Needs** is previously submitted in Section 2.7 on Page 29 and Table 18 on Page 30 of the previous application. Revised Table 18 is provided at the end of this section.

**5.8 - Anticipated Schedule of Project Revenues** is previously submitted in Section 2.8 on Page 31 and Table 19 on Page 32 of the previous application and revised as follows:

Nearly all the matching funds for this application are fully committed. Funds are available from the same program to construct the other projects proposed as match. Likewise, the RFATS funds have been approved by the Policy Committee, and the C-Funds offered as match have been identified.

The only funds that are not clearly defined are the \$9.68 million from the Admissions Tax. The exact amount of the funds available each year will be determined by the patronage of Carowinds. However, we believe the estimated revenues are quite conservative. They represent a straight-line projection of funds received to date and do not consider any growth due to the significant expansion of the park currently underway by the owners. (Table 19 illustrates the status of the locally funded projects which are included in the local match.)

**5.9 – Maintenance Commitment** is previously submitted in Section 2.9 (*Useful Life of the Project*) on Page 32 and Section 2.10 (*Maintenance Commitment*) on Page 33.

**5.10 – Project Prioritization** is previously submitted in Section 2.11 on Page 33 of the previous application. Updates to Table 20 is provided below.

**REVISED TABLE 20: Project Prioritization**

Priority	Interchange	Status	Project Cost (Future dollars)	Match	Requested Funding
1	Exit 85 (SC 160)	Design Awarded - Late 2018	\$ 49,613,000	\$ 9,930,261	\$ 39,682,739
2	Exit 90 (Carowinds Blvd)	Conceptual Design	\$ 71,505,000	\$ 17,876,405	\$ 53,628,595
3	Exit 82 A-C (Celanese Rd/Cherry Rd)	Conceptual Design	\$ 38,219,000	\$ 6,000,000	\$ 32,219,000
<b>TOTAL</b>			\$ 159,337,000	\$ 33,806,666	\$ 125,530,334

**5.11 – Impact Fees** is previously submitted in Section 2.12 on Page 34 of the previous application and is revised as follows:

York County Council has discussed and may consider future impact fees to provide an additional funding source for transportation improvements. The current Subdivision Ordinance has a TIA requirement that requires developers to pay their portion of impacted transportation improvements.

**5.12 – Local Accommodations Tax & Local Hospitality Tax** is previously submitted in Section 2.13 and 2.14, respectively on Page 34 of the previous application and is revised as follows:

York County has an Accommodations/Hospitality Tax. Historically these funds have been used on Economic Development expansions, Museums, Parks, and projects that can encourage more visitors to York County.

**5.13 – Local Sales Tax** is previously submitted in Section 2.15 on Page 34 of the previous application and is revised as follows:

York County has been imposing a one percent sales tax since 1997 and is currently on its fourth program. Through this tax and other grant funding, the County will generate almost one billion dollars in transportation improvements at the end of the fourth program. The citizen Commission tasked with selecting projects, did not choose this project(s), however, Exit 88 (Gold Hill Road) was selected as a part of the Pennies 3 Program and is currently under construction.

**5.14 through 5.17** – Is previously submitted in Section 2.16-2.20 on Page 34 of the previous application and is revised as follows:

Through the TIA requirement in the County Subdivision Ordinance, Developer Agreements are used as the mechanism to collect a developer’s portion based on the development’s impact to level of service to surrounding roadways and intersections.

**5.18 – Zoning or Land Use Controls** is previously submitted in Section 2.21 on Page 35 of the previous application.

**5.19 – Discounted Cash Flows** is previously submitted in Section 2.22 on Page 35 of the previous application. Updates to Table 21 & 22 are provided below.

**REVISED TABLE 21: Present and Future Values of Requested Funding for Interchange Improvement Costs**

Interchange	Present Value	Future Value	Future Value w/ Match Deductions
<b>Exit 90 (Carowinds Boulevard)</b>	\$ 58,827,700	\$ 71,505,000	\$ 53,628,595

**REVISED TABLE 22: Present Value of York County Match Proposal**

<b>Project</b>	<b>Provided For</b>	<b>Contribution</b>	<b>Completion Date</b>	<b>Present Value</b>
<b>Exit 90 - Carowinds Blvd</b>	ROW and Design (Tourism Funds)	\$ 8,536,405	2025	\$ 6,369,997
<b>Exit 90 - Carowinds Blvd</b>	Construction (Tourism)	\$ 1,140,000	2025	\$ 850,686
<b>Exit 90 - Carowinds Blvd</b>	Construction (C-Funds/General)	\$ 8,200,000	2025	\$ 6,118,966
<b>TOTAL</b>		\$ 17,876,405		\$ 13,339,649

**5.20 – Assumed Inflation Rate** is 5% as previously submitted in Section 2.23 on Page 37 of the previous application.

**5.21 – Condemnation** is previously submitted in Section 2.24 in Page 37 of the previous application.

**5.22 – Other Sources of Funding** is previously submitted in Section 2.25 on Page 37 of the previous application.

**5.23 – Potential Obstacles** is previously submitted in Section 3.3 on Page 38 of the previous application.

**5.24 – Local Match or Contribution** as identified on Table 16 cover all costs associated with design of the project to include traffic analysis, necessary federal/state approved environmental documentation, permitting approvals, any mitigation costs, rights of way fees and acquisitions, and legal costs associated with these activities. No locally matched federal funds were identified for construction costs.

REVISED TABLE 8: York County Capital Investments (2014-2019)

Company Name	Location	Capital Investment	Jobs	New or Expanding	Industry	Year
LPL Financial	Fort Mill	\$150,000,000	3,000	New	Office	2014
Lash Group	Fort Mill	\$90,000,000	2,400	New	Headquarters	2014
McKesson Medical	Rock Hill	\$27,500,000	140	New	Warehouse	2014
Pike Engineering	Fort Mill	\$2,200,000	130	New	Office	2014
Pulcra-Chemicals	Rock Hill	\$3,100,000	17	Expansion	Manufacturing	2014
Filtration Group	York	\$1,500,000	11	Expansion	Manufacturing	2014
Broad River Furniture (Ashley Furniture)	Fort Mill	\$12,600,000	200	New	Warehouse	2015
Schaeffler Group USA, Inc	Fort Mill	\$68,000,000	112	Expansion	Manufacturing	2015
BedGear by Guard Master	Rock Hill	\$595,000	40	Expansion	Manufacturing	2015
Carowinds	Fort Mill	\$25,000,000	0	Expansion	Other	2015
Beacon Partners	Rock Hill	\$9,000,000	0	New	Spec Building	2015
Silcotech	York	\$2,500,000	0	Expansion	Manufacturing	2015
Sunbelt Rentals - Headquarters	Fort Mill	\$8,000,000	300	Expansion	Headquarters	2016
OneMain Holding	Fort Mill	\$279,000	175	Expansion	Office	2016
CABTEQ Solutions	Rock Hill	\$3,000,000	125	New	Manufacturing	2016
Schaeffler Group USA, Inc	Fort Mill	\$36,500,000	105	Expansion	Manufacturing	2016
CDI Curb Adapters	Rock Hill	\$4,836,500	83	New	Manufacturing	2016
Atlas Copco USA	Rock Hill	\$20,000,000	34	Expansion	Manufacturing	2016
MSI-Forks	Rock Hill	\$3,500,000	33	Expansion	Manufacturing	2016
Gabriel Performance Products	Rock Hill	\$2,900,000	26	New	Manufacturing	2016
SR Technologies	Rock Hill	\$500,000	25	New	Manufacturing	2016
Oerlikon Balzers Coating USA - Automotive	Rock Hill	\$17,800,000	23	Expansion	Manufacturing	2016
ADC Finishing, Inc	York	\$1,300,000	10	Expansion	Manufacturing	2016
Catawba Enterprises	Fort Mill	\$2,000,000	10	New	Warehouse	2016
Harrell Industries, Inc	Rock Hill	\$2,500,000	9	Expansion	Manufacturing	2016
Rudolf Venture Chemicals	Rock Hill	\$3,500,000	9	Expansion	Manufacturing	2016
Oldcastle Glass	Rock Hill	\$1,000,000	5	Expansion	Manufacturing	2016
Superior Washer & Gasket Corp	Rock Hill	\$1,250,000	2	Expansion	Manufacturing	2016
Crescent Communities	Fort Mill	\$7,680,000	0	New	Spec Building	2016
State Farm Distribution Center	Rock Hill	\$13,885,000	0	Expansion	Warehouse	2016
Stanley Black & Decker, Inc	Fort Mill	\$31,000,000	500	New	Manufacturing	2017
Diversey	Fort Mill	\$6,100,000	400	New	Headquarters	2017
Oxco Corporation	Fort Mill	\$13,000,000	130	New	Manufacturing	2017
World Famous Tattoo Ink	Fort Mill	\$1,153,000	68	New	Warehouse	2017
Skyline Steel	Rock Hill	\$825,000	62	New	Headquarters	2017
US Foods, Inc	Fort Mill	\$24,100,000	58	Expansion	Warehouse	2017
Elkem Silicones USA	York	\$9,150,000	50	Expansion	Manufacturing	2017
Piedmont Energy Systems, Inc	York	\$4,200,000	29	New	Manufacturing	2017
La-Z-Boy Distribution	Rock Hill	\$8,452,000	29	New	Warehouse	2017
Täschner Indústria Têxtil Ltda.	Rock Hill	\$5,250,000	21	New	Manufacturing	2017
Anderson Hydra Platforms	York	\$6,940,000	14	Expansion	Manufacturing	2017
Continental Tire	Rock Hill	\$9,000,000	10	New	Other	2017
Coroplast	Rock Hill	\$14,000,000	10	Expansion	Manufacturing	2017
Munzing	Clover	\$6,951,000	3	Expansion	Manufacturing	2017

REVISED TABLE 8: York County Capital Investments (2014-2019) CONTD.

Company Name	Location	Capital Investment	Jobs	New or Expanding	Industry	Year
Scannell Properties	Rock Hill	\$7,700,000	0	New	Spec Building	2017
McCraney Properties	Rock Hill	\$22,000,000	0	New	Spec Building	2017
The Rockefeller Group	Fort Mill	\$21,000,000	0	New	Spec Building	2017
Childress Klein Properties	Fort Mill	\$10,000,000	0	New	Spec Building	2017
RoundPoint Mortgage	Fort Mill	\$34,000,000	1,100	New	Headquarters	2018
Wheel Pros	York	\$13,900,000	275	New	Manufacturing	2018
Schuff Steel	Rock Hill	\$9,000,000	180	New	Manufacturing	2018
NFI Distribution Center	Rock Hill	\$8,000,000	157	New	Warehouse	2018
Westinghouse/WEC Carolina Energy Solutions	Rock Hill	\$4,402,394	125	Expansion	Office	2018
QEMS, Inc	Rock Hill	\$7,600,000	110	New	Manufacturing	2018
Performance Friction Corporation	Clover	\$7,880,000	106	Expansion	Manufacturing	2018
Linde Hydraulics	Rock Hill	\$13,400,000	64	New	Manufacturing	2018
Meritor	York	\$7,800,000	26	Expansion	Manufacturing	2018
FOMAS USA, Inc.	York	\$2,500,000	10	Expansion	Manufacturing	2018
Crescent Communities	Fort Mill	\$7,263,000	0	New	Spec Building	2018
Crescent Communities	Fort Mill	\$7,539,000	0	New	Spec Building	2018
Composites One	Rock Hill	\$10,000,000		Expansion	Warehouse	2018
Transaxle Manufacturing of America, Inc	Rock Hill	\$15,000,000	112	Expansion	Manufacturing	2019
Eclipse Automation Southeast, LLC	Rock Hill	\$4,600,000	90	New	Manufacturing	2019
		<b>\$876,130,894</b>	<b>10,763</b>			

Source: York County Economic Development

**REVISED TABLE 18: Schedule of Funding Needs**

York County I-77 Corridor Interchange Project (Escalated w/match deductions)

Projects by Priority	Year 2020	2021	2022	2023	2024	2025	2026	2027	2028	PROJECT TOTAL
Exit 90 - Carowinds Boulevard	<b>1</b>		<b>2</b>		<b>3</b>					
Design and Permitting**	922	968	1015	1066	1120					\$53,628,595
Right of Way Acquisition				962	1010					
Construction (CEI & Utilities)						10724	11333	11972	12536	
Totals by Year	\$921,695	\$968,477	\$1,015,435	\$2,028,481	\$2,129,905	\$10,724,130	\$11,332,735	\$11,972,101	\$12,535,637	\$53,628,595

- 1 - IMR Approval
- 2 - NEPA Document Approval
- 3 - Environmental Permits Completed

**1.3 Financial Assistance Application Process - Reference Document  
I-77 Exit 82 A-C - Celanese Road / Cherry Road Interchange**

**Section IV – Public Benefit**

**4.1 – Traffic Study** is previously submitted in Section 1.1 on Page 1 of the previous application with updated construction costs shown in Section 5.1 and a new traffic data table is provided below.

**NEW TABLE 24: Traffic Data**

Interchange Exit 82 A-C	Report Traffic Vol. {2013} <sup>(1)</sup>	Growth Rate <sup>(1)</sup>	Current Traffic Vol. {2019} <sup>(2)</sup>	Projected Traffic Vol. {2040} <sup>(2)</sup>	Truck Vol. % <sup>(3)</sup>	Accident Data <sup>(4)</sup> (C/K/I)	Pavement Quality Index <sup>(5)</sup>
(Celanese Rd) (Cherry Rd)	39600	1.3%	42790	56120	15	319/0/103 152/0/43	4.08

Source Information:

1. As provided in previous application.
2. Current and Projected Traffic Volumes calculated from previous application volumes and growth rate.
3. Interstate Truck Volume per the South Carolina Multimodal Transportation Plan - Interstate Plan, dated Dec. 2014, Appendix B
4. Provided by SCDPS for 2016-2018. Additional information included in App. F (C=Collisions / K=Killed / I=Injured)
5. PQI provided by SCDOT based on interstate condition at interchange.

**4.2 – Urgency of the Project** is previously submitted in Section 1.2 on Page 5 of the previous application. Updated new jobs and capital investment information is provided in Revised Table 8.

**4.3 – Resolutions from Local Governing Bodies** is submitted in Section 1.3 on Page 8 and included in Appendix C of the previous application.

**4.4 – Certificate from the Advisory Coordinating Council for Economic Development of the Department of Commerce** is previously submitted in Section 1.4 on Page 8 and included in Appendix D of the previous application.

**4.5 – Current and Five-Year History of Unemployment in York County** is previously submitted in Section 1.5 on Page 8 of the previous application. An updated unemployment rate is included in Table 7 below.

**REVISED TABLE 7: York County Current and Five-Year Unemployment Rate**

<b>Year</b>	<b>Unemployment Rate (%)</b>
2019	3.1 (thru June 2019)
2018	3.3
2017	4.0
2016	4.6
2015	5.5
2014	6.3

Source: Chmura JobsEQ, Bureau of Labor Statistics, Local Area Unemployment Statistics (LAUS), 2014-2019

**4.6 – Local Support of the Project** is previously submitted in Section 1.6 on Page 9 along with new support letters included in Appendix C of the previous application and the Updated Appendix C enclosed.

**4.7 – Resolutions from Municipalities, County Councils, Advisory Groups, Metropolitan Planning Organizations or Councils of Government** is previously submitted in Section 1.7 on Page 11 along with a new support letter from U.S Representative Ralph Norman included in Appendix B of the previous application.

**4.8 – Regional or Statewide Significance of the Project** is submitted in Section 1.8 on Page 11. An updated Table 8 is included at the end of the section.

**4.9 – Pros and Cons of Alternative Transportation Plans** is previously submitted in Section 1.9 on Page 13 of the previous application.

**4.10 – Environmental Impact Analysis** is previously submitted in Section 1.10 on Page 15, and Section 1.10.2 on Page 16 and Section 1.10.3 on Page 17 of the previous application.

**4.11 – Project Phasing** is previously submitted in Section 3.1 on Page 38 and is updated as follows:

The Updated table 18 is included at the end of this section. Preliminary design for interchange improvements at Exit 82 is anticipated to begin in 2020 with the use of RFATS, C-Funds and the General Fund.

**4.12 – Current Status** is previously submitted in Section 3.2 on Page 38 of the previous application and is updated as follows:

Preliminary design for interchange improvements at Exit 82 is anticipated to begin in 2020 with the use of RFATS, C-Funds and the General Fund.



**4.13 – Responsible Entity** is previously submitted in Section 3.4 on Page 39 and is updated as follows:

The SCDOT will be responsible for all project activities to include environmental studies, design of the project, right of way acquisition, construction, construction management, operation and maintenance. As suggested by SCDOT, the primary point of contact is as follows:

SCDOT  
 Berry Mattox, P.E.  
 955 Park Street  
 P.O. Box 191  
 Columbia, SC 29201-3959

4.14 – *Project Score, Selected Criteria and Subsequent Criteria Weighting* is a new Section and is attached.

The scoring as provided by the SCDOT based on 100 scale is below. It should be noted that scoring information provided are raw scores and are subject to multipliers that will be calculated and applied by SCTIB staff and the evaluation committee.

*I-77 Exit 82 A-C - Celanese Road / Cherry Road Interchange*

Scoring = 79.12

In an effort to provide a total project score, the public benefit score is 50% of the raw score and a 1.1 multiplier for statewide benefit. The public benefit score exceeded the maximum prioritization score and therefor was set at 50 points. Extra points for the financial plan were not achievable, but York County has met minimum local contribution as outlined in Section 5.2.

*I-77 Exit 82 A-C - Celanese Road / Cherry Road Interchange*

Public Benefit = 43.52

Financial Plan = 0.00

**Total Score= 43.52 Points**

4.15 – *Consultation with the Department of Commerce* is not applicable to this application.

**Section V – Financial Plan**

**5.1 – Total Cost of the Project** is previously submitted in Section 2.1 on Page 23 of the previous application. Updates to Table 15 are provided below. Updated detailed estimates can be found in Appendix E.

**REVISED TABLE 15: Preliminary Cost Estimates For Corridor Improvements**

Interchange	Updated Application	
	Cost Estimate (Present Value)	Cost Estimate (Future Value)
<b>Exit 82 A-C</b> (Celanese Rd/Cherry Rd)	\$ 31,442,500	\$ 38,219,000

\*5% Annual Inflation rate applied.

5.2 – **Local Contribution** is previously submitted in Section 2.2 on Page 24 of the previous application. Updates to Table 16 is provided below.

**REVISED TABLE 3 / TABLE 16: Local Contributions**

**Exit 82 A-C (Celanese Rd/Cherry Rd)**

<b>Right of Way Cost Contributions</b>		
	RFATS	\$ 2,000,000
<b>TOTAL:</b>		<b>\$ 2,000,000</b>
<b>Design and Permitting Cost Contributions</b>		
	RFATS	\$ 4,000,000
<b>TOTAL:</b>		<b>\$ 4,000,000</b>
<b>Total Local Contributions Per Interchange</b>		
<b>Exit 82 A-C (Celanese Rd/Cherry Rd) TOTAL:</b>		<b>\$ 6,000,000</b>

5.3 – **Source of Local Contribution** is previously submitted in Section 2.3 on Page 27 of the previous application and is revised as follows:

The source of local contributions listed in Section 5.2 include RFATS funds, C-Funds programs and York County General Funds.

5.4 – **Amount of Assistance Requested from the Bank** is previously submitted in Section 2.4 on Page 28 of the previous application. Updates to Table 17 are provided below.

**REVISED TABLE 17: Funding Request**

<b>Exit 82 A-C (Celanese Rd / Cherry Rd)</b>	
<b>SCTIB Grant Request</b>	\$ 32,219,000
<b>York County Local Match</b>	\$ 6,000,000
<b>York County funds as a % of SCTIB funds</b>	19%
<b>Percent Match of Total Project Cost</b>	<b>16%</b>

5.5 – **Form of Assistance Requested** – York County is requesting a Grant totaling **\$32,219,000**. The anticipated yearly cash draws are shown in Revised Table 18 at the end of this section.

5.6 – **Other Proposed Sources of Funds** is previously submitted in Section 2.6 on Page 28 of the previous application and is revised as follows:

No other proposed sources of funds are anticipated by York County other than funds identified in Table 16.

5.7 – **Anticipated Schedule of Funding Needs** is previously submitted in Section 2.7 on Page 29 and Table 18 on Page 30 of the previous application. Revised Table 18 is provided at the end of this section.

**5.8 - Anticipated Schedule of Project Revenues** is previously submitted in Section 2.8 on Page 31 and Table 19 on Page 32 of the previous application and revised as follows:

Nearly all of the matching funds for this application are fully committed. Funds are available from the same program to construct the other projects proposed as match. Likewise, the RFATS funds have been approved by the Policy Committee, and the C-Funds offered as match have been identified.

**5.9 – Maintenance Commitment** is previously submitted on Section 2.9 (*Useful Life of the Project*) on Page 32 and Section 2.10 (*Maintenance Commitment*) on Page 33.

**5.10 – Project Prioritization** is previously submitted in Section 2.11 on Page 33 of the previous application. Updates to Table 20 is provided below.

**REVISED TABLE 20: Project Prioritization**

Priority	Interchange	Status	Project Cost (Future dollars)	Match	Requested Funding
1	Exit 85 (SC 160)	Design Awarded - Late 2018	\$ 49,613,000	\$ 9,930,261	\$ 39,682,739
2	Exit 90 (Carowinds Blvd)	Conceptual Design	\$ 71,505,000	\$ 17,876,405	\$ 53,628,595
3	Exit 82 A-C (Celanese Rd/Cherry Rd)	Conceptual Design	\$ 38,219,000	\$ 6,000,000	\$ 32,219,000
<b>TOTAL</b>			\$ 159,337,000	\$ 33,806,666	\$ 125,530,334

**5.11 – Impact Fees** is previously submitted in Section 2.12 on Page 34 of the previous application and is revised as follows:

York County Council has discussed and may consider future impact fees to provide an additional funding source for transportation improvements. The current Subdivision Ordinance has a TIA requirement that requires developers to pay their portion of impacted transportation improvements.

**5.12 – Local Accommodations Tax & Local Hospitality Tax** is previously submitted in Section 2.13 and 2.14, respectively on Page 34 of the previous application and is revised as follows:

York County has an Accommodations/Hospitality Tax. Historically these funds have been used on Economic Development expansions, Museums, Parks, and projects that can encourage more visitors to York County.

**5.13 – Local Sales Tax** is previously submitted in Section 2.15 on Page 34 of the previous application and is revised as follows:

York County has been imposing a one percent sales tax since 1997 and is currently on its fourth program. Through this tax and other grant funding, the County will generate almost one billion dollars in transportation improvements at the end of the fourth program. The citizen Commission tasked with selecting projects, did not choose this project(s), however, Exit 88 (Gold Hill Road) was selected as a part of the Pennies 3 Program and is currently under construction.

**5.14 through 5.17** – Is previously submitted in Section 2.16-2.20 on Page 34 of the previous application and is revised as follows:

Through the TIA requirement in the County Subdivision Ordinance, Developer Agreements are used as the mechanism to collect a developer’s portion based on the development’s impact to level of service to surrounding roadways and intersections.

**5.18 – Zoning or Land Use Controls** is previously submitted in Section 2.21 on Page 35 of the previous application.

**5.19 – Discounted Cash Flows** is previously submitted in Section 2.22 on Page 35 of the previous application. Updates to Table 21 & 22 are provided below.

**REVISED TABLE 21: Present and Future Values of Requested Funding for Interchange Improvement Costs**

Interchange	Present Value	Future Value	Future Value w/ Match Deductions
Exit 82 A-C (Celanese Rd/Cherry Rd)	\$ 31,442,500	\$ 38,219,000	\$ 32,219,000

**REVISED TABLE 22: Present Value of York County Match Proposal**

Project	Provided For	Contribution	Completion Date	Present Value
Exit 82 A-C Celanese Rd	ROW and Design (RFATS)	\$ 6,000,000	2025	\$ 4,477,292
<b>TOTAL</b>		\$ 6,000,000		\$ 4,477,292

**5.20 – Assumed Inflation Rate** is 5% as previously submitted in Section 2.23 on Page 37 of the previous application.

**5.21 – Condemnation** is previously submitted in Section 2.24 on Page 37 of the previous application.

*Section 1.3: I-77 Exit 82 A-C - Celanese Road / Cherry Road Interchange Reference Document*

**5.22 – Other Sources of Funding** is previously submitted in Section 2.25 on Page 37 of the previous application.

**5.23 – Potential Obstacles** is previously submitted in Section 3.3 on Page 38 of the previous application.

**5.24 – Local Match or Contribution** as identified in Table 16 covers all costs associated with design of the project to include traffic analysis, necessary federal/state approved environmental documentation, permitting approvals, any mitigation costs, rights of way fees and acquisitions, and legal costs associated with these activities. No locally matched federal funds were identified for construction costs.

REVISED TABLE 8: York County Capital Investments (2014-2019)

Company Name	Location	Capital Investment	Jobs	New or Expanding	Industry	Year
LPL Financial	Fort Mill	\$150,000,000	3,000	New	Office	2014
Lash Group	Fort Mill	\$90,000,000	2,400	New	Headquarters	2014
McKesson Medical	Rock Hill	\$27,500,000	140	New	Warehouse	2014
Pike Engineering	Fort Mill	\$2,200,000	130	New	Office	2014
Pulcra-Chemicals	Rock Hill	\$3,100,000	17	Expansion	Manufacturing	2014
Filtration Group	York	\$1,500,000	11	Expansion	Manufacturing	2014
Broad River Furniture (Ashley Furniture)	Fort Mill	\$12,600,000	200	New	Warehouse	2015
Schaeffler Group USA, Inc	Fort Mill	\$68,000,000	112	Expansion	Manufacturing	2015
BedGear by Guard Master	Rock Hill	\$595,000	40	Expansion	Manufacturing	2015
Carowinds	Fort Mill	\$25,000,000	0	Expansion	Other	2015
Beacon Partners	Rock Hill	\$9,000,000	0	New	Spec Building	2015
Silcotech	York	\$2,500,000	0	Expansion	Manufacturing	2015
Sunbelt Rentals - Headquarters	Fort Mill	\$8,000,000	300	Expansion	Headquarters	2016
OneMain Holding	Fort Mill	\$279,000	175	Expansion	Office	2016
CABTEQ Solutions	Rock Hill	\$3,000,000	125	New	Manufacturing	2016
Schaeffler Group USA, Inc	Fort Mill	\$36,500,000	105	Expansion	Manufacturing	2016
CDI Curb Adapters	Rock Hill	\$4,836,500	83	New	Manufacturing	2016
Atlas Copco USA	Rock Hill	\$20,000,000	34	Expansion	Manufacturing	2016
MSI-Forks	Rock Hill	\$3,500,000	33	Expansion	Manufacturing	2016
Gabriel Performance Products	Rock Hill	\$2,900,000	26	New	Manufacturing	2016
SR Technologies	Rock Hill	\$500,000	25	New	Manufacturing	2016
Oerlikon Balzers Coating USA - Automotive	Rock Hill	\$17,800,000	23	Expansion	Manufacturing	2016
ADC Finishing, Inc	York	\$1,300,000	10	Expansion	Manufacturing	2016
Catawba Enterprises	Fort Mill	\$2,000,000	10	New	Warehouse	2016
Harrell Industries, Inc	Rock Hill	\$2,500,000	9	Expansion	Manufacturing	2016
Rudolf Venture Chemicals	Rock Hill	\$3,500,000	9	Expansion	Manufacturing	2016
Oldcastle Glass	Rock Hill	\$1,000,000	5	Expansion	Manufacturing	2016
Superior Washer & Gasket Corp	Rock Hill	\$1,250,000	2	Expansion	Manufacturing	2016
Crescent Communities	Fort Mill	\$7,680,000	0	New	Spec Building	2016
State Farm Distribution Center	Rock Hill	\$13,885,000	0	Expansion	Warehouse	2016
Stanley Black & Decker, Inc	Fort Mill	\$31,000,000	500	New	Manufacturing	2017
Diversey	Fort Mill	\$6,100,000	400	New	Headquarters	2017
Oxco Corporation	Fort Mill	\$13,000,000	130	New	Manufacturing	2017
World Famous Tattoo Ink	Fort Mill	\$1,153,000	68	New	Warehouse	2017
Skyline Steel	Rock Hill	\$825,000	62	New	Headquarters	2017
US Foods, Inc	Fort Mill	\$24,100,000	58	Expansion	Warehouse	2017
Elkem Silicones USA	York	\$9,150,000	50	Expansion	Manufacturing	2017
Piedmont Energy Systems, Inc	York	\$4,200,000	29	New	Manufacturing	2017
La-Z-Boy Distribution	Rock Hill	\$8,452,000	29	New	Warehouse	2017
Täschner Indústria Têxtil Ltda.	Rock Hill	\$5,250,000	21	New	Manufacturing	2017
Anderson Hydra Platforms	York	\$6,940,000	14	Expansion	Manufacturing	2017
Continental Tire	Rock Hill	\$9,000,000	10	New	Other	2017
Coroplast	Rock Hill	\$14,000,000	10	Expansion	Manufacturing	2017
Munzing	Clover	\$6,951,000	3	Expansion	Manufacturing	2017

REVISED TABLE 8: York County Capital Investments (2014-2019) CONTD.

Company Name	Location	Capital Investment	Jobs	New or Expanding	Industry	Year
Scannell Properties	Rock Hill	\$7,700,000	0	New	Spec Building	2017
McCraney Properties	Rock Hill	\$22,000,000	0	New	Spec Building	2017
The Rockefeller Group	Fort Mill	\$21,000,000	0	New	Spec Building	2017
Childress Klein Properties	Fort Mill	\$10,000,000	0	New	Spec Building	2017
RoundPoint Mortgage	Fort Mill	\$34,000,000	1,100	New	Headquarters	2018
Wheel Pros	York	\$13,900,000	275	New	Manufacturing	2018
Schuff Steel	Rock Hill	\$9,000,000	180	New	Manufacturing	2018
NFI Distribution Center	Rock Hill	\$8,000,000	157	New	Warehouse	2018
Westinghouse/WEC Carolina Energy Solutions	Rock Hill	\$4,402,394	125	Expansion	Office	2018
QEMS, Inc	Rock Hill	\$7,600,000	110	New	Manufacturing	2018
Performance Friction Corporation	Clover	\$7,880,000	106	Expansion	Manufacturing	2018
Linde Hydraulics	Rock Hill	\$13,400,000	64	New	Manufacturing	2018
Meritor	York	\$7,800,000	26	Expansion	Manufacturing	2018
FOMAS USA, Inc.	York	\$2,500,000	10	Expansion	Manufacturing	2018
Crescent Communities	Fort Mill	\$7,263,000	0	New	Spec Building	2018
Crescent Communities	Fort Mill	\$7,539,000	0	New	Spec Building	2018
Composites One	Rock Hill	\$10,000,000		Expansion	Warehouse	2018
Transaxle Manufacturing of America, Inc	Rock Hill	\$15,000,000	112	Expansion	Manufacturing	2019
Eclipse Automation Southeast, LLC	Rock Hill	\$4,600,000	90	New	Manufacturing	2019
		<b>\$876,130,894</b>	<b>10,763</b>			

Source: York County Economic Development

**REVISED TABLE 18: Schedule of Funding Needs**

York County I-77 Corridor Interchange Project (Escalated w/match deductions)

Projects by Priority	Year 2020	2021	2022	2023	2024	2025	2026	2027	2028	PROJECT TOTAL
Exit 82A-C - SC 161 Celanese Rd/Cherry Rd	<b>1</b>		<b>2</b>		<b>3</b>					
Design and Permitting*	274	309	335	362	400					\$32,219,000
Right of Way Acquisition				776	827					
Construction (CEI & Utilities)						6714	7049	7402	7772	
Totals by Year	\$274,454	\$309,015	\$334,631	\$1,137,033	\$1,226,927	\$6,713,711	\$7,049,399	\$7,401,869	\$7,771,961	<b>\$32,219,000</b>

- 1 - IMR Approval
- 2 - NEPA Document Approval
- 3 - Environmental Permits Completed



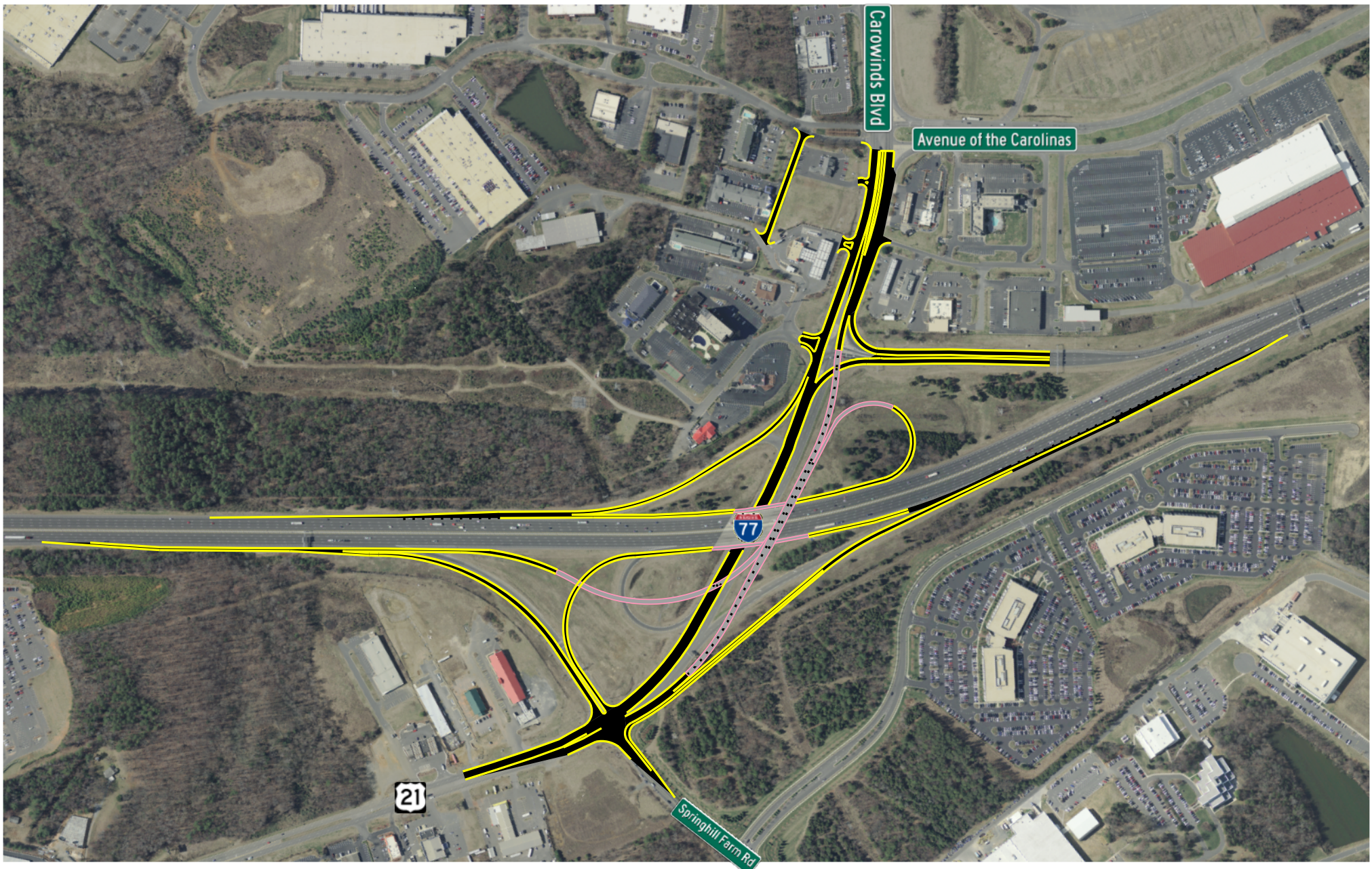
# APPENDIX A



South Carolina Transportation Infrastructure Bank Application  
Potential Alternative for York County Interchanges  
I-77 Exit 85 SC 160

Exit 85





South Carolina Transportation Infrastructure Bank Application  
Potential Alternative for York County Interchanges  
I-77 Exit 90 Carowinds Blvd.





South Carolina Transportation Infrastructure Bank Application  
Potential Alternative for York County Interchanges  
I-77 Exit 82 A-C Celanese Rd. / Cherry Rd.



# APPENDIX D

RALPH NORMAN  
5TH DISTRICT, SOUTH CAROLINA  
319 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-4005  
(202) 225-5501

454 S. ANDERSON ROAD  
SUITE 302B  
ROCK HILL, SC 29730

Congress of the United States  
House of Representatives  
Washington, DC 20515-4005

COMMITTEES  
COMMITTEE ON  
OVERSIGHT AND REFORM  
SCIENCE, SPACE, AND  
TECHNOLOGY COMMITTEE  
RANKING MEMBER, SUBCOMMITTEE ON  
INVESTIGATIONS AND OVERSIGHT  
COMMITTEE ON THE BUDGET

August 29, 2019

South Carolina Transportation Infrastructure Bank Board  
Board Members  
955 Park Street  
Suite 120B  
Columbia, SC 29201

To the Members of the Board:

I am writing to offer my strongest support for the York County application for funding for the SC-160, Kingsley Park Road interchange project. Receiving funding from the South Carolina Transportation Infrastructure Bank is crucial for the economic development of the surrounding area. It is my hope that you will give their application full, fair, and immediate consideration.

It is imperative for the continued economic growth of the area that the current traffic congestion be immediately addressed. I am proud to represent an area that is attracting businesses and providing jobs, and I am concerned that if the traffic issues being faced at Kingsley Park Road continue, this growth may be slowed. In fact, I have heard from several local business about the detriment the congestion in the area is having on both their current employees and their ability to expand.

Not only is this constant congestion threatening the area's economic prosperity, it is posing a significant safety risk. By providing the funding for this project, you will be alleviating a dangerous situation impacting both the employees of the businesses of Kingsley Park Road, as well as commuters on Interstate-77.

It is my hope that funding will be provided to the project and it can begin expeditiously. The completion of this project will allow business to flourish and our residents to have a safer commute. If you have any questions, please do not hesitate to reach out to my office, at (202) 225-5501.

Sincerely,



Ralph Norman  
Member of Congress

August 28, 2019

South Carolina Transportation Infrastructure Bank Board  
Board Members  
955 Park Street  
Suite 120B  
Columbia, SC 29201

To the Members of the Board:

On behalf of the below companies, we are writing to express our concerns regarding the critical need for roadway infrastructure improvements in our immediate area. Collectively, we employ thousands in the Fort Mill area and many of these employees are critical to our ongoing corporate operations. We have serious concerns that traffic congestion could have a real impact on our ability to continue to grow in this area.

Specifically, the Kingsley area has become a unique engine of high wage, business, and community growth for the state of South Carolina. The attractiveness of this location as a place to live and work is due, in part, to assurances we previously have been given that public roadway improvements would be made. We all have heavily invested in our Fort Mill community and we hope our partners in state and local government will continue to do the same.

Unfortunately, the current congestion caused by positive economic growth in the immediate vicinity of Exit 85 has led to several decisions effectively denying Fort Mill of a considerable number of new, high-paying jobs. Further, businesses report that traffic issues are increasingly being cited as impediments to both retention and recruitment.

We urge you to consider the positive economic impact alleviating traffic congestion in this area will have for Fort Mill. It is in the best interest for businesses and the community to provide funding for this project. We look forward to hearing your decision about this critical infrastructure improvement. Should you have any questions or need further information, please do not hesitate to reach out to any of the below companies and associations.

Sincerely,

CSX Transportation

Domtar

Lash Group, subsidiary of AmerisourceBergen

London Stock Exchange Group

LPL Financial

Shutterfly, Inc.

Solvay America Inc.

# APPENDIX E



**Preliminary Estimate for Cost of Construction**

**Exit 85: SC 160**

Right of Way	\$ 1,500,000.00
Utility Relocation	\$ 2,000,000.00
Engineering and Design	\$ 4,635,000.00
Roadway Construction	\$ 20,000,000.00
Structures	\$ 10,750,000.00
CE&I	\$ 6,115,000.00

**Preliminary Estimate \$ 45,000,000.00**

**Say \$ 45,000,000.00**

**Preliminary Estimate for Cost of Construction**  
**Exit 90: Carowinds Boulevard**

Right of Way	\$ 2,500,000.00
Utility Relocation	\$ 2,000,000.00
Engineering and Design	\$ 6,036,405.00
Roadway Construction	\$ 20,742,700.00
Structures	\$ 19,500,000.00
CE&I	\$ 8,048,540.00

**Preliminary Estimate \$ 58,827,645.00**

**Say \$ 58,827,700.00**

**Preliminary Estimate for Cost of Construction**  
**Exit 82: Celanese Road**

Right of Way	\$ 3,000,000.00
Utility Relocation	\$ 2,500,000.00
Engineering and Design	\$ 2,882,490.00
Roadway Construction	\$ 15,916,600.00
Structures	\$ 3,300,000.00
CE&I	\$ 3,843,320.00

**Preliminary Estimate** \$ 31,442,410.00

**Say** \$ 31,442,500.00

# APPENDIX F

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 85 (SC 160) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by Year</b>						
<b>Year</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
2016	0	16	55	71	0	25
2017	0	17	58	75	0	28
2018	0	19	65	84	0	20
	<b>0</b>	<b>52</b>	<b>178</b>	<b>230</b>	<b>0</b>	<b>73</b>

<b>Summary by Month</b>						
<b>Month</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
January	0	3	8	11	0	4
February	0	1	8	9	0	1
March	0	4	12	16	0	4
April	0	1	17	18	0	2
May	0	6	15	21	0	11
June	0	2	21	23	0	2
July	0	5	13	18	0	7
August	0	6	19	25	0	6
September	0	4	5	9	0	6
October	0	6	16	22	0	10
November	0	8	20	28	0	10
December	0	6	24	30	0	10

<b>Summary by Day of Week</b>						
<b>Day of Week</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Sunday	0	9	7	16	0	15
Monday	0	4	18	22	0	5
Tuesday	0	8	39	47	0	8
Wednesday	0	12	30	42	0	15
Thursday	0	10	39	49	0	15
Friday	0	8	32	40	0	14
Saturday	0	1	13	14	0	1

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 85 (SC 160) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by Time of Day</b>						
<b>Time of Day</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
12:01am - 3:00am	0	0	4	4	0	0
3:01am - 6:00am	0	2	4	6	0	2
6:01am - 9:00am	0	14	41	55	0	19
9:01am - Noon	0	5	20	25	0	5
12:01pm - 3:00pm	0	10	40	50	0	20
3:01pm - 6:00pm	0	13	35	48	0	19
6:01pm - 9:00pm	0	3	25	28	0	3
9:01pm - Midnight	0	5	9	14	0	5

<b>Summary by Weather Condition</b>						
<b>Weather Condition</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Clear, No Adverse Conditions	0	46	149	195	0	65
Rain	0	5	19	24	0	7
Cloudy	0	1	10	11	0	1
Sleet Or Hail	0	0	0	0	0	0
Snow	0	0	0	0	0	0
Fog, Smog, Smoke	0	0	0	0	0	0
Blowing Sand, Soil, Dirt Or Snow	0	0	0	0	0	0
Severe Cross Winds, High Wind	0	0	0	0	0	0
Unknown	0	0	0	0	0	0

<b>Summary by Road Surface Condition</b>						
<b>Road Surface Condition</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Dry	0	45	152	197	0	63
Wet	0	7	26	33	0	10
Snow	0	0	0	0	0	0
Slush	0	0	0	0	0	0
Ice	0	0	0	0	0	0
Contaminant (Sand, mud, Dirt, oil, Etc.)	0	0	0	0	0	0
Water (Standing)	0	0	0	0	0	0
Other	0	0	0	0	0	0
Unknown	0	0	0	0	0	0

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 85 (SC 160) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

Summary by First Harmful Event						
First Harmful Event	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions	Persons Killed	Persons Injured
None Listed	0	0	0	0	0	0
Cargo/Equip Loss Or Shift	0	0	0	0	0	0
Cross Median/Center Line	0	0	0	0	0	0
Downhill Runaway	0	0	0	0	0	0
Equipment Failure	0	0	0	0	0	0
Fire/Explosion	0	0	0	0	0	0
Immersion	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0
Overturn/Rollover	0	0	0	0	0	0
Run Off Road Left	0	0	0	0	0	0
Run Off Road Right	0	0	0	0	0	0
Separation Of Units	0	0	0	0	0	0
Spill (Two Wheel Vehicle)	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Unknown Non-Collision	0	0	0	0	0	0
Animal (Deer Only)	0	0	3	3	0	0
Animal (Not Deer)	0	0	0	0	0	0
Motor Vehicle (In Transport)	0	22	87	109	0	31
Motor Vehicle (Stopped)	0	24	73	97	0	35
Motor Vehicle (Other Roadway)	0	0	0	0	0	0
Motor Vehicle (Parked)	0	0	0	0	0	0
Pedalcycle	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Railway Vehicle	0	0	0	0	0	0
Work Zone Maint. Equip.	0	0	0	0	0	0
Other Movable Object	0	0	5	5	0	0
Unknown Movable Object	0	0	1	1	0	0
Bridge Overhead Structure	0	0	0	0	0	0
Bridge Parapet End	0	0	0	0	0	0
Bridge Pier Or Abutment	0	0	0	0	0	0
Bridge Rail	0	0	0	0	0	0
Culvert	0	0	0	0	0	0
Curb	0	0	1	1	0	0
Ditch	0	1	0	1	0	1
Embankment	0	0	1	1	0	0
Equipment	0	0	0	0	0	0
Fence	0	0	0	0	0	0
Guardrail End	0	0	0	0	0	0
Guardrail Face	0	0	1	1	0	0
HWY Traffic Sign Post	0	1	1	2	0	1
Impact Attenuator/Crash Cushion	0	0	0	0	0	0
Light Luminaire Support	0	0	0	0	0	0
Mailbox	0	0	0	0	0	0
Median Barrier	0	2	5	7	0	2
Overhead Sign Support	0	0	0	0	0	0
Other (Post,Pole,Support,Etc.)	0	0	0	0	0	0
Other (Wall,Bldg,Tunnel,Etc.)	0	0	0	0	0	0
Tree	0	2	0	2	0	3
Utility Pole	0	0	0	0	0	0
Workzone Maint. Equip.	0	0	0	0	0	0

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 85 (SC 160) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by First Harmful Event</b>						
<b>First Harmful Event</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Other	0	0	0	0	0	0
Unknown Fixed Object	0	0	0	0	0	0
Unknown	0	0	0	0	0	0



**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 90 (S-1441) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by Year</b>						
<b>Year</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
2016	0	12	56	68	0	22
2017	0	15	81	96	0	19
2018	0	18	97	115	0	30
	<b>0</b>	<b>45</b>	<b>234</b>	<b>279</b>	<b>0</b>	<b>71</b>

<b>Summary by Month</b>						
<b>Month</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
January	0	1	15	16	0	1
February	0	2	8	10	0	2
March	0	0	10	10	0	0
April	0	2	18	20	0	2
May	0	4	17	21	0	14
June	0	3	21	24	0	4
July	0	6	18	24	0	11
August	0	4	19	23	0	4
September	0	3	21	24	0	4
October	0	8	40	48	0	14
November	0	7	25	32	0	9
December	0	5	22	27	0	6

<b>Summary by Day of Week</b>						
<b>Day of Week</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Sunday	0	5	27	32	0	8
Monday	0	7	24	31	0	9
Tuesday	0	11	39	50	0	13
Wednesday	0	5	36	41	0	5
Thursday	0	4	37	41	0	5
Friday	0	5	38	43	0	6
Saturday	0	8	33	41	0	25

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 90 (S-1441) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by Time of Day</b>						
<b>Time of Day</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
12:01am - 3:00am	0	0	9	9	0	0
3:01am - 6:00am	0	3	9	12	0	3
6:01am - 9:00am	0	8	61	69	0	10
9:01am - Noon	0	6	26	32	0	14
12:01pm - 3:00pm	0	8	34	42	0	10
3:01pm - 6:00pm	0	12	51	63	0	17
6:01pm - 9:00pm	0	4	25	29	0	10
9:01pm - Midnight	0	4	19	23	0	7

<b>Summary by Weather Condition</b>						
<b>Weather Condition</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Clear, No Adverse Conditions	0	37	203	240	0	63
Rain	0	2	19	21	0	2
Cloudy	0	6	10	16	0	6
Sleet Or Hail	0	0	1	1	0	0
Snow	0	0	0	0	0	0
Fog, Smog, Smoke	0	0	1	1	0	0
Blowing Sand, Soil, Dirt Or Snow	0	0	0	0	0	0
Severe Cross Winds, High Wind	0	0	0	0	0	0
Unknown	0	0	0	0	0	0

<b>Summary by Road Surface Condition</b>						
<b>Road Surface Condition</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Dry	0	40	202	242	0	66
Wet	0	5	30	35	0	5
Snow	0	0	0	0	0	0
Slush	0	0	0	0	0	0
Ice	0	0	1	1	0	0
Contaminant (Sand, mud, Dirt, oil, Etc.)	0	0	0	0	0	0
Water (Standing)	0	0	0	0	0	0
Other	0	0	1	1	0	0
Unknown	0	0	0	0	0	0

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 90 (S-1441) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

Summary by First Harmful Event						
First Harmful Event	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions	Persons Killed	Persons Injured
None Listed	0	0	0	0	0	0
Cargo/Equip Loss Or Shift	0	0	0	0	0	0
Cross Median/Center Line	0	0	0	0	0	0
Downhill Runaway	0	0	0	0	0	0
Equipment Failure	0	0	1	1	0	0
Fire/Explosion	0	0	0	0	0	0
Immersion	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0
Overturn/Rollover	0	0	0	0	0	0
Run Off Road Left	0	0	0	0	0	0
Run Off Road Right	0	0	0	0	0	0
Separation Of Units	0	0	0	0	0	0
Spill (Two Wheel Vehicle)	0	1	0	1	0	1
Other Non-Collision	0	0	0	0	0	0
Unknown Non-Collision	0	0	0	0	0	0
Animal (Deer Only)	0	0	0	0	0	0
Animal (Not Deer)	0	0	0	0	0	0
Motor Vehicle (In Transport)	0	13	100	113	0	26
Motor Vehicle (Stopped)	0	27	121	148	0	40
Motor Vehicle (Other Roadway)	0	0	0	0	0	0
Motor Vehicle (Parked)	0	0	1	1	0	0
Pedalcycle	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Railway Vehicle	0	0	0	0	0	0
Work Zone Maint. Equip.	0	0	0	0	0	0
Other Movable Object	0	0	0	0	0	0
Unknown Movable Object	0	0	0	0	0	0
Bridge Overhead Structure	0	0	0	0	0	0
Bridge Parapet End	0	0	0	0	0	0
Bridge Pier Or Abutment	0	0	0	0	0	0
Bridge Rail	0	0	0	0	0	0
Culvert	0	0	0	0	0	0
Curb	0	0	0	0	0	0
Ditch	0	0	0	0	0	0
Embankment	0	0	0	0	0	0
Equipment	0	0	0	0	0	0
Fence	0	0	0	0	0	0
Guardrail End	0	0	1	1	0	0
Guardrail Face	0	2	0	2	0	2
HWY Traffic Sign Post	0	0	1	1	0	0
Impact Attenuator/Crash Cushion	0	0	0	0	0	0
Light Luminaire Support	0	0	0	0	0	0
Mailbox	0	0	0	0	0	0
Median Barrier	0	1	7	8	0	1
Overhead Sign Support	0	0	0	0	0	0
Other (Post,Pole,Support,Etc.)	0	0	0	0	0	0
Other (Wall,Bldg,Tunnel,Etc.)	0	0	0	0	0	0
Tree	0	1	2	3	0	1
Utility Pole	0	0	0	0	0	0
Workzone Maint. Equip.	0	0	0	0	0	0

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 90 (S-1441) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by First Harmful Event</b>						
<b>First Harmful Event</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Other	0	0	0	0	0	0
Unknown Fixed Object	0	0	0	0	0	0
Unknown	0	0	0	0	0	0

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 82 (SC 161) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by Year</b>						
<b>Year</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
2016	0	16	77	93	0	21
2017	0	23	86	109	0	48
2018	0	19	98	117	0	34
	<b>0</b>	<b>58</b>	<b>261</b>	<b>319</b>	<b>0</b>	<b>103</b>

<b>Summary by Month</b>						
<b>Month</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
January	0	4	22	26	0	5
February	0	2	22	24	0	3
March	0	3	23	26	0	6
April	0	5	23	28	0	8
May	0	10	14	24	0	19
June	0	2	25	27	0	2
July	0	5	23	28	0	8
August	0	6	22	28	0	9
September	0	4	14	18	0	5
October	0	3	21	24	0	8
November	0	9	27	36	0	24
December	0	5	25	30	0	6

<b>Summary by Day of Week</b>						
<b>Day of Week</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Sunday	0	6	26	32	0	13
Monday	0	8	39	47	0	14
Tuesday	0	16	47	63	0	32
Wednesday	0	6	35	41	0	12
Thursday	0	7	30	37	0	10
Friday	0	9	48	57	0	16
Saturday	0	6	36	42	0	6

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 82 (SC 161) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by Time of Day</b>						
<b>Time of Day</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
12:01am - 3:00am	0	2	6	8	0	2
3:01am - 6:00am	0	0	8	8	0	0
6:01am - 9:00am	0	8	45	53	0	14
9:01am - Noon	0	5	32	37	0	6
12:01pm - 3:00pm	0	11	50	61	0	28
3:01pm - 6:00pm	0	13	66	79	0	23
6:01pm - 9:00pm	0	14	44	58	0	19
9:01pm - Midnight	0	5	10	15	0	11

<b>Summary by Weather Condition</b>						
<b>Weather Condition</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Clear, No Adverse Conditions	0	48	204	252	0	79
Rain	0	7	33	40	0	21
Cloudy	0	3	23	26	0	3
Sleet Or Hail	0	0	1	1	0	0
Snow	0	0	0	0	0	0
Fog, Smog, Smoke	0	0	0	0	0	0
Blowing Sand, Soil, Dirt Or Snow	0	0	0	0	0	0
Severe Cross Winds, High Wind	0	0	0	0	0	0
Unknown	0	0	0	0	0	0

<b>Summary by Road Surface Condition</b>						
<b>Road Surface Condition</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Dry	0	49	206	255	0	79
Wet	0	8	54	62	0	23
Snow	0	0	0	0	0	0
Slush	0	0	0	0	0	0
Ice	0	1	1	2	0	1
Contaminant (Sand, mud, Dirt, oil, Etc.)	0	0	0	0	0	0
Water (Standing)	0	0	0	0	0	0
Other	0	0	0	0	0	0
Unknown	0	0	0	0	0	0

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 82 (SC 161) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

Summary by First Harmful Event						
First Harmful Event	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions	Persons Killed	Persons Injured
None Listed	0	0	0	0	0	0
Cargo/Equip Loss Or Shift	0	0	0	0	0	0
Cross Median/Center Line	0	0	0	0	0	0
Downhill Runaway	0	0	0	0	0	0
Equipment Failure	0	0	0	0	0	0
Fire/Explosion	0	0	0	0	0	0
Immersion	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0
Overturn/Rollover	0	1	2	3	0	1
Run Off Road Left	0	0	0	0	0	0
Run Off Road Right	0	0	0	0	0	0
Separation Of Units	0	0	0	0	0	0
Spill (Two Wheel Vehicle)	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Unknown Non-Collision	0	0	0	0	0	0
Animal (Deer Only)	0	0	1	1	0	0
Animal (Not Deer)	0	0	0	0	0	0
Motor Vehicle (In Transport)	0	32	135	167	0	64
Motor Vehicle (Stopped)	0	12	93	105	0	18
Motor Vehicle (Other Roadway)	0	0	0	0	0	0
Motor Vehicle (Parked)	0	1	0	1	0	1
Pedalcycle	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Railway Vehicle	0	0	0	0	0	0
Work Zone Maint. Equip.	0	0	0	0	0	0
Other Movable Object	0	1	0	1	0	1
Unknown Movable Object	0	0	1	1	0	0
Bridge Overhead Structure	0	0	0	0	0	0
Bridge Parapet End	0	0	0	0	0	0
Bridge Pier Or Abutment	0	0	0	0	0	0
Bridge Rail	0	0	0	0	0	0
Culvert	0	0	0	0	0	0
Curb	0	0	2	2	0	0
Ditch	0	1	4	5	0	1
Embankment	0	1	1	2	0	4
Equipment	0	0	0	0	0	0
Fence	0	0	0	0	0	0
Guardrail End	0	2	2	4	0	3
Guardrail Face	0	2	4	6	0	2
HWY Traffic Sign Post	0	0	2	2	0	0
Impact Attenuator/Crash Cushion	0	0	0	0	0	0
Light Luminaire Support	0	0	0	0	0	0
Mailbox	0	0	0	0	0	0
Median Barrier	0	3	11	14	0	4
Overhead Sign Support	0	0	0	0	0	0
Other (Post,Pole,Support,Etc.)	0	0	0	0	0	0
Other (Wall,Bldg,Tunnel,Etc.)	0	2	1	3	0	4
Tree	0	0	2	2	0	0
Utility Pole	0	0	0	0	0	0
Workzone Maint. Equip.	0	0	0	0	0	0

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 82 (SC 161) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by First Harmful Event</b>						
<b>First Harmful Event</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Other	0	0	0	0	0	0
Unknown Fixed Object	0	0	0	0	0	0
Unknown	0	0	0	0	0	0



**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 82 (SC 161) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by Year</b>						
<b>Year</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
2016	0	11	36	47	0	12
2017	0	9	34	43	0	13
2018	0	11	51	62	0	18
	<b>0</b>	<b>31</b>	<b>121</b>	<b>152</b>	<b>0</b>	<b>43</b>

<b>Summary by Month</b>						
<b>Month</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
January	0	2	12	14	0	5
February	0	1	7	8	0	1
March	0	4	9	13	0	6
April	0	2	5	7	0	2
May	0	1	7	8	0	1
June	0	3	10	13	0	3
July	0	1	11	12	0	1
August	0	6	9	15	0	10
September	0	0	12	12	0	0
October	0	3	9	12	0	6
November	0	7	15	22	0	7
December	0	1	15	16	0	1

<b>Summary by Day of Week</b>						
<b>Day of Week</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Sunday	0	3	11	14	0	6
Monday	0	4	20	24	0	5
Tuesday	0	4	21	25	0	5
Wednesday	0	7	21	28	0	11
Thursday	0	4	19	23	0	6
Friday	0	7	20	27	0	7
Saturday	0	2	9	11	0	3

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 82 (SC 161) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by Time of Day</b>						
<b>Time of Day</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
12:01am - 3:00am	0	1	6	7	0	2
3:01am - 6:00am	0	1	3	4	0	1
6:01am - 9:00am	0	3	23	26	0	3
9:01am - Noon	0	1	17	18	0	2
12:01pm - 3:00pm	0	9	19	28	0	12
3:01pm - 6:00pm	0	12	39	51	0	16
6:01pm - 9:00pm	0	2	11	13	0	2
9:01pm - Midnight	0	2	3	5	0	5

<b>Summary by Weather Condition</b>						
<b>Weather Condition</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Clear, No Adverse Conditions	0	27	92	119	0	39
Rain	0	1	15	16	0	1
Cloudy	0	2	10	12	0	2
Sleet Or Hail	0	0	2	2	0	0
Snow	0	0	0	0	0	0
Fog, Smog, Smoke	0	1	2	3	0	1
Blowing Sand, Soil, Dirt Or Snow	0	0	0	0	0	0
Severe Cross Winds, High Wind	0	0	0	0	0	0
Unknown	0	0	0	0	0	0

<b>Summary by Road Surface Condition</b>						
<b>Road Surface Condition</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Dry	0	29	99	128	0	41
Wet	0	2	20	22	0	2
Snow	0	0	0	0	0	0
Slush	0	0	0	0	0	0
Ice	0	0	2	2	0	0
Contaminant (Sand, mud, Dirt, oil, Etc.)	0	0	0	0	0	0
Water (Standing)	0	0	0	0	0	0
Other	0	0	0	0	0	0
Unknown	0	0	0	0	0	0

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 82 (SC 161) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

Summary by First Harmful Event						
First Harmful Event	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions	Persons Killed	Persons Injured
None Listed	0	0	0	0	0	0
Cargo/Equip Loss Or Shift	0	0	0	0	0	0
Cross Median/Center Line	0	0	0	0	0	0
Downhill Runaway	0	0	0	0	0	0
Equipment Failure	0	0	0	0	0	0
Fire/Explosion	0	0	0	0	0	0
Immersion	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0
Overturn/Rollover	0	0	0	0	0	0
Run Off Road Left	0	0	0	0	0	0
Run Off Road Right	0	0	0	0	0	0
Separation Of Units	0	0	0	0	0	0
Spill (Two Wheel Vehicle)	0	1	0	1	0	1
Other Non-Collision	0	0	1	1	0	0
Unknown Non-Collision	0	0	0	0	0	0
Animal (Deer Only)	0	1	0	1	0	1
Animal (Not Deer)	0	0	0	0	0	0
Motor Vehicle (In Transport)	0	14	66	80	0	19
Motor Vehicle (Stopped)	0	12	39	51	0	15
Motor Vehicle (Other Roadway)	0	0	0	0	0	0
Motor Vehicle (Parked)	0	0	0	0	0	0
Pedalcycle	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Railway Vehicle	0	0	0	0	0	0
Work Zone Maint. Equip.	0	0	0	0	0	0
Other Movable Object	0	0	2	2	0	0
Unknown Movable Object	0	0	0	0	0	0
Bridge Overhead Structure	0	0	0	0	0	0
Bridge Parapet End	0	0	0	0	0	0
Bridge Pier Or Abutment	0	0	0	0	0	0
Bridge Rail	0	0	0	0	0	0
Culvert	0	0	0	0	0	0
Curb	0	0	0	0	0	0
Ditch	0	0	1	1	0	0
Embankment	0	1	0	1	0	4
Equipment	0	0	0	0	0	0
Fence	0	0	1	1	0	0
Guardrail End	0	1	1	2	0	1
Guardrail Face	0	0	2	2	0	0
HWY Traffic Sign Post	0	0	0	0	0	0
Impact Attenuator/Crash Cushion	0	1	0	1	0	2
Light Luminaire Support	0	0	0	0	0	0
Mailbox	0	0	0	0	0	0
Median Barrier	0	0	7	7	0	0
Overhead Sign Support	0	0	0	0	0	0
Other (Post,Pole,Support,Etc.)	0	0	0	0	0	0
Other (Wall,Bldg,Tunnel,Etc.)	0	0	0	0	0	0
Tree	0	0	0	0	0	0
Utility Pole	0	0	0	0	0	0
Workzone Maint. Equip.	0	0	0	0	0	0

**TRAFFIC COLLISIONS AT OR NEAR I-77 @ EXIT 82 (SC 161) INTERCHANGE  
YORK COUNTY 2016-2018 (2018 PRELIMINARY DATA)**

<b>Summary by First Harmful Event</b>						
<b>First Harmful Event</b>	<b>Fatal Collision</b>	<b>Injury Collision</b>	<b>Property Damage Only Collision</b>	<b>Total Collisions</b>	<b>Persons Killed</b>	<b>Persons Injured</b>
Other	0	0	1	1	0	0
Unknown Fixed Object	0	0	0	0	0	0
Unknown	0	0	0	0	0	0