

490-1X

BAKER & MILLER PLLC

ATTORNEYS and COUNSELLORS
2401 PENNSYLVANIA AVENUE, NW
SUITE 300
WASHINGTON, DC 20037

E1-1561
Dfw



TELEPHONE: (202) 663-7820
FACSIMILE: (202) 663-7849

William A. Mullins

Direct Dial: (202) 663-7823
E-Mail: wmullins@bakerandmilller.com

May 27, 2005

BY HAND DELIVERY

Victoria J. Ruston, Esquire
Chief, Section of Environmental Analysis
Surface Transportation Board
Room 504
1925 K Street, N.W.
Washington, DC 20423-0001

Re: STB Docket No. AB-490 (Sub-No. 1X)
Greenville County Economic Development Corporation - Petition For
Exemption For Partial Discontinuance And Partial Abandonment - In
Greenville County, SC

Dear Ms. Rutson:

I hereby certify, pursuant to 49 C.F.R. §1105.11, that I have today served a copy of the attached Environmental/Historic Report and appropriate prescribed cover letter on the agencies and persons named on the accompanying list by first class mail, postage prepaid.

This certification is submitted in connection with the anticipated filing of the above-captioned abandonment/discontinuance exemption petition on or about June 17, 2005. If there are any questions concerning this, I can be contacted by telephone at (202) 663-7823, and by mail and by e-mail at the addresses shown above.

Sincerely,

William A. Mullins

Enclosures

cc: President, GCEDC
Andrew J. White, Jr., Esq.
Peter M. Strub

BAKER & MILLER PLLC

ATTORNEYS and COUNSELLORS

2401 PENNSYLVANIA AVENUE, NW
SUITE 300
WASHINGTON, DC 20037

TELEPHONE: (202) 663-7820
FACSIMILE: (202) 663-7849



William A. Mullins

Direct Dial: (202) 663-7823
E-Mail: wmullins@bakerandmilller.com

May 27, 2005

[Addressee]

Re: STB Docket No. AB-490 (Sub-No. 1X)
Greenville County Economic Development Corporation - Petition For
Exemption For Partial Discontinuance And Partial Abandonment - In
Greenville County, SC

On or shortly after June 17, 2005, we expect to file with the Surface Transportation Board on behalf of the Greenville County Economic Development Corporation ("GCEDC"), whose address is 301 University Ridge, Greenville, SC 29601, a petition for exemption seeking authority for GCEDC to (a) abandon approximately 11.8 miles of rail line, between milepost 0.0 in Greenville, SC, and milepost 11.8 in Travelers Rest, SC ("the Northern Segment"), and (b) discontinue service over (but not abandon) 3.29 miles of line, between milepost AJK 585.34 in East Greenville, SC, and milepost AJK 588.63 in Greenville, SC (the "Southern Segment"). Both segments are within Greenville County, SC. Together the Northern Segment and the Southern Segment comprise all of the rail line owned by GCEDC. Attached is an Environmental Report and Historic Report describing the proposed action and any expected environmental and historic effects, as well as maps of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423-0001, telephone (202) 565-1545 and refer to the above Docket No. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within 3 weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact me directly. I am GCEDC's representative in this matter. I can be contacted by telephone at (202) 663-7823, and by mail and by e-mail at the addresses shown above.

Sincerely,

William A. Mullins

Enclosure

cc: Chairman, GCEDC
Andrew J. White, Jr., Esq.
Peter M. Strub

Greenville County Economic Development Corporation
Environmental Service List
STB Docket No. AB-490 (Sub-No. 1X)

State Clearinghouse
1201 Main Street, Suite 950
Columbia, SC 29201

S.C. Department of Health & Environmental Control
2600 Bull Street
Columbia, SC 29201
Attn: Melinda Vickers

South Carolina Department of Natural Resources
Rembert C. Dennis Building,
1000 Assembly Street
Columbia, SC 29201

Butch Kirven, Chairman
Greenville County Government
213 League Road
Simpsonville, SC 29681

Knox White, Mayor
P.O. Box 2207
Greenville, SC 29602-2207

Roy Reynolds, Mayor
6711 State Park Road
Travelers Rest, S.C. 29690

U.S. Environmental Protection Agency
Atlanta Regional Office
61 Forsyth Street, S.W.
Atlanta, GA 30303

U.S. Fish & Wildlife Service
176 Croghan Spur Rd, Ste. 200
Charleston, SC 29407

U.S. Army Corps of Engineers
69a Hagood Avenue
Charleston, SC 29403

NPS Southeast Regional Office
Atlanta Federal Center
1924 Building
100 Alabama Street, SW
Atlanta, Georgia 30303

USDA-NRCS South Carolina State
Office
Strom Thurmond Federal Building
1835 Assembly Street, Room 950
Columbia, SC 29201
Attn: Ronnie Feaster

NOAA, National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

South Carolina State Historic
Preservation Officer
8301 Parklane Road
Columbia, SC 29223-4905

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC



STB DOCKET NO. AB-490
(SUB-NO. 1X)

GREENVILLE COUNTY ECONOMIC DEVELOPMENT CORPORATION
- PETITION FOR EXEMPTION FOR PARTIAL DISCONTINUANCE
AND PARTIAL ABANDONMENT - IN GREENVILLE COUNTY, SC

ENVIRONMENTAL AND HISTORIC REPORT

Environmental Report

(1) Proposed action and alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response:

Greenville County Economic Development Corporation ("GCEDC") seeks to abandon approximately 11.8 miles of line, between milepost 0.0 in Greenville, SC, and milepost 11.8 in Travelers Rest, SC ("the Northern Segment"), and to discontinue service over (but not abandon) 3.29 miles of line, between milepost AJK 585.34 in East Greenville, SC, and milepost AJK 588.63 in Greenville, SC (the "Southern Segment"). Both segments are within Greenville County, SC. Together the Northern Segment and the Southern Segment comprise all of the rail line owned by GCEDC. Maps of these segments are contained in Exhibit 1 hereto.

There currently is no rail traffic on either the Northern Segment or the Southern Segment. The Southern Segment is currently used for storage of rail cars. The Northern Segment is inactive due to bridge and track conditions and the prospective costs of restoring same to safe and operable condition.

If the requested authority is granted, GCEDC will salvage rail and track materials from the Northern Segment while retaining the Southern Segment in place. GCEDC anticipates entering an agreement with a willing trail user to preserve the rail corridor of the Northern Segment for possible future reactivation as a rail freight and commuter or high speed passenger line. Trail use generally contemplates retaining the trestles in place.

Alternatives to granting the requested abandonment and discontinuance would be to continue the status quo or to reactivate the rail lines. GCEDC believes these alternatives are unrealistic and unproductive. The status quo would require substantial and costly rehabilitation to the Northern Segment in order to provide common carrier rail service. Yet, since GCEDC acquired the Northern Segment and the Southern Segment in mid-1999, no party has come

forward with the financial ability to put the Northern Segment in operating condition and to operate same. Accordingly, GCEDC believes that neither the status quo nor waiting for the possibility that some as-yet unknown party will come forward to rehabilitate and operate the Northern Segment is a feasible alternative to GCEDC's proposed course of action. Despite service having been available on the Southern Segment, no shipper made use of that service. Accordingly, GCEDC believes that discontinuance of operating authority on the Southern Segment, while preserving the rail line in place, is the most economically feasible alternative.

(2) Transportation system. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response:

Neither segment has been used for rail traffic for at least five years. Accordingly, no diversion of traffic from rail to other modes is expected.

(3) Land use. (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by Sec. 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.

Response:

(i) GCEDC is a corporation created by the government of Greenville County to acquire and preserve the rights-of-way of and, if feasible, provide for operation of the Northern and Southern Segments. Thus, preservation of these rights-of-way through trail use and retention of the Southern Segment intact, after GCEDC has determined that no financially feasible alternative presently exists for operating these segments, is consistent with local land use plans.

(ii) In preliminary consultations with GCEDC, the Columbia, SC office of the U.S. Soil Conservation Service ("USSCS") requested that GCEDC supply USSCS the type of additional information contained in this report (including the attached maps) as a basis for determining whether the proposed abandonment would affect prime agricultural land.

(iii) Greenville County does not lie within a designated coastal zone. Accordingly, coastal zone information is not required.

(iv) GCEDC believes that the right-of-way of the Northern Segment is appropriate for interim public use as a trail, and potentially in the future for commuter or high speed rail operations.

(4) Energy. (i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

- (iv) If the proposed action will cause diversions from rail to motor carriage of more than:
 - (A) 1,000 rail carloads a year; or
 - (B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given. To minimize the production of repetitive data, the information on overall energy efficiency in Sec. 1105.7(e)(4)(iii) need not be supplied if the more detailed information in Sec. 1105.7(e)(4)(iv) is required.

Response:

(i) Traffic has not moved on either segment during GCEDC's ownership of same. GCEDC is not aware of energy resources (*e.g.*, coal or petroleum products) having been transported on either segment prior to GCEDC's purchase of the property. Accordingly, GCEDC does not believe that transportation of energy resources will be affected.

(ii) Prior to February 1998, some carloads of waste paper and scrap metal were transported on the Northern Segment. Since that time, no such traffic has moved. At least one of the businesses that made such shipments during or prior to February 1998 has advised GCEDC that it has gone out of business. Accordingly, GCEDC does not anticipate that the proposed abandonment and discontinuance will have a significant impact on the transportation of recyclable commodities.

(iii) The proposed actions will result in little or no change in overall energy efficiency. Traffic has not moved on either segment for five or more years. Accordingly, abandonment and discontinuance will not change the status quo in terms of current efficiency of the use of energy resources.

(iv) The proposed actions will not result in diversions of traffic from rail to truck inasmuch as the segments have not been used for rail transportation for several years.

(5) Air. (i) If the proposed action will result in either:

- (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or
- (B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or
- (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.

(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either:

- (A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,
- (B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or
- (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. 10901 (or 49 U.S.C. 10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response:

(i & ii) Greenville County is a nonattainment or Class I area under the Clean Air Act for ozone. However, none of the thresholds cited under heading 5(ii) will be exceeded by the proposed action inasmuch as no rail traffic has moved on the involved segments for more than five years.

(iii) The transportation of ozone depleting materials is not contemplated.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) An incremental increase in noise levels of three decibels Ldn or more; or

(ii) An increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

Response:

(i & ii) GCEDC does not anticipate that the thresholds in item 5(i) will be surpassed.

(7) Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response:

(i) The proposed action would improve public safety by allowing existing grade crossings on the Northern Segment to be permanently repaired for motor vehicle traffic. There will be no change in current vehicle delay time at railroad grade crossings inasmuch as no rail traffic has moved on either segment in several years.

(ii) Hazardous materials are not currently transported on either segment.

(iii) There are no known hazardous waste sites or known sites of hazardous material spills on either segment.

(8) Biological resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response:

(i) Based on initial consultations with the Charleston, SC office of the U.S. Fish & Wildlife Service, it appears that two endangered or threatened plant species, the bunched arrowhead (*Sagittaria fasciculata*) and the dwarf-flowered heartleaf (*hexastylis naniflora*) may occur in appropriate soil types in the area around Travelers Rest. It is not clear at this time whether either of these plants in fact does exist on or adjacent to the right-of-way of the line proposed for abandonment.

(ii) GCEDC does not expect that wildlife sanctuaries or refuges, National or State parks or forests will be affected.

(9) Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response:

(i) Based on preliminary consultation with officials of the South Carolina Department of Health and Environmental Control (“SCDHEC”), it appears likely that the proposed action would be consistent with water quality standards.

(ii) Based on preliminary discussion with the Charleston, SC office of the U.S. Army Corps of Engineers, GCEDC believes that a Section 404 permit will not be necessary inasmuch as, consistent with the anticipated trail use of the Northern Segment, GCEDC does not expect to remove the trestles on the line and will not place fill or other material in waterways or wetlands.

(iii) Based on preliminary consultation with officials of the SCDHEC, it is unclear whether the proposed action would require Section 402 permitting. GCEDC expects to receive additional information on this subject from SCDHEC.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response:

The only potential adverse environmental impact from the proposed actions identified by initial inquiries has been a possible effect on the habitat of the dwarf-flowered heartleaf and/or the bunched arrowhead if said species are found within the right-of-way or on adjacent property that might be disturbed in the area of Travelers Rest in the process of salvaging the Northern Segment. To avoid adverse impacts, GCEDC would contact the SCDHEC prior to beginning salvage operations on the Northern Segment to gain information in order that

salvage crews could properly identify these two species and to develop with SCDHEC a plan to protect the plants from damage if any are identified on affected property.

(11) Additional Information for Rail Constructions.

Not applicable.

Historic Report

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

Response:

See Exhibits 1, 2 and 3. Page 1 of Exhibits 1 and 2 show the waterways over which the trestles on the Northern Segment that are pictured in Exhibit 3 run. Page 2 of Exhibits 1 and 2 show the crossing of Woodruff Road and the Southern Segment, the location of the trestle on the Southern Segment shown in Exhibit 3.

(2) A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

Response:

The right-of-way of both segments varies in width from 15 to 200 feet. Both segments lie in the uplands of South Carolina, with a slight decline in elevation moving southeast from the Travelers Rest end of the Northern Segment to the southeast side of Greenville where the Southern Segment lies. The Southern Segment lies in an urban/suburban area. The Northern Segment extends from downtown Greenville through suburban and rural areas to the small community of Travelers Rest, a town of approximately 4,000 to 4,500 people.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

Response:

There are four railroad trestles that span creeks, culverts, or drainage ditches. These trestles are significantly deteriorated and would need to be replaced absent abandonment authority. There are no railroad bridges that cross any significant bodies of water. There also is a steel truss bridge in the Southern Segment, spanning Woodruff Road. That bridge will be removed by the South Carolina Department of Transportation soon in connection with a project to improve Woodruff Road. Photographs of the railroad trestles and the bridge are included in Exhibit 3.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;

Response:

The exact ages of the four railroad trestles and the bridge, and the dates of major alterations (if any) are unknown, but upon reasonable belief, it is believed that all trestles and the bridge are older than fifty years old.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

Response:

According to information available to GCEDC, the Carolina, Knoxville & Western Railway was built from Greenville, SC to Marietta, SC in 1888, and subsequently was extended to River Falls, SC, but the operation was abandoned in 1899. The Greenville & Knoxville Railroad was formed to revive the line in 1907 and ran it until 1914. The company was reorganized as the Greenville & Western, and was then renamed the Greenville & Northern in 1920. The line was cut back to Travelers Rest in the mid-1950s, but the section between Traveler's Rest and Cleveland was not officially abandoned until 1970. The Carolina Piedmont Division of the South Carolina Central Railroad bought the Greenville & Northern line from Pinsky Railroad in April 1997, and the last train ran on the Northern Segment in February 1998. Railtex (the owner of CPD-SCCR) sold the line to GCEDC in June 1999.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

Response:

A map of the railroad line and structures as they existed in 1917 produced by the Office of Arthur Pew (Cons. Engr.), Atlanta, GA, is the only document in GCEDC's possession that might be useful in documenting whether or not any structures are historic.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

Response:

None of the information readily available to GCEDC leads GCEDC to believe that the bridges on the line are significant in American history, architecture, archeology, engineering, or culture; are associated with events that have made a significant contribution to the broad patterns of U.S. history; are associated with the lives of persons significant in our past; embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or have yielded, or may be likely to yield, information important in prehistory or history.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

Response:

GCEDC has no such information readily available, beyond that shown on the topographic maps in Exhibit 2.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e., prehistoric or native American).

Response:

GCEDC is not aware of any such information being in its possession.

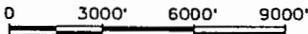
MILE POST 11.8
(APPROXIMATE)

TRAVELERS REST
CITY LIMITS

GCEDC RAILROAD

GREENVILLE
CITY LIMITS

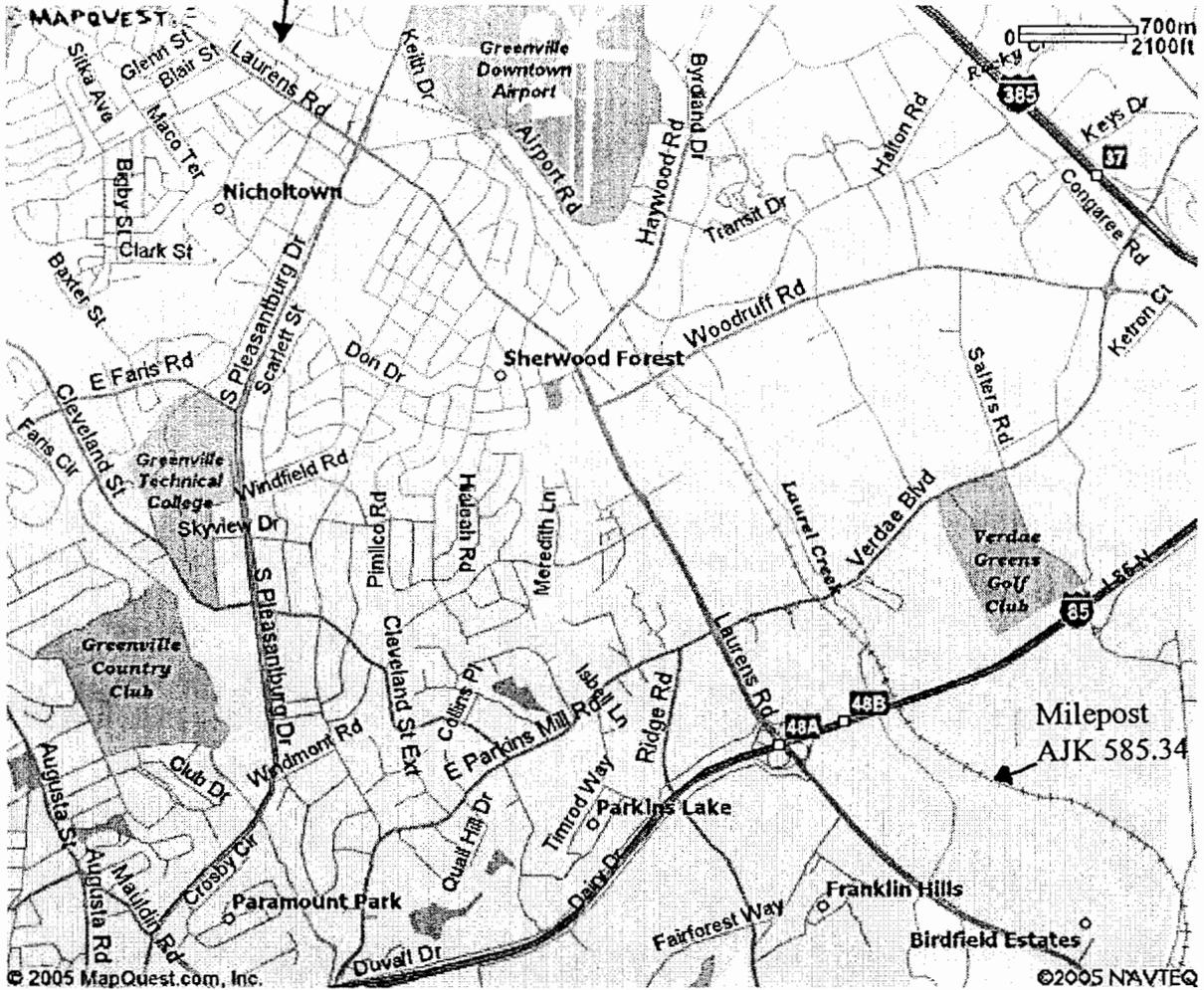
MILE POST 0.0



GREENVILLE COUNTY ECONOMIC DEVELOPMENT CORPORATION

Mailing Address:
 Patricia Haskell-Robinson, Secretary
 c/o The Robinson Company of Greenville, Inc.
 610 North Main Street
 Greenville, South Carolina 29602
 (864) 233-6277 Ext. 306

Milepost
AJK 588.63



NAVTEQ
ON BOARD

All rights reserved. Use Subject to License/Copyright | Map Legend

This map is informational only. No representation is made or warranty given as to its content. User assumes all risk of use. MapQuest and its suppliers assume no responsibility for any loss or delay resulting from such use.

EXHIBIT 2

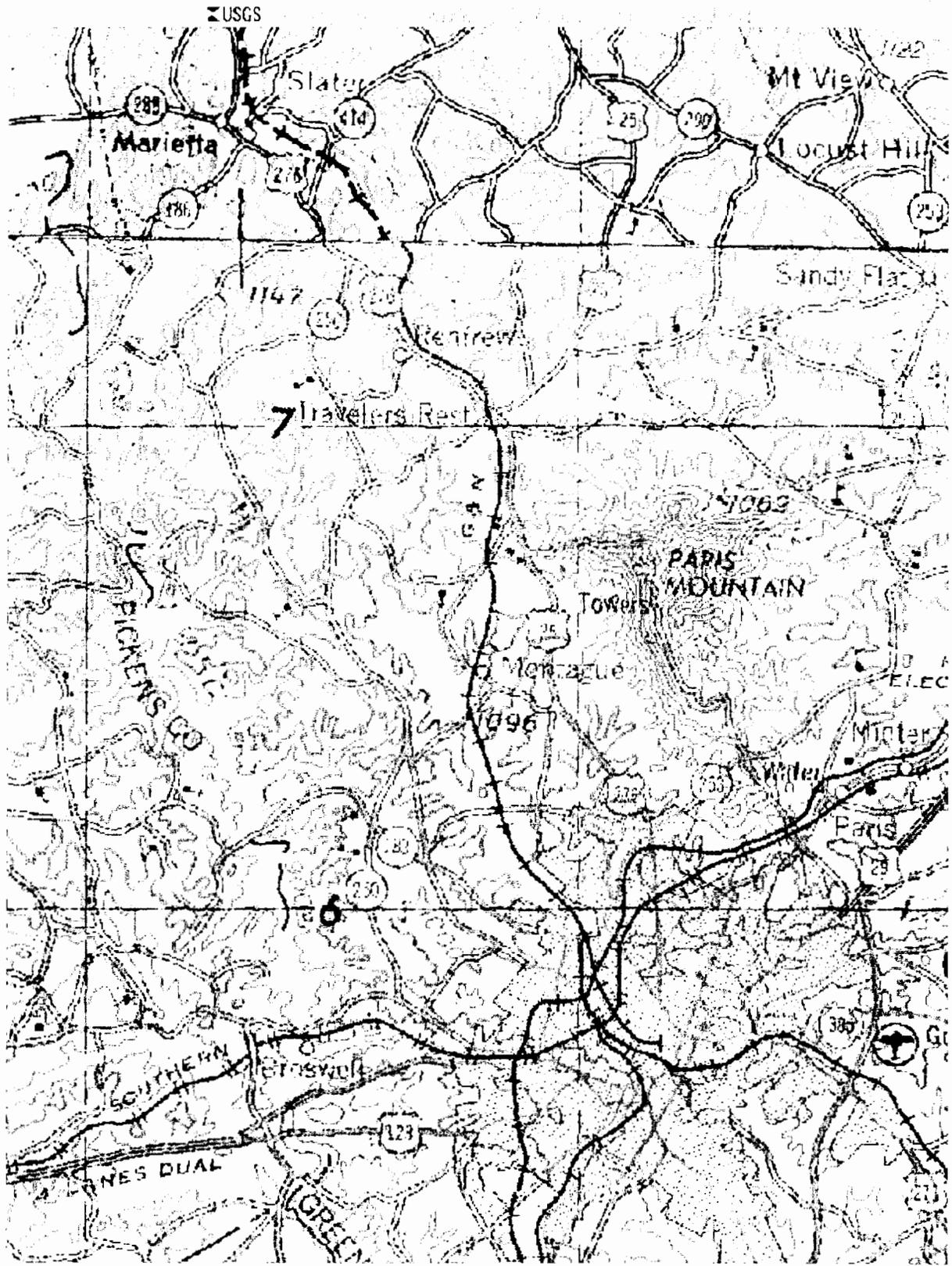


Image courtesy of the U.S. Geological Survey
 © 2005 Microsoft Corporation **Terms of Use** **Privacy Statement**

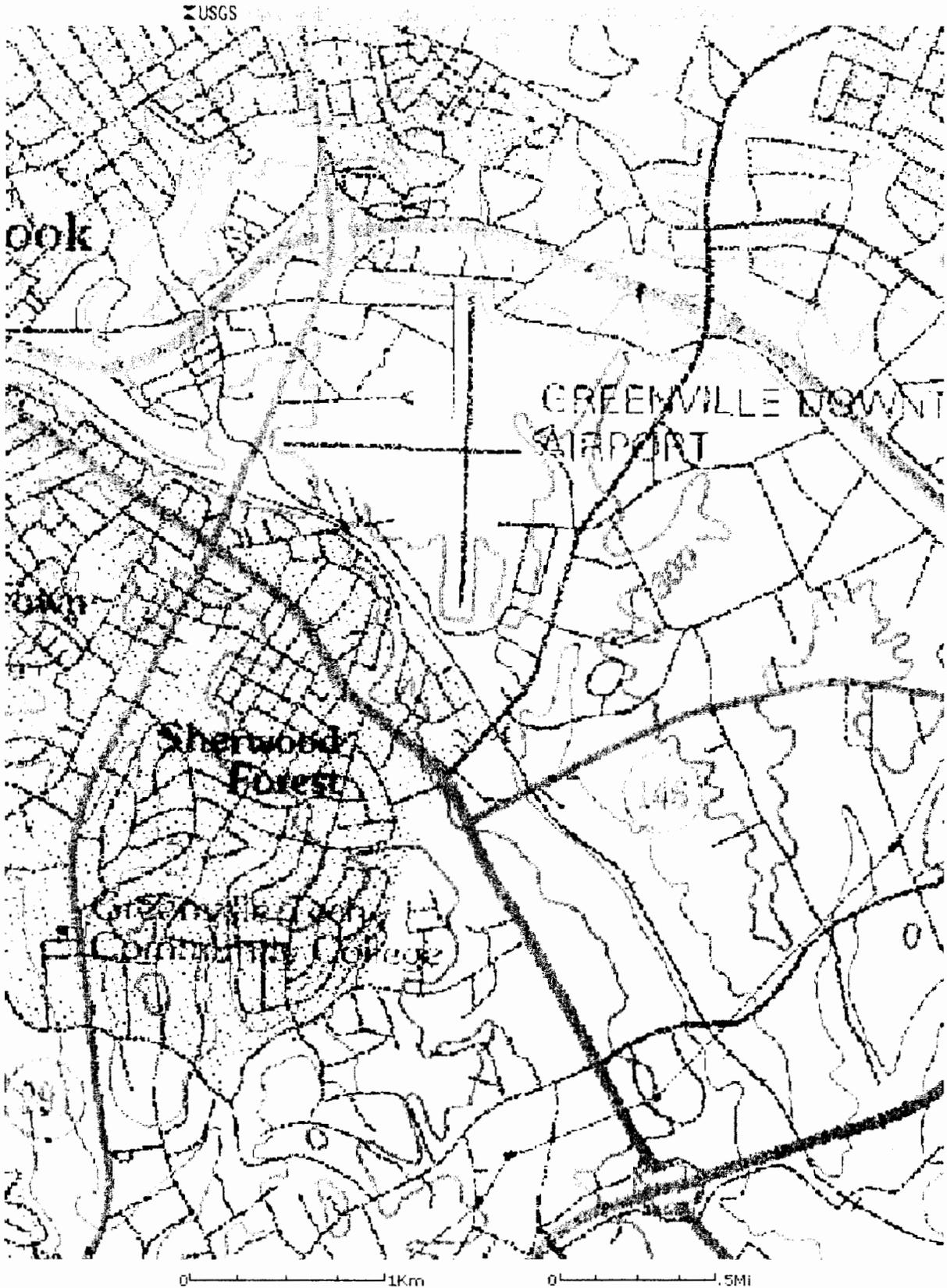


Image courtesy of the U.S. Geological Survey
 © 2004 Microsoft Corporation. **Terms of Use** **Privacy Statement**

Photo of the structure over the
Reedy River south of Hampton
Street

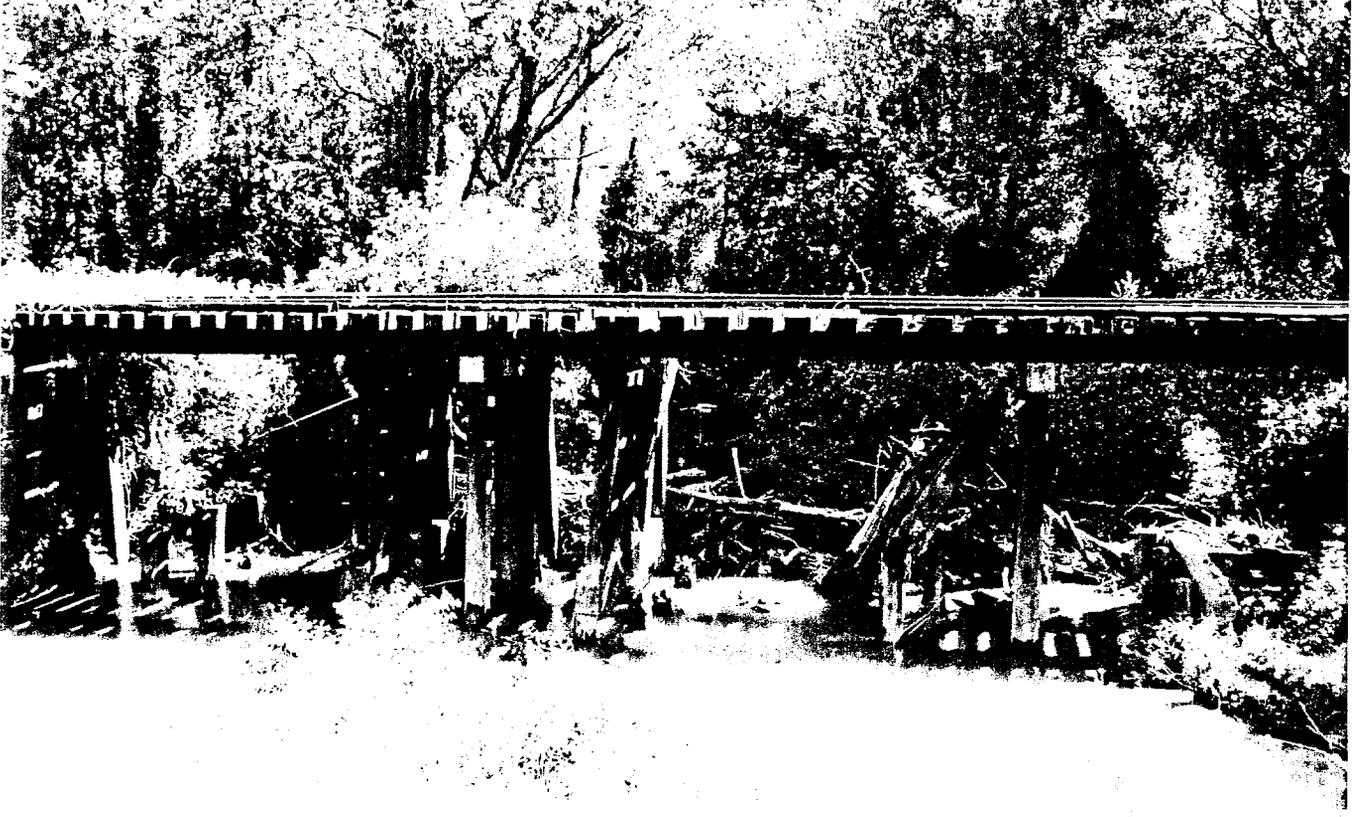


Photo of the structure over the
Reedy River south of Hampton
Street



Photo of the structure over the
Reedy River north of Cedar Lane
Avenue

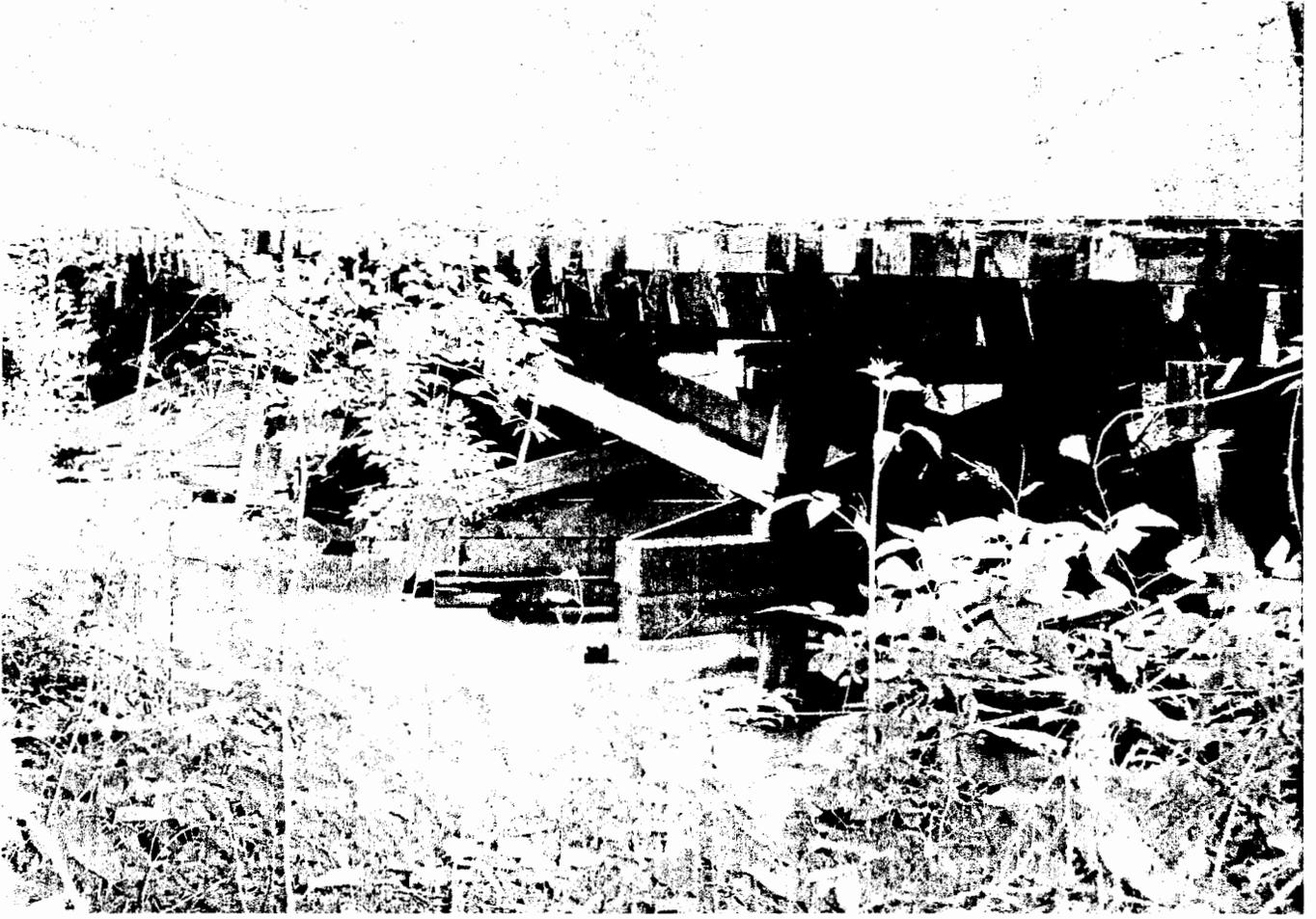


Photo of the structure over the
Reedy River north of Cedar Lane
Avenue

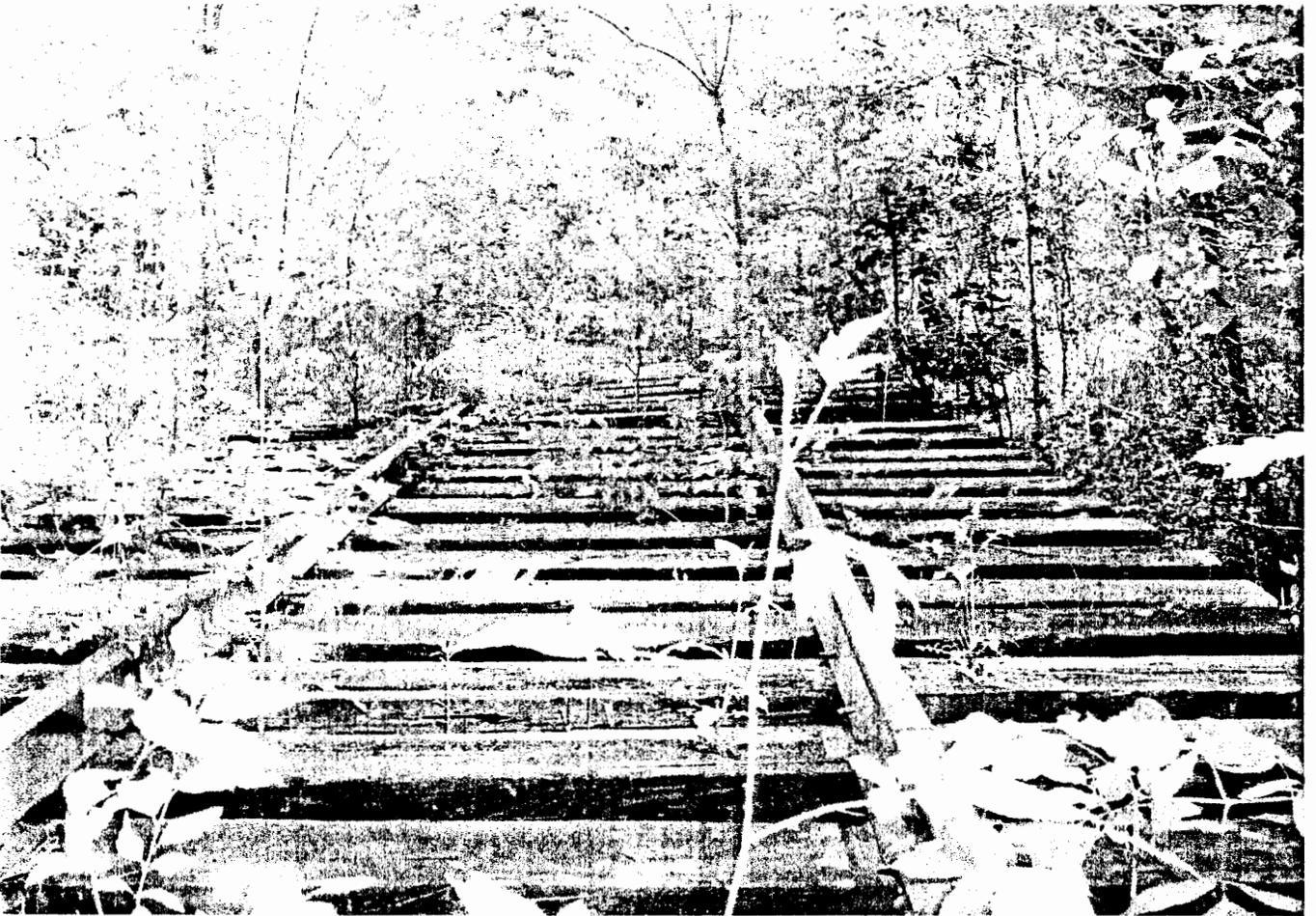
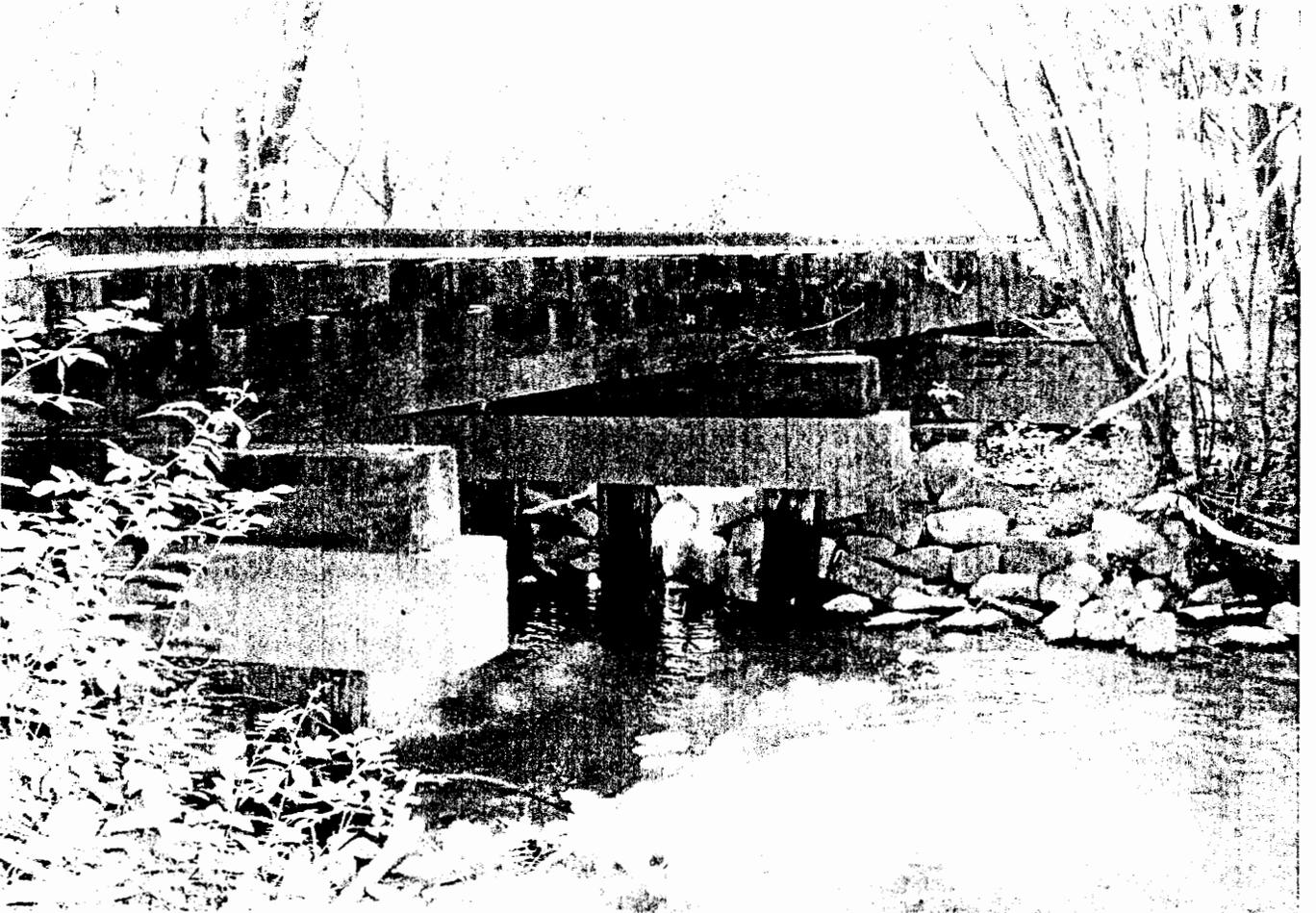


Photo of the structure over the
Reedy River north of Cedar Lane
Avenue



Photo of the structure over a
stream just south
of SC Route 253



Timber trestle near
Willard Street



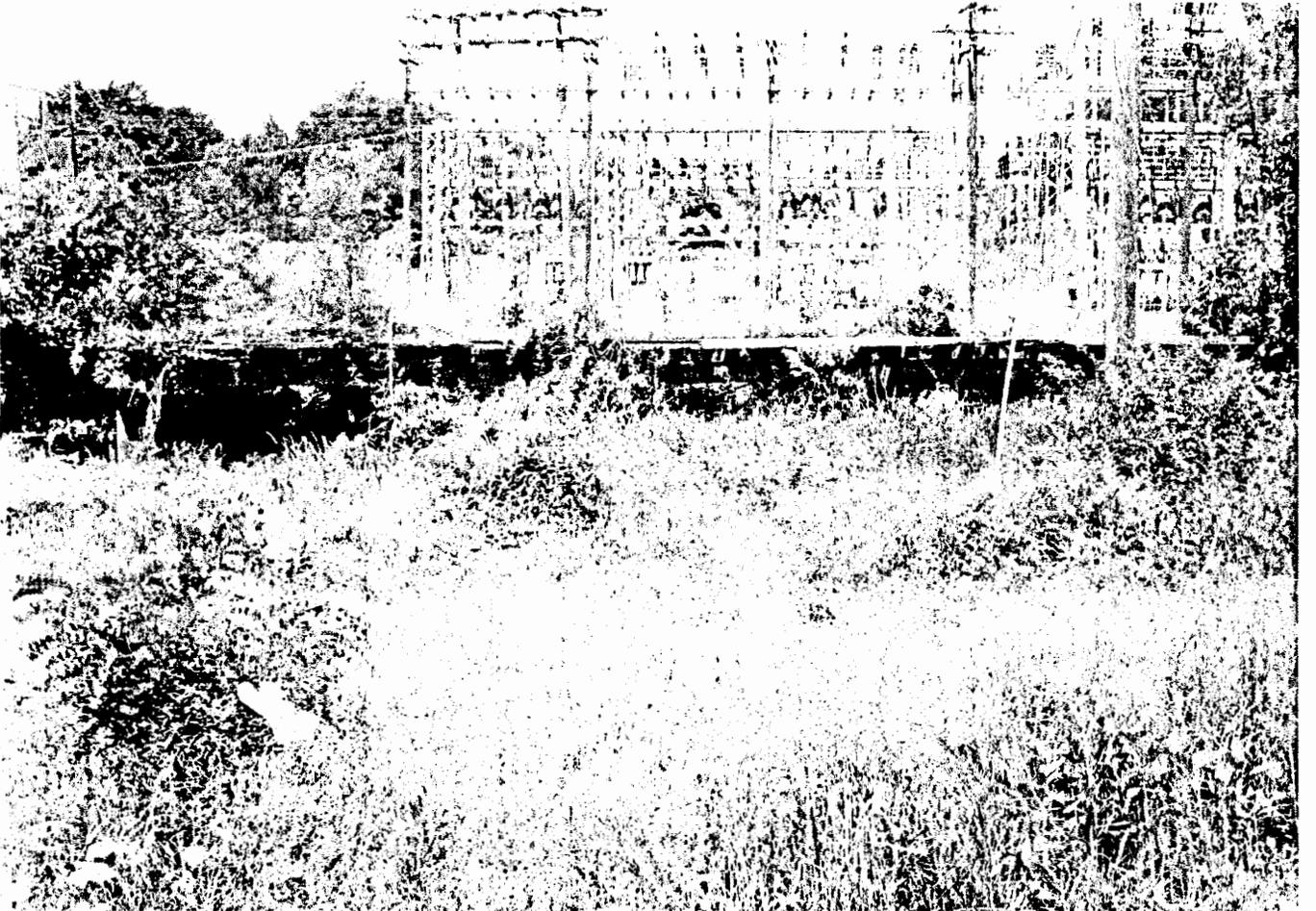
Photo of the structure over the
Reedy River south of Hampton
Street

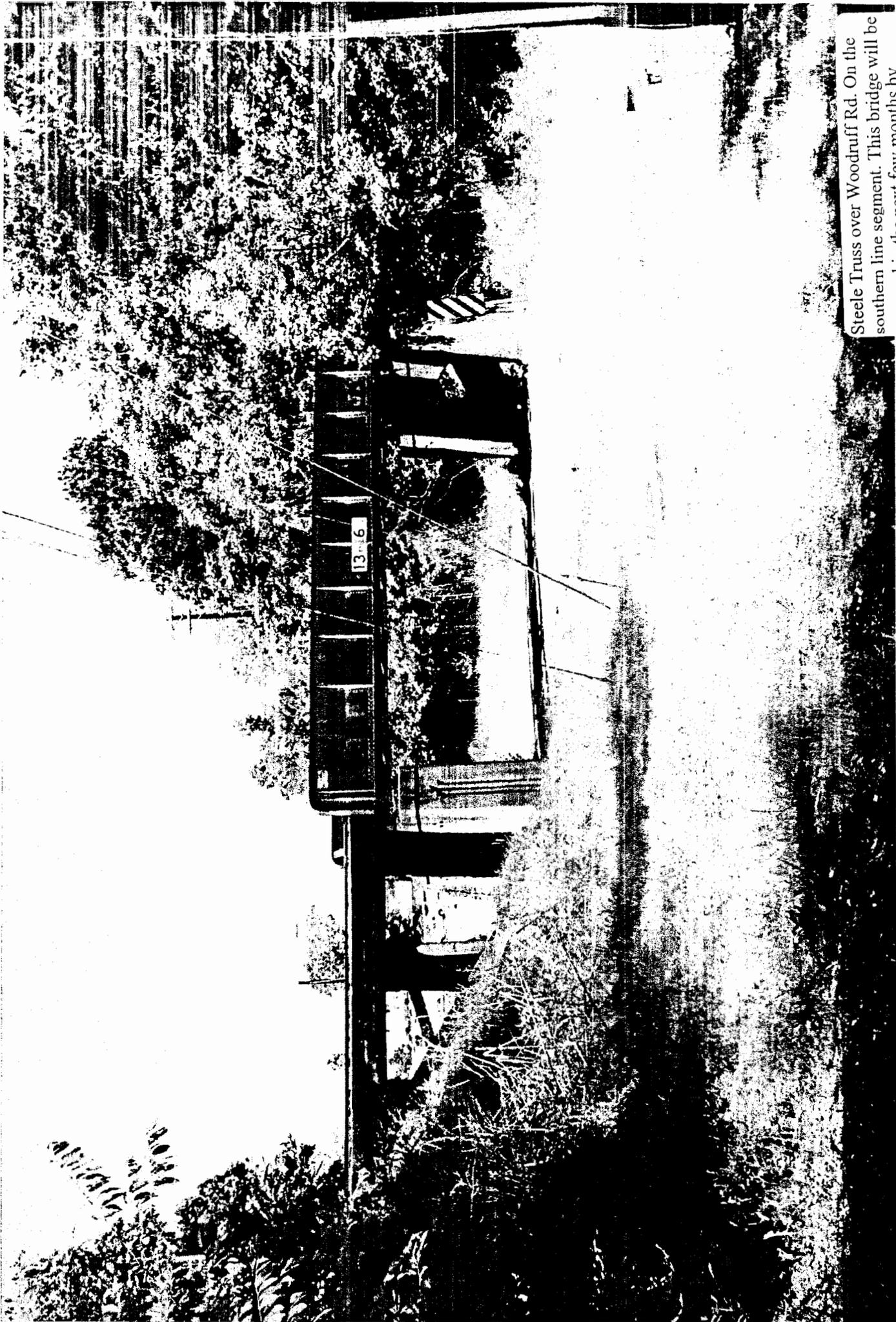


Photo of the structure over a stream just north of Hampton Street



Photo of the structure m. just south of Washington Street





Steele Truss over Woodruff Rd. On the southern line segment. This bridge will be removed in the next few months by SCDOT to make room for the widening of Woodruff to a 5-lane roadway.