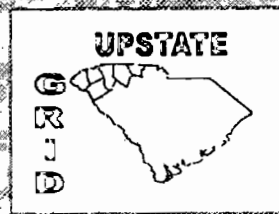


The Upstate GRID Proposal



Application to the South Carolina Transportation Infrastructure Bank

UPSTATE GRID PROJECT - REVISED PROJECT COMPONENTS

March 18, 1998

| PROJECT COST COMPONENTS | | | | | FUNDING CATEGORIES | | |
|-----------------------------------|-------------|--------------------------|---------------|--------------------|--------------------|-----------------------|---------------|
| Project Name | Engineering | Right-of-Way Acquisition | Construction | Total Project Cost | Local Contribution | Other Funding Sources | SIB Request |
| Anderson Component SC Route 24 | \$2,200,000 | \$5,600,000 | \$14,700,000 | \$22,500,000 | | | \$22,500,000 |
| Greenville Component | | | | | | | |
| Interstate 385 | \$2,500,000 | \$10,000,000 | \$120,000,000 | \$132,500,000 | | | \$132,500,000 |
| US 25 - Phase 1 | \$593,000 | \$5,000,000 | \$9,500,000 | \$15,093,000 | | \$593,000 APD | \$14,500,000 |
| SC Route 14 - Phase 1 | \$650,000 | \$2,000,000 | \$3,750,000 | \$6,400,000 | | | \$6,400,000 |
| SC Route 14 - Phase 2 | \$1,100,000 | \$3,600,000 | \$6,400,000 | \$11,100,000 | | | \$11,100,000 |
| SC Route 14 - Phase 3 | \$2,100,000 | \$6,400,000 | \$12,000,000 | \$20,500,000 | | | \$20,500,000 |
| SC Route 20 | \$1,200,000 | \$4,700,000 | \$12,500,000 | \$18,400,000 | | | \$18,400,000 |
| Southern Connector | | | | \$202,000,000 | \$202,000,000 | | |
| Subtotal | | | | \$405,993,000 | | | \$203,400,000 |
| Spartanburg Component | | | | | | | |
| Interstate 585 | \$3,500,000 | \$7,500,000 | \$25,000,000 | \$36,000,000 | \$5,000,000 USCS | \$1,000,000 GS | \$30,000,000 |
| SC Route 101 - Phase 1 | \$2,500,000 | \$9,500,000 | \$19,000,000 | \$31,000,000 | | | \$31,000,000 |
| SC Route 290 | \$1,800,000 | \$6,700,000 | \$15,500,000 | \$24,000,000 | | | \$24,000,000 |
| SC Route 295 | \$2,200,000 | \$5,900,000 | \$16,900,000 | \$25,000,000 | | | \$25,000,000 |
| Subtotal | | | | \$116,000,000 | | | \$110,000,000 |
| Greer Component | | | | | | | |
| Greer South Parkway | \$2,000,000 | \$4,945,000 | \$29,000,000 | \$35,945,000 | \$540,000 ADR | \$2,000,000 SED/CTC | \$33,405,000 |
| Revised Totals | | | | \$580,438,000 | \$207,540,000 | \$3,593,000 | \$369,305,000 |
| Projects Deferred to Second Phase | | | | | | | |
| Whitehall Road | | | | \$15,000,000 | | | |
| US 25 - Phase 2 | | | | \$19,700,000 | | | |
| SC Route 101 - Phase 2 | | | | \$32,600,000 | | | |

ADR - Anticipated Donation of Right-of-Way

APD - Appalachian Development Funds

CTC - County Transportation Committee - C-funds

GS - Guideshare

SC - Spartanburg County

SED - State Economic Development Funds

USCS - University of South Carolina at Spartanburg (Right-of-Way Donation)

**UPSTATE GRID PROJECT
REVISED PROJECT CASH FLOW CHART**

| PROJECT NAME | 1998 | | 1999 | | 2000 | | 2001 | | 2002 | | 2003 | | 2004 | |
|--|-------|---------------------|------------------|----------------------------|------------------|--------------------------|------------------|----------------------------|------------------|--------------------------|---------|---------------------|---------|---------------------|
| S.C. Route 24 | (PE) | \$1,100,000 | (PE) (ROW) | \$1,100,000 \$1,120,000 | (ROW) | \$4,480,000 | (CONST) | \$7,980,000 | (CONST) | \$6,720,000 | | | | |
| Greenville Component | | | | | | | | | | | | | | |
| Interstate 385 | (PE) | \$1,000,000 | (PE) | \$1,500,000 | (ROW) | \$4,000,000 | (ROW) | \$6,000,000 | (CONST) | \$31,500,000 | (CONST) | \$67,300,000 | (CONST) | \$21,000,000 |
| U.S. 25 - Phase 1 | (ROW) | \$3,500,000 | (ROW) (CONST) | \$1,500,000 \$2,175,000 | (CONST) | \$7,325,000 | | | | | | | | |
| S.C. Route 14 - Phase 1 | (PE) | \$300,000 | (PE) (ROW) | \$150,000 \$1,200,000 | (ROW) (CONST) | \$800,000 \$1,850,000 | (CONST) | \$1,900,000 | | | | | | |
| S.C. Route 14 - Phase 2 | (PE) | \$700,000 | (PE) (ROW) | \$400,000 \$1,320,000 | (ROW) (CONST) | \$2,280,000 \$960,000 | (CONST) | \$5,440,000 | | | | | | |
| S.C. Route 14 - Phase 3 | (PE) | \$1,050,000 | (PE) (ROW) | \$1,050,000 \$520,000 | (ROW) | \$5,020,000 | (ROW) (CONST) | \$860,000 \$6,200,000 | (CONST) | \$5,800,000 | | | | |
| S.C. Route 20 | (PE) | \$640,000 | (PE) (ROW) | \$560,000 \$542,000 | (ROW) | \$2,820,000 | (ROW) (CONST) | \$1,338,000 \$2,850,000 | (CONST) | \$9,650,000 | | | | |
| Spartanburg Component | | | | | | | | | | | | | | |
| Interstate 85 | (PE) | \$1,750,000 | (PE) (ROW) | \$1,750,000 \$430,000 | (ROW) | \$3,070,000 | (ROW) (CONST) | \$2,000,000 \$1,600,000 | (CONST) | \$12,200,000 | (CONST) | \$7,200,000 | | |
| S.C. Route 101 - Phase 1 | (PE) | \$1,400,000 | (PE) (ROW) | \$1,100,000 \$1,600,000 | (ROW) | \$7,900,000 | (CONST) | \$8,075,000 | (CONST) | \$10,925,000 | | | | |
| S.C. Route 290 | (PE) | \$1,000,000 | (PE) (ROW) | \$380,000 \$900,000 | (ROW) | \$4,920,000 | (ROW) (CONST) | \$880,000 \$5,975,000 | (CONST) | \$9,525,000 | | | | |
| S.C. Route 295 | (PE) | \$730,000 | (PE) (ROW) | \$1,190,000 \$430,000 | (PE) (ROW) | \$378,000 \$1,820,000 | (ROW) | \$2,790,000 | (ROW) (CONST) | \$860,000 \$1,850,000 | (CONST) | \$8,285,000 | (CONST) | \$6,765,000 |
| Greer Component | | | | | | | | | | | | | | |
| Greer South Parkway | (ROW) | \$4,405,000 | (CONST) | \$3,800,000 | (CONST) | \$11,950,000 | (CONST) | \$9,550,000 | (CONST) | \$3,700,000 | | | | |
| Yearly Total | | \$17,775,000 | | \$25,047,000 | | \$59,565,000 | | \$83,438,000 | | \$92,730,000 | | \$82,985,000 | | \$27,785,000 |
| Projects Deferred to Second Phase | | | | | | | | | | | | | | |
| Whitehall Road | (PE) | \$600,000 | (PE) | \$900,000 | (ROW) | \$2,020,000 | (ROW) (CONST) | \$2,080,000 \$470,000 | (CONST) | \$4,440,000 | (CONST) | \$4,490,000 | | |
| U.S. 25 - Phase 2 | (PE) | \$300,000 | (PE) (ROW) | \$300,000 \$620,000 | (ROW) | \$2,480,000 | (CONST) | \$6,800,000 | (CONST) | \$9,200,000 | | | | |
| S.C. Route 101 - Phase 2 | (PE) | \$1,500,000 | (PE) (ROW) | \$1,100,000 \$1,700,000 | (ROW) | \$8,300,000 | (CONST) | \$8,500,000 | (CONST) | \$11,500,000 | | | | |

PLANNING CONSULTANTS

854-467-5962
23:21

Financial Review
Debt Service paid at beginning of year

| FISCAL YEAR | SIB BOND AMT | ANNUAL DEBT SERV (5.5%, 20 yr bonds) | TOTAL DEBT SERV | LOCAL MATCH | SIB SHARE |
|--|-------------------|---|-------------------|-------------------|-------------------|
| 97/98 | \$ 17,775 | \$ 1,410 | \$ 1,410 | | \$ 1,410 |
| 98/99 | \$ 25,047 | \$ 1,987 | \$ 3,397 | | \$ 3,397 |
| 99/00 | \$ 59,565 | \$ 4,725 | \$ 8,121 | | \$ 8,121 |
| 00/01 | \$ 63,438 | \$ 5,032 | \$ 13,153 | | \$ 13,153 |
| 01/02 | \$ 92,730 | \$ 7,355 | \$ 20,508 | | \$ 20,508 |
| 02/03 | \$ 82,985 | \$ 6,582 | \$ 27,090 | | \$ 27,090 |
| 03/04 | \$ 27,765 | \$ 2,202 | \$ 29,292 | | \$ 29,292 |
| 04/05 | | | \$ 29,292 | | \$ 29,292 |
| 05/06 | | | \$ 29,292 | | \$ 29,292 |
| 06/07 | | | \$ 29,292 | | \$ 29,292 |
| 07/08 | | | \$ 29,292 | | \$ 29,292 |
| 08/09 | | | \$ 29,292 | | \$ 29,292 |
| 09/10 | | | \$ 29,292 | | \$ 29,292 |
| 10/11 | | | \$ 29,292 | | \$ 29,292 |
| 11/12 | | | \$ 29,292 | | \$ 29,292 |
| 12/13 | | | \$ 29,292 | | \$ 29,292 |
| 13/14 | | | \$ 29,292 | | \$ 29,292 |
| 14/15 | | | \$ 29,292 | | \$ 29,292 |
| 15/16 | | | \$ 29,292 | | \$ 29,292 |
| 16/17 | | | \$ 29,292 | | \$ 29,292 |
| 17/18 | | | \$ 27,882 | | \$ 27,882 |
| 18/19 | | | \$ 25,896 | | \$ 25,896 |
| 19/20 | | | \$ 21,171 | | \$ 21,171 |
| 20/21 | | | \$ 16,139 | | \$ 16,139 |
| | | | \$ 8,784 | | \$ 8,784 |
| | | | \$ 2,202 | | \$ 2,202 |
| Total | \$ 369,305 | \$ 29,292 | \$ 585,843 | \$ - | \$ 585,843 |
| Net Present Value @5.5% | \$ 291,509 | | \$ 291,509 | \$ - | \$ 291,509 |
| Other Participation | | | | | |
| Southern Conn. Donated R/W | \$ 202,000 | | \$ 202,000 | \$ 202,000 | |
| Other Participation | 1,540 | | 1,540 | 1,540 | |
| Total other part. | \$ 211,133 | | \$ 211,133 | \$ 211,133 | |
| Total Project Costs | \$ 580,438 | | | | |
| Total - Bonds (NPV) & Other Participation | \$ 502,642 | | \$ 502,642 | \$ 211,133 | \$ 291,509 |
| | | | | 42.0% | 58.0% |



December 30, 1997

Mr. Howard W. Covington, Jr., Chairman
South Carolina State Transportation Infrastructure Bank
Post Office Box 191
Columbia, South Carolina 29202-0191

Dear Chairman Covington and Board Members:


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


This application represents just the initial phase of implementing the Upstate GRID plan, with the expectation that future proposals will be submitted as the additional components of the GRID Proposal are ready to be constructed. The Upstate GRID Proposal benefits not just the approximately 1 million people that reside in this region, but also the lives of motorists who currently travel through the I-85 corridor for business and leisure and face increased safety and congestion concerns. Ultimately, the entire state of South Carolina wins or loses based on the success or failure of the implementation of this plan. It is for that reason solely that we ask the Transportation Infrastructure Bank for favorable consideration of the application. The public will truly benefit from this innovative approach of integrating local planning into a regional plan. This application represents a plan to alleviate a distressing situation, create a vision for the Upstate's future and to continue to provide a stable economy for South Carolinians.

Thank you in advance for your consideration, and please let us know how we may provide further assistance.


Sincerely,


Verne Smith, Chairman
Greenville Area Transportation Study Policy Committee


Paul Wickensimer, Chairman
Greenville County Council


David Dennis, Chairman
Spartanburg Area Transportation Study Policy Committee
Spartanburg County Council


Barry Knobel, Chairman
Anderson Area Transportation Study Policy Committee


William Floyd, Chairman
Anderson County Council

Employment growth by the year 2010 is projected to add almost 110,000 new jobs in the Upstate -- exceeding projected growth in all other regions of the State.

The Upstate GRID Proposal is a cooperative, regional initiative designed to take a major step toward resolving this serious backlog of road projects, enabling the Region

EXECUTIVE SUMMARY

The Upstate GRID Proposal is being submitted by a regional partnership comprised of the Upstate Counties of Anderson, Greenville and Spartanburg, and the Anderson Area Transportation Study Policy Committee, the Greenville Area Transportation Study Policy Committee, and the Spartanburg Area Transportation Study Policy Committee. Implementation of this proposal will be administered by the South Carolina Department of Transportation, with assistance as required by representatives of the GRID Proposal partnership.

The Upstate Region of South Carolina has experienced rapid growth in population and employment over the past two decades. The Region -- which encompasses Anderson, Cherokee, Greenville, Oconee, Pickens and Spartanburg Counties -- accounted for 26% of the State's population, and 29% of the State's total employment in 1995; this is the largest share of population and employment of any region in South Carolina. Indeed, since at least 1983, approximately *one-third* of all new jobs and all new capital investment generated in South Carolina have occurred in the Upstate Region. The Upstate has led the State's record-breaking economic development efforts, and since 1990, has posted some of the highest employment gains of any region in the Southeast United States.

This growth has benefited the Region and the State -- but not without negative impacts. The most significant of these is the impact on traffic congestion and safety on Upstate highways, which ironically threatens to choke off continued economic growth within the Region -- causing damage to the State's economy in the long-term, as well.

Road needs in the Upstate are at a critical level. The South Carolina Infrastructure Study, completed in May, 1997 for the South Carolina General Assembly, presents the following facts and projections:

- The Upstate Region has approximately \$1 billion in backlogged road and bridge improvements. *This need is almost twice the backlog of any other region in the State, and represents one-third of the total backlog in the State.*
- By the year 2015, population in the Upstate is projected to grow by 217,300 people -- *significantly more than the projected increase in any other region of the State (indeed, the next closest increase is projected for the Central Midlands Region -- at 132,000), and;*
- Employment growth by the year 2015 is projected to add almost 110,000 new jobs in the Upstate -- *exceeding projected growth in all other regions of the State.*

The Upstate GRID Proposal is a cooperative, regional initiative designed to take a major step toward resolving this serious backlog of road projects, enabling the Region

to accommodate the continuing growth that is projected to occur. The GRID Proposal includes three phases which, taken together, provide enhanced mobility, safety and economic development potential along the I-85 corridor in the Upstate Region.

The "GRID" in this proposal stands for:

Growth
Reduce Congestion
Improve Safety
Design for the Future

The GRID Proposal is also based upon a foundation of three elements: upgraded interstates, a new parkway, and upgraded or new connectors. In addition to this application, efforts are underway to secure funding for the widening of key sections of I-85. Funding requested through this application to the Infrastructure Bank would primarily focus on the connector elements between I-85 and a new Parkway to be constructed as a third phase of the GRID Proposal. This new Parkway would provide a needed alternate route to I-85 in the event of serious accidents and delays – which are virtually a daily occurrence along I-85 in the Upstate.

Phase One of the GRID Proposal is the subject of this application, and includes ten components at a projected cost of approximately \$ 706,289,000. Local participation is being provided by the Southern Connector project, in the amount of \$200 million; \$2,744,000 expended on feasibility, design and right-of-way for the Greer Parkway, and; \$1.3 million committed by the University of South Carolina - Spartanburg for improvements to I-585. The amount requested from the Transportation Infrastructure Bank is \$502,245,000.

DESCRIPTION OF PROJECT

Project Scope:

The Upstate GRID Proposal to the South Carolina State Transportation Infrastructure Bank encompasses three phases, the first of which is the subject of this application. Phase One includes ten components – all of which lay the foundation for Phases Two and Three. (See Map 1, entitled *Upstate GRID Proposal: Phase One Components*, and Map 2, entitled *Upstate GRID Proposal, Phases One - Three*)

Phase One (and this application) specifically includes the following components (see Appendix One for detailed maps and fact sheets for each component):

Anderson County:

- Component C-1:* SC 24: Widen to four lanes, from SC 28 By-Pass west to SC 187.
- Component C-2:* Whitehall Road: Widen to four lanes, from SC 28 By-Pass west to SC 24.

Greenville County:

- Component I-385:* Interstate 385: Widen to six lanes, from Interstate 85 north to Downtown Greenville.
- Component C-3:* SC 20 / US 25 North: Widen SC 20 to five lanes, from White Horse Road south to SC 86; Widen US 25 North/White Horse Road to seven lanes, from US 123 north to the US 25 Extension.
- Component C-4:* SC 14 / Greer South Parkway: Widen SC 14 to five lanes, from Interstate 85 south to SC 417; Develop Greer South Parkway as a new four-lane road from SC 14 northeast to US 29.
- Southern Connector:* Southern Connector: New four-lane toll road from Interstate 85 east to Interstate 385.

Spartanburg County:

- Component I-585 Extension:* Interstate 585: Upgrade to interstate standards from Interstate 85 south to Downtown Spartanburg.

- Component C-5:* SC 101: Widen to five lanes from Rogers Bridge Road south to US 221 (Woodruff).
- Component C-6:* SC 290: Widen to five lanes from SC 296 south to US 221.
- Component C-7:* SC 295 Extension: Provide new connector from SC 295 west to Interstate 26.

Project Intent:

The Upstate GRID Proposal is intended to achieve the following goals:

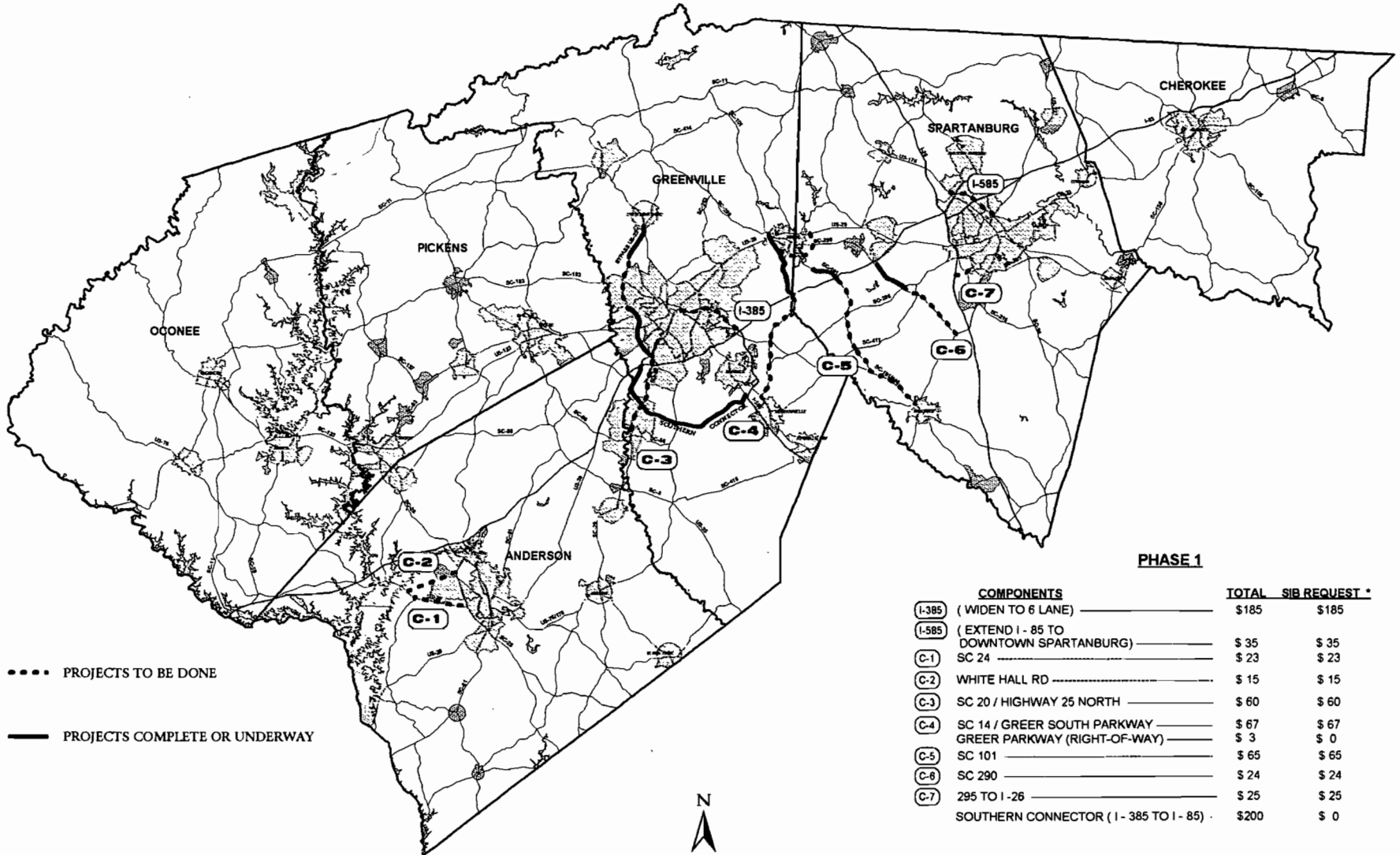
- Provide enhanced safety and efficiency on key components of the highway system serving the Upstate;
- Integration of local planning into a regional plan with regional benefit;
- Provide for more direct access to Interstate 85, supporting the economic vitality of the Upstate region;
- Complete a portion of the backlog of long-range transportation projects, and;
- Provide a needed alternate route to I-85, easing traffic congestion, and assuring the movement of goods and services through the Upstate Region.

Project Eligibility:

The Upstate Grid Proposal constitutes a major project providing public benefit, as required by the South Carolina Transportation Infrastructure Bank. Total cost of Phase One of the project is estimated at approximately \$706 million, inclusive of such things as engineering, environmental studies, right-of-way acquisition, construction, construction management, and other costs necessary for the project. This application is requesting approximately \$502 million to be combined with local commitments to fund Phase One. The public benefit of the proposal is more fully described in the following section.

UPSTATE GRID PROPOSAL

PHASE 1 COMPONENTS



..... PROJECTS TO BE DONE

———— PROJECTS COMPLETE OR UNDERWAY

PHASE 1

| COMPONENTS | | TOTAL | SIB REQUEST * |
|------------|---|-------|---------------|
| (I-385) | (WIDEN TO 6 LANE) | \$185 | \$185 |
| (I-585) | (EXTEND I - 85 TO DOWNTOWN SPARTANBURG) | \$ 35 | \$ 35 |
| (C-1) | SC 24 | \$ 23 | \$ 23 |
| (C-2) | WHITE HALL RD | \$ 15 | \$ 15 |
| (C-3) | SC 20 / HIGHWAY 25 NORTH | \$ 60 | \$ 60 |
| (C-4) | SC 14 / GREER SOUTH PARKWAY | \$ 67 | \$ 67 |
| | GREER PARKWAY (RIGHT-OF-WAY) | \$ 3 | \$ 0 |
| (C-5) | SC 101 | \$ 65 | \$ 65 |
| (C-6) | SC 290 | \$ 24 | \$ 24 |
| (C-7) | 295 TO I-26 | \$ 25 | \$ 25 |
| | SOUTHERN CONNECTOR (I - 385 TO I - 85) | \$200 | \$ 0 |

* SIB = STATE INFRASTRUCTURE BANK REQUESTS IN MILLIONS

FOR ADDITIONAL PROJECT INFORMATION CONTACT THE FOLLOWING AGENCIES:

GRATS - Greenville County Planning Commission, (864) 487-7270

SPATS - Spartanburg County Planning Commission, (864) 586-3570

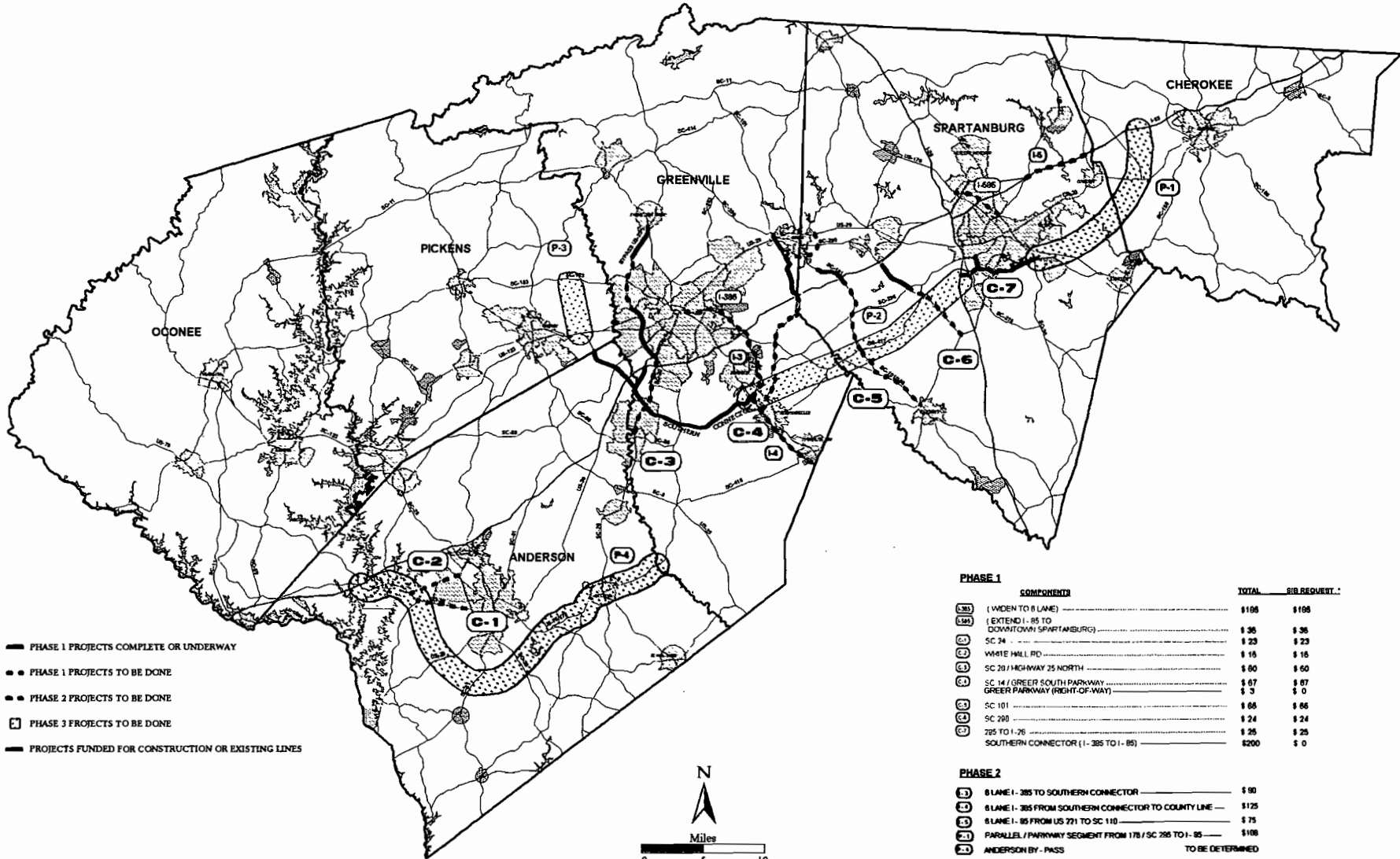
ANATS - City of Anderson Planning Department, (864) 231-2222

SCDOT - South Carolina Department of Transportation, (803) 737-1444



UPSTATE GRID PROPOSAL

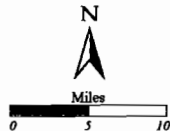
PHASES 1, 2, & 3 COMPONENTS



- PHASE 1 PROJECTS COMPLETE OR UNDERWAY
- PHASE 1 PROJECTS TO BE DONE
- PHASE 2 PROJECTS TO BE DONE
- PHASE 3 PROJECTS TO BE DONE
- PROJECTS FUNDED FOR CONSTRUCTION OR EXISTING LINES

FOR ADDITIONAL PROJECT INFORMATION CONTACT THE FOLLOWING AGENCIES:

- GRATS - Greenville County Planning Commission, (864) 467-7270
- SPATS - Spartanburg County Planning Commission, (864) 590-3570
- ANATS - City of Anderson Planning Department, (864) 231-2222
- SCDOT - South Carolina Department of Transportation, (803) 737-1444



GCPC
GREENVILLE COUNTY
PLANNING COMMISSION
DECEMBER 1997

PHASE 1

| COMPONENTS | TOTAL | RIB REQUIRED |
|---|-------|--------------|
| 385 (WIDEN TO 8 LANE) | \$108 | \$108 |
| 385 (EXTEND I-85 TO DOWNTOWN SPARTANBURG) | \$36 | \$36 |
| 24 SC 24 | \$23 | \$23 |
| 27 WHITE HALL RD | \$16 | \$16 |
| 25 SC 20 / HIGHWAY 25 NORTH | \$80 | \$80 |
| 22 SC 14 / GREER SOUTH PARKWAY - GREER PARKWAY (RIGHT-OF-WAY) | \$67 | \$67 |
| 51 SC 101 | \$66 | \$66 |
| 20 SC 200 | \$24 | \$24 |
| 27 285 TO I-26 | \$26 | \$26 |
| SOUTHERN CONNECTOR (I-385 TO I-85) | \$200 | \$0 |

PHASE 2

| | | |
|---|------------------|--|
| 31 8 LANE I-385 TO SOUTHERN CONNECTOR | \$90 | |
| 28 8 LANE I-385 FROM SOUTHERN CONNECTOR TO COUNTY LINE | \$125 | |
| 15 8 LANE I-85 FROM US 221 TO SC 110 | \$75 | |
| 21 PARALLEL / PARKWAY SEGMENT FROM 178 / SC 285 TO I-85 | \$108 | |
| 23 ANDERSON BY-PASS | TO BE DETERMINED | |

PHASE 3

| | |
|--|--|
| 22 PARALLEL PARKWAY SEGMENT - FROM I-385 TO I-26 / 285 | |
| 23 SC 183 ACCESS | |

* \$B = STATE INFRASTRUCTURE BANK REQUESTS IN MILLIONS

PUBLIC BENEFIT

The Upstate GRID Proposal addresses public benefit in the following ways:

1) enhancement of mobility and safety, and 2) promotion of economic development.

Enhancement of Mobility and Safety:

Eight of the ten project components included in Phase One of the Upstate GRID Proposal will provide significant *Level of Service* (LOS) improvements. The other two components – the Southern Connector and the SC 295 Extension – will be new roadways and, thus, do not have current LOS designations. In addition, the Greer South Parkway portion of Component C-4 is also a proposed new roadway with no current LOS designation. Level of Service designations range from “A” (best) to “F” (worst), and provide a general measure of congestion on roadways. “F” designations represent gridlock.

Level of Service designations and 1996 accident data are provided for each of the Phase One components in Appendix One. This information is taken from the transportation plans for Anderson, Greenville and Spartanburg Counties. As can be seen by the data presented, each of the proposed project components will have a positive impact on traffic mobility and safety. Indeed, if nothing is done to improve capacity and mobility along the proposed corridors, projected growth will cause gridlock on *all* of the Greenville County components, and significant additional traffic problems along the individual components in Anderson and Spartanburg Counties. It is emphasized that completion of the *total* GRID Proposal will significantly improve overall safety and mobility along the I-85 corridor in the Upstate, because alternate routes and increased capacity will be available.

It is interesting to note that in 1994, traffic collisions in the Upstate accounted for more than 26 percent of all collisions in the State, representing 25 percent of total injuries and 23 percent of all traffic fatalities in South Carolina. In addition, these collisions caused an economic loss estimated by the South Carolina Department of Public Safety at \$503 million – *a one-year loss that exceeds the funds requested by this application*. More recent statistics on traffic collisions were not available for use in this application; it is assumed, however, that current data is comparable – or even worse – since traffic volumes have increased since 1994.

Promotion of Economic Development:

The Phase One components included in this application provide access to and from some of the strongest growth corridors in the Upstate Region. Each of these corridors represents a hub of existing and potential business investment and employment growth. Manufacturing employment in the Upstate is significantly greater than in other regions of the State and, indeed, the nation. This significant industrial investment in the Upstate requires significant movement of freight by truck, with “just-in-time” delivery

requirements. Gridlock and lack of alternate routes is not acceptable to the companies who have invested their future in the Upstate Region of South Carolina.

As shown, the Upstate has been the focus of growth in South Carolina for almost two decades -- and is projected to continue to lead population and employment growth in the State for the next two decades. State and local governments have a responsibility to invest in infrastructure to ensure that the growth that has occurred -- as well as that which is projected to happen -- does not compromise the quality of life and economic prosperity of the Region and State.

Analysis of each of the project components performed by the Appalachian Council of Governments (ACOG) underscores the significant economic impact the GRID Proposal will have along each of the corridors proposed for improvement (see Appendix Two). To summarize ACOG's analysis:

- Within one mile of the project components contained in Phase One:
 - There are at least 40 available industrial buildings, representing approximately 4.7 million square feet of *available* manufacturing space.
 - There are at least 138 available industrial sites, representing approximately 14,600 acres of *available* industrial land. In addition, recent analysis performed by a task force of the Greater Greenville Chamber of Commerce identified significant potential for additional industrial development along the route of the Southern Connector.
 - There are at least 433 existing manufacturing operations, collectively employing more than 44,000 people. Appendix Three provides a listing of all the manufacturers located along the routes proposed for improvement.
- Proposed improvements to SC 24, I-385 and I-585 also provide enhanced access and traffic safety for daily commuters into and out of Downtown Anderson, Downtown Greenville and Downtown Spartanburg. For example: the daytime population of Downtown Greenville grows by an estimated 12,000 people each weekday, and; approximately 4,000 people commute to the University of South Carolina-Spartanburg campus each day.
- The GRID Proposal will significantly enhance access and traffic safety to and from the Greenville-Spartanburg International Airport, as well as the Anderson County Airport, the Greenville Downtown Airport and the Spartanburg Downtown Airport.
- The GRID Proposal will significantly enhance access and traffic safety to and from major regional facilities, including: the new BI-LO Center, which is estimated to attract at least 1 million visitors each year; the Palmetto Exposition

Center, which attracts an estimated 300,000 visitors each year, and; the Carolina Panthers Training Camp at Wofford College.

As stated above, each of the corridors proposed for improvement serves major growth areas. Traffic studies prepared for the proposed components of Phase One (see Appendix One) project significant continuing growth into the future:

- 59% employment growth by the year 2015 along the proposed corridors. In real numbers, this represents almost one-third of the projected employment growth in the entire Upstate Region. *Indeed, employment growth along these corridors is projected to be greater than the total employment growth in six of the other nine economic regions of the State!*
- 37% population growth by the year 2015 along the proposed corridors.

Resolutions of support for the Upstate GRID Proposal are included in Appendix Four.

FINANCIAL PLAN

The Financial Plan for the Upstate GRID Proposal is as follows:

Amount of Local Contribution:

| | |
|----------------------------------|---------------------|
| - Southern Connector | \$200,000,000 |
| - Greer South Parkway | \$ 2,744,000 |
| - USC-Spartanburg for I-585 Ext. | \$ <u>1,300,000</u> |
| | |
| - TOTAL | \$204,044,000 |

Total Cost of Project: \$706,289,000

Amount of Assistance Requested: \$502,245,000

See attached table, entitled *GRID Project: Project Cost Components*

Type of Assistance Requested: Grant

Other Proposed Sources of Funds:

See Appendix Five for letters of commitment for funds expended/committed for the Greer South Parkway and I-585 Extension.

The Southern Connector is a proposed sixteen-mile toll highway that will stretch from the I-85/I-185 interchange to I-385 near the Golden Strip area of Greenville County. The project is a public-private partnership which, when completed, will be a State-owned highway. The Connector will be financed through the sale of bonds, which will not constitute an indebtedness of the State of South Carolina or any of its agencies.

The preliminary offering statement has been circulated to potential investors. The developers expect to sell the toll revenue bonds and close the bond transaction during the month of January, 1998. Once this transaction is complete, a formal commitment of funds can be provided to the Transportation Infrastructure Bank Board.

Finally, while not counted as "match", the map entitled *Upstate GRID Proposal: Phase One Components*, shows sections of the Upstate GRID Proposal that have been completed. These represent significant commitments of funds toward the goal of eliminating mobility and safety problems along these key corridors.

Schedule for Disbursement of Funds (Cash Flow Diagram):

See attached diagram, entitled *GRID Project: Project Cash Flow Chart*.

Useful Life of the Project:

State Department of Transportation officials estimate the useful life of the Phase One components of the GRID Proposal to be approximately twelve years (assuming regular maintenance) before any major resurfacing would be required.

Cost Provisions for Future Resurfacing:

All of the components included under Phase One of the GRID Proposal would be owned and maintained by the South Carolina Department of Transportation. As such, there is no provision for future resurfacing, as this cost would be budgeted at the appropriate time by the State.

**GRID PROJECT
PROJECT COST COMPONENTS**

| PROJECT NAME | PRELIMINARY ENGINEERING | RIGHT-OF-WAY ACQUISITION | CONSTRUCTION | TOTAL PROJECT COST |
|------------------------------|------------------------------------|-------------------------------------|-------------------------|-------------------------------|
| Interstate Component | | | | |
| Interstate 385 | \$5,000,000.00 | \$20,000,000.00 | \$160,000,000.00 | \$185,000,000.00 |
| Interstate 585 | \$3,500,000.00 | \$7,500,000.00 | \$24,000,000.00 | \$35,000,000.00 |
| Subtotal | \$8,500,000.00 | \$27,500,000.00 | \$184,000,000.00 | \$220,000,000.00 |
| Anderson Component | | | | |
| S.C. Route 24 | \$2,200,000.00 | \$5,600,000.00 | \$14,700,000.00 | \$22,500,000.00 |
| Whitehall Road | \$1,500,000.00 | \$4,100,000.00 | \$9,400,000.00 | \$15,000,000.00 |
| Subtotal | \$3,700,000.00 | \$9,700,000.00 | \$24,100,000.00 | \$37,500,000.00 |
| Greenville Component | | | | |
| S.C. Route 20 | \$1,500,000.00 | \$6,500,000.00 | \$18,000,000.00 | \$26,000,000.00 |
| U.S. 25 - Phase 1 | Complete | \$5,000,000.00 | \$9,500,000.00 | \$14,500,000.00 |
| U.S. 25 - Phase 2 | \$600,000.00 | \$3,100,000.00 | \$16,000,000.00 | \$19,700,000.00 |
| S.C. Route 14 - Phase 1 | \$1,100,000.00 | \$3,600,000.00 | \$6,400,000.00 | \$11,100,000.00 |
| S.C. Route 14 - Phase 2 | \$650,000.00 | \$2,000,000.00 | \$3,750,000.00 | \$6,400,000.00 |
| S.C. Route 14 - Phase 3 | \$2,100,000.00 | \$6,400,000.00 | \$12,000,000.00 | \$20,500,000.00 |
| Greer South Parkway | Complete | \$4,945,000.00 | \$29,000,000.00 | \$33,945,000.00 |
| Subtotal | \$5,950,000.00 | \$31,545,000.00 | \$94,650,000.00 | \$132,145,000.00 |
| Spartanburg Component | | | | |
| S.C. Route 101 - Phase 1 | \$2,500,000.00 | \$9,500,000.00 | \$19,000,000.00 | \$31,000,000.00 |
| S.C. Route 101 - Phase 2 | \$2,600,000.00 | \$10,000,000.00 | \$20,000,000.00 | \$32,600,000.00 |
| S.C. Route 290 | \$1,800,000.00 | \$6,700,000.00 | \$15,500,000.00 | \$24,000,000.00 |
| S.C. Route 295 | \$2,200,000.00 | \$5,900,000.00 | \$16,900,000.00 | \$25,000,000.00 |
| Subtotal | \$9,100,000.00 | \$32,100,000.00 | \$71,400,000.00 | \$112,600,000.00 |
| Grand Total | \$27,250,000.00 | \$100,845,000.00 | \$374,150,000.00 | \$502,245,000.00 |

**GRID PROJECT
PROJECT CASH FLOW CHART**

| PROJECT NAME | 1998 | | 1999 | | 2000 | | 2001 | | 2002 | | 2003 | | 2004 | |
|------------------------------|-------|---------------------|---------|---------------------|---------|---------------------|---------|---------------------|---------|----------------------|---------|----------------------|---------|------------------------|
| Interstate Component | | | | | | | | | | | | | | |
| Interstate 385 | (PE) | \$2,000,000 | (PE) | \$3,000,000 | (ROW) | \$8,000,000 | (ROW) | \$12,000,000 | (CONST) | \$42,000,000 | (CONST) | \$90,000,000 | (CONST) | \$28,000,000 |
| Interstate 585 | (PE) | \$1,750,000 | (PE) | \$1,750,000 | (ROW) | \$4,070,000 | (ROW) | \$3,000,000 | (CONST) | \$12,200,000 | (CONST) | \$10,200,000 | | |
| | | | (ROW) | \$430,000 | | | (CONST) | \$1,600,000 | | | | | | |
| Anderson Component | | | | | | | | | | | | | | |
| S.C. Route 24 | (PE) | \$1,100,000 | (PE) | \$1,100,000 | (ROW) | \$4,480,000 | (CONST) | \$7,980,000 | (CONST) | \$6,720,000 | | | | |
| | | | (ROW) | \$1,120,000 | | | | | | | | | | |
| Whitehall Road | (PE) | \$600,000 | (PE) | \$900,000 | (ROW) | \$2,020,000 | (ROW) | \$2,080,000 | (CONST) | \$4,440,000 | (CONST) | \$4,490,000 | | |
| | | | | | | | (CONST) | \$470,000 | | | | | | |
| Greenville Component | | | | | | | | | | | | | | |
| S.C. Route 20 | (PE) | \$800,000 | (PE) | \$700,000 | (ROW) | \$3,900,000 | (ROW) | \$1,850,000 | (CONST) | \$13,900,000 | | | | |
| | | | (ROW) | \$750,000 | | | (CONST) | \$4,100,000 | | | | | | |
| U.S. 25 - Phase 1 | (ROW) | \$3,500,000 | (ROW) | \$1,500,000 | (CONST) | \$7,325,000 | | | | | | | | |
| | | | (CONST) | \$2,175,000 | | | | | | | | | | |
| U.S. 25 - Phase 2 | (PE) | \$300,000 | (PE) | \$300,000 | (ROW) | \$2,480,000 | (CONST) | \$6,800,000 | (CONST) | \$9,200,000 | | | | |
| | | | (ROW) | \$620,000 | | | | | | | | | | |
| S.C. Route 14 - Phase 1 | (PE) | \$500,000 | (PE) | \$150,000 | (ROW) | \$800,000 | (CONST) | \$1,900,000 | | | | | | |
| | | | (ROW) | \$1,200,000 | (CONST) | \$1,850,000 | | | | | | | | |
| S.C. Route 14 - Phase 2 | (PE) | \$700,000 | (PE) | \$400,000 | (ROW) | \$2,280,000 | (CONST) | \$5,440,000 | | | | | | |
| | | | (ROW) | \$1,320,000 | (CONST) | \$960,000 | | | | | | | | |
| S.C. Route 14 - Phase 3 | (PE) | \$1,050,000 | (PE) | \$1,050,000 | (ROW) | \$5,020,000 | (ROW) | \$860,000 | (CONST) | \$5,800,000 | | | | |
| | | | (ROW) | \$520,000 | (CONST) | \$6,200,000 | | | | | | | | |
| Greer South Parkway | (ROW) | \$4,945,000 | (CONST) | \$3,800,000 | (CONST) | \$11,950,000 | (CONST) | \$9,550,000 | (CONST) | \$3,700,000 | | | | |
| Spartanburg Component | | | | | | | | | | | | | | |
| S.C. Route 101 - Phase 1 | (PE) | \$1,400,000 | (PE) | \$1,100,000 | (ROW) | \$7,900,000 | (CONST) | \$8,075,000 | (CONST) | \$10,925,000 | | | | |
| | | | (ROW) | \$1,600,000 | | | | | | | | | | |
| S.C. Route 101 - Phase 2 | (PE) | \$1,500,000 | (PE) | \$1,100,000 | (ROW) | \$8,300,000 | (CONST) | \$8,500,000 | (CONST) | \$11,500,000 | | | | |
| | | | (ROW) | \$1,700,000 | | | | | | | | | | |
| S.C. Route 290 | (PE) | \$1,000,000 | (PE) | \$800,000 | (ROW) | \$4,920,000 | (ROW) | \$880,000 | (CONST) | \$9,525,000 | | | | |
| | | | (ROW) | \$900,000 | (CONST) | \$5,975,000 | | | | | | | | |
| S.C. Route 295 | (PE) | \$730,000 | (PE) | \$1,100,000 | (PE) | \$370,000 | (ROW) | \$2,790,000 | (ROW) | \$860,000 | (CONST) | \$8,285,000 | (CONST) | \$6,765,000 |
| | | | (ROW) | \$430,000 | (ROW) | \$1,820,000 | (CONST) | \$1,850,000 | | | | | | |
| Yearly Total | | \$21,875,000 | | \$31,515,000 | | \$78,445,000 | | \$90,050,000 | | \$132,620,000 | | \$112,975,000 | | \$34,765,000.00 |

PROJECT APPROACH

Project Schedule/Timing:

See attached diagram, entitled *GRID Project Schedule*, for detail on the projected timing of the various components included in Phase One. Depending on the work load at the South Carolina Department of Transportation at the time the various project components are scheduled to begin, timing may be delayed or staggered to accommodate project management needs.

Project Status:

All of the Phase One components of the GRID Proposal are included in long range transportation plans, as established by county transportation planning organizations and the State Department of Transportation.

With the exception of the financing and engineering work completed on the Southern Connector, and the feasibility, design and right-of-way work completed on the Greer South Parkway, all Phase One components are in the proposal stage.

Potential Obstacles:

The data provided for each project component in Appendix One includes information on "potential impacts". A review of this information shows no unusual obstacles to any of the project components.

Method for Assuring That the Project Will Be Completed:

The South Carolina Department of Transportation will require performance bonds on all components of the GRID Proposal when constructed.



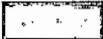
Project Management:

Upon approval of funding, the South Carolina Department of Transportation (DOT) will be responsible for implementing and managing all aspects of the Upstate GRID Proposal, to include such things as: environmental studies, design, right-of-way acquisition, construction, construction management, operation, maintenance, tort liability and ownership, and marketing. Future law enforcement along project components will be administered by the appropriate law enforcement agency having jurisdiction.

In the event the State Department of Transportation deems that it does not have the internal capacity to administer one or more of the components included in the GRID Proposal, representatives of the regional partnership submitting this application shall work closely with DOT representatives to implement an appropriate alternative.

GRID PROJECT SCHEDULE

| PROJECT NAME | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|------------------------------|------------|------------|------|------------|------------|------|------|
| Interstate Component | | | | | | | |
| I-385 | ██████████ | ██████████ | | | | | |
| I-585 | ██████████ | ██████████ | | ██████████ | | | |
| Anderson Component | | | | | | | |
| S.C. 24 | ██████████ | ██████████ | | ██████████ | ██████████ | | |
| Whitehall Road | ██████████ | ██████████ | | ██████████ | | | |
| Greenville Component | | | | | | | |
| S.C. 20 | ██████████ | ██████████ | | ██████████ | | | |
| U.S. 25 - Phase 1 | ██████████ | ██████████ | | | | | |
| U.S. 25 - Phase 2 | ██████████ | ██████████ | | | | | |
| S.C. 14 - Phase 1 | ██████████ | ██████████ | | ██████████ | | | |
| S.C. 14 - Phase 2 | ██████████ | ██████████ | | ██████████ | | | |
| S.C. 14 - Phase 3 | ██████████ | ██████████ | | ██████████ | ██████████ | | |
| Greer South Parkway | ██████████ | ██████████ | | | ██████████ | | |
| Southern Connector | ██████████ | ██████████ | | | | | |
| Spartanburg Component | | | | | | | |
| S.C. 101 - Phase 1 | ██████████ | ██████████ | | | | | |
| S.C. 101 - Phase 2 | ██████████ | ██████████ | | | | | |
| S.C. 290 | ██████████ | ██████████ | | ██████████ | | | |
| S.C. 295 | ██████████ | ██████████ | | ██████████ | ██████████ | | |

-  P.E., Surveys, Environmental, Hydrology, P.S.&E, Bridge Plans
-  Right-of-Way Acquisition
-  Construction

OTHER/BONUS POINTS

The Upstate GRID Proposal is an initiative that combines funding from the Transportation Infrastructure Bank with a multitude of other sources to address a regional problem. Several efforts are underway to improve adjoining routes not included in this specific application, but all being part of the plan. These efforts include a plan to secure funding for the widening of key sections of I-85 which are intersected by many of the components of the GRID Proposal, local approval for the accelerated construction for many projects in the Metropolitan Planning Organizations 5-year plans, and local government commitments to improve many roads in the county road systems. The Upstate GRID Proposal is a single \$1.5 billion project which addresses the long term arterial needs of the Upstate. This approach truly reflects a concerted effort among upstate counties to address immediate needs as well as provide a long term plan for the future of the region and the state.

The GRID Proposal is innovative in that it includes local participation through a public/private partnership established to finance the Southern Connector through the collection of tolls. This regional connector, which should enhance traffic flow on portions of Interstates 85 and 385, has been an unfunded state project for some time. But a local commitment to privately finance the construction of this component of the Upstate plan provides a unique means of local participation.

Although the upstate application does not request funding to improve multi-modal facilities, the comprehensive plan does provide significant improvements and connectivity to other modes of transportation. Improvements to Highways 14 and 101, along with the construction of the Greer South Parkway and the anticipated widening of I-85, provide significant benefit to users of the region's largest air facility, the Greenville-Spartanburg International Airport. Likewise, the region's larger county airports, Anderson County, Greenville Downtown and Spartanburg Downtown, will have enhanced access as a result of the implementation of this plan. Donaldson Center, the region's only industrial air business park, will be more attractive and accessible as the GRID Proposal is constructed.

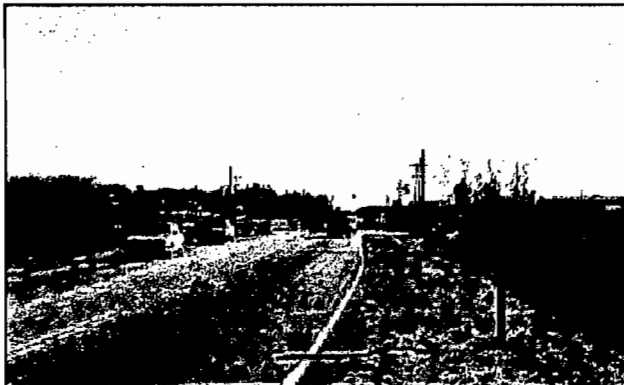
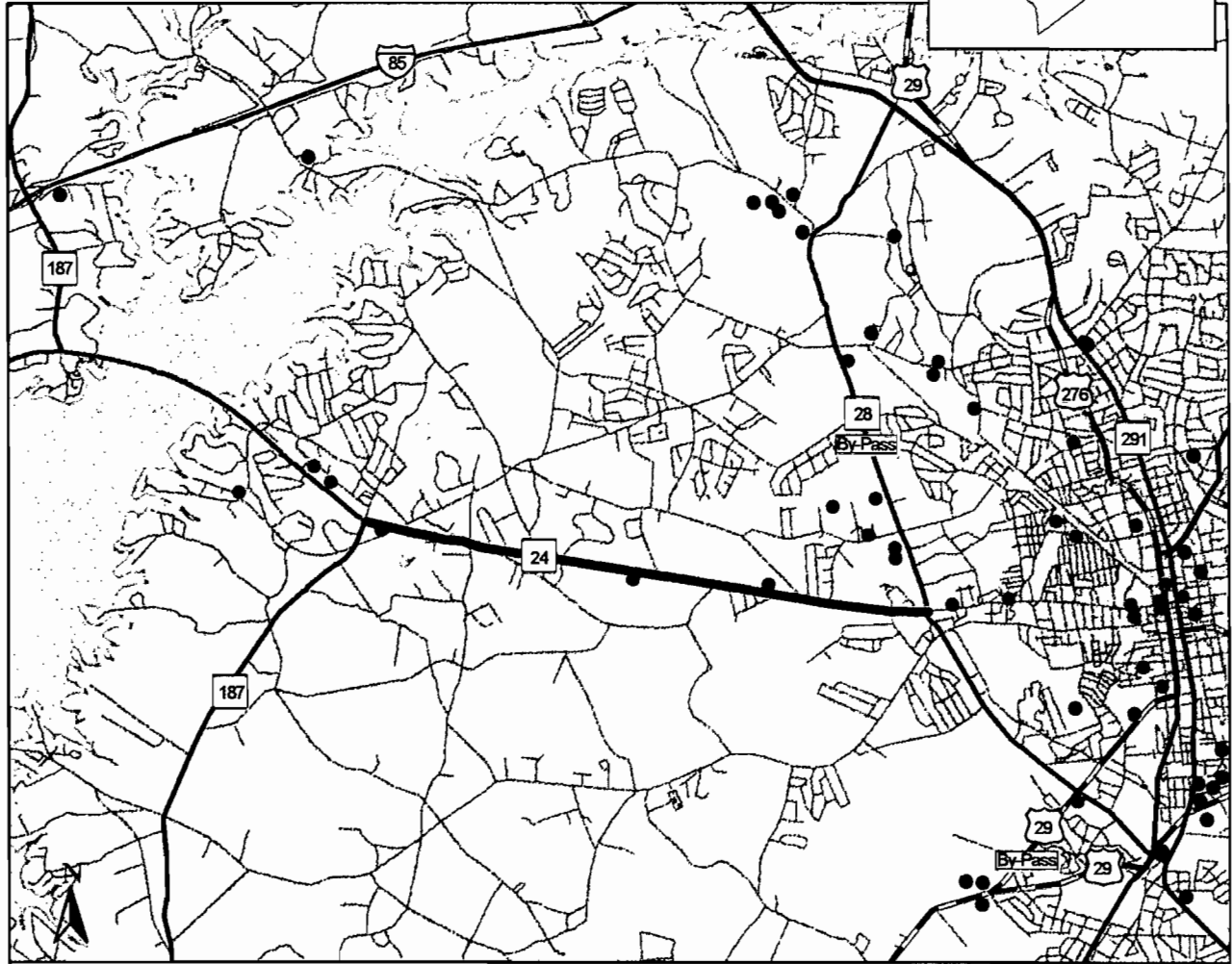
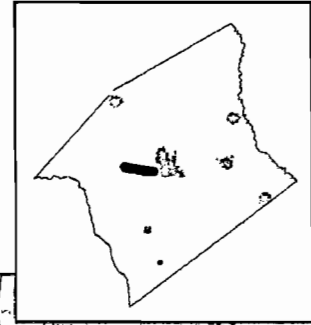
Probably the most unique aspect of this application being submitted to the Transportation Infrastructure Bank Board is the regional approach. As the data in the supporting appendices of the application reflects, upstate motorists do not stop at county lines. They work, learn, entertain and shop throughout the region and host visitors from throughout the world. And though each county of the upstate has its own characteristics, the ability to travel in safety, void of gridlock, and contribute to the economy of the region and state is paramount to everyone. Upstate leaders, from both the public and private sectors, are genuinely concerned about the resident and the visitor alike who must travel our region's highway system, and there was surprisingly mass appeal to present a regional approach towards solving a regional problem.

Appendix One
Component Maps and Support Data

Anderson County Component C-1

SC 24

Proposal: Widen to four lanes
Location: From SC-28 By-Pass west to SC-187



- Industries
- Industries in Vicinity
- Phase One
- City of Anderson

0 0.5 1 1.5 2 Miles

Data Source: US Census Bureau, Anderson Co. Planning Dept.
Date: 12/97; ACOG-cga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Road Name: Highway 24 (C-1)
Location: Highway 187 to Highway 28 By-Pass
Project Description: Widen from two to 5 lanes
Project Length: 6.8 miles
Estimated Cost: \$22,500,000

Projected Growth: Highway 24 area
 ½ Mile Average

| | 1990 | 2015 | % Change |
|---------------------|--------------|--------------|----------|
| Population | 4,036 | 6,193 | 35% |
| Employment | 1,191 | 1,469 | 19% |
| Retail Sales | \$20,204,522 | \$22,491,830 | 10% |

SOURCE: U.S. Bureau of the Census

Road Characteristics

Existing ROW: 75'
Future ROW: 90' to 110'
Terrain: Rolling
Existing Lane Width: 12'
Posted Speed Limit: 45-55 mph
Road Classification: Major Arterial

Traffic History

ADT

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | % chg | %truck |
|------------------------|--------|--------|--------|--------|--------|--------|--------|-------|--------|
| 2-way volume | 10,951 | 11,172 | 11,800 | 11,800 | 11,200 | 12,200 | 12,700 | 18% | 5% |
| Volume per lane | 5,900 | 5,842 | 6,100 | 6,250 | 6,100 | 6,150 | 7,250 | 18% | 5% |

SOURCE: South Carolina Department of Transportation; the Anderson County Planning Commission

Modeled Data

| | 90 ADT | 90 Model | % Difference ADT - Model | 2015 Model 2-lanes | 2015 Model 5-lanes | % Change 1990-2015 |
|------------------------|--------|----------|-----------------------------|-----------------------|-----------------------|-----------------------|
| 2-way volume | 10,951 | 11,971 | 9% | 15,915 | 17,000 | 55% |
| Volume per lane | 5,475 | 5,985 | 9% | 7,958 | 8,500 | 55% |
| LOS | --- | B | --- | C | B | --- |

SOURCE: ANATS Transportation Model

Potential Impacts

Flood Plain: None

Historic Structure: None

Structures: 105

Parking Lots/Landscaping: Some impact to commercial parking and church parking

Parks: None

Cemetaries: None

Drainage Facilities: None

Environmental Concerns: Roadway built along drainage

Traffic Accident Summary (11/11/94 - 12/11/97)

Total Accidents: 184

Injury Accidents: 57

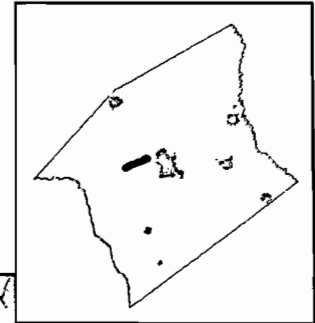
Fatal Accidents: 0

Property Damage: 127

Accident Rate: 5.67%

Anderson County Component C-2 Whitehall Road

Proposal: Widen to four lanes
Location: From SC-28 By-Pass west to SC-24



- Industries
- Industries in Vicinity
- Phase One
- City of Anderson

0 0.5 1 1.5 2 Miles

Data Source: US Census Bureau, Anderson Co. Planning Dept.
Date: 12/97; ACOG-cga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Road Name: Whitehall Road (C-2)
Location: Highway 24 to Highway 28 By-Pass
Project Description: Widen from two to 5 lanes
Project Length: 4.5miles
Estimated Cost: \$15,000,000

Projected Growth: Whitehall Road Area

½ Mile Average

| | 1990 | 2015 | % Change |
|---------------------|-------------|-------------|----------|
| Population | 4,266 | 6,283 | 32% |
| Employment | 219 | 268 | 18% |
| Retail Sales | \$3,606,845 | \$4,568,553 | 20% |

SOURCE: U.S. Bureau of the Census

Road Characteristics

Existing ROW: 66'
Future ROW: (5 lanes) 90' to 110'
Terrain: Rolling
Existing Lane Width: 12'
Posted Speed Limit: 45 mph
Road Classification: Arterial

Traffic History

ADT

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | %chg | % truck |
|------------------------|--------|--------|--------|--------|--------|--------|--------|------|---------|
| 2-way volume | 11,920 | 11,684 | 12,200 | 12,500 | 12,200 | 12,300 | 14,500 | 18% | 5% |
| Volume per lane | 5,900 | 5,842 | 6,100 | 6,250 | 6,100 | 6,150 | 7,250 | 18% | 5% |

SOURCE: South Carolina Department of Transportation; the Anderson County Planning Commission

Modeled Data:

| | 90 ADT | 90 Model | % Difference ADT-Model | 2015 model 2-lanes | 2015 model 5-lanes | % Change 1990-2015 |
|------------------------|--------|----------|------------------------|--------------------|--------------------|--------------------|
| 2-way volume | 11,920 | 13,494 | 13% | 15,500 | 19,000 | 59% |
| Volume per lane | 5,475 | 6,747 | 13% | 7,750 | 9,500 | 68% |
| LOS | --- | E | --- | F | B | --- |

SOURCE: ANATS Transportation Model

Potential Impacts

Flood Plain: None

Historic Structure: None

Structures: 135

Parking Lots/Landscaping: Some impact to commercial and church parking

Parks: None

Cemetaries: 1

Drainage Facilities: None

Environmental Concerns: Roadway built along drainage

Traffic Accident Summary (11/11/94 - 12/11/97)

Total Accidents: 200

Injury Accidents: 61

Fatal Accidents: 0

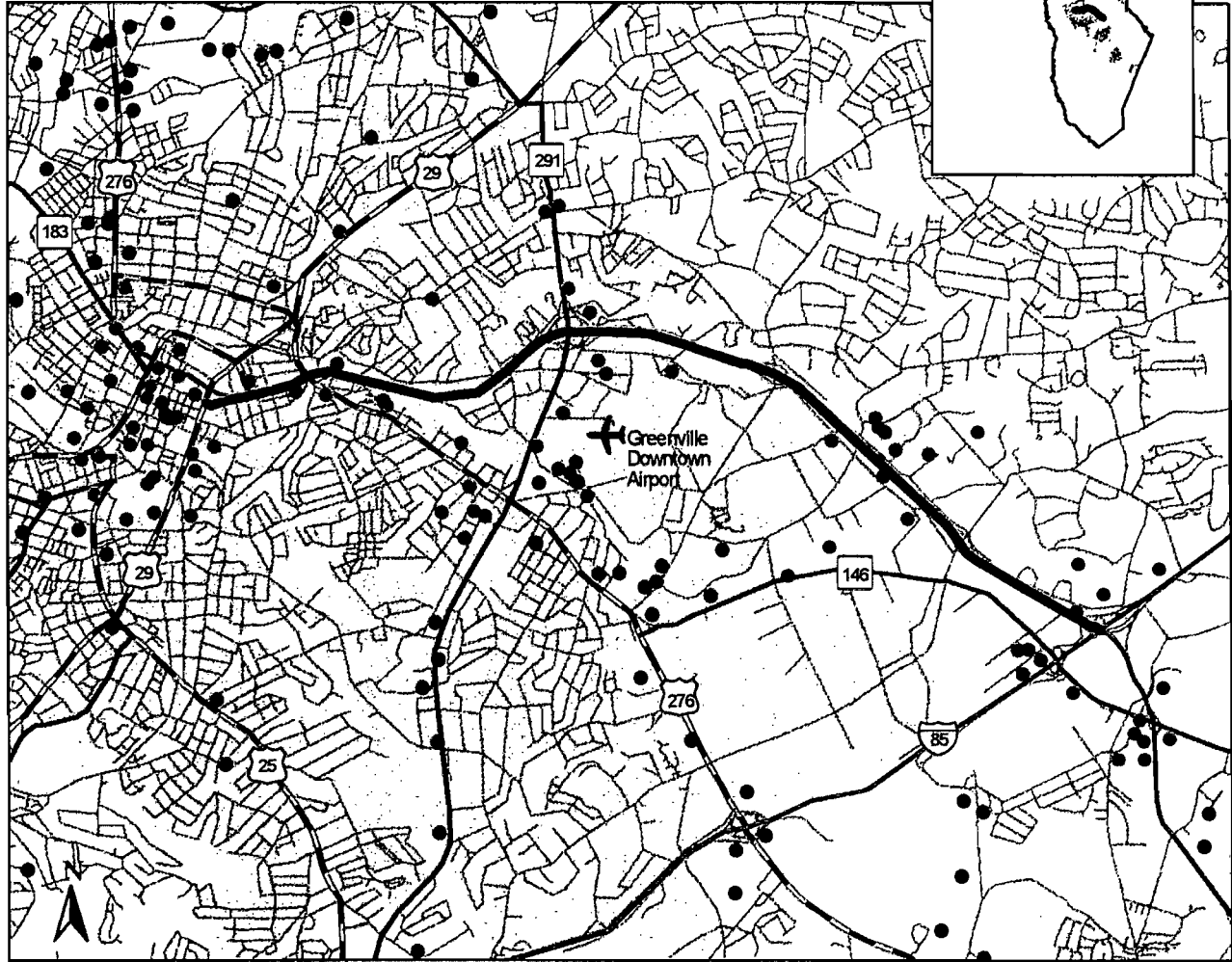
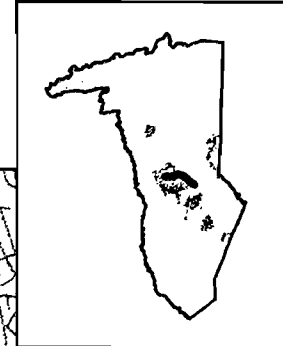
Property Damage: 139

Accident Rate: 2.47%

Greenville County Component I-385

Interstate 385

Proposal: Widen to six lanes
Location: From I-85 to Downtown Greenville



- Industries
- Industries in Vicinity
- Phase One
- City of Greenville

0 0.5 1 1.5 2 Miles

Data Source: US Census Bureau, Greenville Co. Planning Dept.
Date: 12/97; ACOG-oga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Road Name: Interstate 385 (I-385)
Location: Interstate 85 to Downtown Greenville
Project Description: Widen from 4 to 6 Lanes
Project Length: 6 Miles
Estimated Cost: \$185,000,000

Projected Growth - Interstate 385 Area

| | 1990 | 2015 | % Change |
|-----------------------|-----------|-----------|----------|
| Population | 7,859 | 9,379 | 19% |
| Employment | 22,728 | 28,242 | 24% |
| Retail Sq. Ft. | 2,788,719 | 4,795,809 | 72% |

SOURCE: Greenville County Planning Commission, Traffic Analysis Zone Data

Road Characteristics

Existing ROW(c/l): 150'
Future ROW(6 lanes): NA
Terrain: Rolling
Existing lane Width: 12ft.
Posted Speed: 55 mph.
Road Classification: Interstate

Traffic History

ADT

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | %chg | %truck |
|------------------------|--------|--------|--------|--------|--------|--------|--------|------|--------|
| 2-way volume | 45,400 | 47,600 | 47,100 | 52,500 | 57,900 | 59,400 | 62,800 | 38% | 5% |
| Volume per lane | 11,350 | 11,900 | 11,775 | 13,125 | 14,475 | 14,850 | 15,700 | N/A | N/A |

SOURCE: South Carolina Department of Transportation; the Greenville County Planning Commission.

Modeled Data

| | 90 ADT | 90 Model | %Difference ADT-Model | 2015 Model 4-lanes | 2015 Model 6-lanes | %Change 1990-2015 |
|------------------------|--------|----------|--------------------------|-----------------------|-----------------------|----------------------|
| 2-way volume | 45,400 | 46,000 | 1.3% | 73,620 | 85,000 | 87% |
| Volume per lane | 11,350 | 11,500 | N/A | 18,405 | 14,167 | N/A |
| LOS | --- | C | --- | E/F | C/D | --- |

SOURCE: GRATS Transportation Model

Potential Impacts

Flood Plain: The interchange at Laurens Road(US 276) is located in the 100-year flood plain.

Historic Structures: None

Structures: Potential displacements at the interchanges.

Parking Lots/Landscaping: None

Parks: None

Cemeteries: None

Drainage Facilities: None

Environmental Concerns: None

Other: To preserve the aesthetics of the corridor and reduce project cost, the road expansion could be accomplished by using the median area and a jersey barrier to separate opposing traffic movements.

Traffic Accident Summary (1/1/94 - 4/1/97)

Total Accidents: 681

Injury Accidents: 132

Fatal Accidents: 1

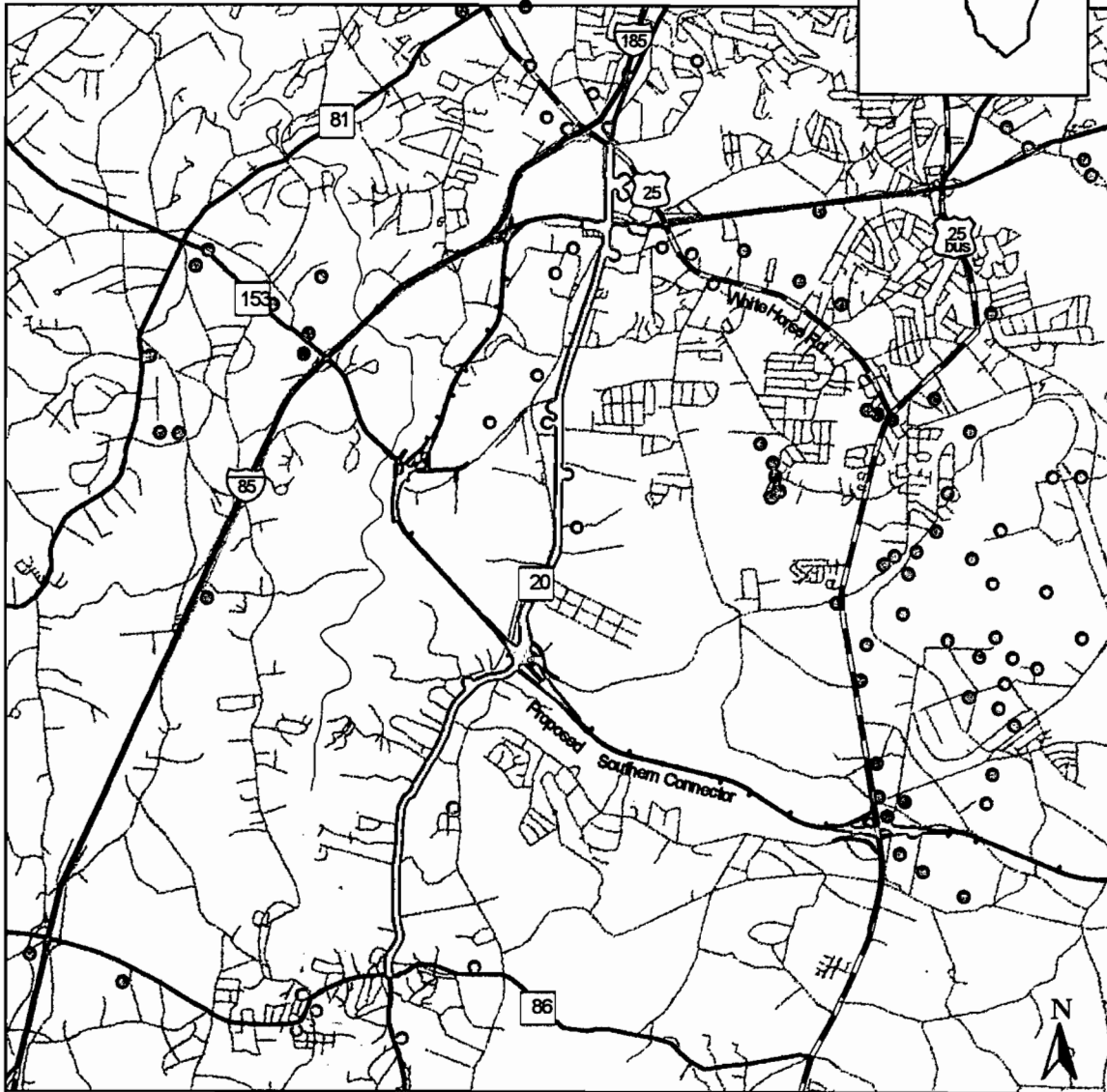
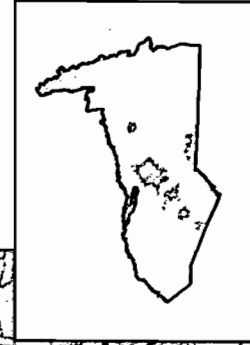
Property Damage Only: 548

Accidents Rate: 1.2

Severity Index: NA

Greenville County Component C-3 SC 20

Proposal: Widen to five lanes
Location: From White Horse Road south to SC-86



- ◉ Industries
- Industries in Vicinity
- Phase One
- City of Greenville

0 0.5 1 1.5 2 Miles

Data Source: US Census Bureau, Greenville Co. Planning Dept.
Date: 12/97; ACOG-cga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Road Name: SC Highway 20 (C-3)
Location: White Horse Road/ US 25 to Highway 86
Project Description: Widen from 2 to 5 Lanes
Project Length: 6.8 Miles
Estimated Cost: \$26,000,000

Projected Growth - Highway 20 Area

| | 1990 | 2015 | % Change |
|-----------------------|--------|--------|----------|
| Population | 6,801 | 8,812 | 30% |
| Employment | 3,539 | 6,960 | 97% |
| Retail Sq. Ft. | 52,370 | 90,512 | 73% |

SOURCE: Greenville County Planning Commission, Traffic Analysis Data

Road Characteristics

Existing ROW(c/l): NA
Future ROW(c/l)(5 lanes): 45'-55'
Terrain: Rolling
Existing lane Width: 11ft.
Posted Speed: 45 mph.
Road Classification: Minor Arterial

Traffic History

ADT

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | %chg | %truck |
|------------------------|--------|--------|--------|--------|--------|--------|--------|------|--------|
| 2-way volume | 12,614 | 16,860 | 13,800 | 15,400 | 14,900 | 17,600 | 16,900 | 34% | 2.4 |
| Volume per lane | 6,307 | 8,430 | 6,900 | 7,700 | 7,450 | 8,800 | 8,450 | N/A | N/A |

SOURCE: South Carolina Department of Transportation; the Greenville County Planning Commission.

Modeled Data

| | 90 ADT | 90 Model | %Difference ADT-Model | 2015 Model 2-lanes | 2015 Model 5-lanes | %Change 1990-2015 |
|------------------------|--------|----------|--------------------------|-----------------------|-----------------------|----------------------|
| 2-way volume | 12,614 | 13,600 | 7.8% | 19,500 | 21,900 | 74% |
| Volume per lane | 6,307 | 6,800 | 7.8% | 9,750 | 4,380 | N/A |
| LOS | --- | C | --- | F | C | --- |

SOURCE: GRATS Transportation Model

Potential Impacts

Flood Plain: None

Historic Structures: None

Structures: Residential and commercial displacements

Parking Lots/Landscaping: Some impact to commercial parking, church parking

Parks: 1

Cemeteries: 4

Drainage Facilities: None

Environmental Concerns: A site has been identified in the corridor as having possible soil and ground water contamination (JPS Chemical Plant).

Other: 2 bridges (400ft. and 150ft.), vertical curves, utilities, and 2 @grade railroad crossings.

Traffic Accident Summary (1/1/94 - 4/1/97)

Total Accidents: 201

Injury Accidents: 58

Fatal Accidents: 2

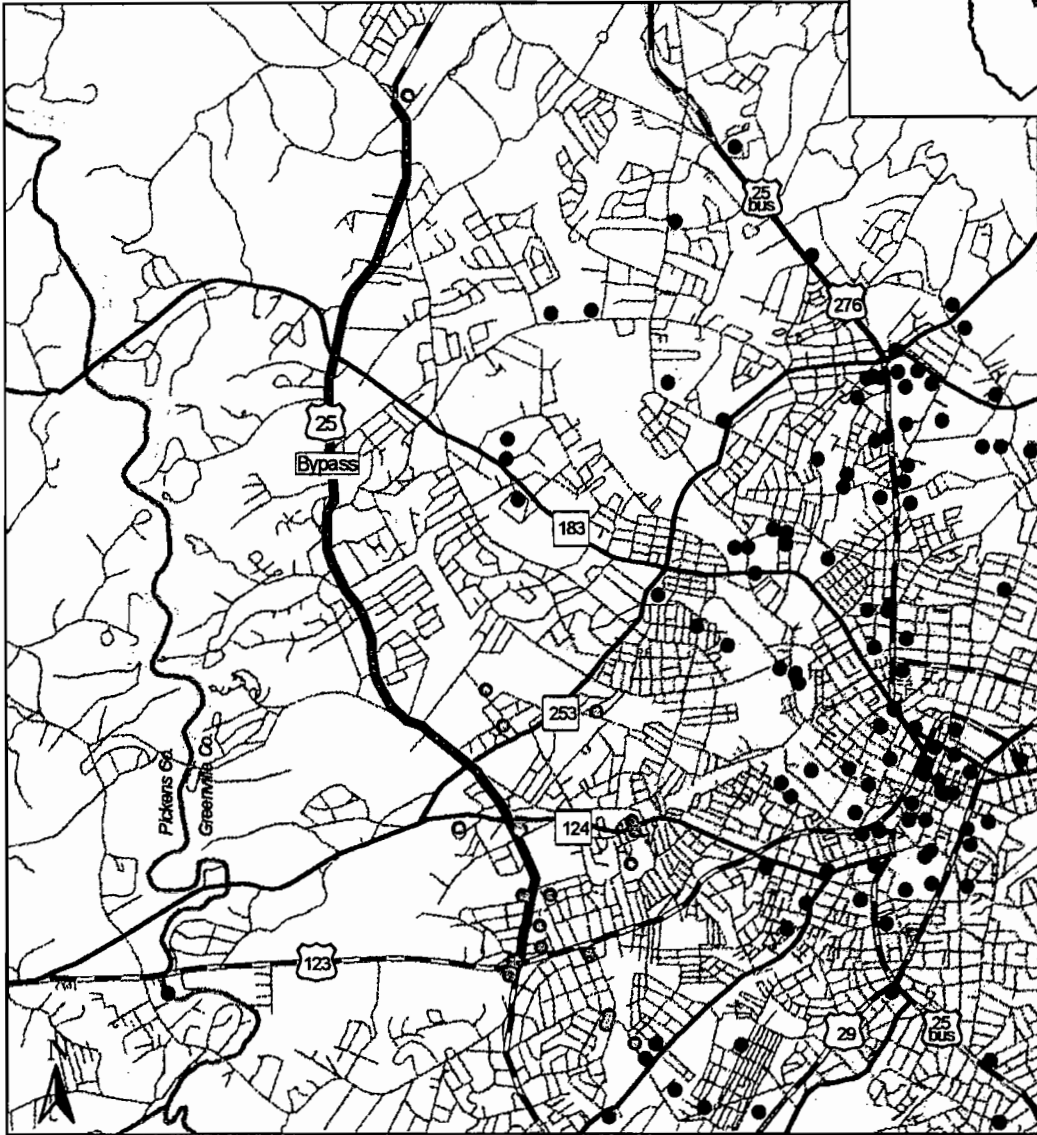
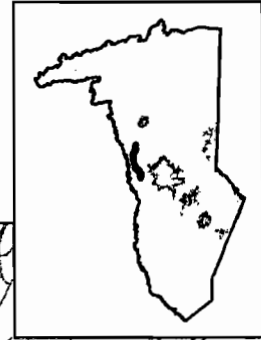
Property Damage Only: 141

Accidents Rate: 1.5

Severity Index: 2.6

Greenville County Component C-3 US 25 North / White Horse Rd

Proposal: Widen to seven lanes
Location: From US-123 north to the US-25 Extension



- Industries
- Industries in Vicinity
- Phase One
- City of Greenville

0 0.5 1 1.5 2 Miles

Data Source: US Census Bureau, Greenville Co. Planning Dept.
Date: 12/97; ACOG-oga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Road Name: US 25 / White Horse Road (C-3)

Location: Highway 123 to White Horse Road Extension

Phase 1 - Gordon Road to Saluda Dam Road

Phase 2 - Saluda Dam Road to White Horse Road Extension

Project Description: Widen from 5 to 7 Lanes

Project Length: 6 Miles

Estimated Cost: \$34,000,000

Projected Growth - White Horse Road Area

| | 1990 | 2015 | % Change |
|-----------------------|---------|---------|----------|
| Population | 12,802 | 14,354 | 12% |
| Employment | 2,628 | 3,191 | 21% |
| Retail Sq. Ft. | 538,297 | 562,988 | 4.6% |

SOURCE: Greenville County Planning Commission, Traffic Analysis Zone Data

Road Characteristics

Existing ROW(c/l): 37'-50'

Future ROW(c/l)(7 lanes): 60'

Terrain: Rolling

Existing lane Width: 11ft.

Posted Speed: 45 mph.

Road Classification: Major Arterial

Traffic History

ADT

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | %chg | %truck |
|------------------------|--------|--------|--------|--------|--------|--------|--------|------|--------|
| 2-way volume | 25,004 | 24,705 | 25,100 | 23,900 | 24,000 | 25,100 | 26,900 | 7.6% | 15% |
| Volume per lane | 6,251 | 6,176 | 6,275 | 5,975 | 6,000 | 6,275 | 6,725 | N/A | N/A |

SOURCE: South Carolina Department of Transportation; the Greenville County Planning Commission

Modeled Data

| | 90 ADT | 90 Model | %Difference ADT-Model | 2015 Model 5-lanes | 2015 Model 7-lanes | %Change 1990-2015 |
|------------------------|--------|----------|-----------------------|--------------------|--------------------|-------------------|
| 2-way volume | 25004 | 23000 | 8% | 48400 | 50000 | 100% |
| Volume per lane | 6251 | 5750 | N/A | 9680 | 10000 | N/A |
| LOS | --- | C | --- | F | E | --- |

SOURCE: GRATS Transportation Model

Potential Impacts

Flood Plain: None

Historic Structures: None

Structures: 15-20 displacements

Parking Lots/Landscaping: Commercial parking

Parks: None

Cemeteries: 1

Drainage Facilities: None

Other: 1 bridge

Environmental Concerns: Sites have been identified as having underground storage tanks and environmental concerns involving soil and groundwater contamination.

Traffic Accident Summary (1/1/94 - 4/1/97)

Total Accidents: 971

Injury Accidents: NA

Fatal Accidents: NA

Property Damage Only: NA

Accidents Rate: 5.1

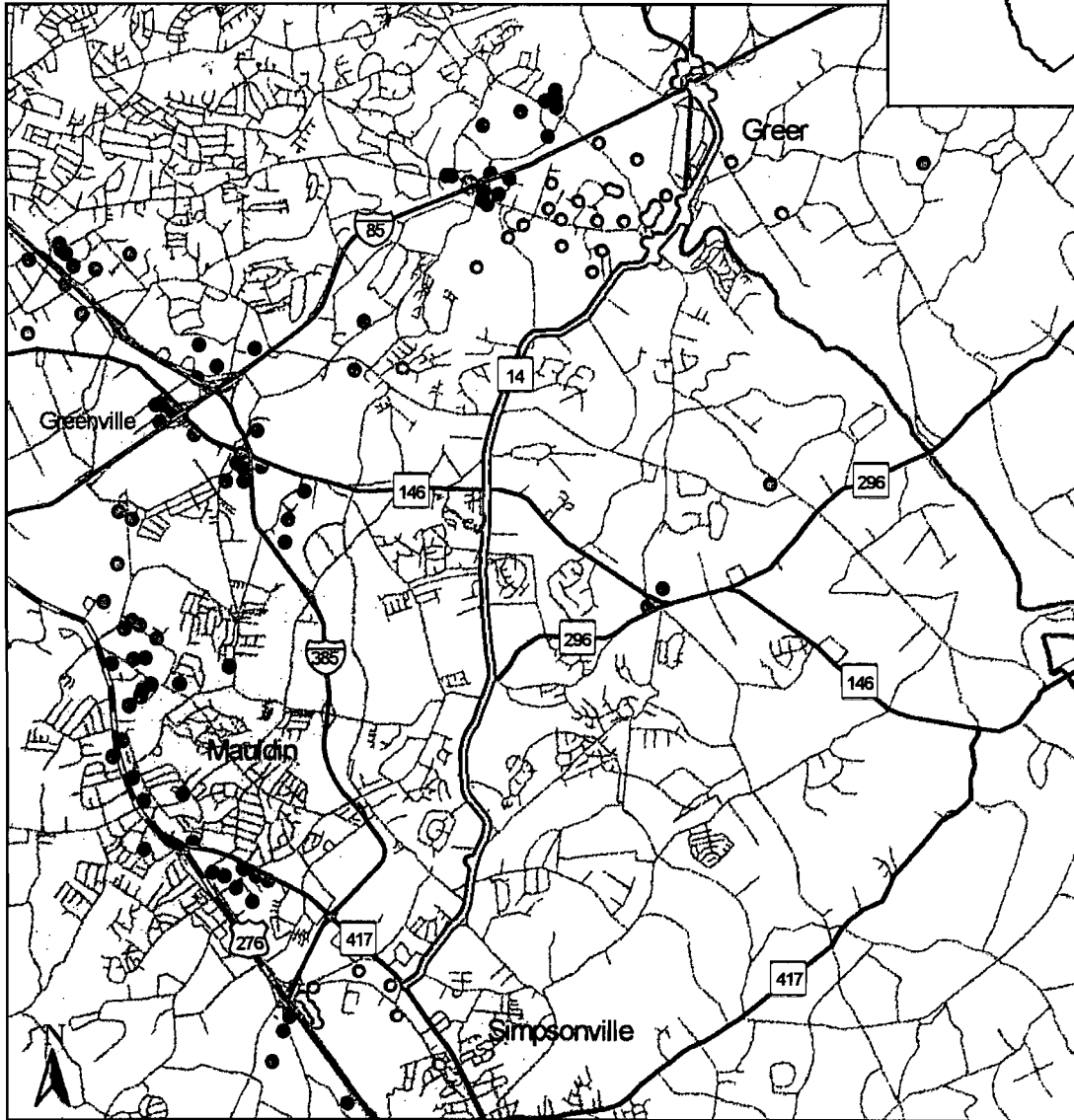
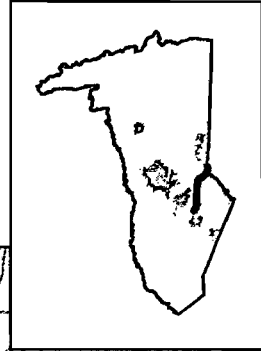
Severity Index: NA

Greenville County Component C-4

SC 14

Proposal: Widen to five lanes

Location: From I-85 south to SC-417



- Industries
- Industries in Vicinity
- Phase One Segment
- ▭ Municipalities

0 0.5 1 1.5 2 2.5 3 Miles

Data Source: US Census Bureau, Greenville Co. Planning Dept.
Date: 12/97; ACOG-oga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Road Name: SC Highway 14 (C-4)
Location: Interstate 85 to SC Highway 417
 Phase 1 - I-85 to Pelham Road
 Phase 2 - Pelham Road to Woodruff Road
 Phase 3 - Woodruff Road to SC 417
Project Description: Widen from 2 to 5 Lanes
Project Length: 10.2 Miles
Estimated Cost: \$38,000,000

Projected Growth - Highway 14 Area

| | 1990 | 2015 | % Change |
|-----------------------|---------|---------|----------|
| Population | 10,042 | 19,910 | 98% |
| Employment | 3,151 | 4,424 | 40% |
| Retail Sq. Ft. | 106,427 | 203,035 | 91% |

SOURCE: Greenville County Planning Commission, Traffic Analysis Zone Data

Road Characteristics

Existing ROW(c/l): 36'
Future ROW(c/l)(5 lanes): 45'-55'
Terrain: Rolling
Existing lane Width: 11ft.
Posted Speed: 45 mph.
Road Classification: Minor Arterial

Traffic History

ADT

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | %chg | %Truck |
|------------------------|-------|-------|-------|-------|-------|-------|--------|------|--------|
| 2-way volume | 6,555 | 7,051 | 7,000 | 7,900 | 9,100 | 9,900 | 10,200 | 56% | 3.0 |
| Volume per lane | 3,728 | 3,526 | 3,500 | 3,950 | 4,550 | 4,950 | 5,100 | N/A | N/A |

SOURCE: South Carolina Department of Transportation; the Greenville County Planning Commission.

Modeled Data

| | 90 ADT | 90 Model | %Difference ADT-Model | 2015 Model 2-lanes | 2015 Model 5-lanes | %Change 1990-2015 |
|------------------------|--------|----------|--------------------------|-----------------------|-----------------------|----------------------|
| 2-way volume | 6,555 | 6,300 | 3.9% | 1,6800 | 18,500 | 182% |
| Volume per lane | 3,728 | 3,150 | N/A | 8,400 | 3,700 | N/A |
| LOS | | C | --- | E/F | C | --- |

Source: GRATS Transportation Model.

Potential Impacts

Flood Plain: None

Historic Structures: Batesville Mill, Pelham Mill, William Bates House

Structures: Displacements could be minimized with C/L shift.

Parking Lots/Landscaping: Church parking, YMCA parking

Parks: YMCA

Cemeteries: None

Drainage Facilities: None

Environmental Concerns: None

Other: 2 bridges, golf course, subdivision berms, @grade railroad crossing

Traffic Accident Summary (1/1/94 - 4/1/97)

Total Accidents: 225

Injury Accidents: 43

Fatal Accidents: 1

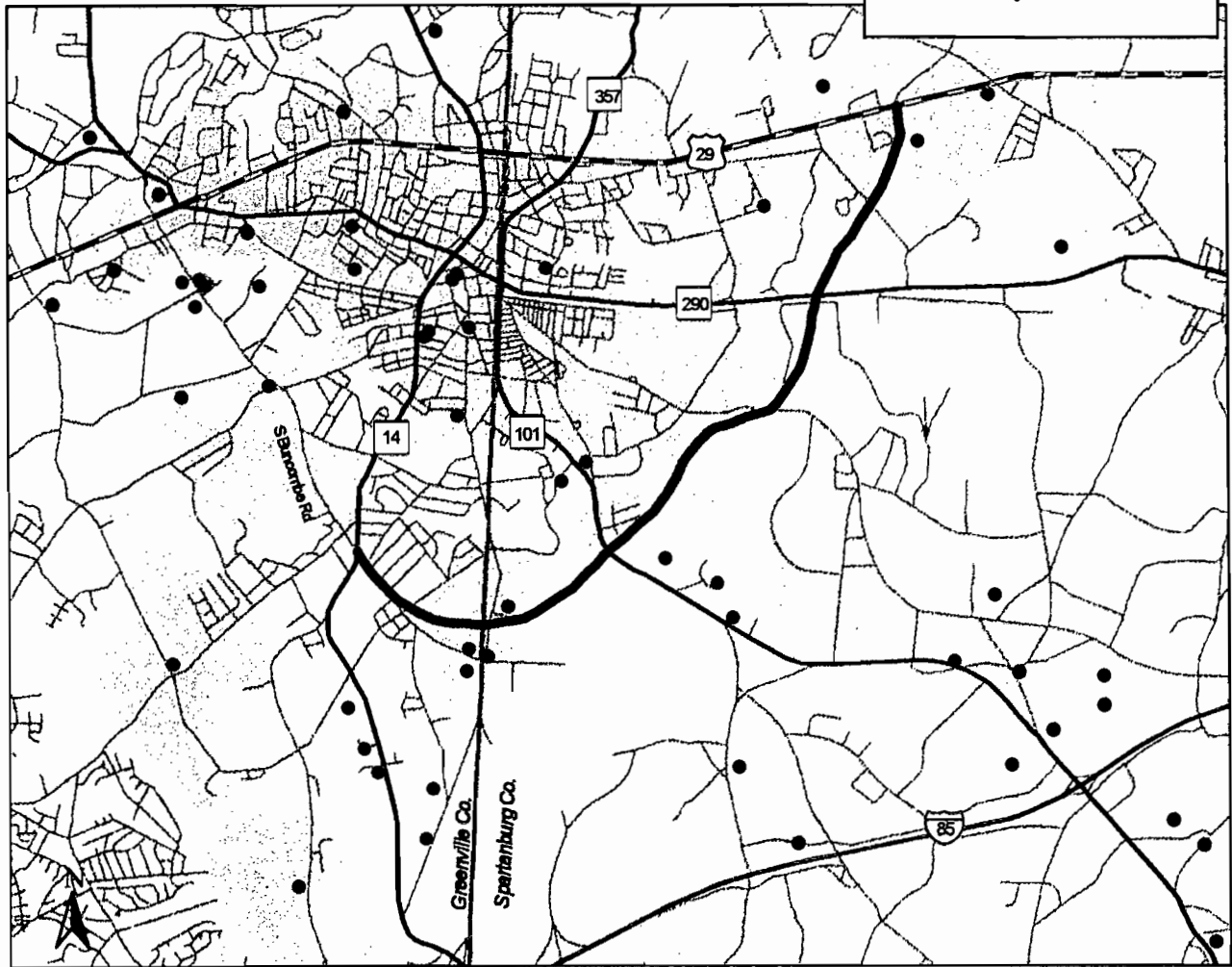
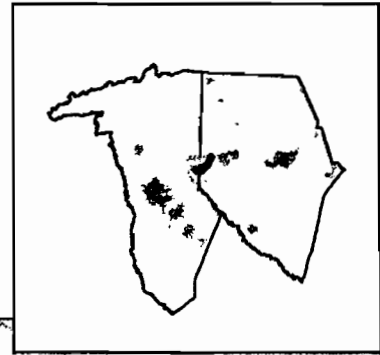
Property Damage Only: NA

Accidents Rate: NA

Severity Index: NA

Greenville County Component C-4 Greer South Parkway

Proposal: New four-lane road
Location: From SC-14 northeast to US-29



- Industries
- Industries in Vicinity
- Phase One
- City of Greer

0 0.5 1 1.5 2 Miles



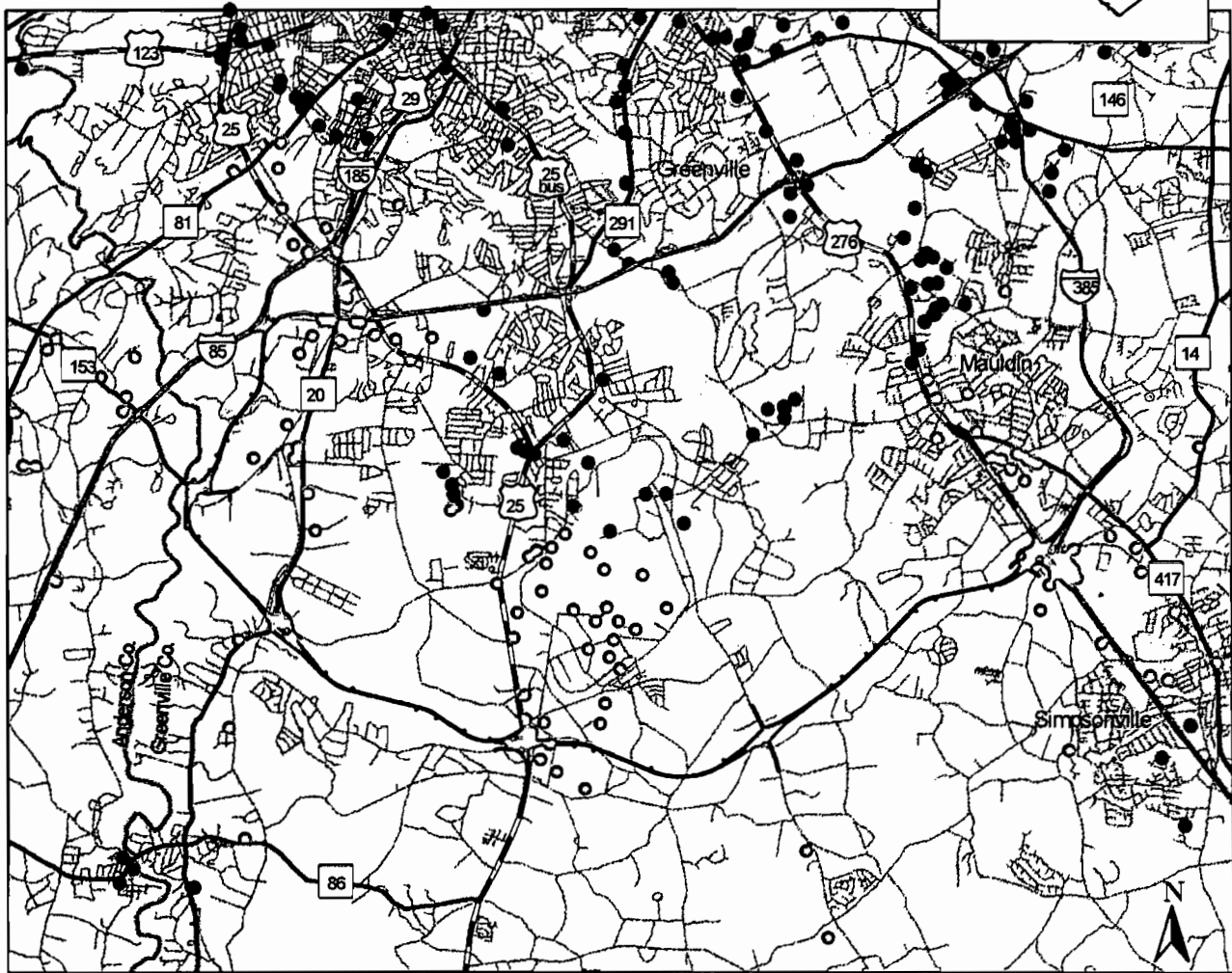
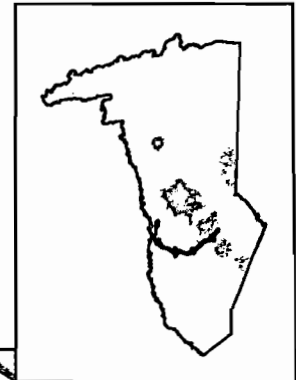
Data Source: US Census Bureau, Spartanburg Co. Planning,
Greenville Co. Planning

Date: 12/97; ACOG-oga

(This map was originally printed in color)

Greenville County Southern Connector Southern Connector

Proposal: New four-lane toll road
Location: From I-85 east to I-385



- Industries
- Industries in Vicinity
- Southern Connector
- Municipalities



Data Source: US Census Bureau, Greenville Co. Planning Dept.
Date: 12/97; ACOG-cga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Projected Growth - Southern Connector Area (black line, no code designation)

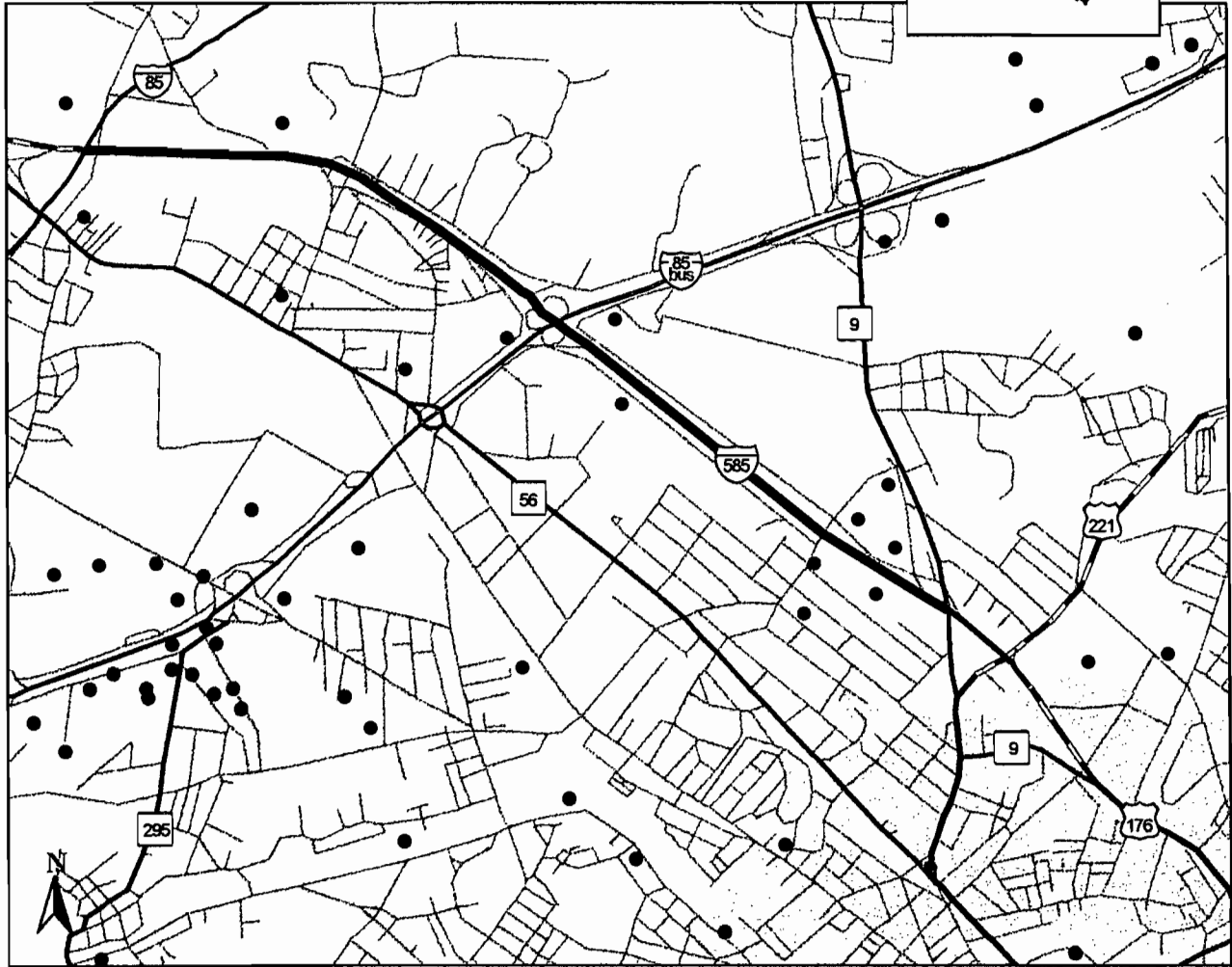
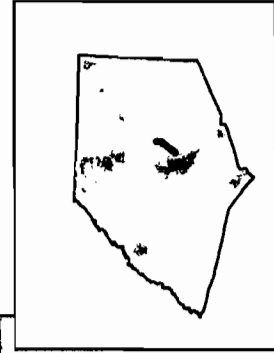
| | 1990 | 2015 | % Change |
|-----------------------|---------|---------|----------|
| Population | 8,377 | 12,070 | 44% |
| Employment | 8,448 | 17,197 | 104% |
| Retail Sq. Ft. | 173,604 | 308,694 | 78% |

SOURCE: Greenville County Planning Commission, Traffic Analysis Zone Data

Spartanburg County Component I-585

Interstate 585

Proposal: Upgrade to interstate standards
Location: From I-85 south to Downtown Spartanburg



- Industries
- Industries in Vicinity
- Phase One
- City of Spartanburg

0 0.5 1 Miles

A horizontal scale bar with three segments. The first segment is labeled '0', the second '0.5', and the third '1 Miles'.

Data Source: US Census Bureau, Spartanburg Co. Planning
Date: 12/97; ACOG-cga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Road Name: Interstate 585 extension (I-585)

Location: From I-85 to McCravey Drive

Project Description: Extend to new I-85 location and upgrade to Interstate Standards

Project Length: 6.0 Miles

Estimated Cost: \$35,000,000

Projected Growth

| | 1990 | 2015 | % Change |
|---------------------|---------------|---------------|----------|
| Population | 4,840 | 5,590 | 15% |
| Employment | 2,895 | 3,005 | 4.0% |
| Retail sales | \$189,246,000 | \$207,410,000 | 10% |

Source: Spartanburg County Planning Commission, Traffic Analysis Zone Data

Road Characteristics

Existing Right of Way: Unknown

Future ROW: 110'

Terrain: Flat

Existing Lane Width: 12'

Posted Speed Limit: 55 mph

Road Classification: Interstate

Traffic history

ADT

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | %chg. | %truck |
|------------------------|--------|--------|--------|--------|--------|--------|--------|-------|--------|
| 2-way volume | 33,000 | 31,400 | 32,000 | 33,000 | 34,000 | 32,800 | 34,100 | 3.0% | 5.0% |
| Volume per lane | 16,500 | 15,700 | 16,000 | 16,500 | 17,000 | 16,400 | 17,050 | --- | --- |

SOURCE: South Carolina Department of Transportation, the Spartanburg County Planning Commission

Modeled Data

| | 95 ADT | 95 Model | % Difference ADT-Model | 2015 Model 4-lanes | 2015 Model 5-lanes | % Change 1990 - 2015 |
|------------------------|--------|----------|---------------------------|-----------------------|-----------------------|-------------------------|
| 2-way volume | 34,100 | 22,500 | -34% | 36,245 | N/A | 6.0% |
| Volume per lane | 17,050 | 11,250 | -34% | 18,124 | N/A | N/A |
| LOS | --- | B | --- | C | --- | --- |

SOURCE: SPATS Transportation Model

Potential Impacts

Flood Plain: None

Historic Structure: None

Structures: None

Parking Lots/Landscaping: None

Parks: None

Cemeteries: None

Drainage Facilities: None

Environmental Concerns : None

Other: Would include several bridges and the redesign of two interchanges.

Traffic Accident Summary (1/94 -1/97)

Total Accidents: 372

Injury Accidents: 87

Fatal Accidents: 1

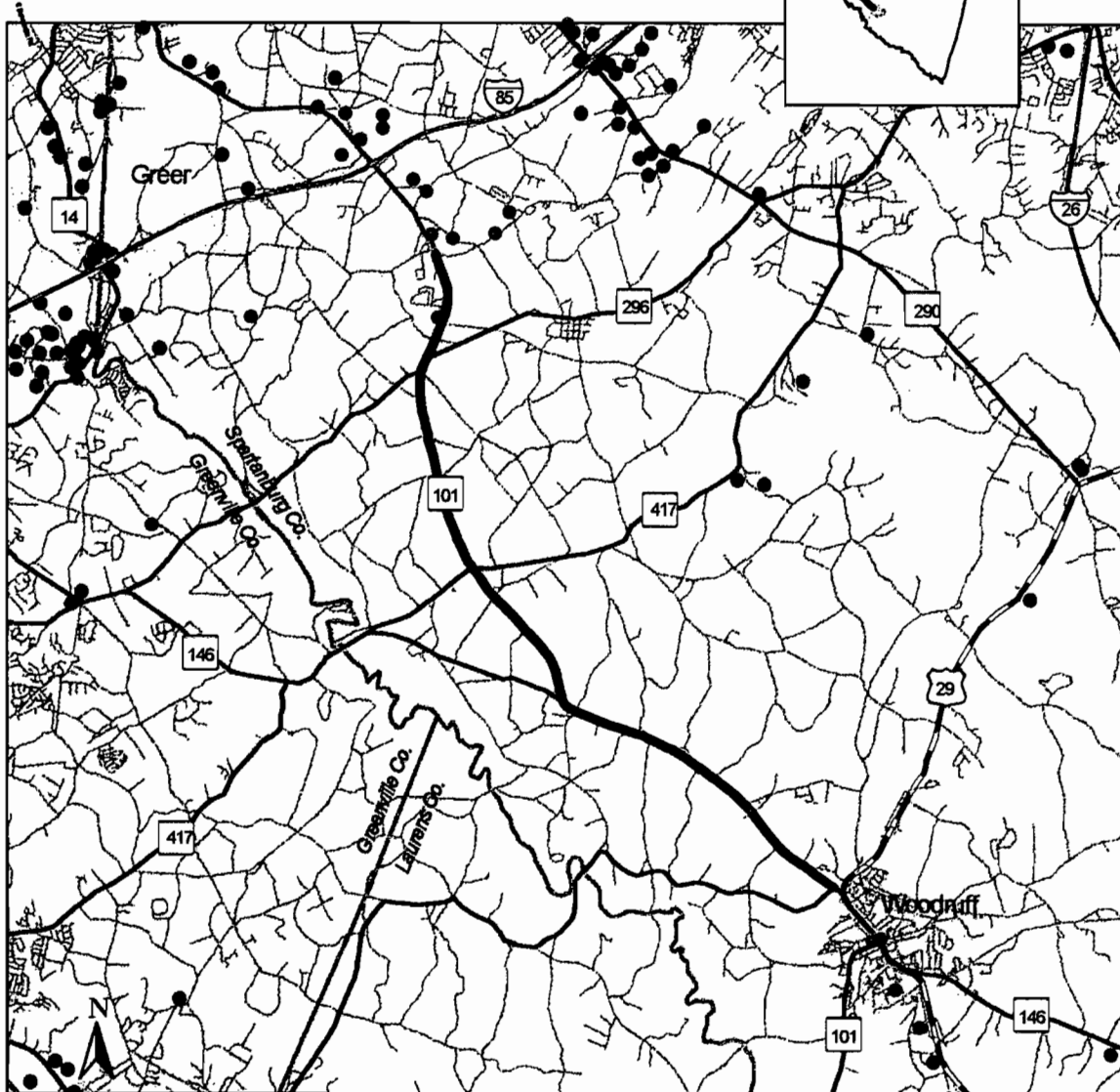
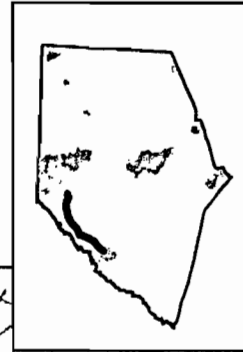
Property Damage: 284

Accident Rate: 1.7

Spartanburg County Component C-5

SC 101

Proposal: Widen to five lanes
Location: From Rogers Bridge Road
south to US-221 (Woodruff)



- Industries
- Industries in Vicinity
- Phase One
- Municipalities

0 1 2 3 4 Miles

A horizontal scale bar with markings at 0, 1, 2, 3, and 4 miles.

Data Source: US Census Bureau, Spartanburg Co. Planning
Date: 12/97; ACOG-oga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Road Name: SC 101 (C-5)

Location: From Apple Valley Road to US 221

Project Description: Widen to five lanes

Project Length: Total 15.1 miles -

Section A 7.6 miles from Apple Valley Rd. To SC 417

Section B 7.5 miles from SC 417 to US 221

Estimated Cost: Total \$63,600,000 -

Section A \$31,000,000

Section B \$32,600,000

Projected Growth

| | 1990 | 2015 | % Change |
|---------------------|-------------|-------------|----------|
| Population | 3,127 | 5,086 | 62% |
| Employment | 1,158 | 2,392 | 107% |
| Retail Sales | \$7,403,000 | \$15,965,00 | 116% |

SOURCE: Spartanburg County Planning Commission

Road Characteristics

Existing Right of Way: Unknown

Future ROW: 90' to 110

Terrain: Rolling

Existing Lane Width: 12'

Posted Speed Limit: 45-55 mph

Road Classification: Arterial

Traffic history

ADT

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | % chg. | %truck |
|------------------------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| 2-way volume | 4,501 | 4,909 | 4,800 | 5,800 | 5,700 | 6,100 | 6,800 | 51% | 6.9 |
| Volume per lane | 2,251 | 2,455 | 2,400 | 2,900 | 2,850 | 3,050 | 3,400 | N/A | N/A |

SOURCE: South Carolina Department of Transportation, the Spartanburg County Planning Commission

Modeled Data

| | 95 ADT | 95 Model | % Difference ADT-Model | 2015 Model 2-lanes | 2015 Model 5-lanes | % Change 1990 - 2015 |
|------------------------|--------|----------|---------------------------|-----------------------|-----------------------|-------------------------|
| 2-way volume | 6,100 | 6,300 | 3.0% | 17,398 | N/A | 176% |
| Volume per lane | 3,050 | 3,150 | 3.0% | 8,699 | N/A | 176% |
| LOS | --- | B | --- | D | --- | --- |

SOURCE: SPATS Transportation Model

Potential Impacts

Flood Plain: None

Historic Structure: None

Structures: Several

Parking Lots/Landscaping: None

Parks: None

Cemeteries: None

Drainage Facilities: None

Environmental Concerns: None

Other:

Traffic Accident Summary (1/94 -1/97)

Total Accidents: 161

Injury Accidents: 41

Fatal Accidents: 4

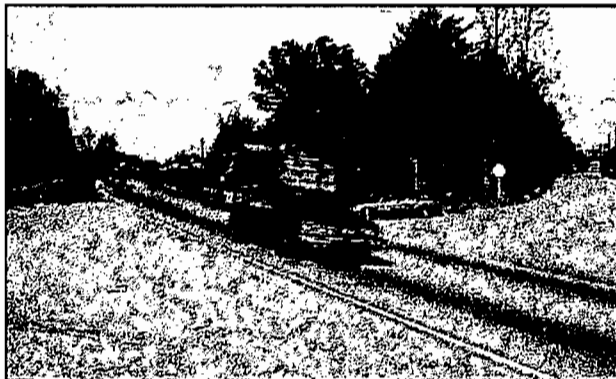
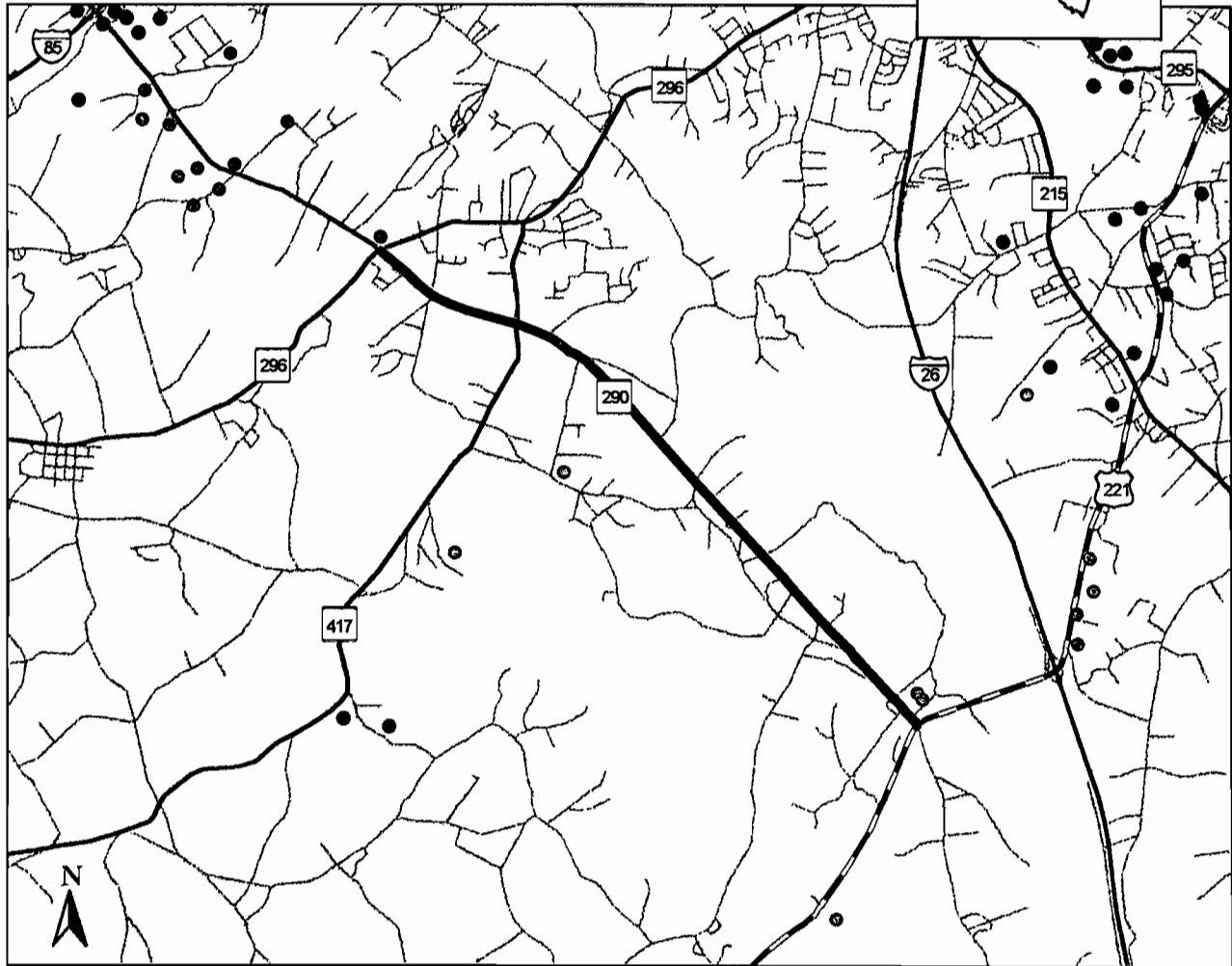
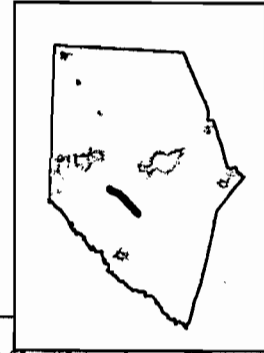
Property Damage: 116

Accident Rate: 1.3

Spartanburg County Component C-6

SC 290

Proposal: Widen to five lanes
Location: From SC-296 south to US-221



- Industries
- Industries in Vicinity
- Phase One
- Municipalities

0 0.5 1 1.5 2 Miles



Data Source: US Census Bureau, Spartanburg Co. Planning
Date: 12/97; ACOG-cga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Road Name: SC 290 (C-6)

Location: From Reidville Road (US 296) to US 221

Project Description: Widen to five lanes

Project Length: 6.0 Miles

Estimated Cost: \$24,000,000

Projected Growth

| | 1990 | 2015 | % Change |
|---------------------|-------------|--------------|----------|
| Population | 2,498 | 4,945 | 98% |
| Employment | 1,240 | 4,366 | 252% |
| Retail Sales | \$8,531,000 | \$80,219,000 | 840% |

SOURCE: Spartanburg County Planning Commission, Traffic Analysis Zone Data

Road Characteristics

Existing Right of Way: 60' +/-

Future ROW: 90' to 110'

Terrain: Rolling

Existing Lane Width: 12'

Posted Speed Limit: 45 - 55 mph

Road Classification: Arterial

Traffic history

ADT

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | % chg. | %truck |
|------------------------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| 2-way volume | 2,806 | 3,419 | 3,300 | 3,700 | 4,400 | 4,500 | 5,500 | 96% | 5.0% |
| volume per lane | 1,403 | 1,710 | 1,650 | 1,850 | 2,200 | 2,250 | 2,750 | N/A | N/A |

SOURCE: South Carolina Department of Transportation, the Spartanburg County Planning Commission

Modeled Data

| | 95 ADT | 95 Model | % Difference ADT-Model | 2015 Model 2-lanes | 2015 Model 5-lanes | % Change 1990 - 2015 |
|------------------------|--------|----------|---------------------------|-----------------------|-----------------------|-------------------------|
| 2-way volume | 5,500 | 6,616 | 20% | 24,320 | N/A | 342% |
| Volume per lane | 2,759 | 3308 | 20% | 12,160 | N/A | 267% |
| LOS | B | B | --- | D | --- | --- |

SOURCE: SPATS Transportation Model

Potential Impacts

Flood Plain: None

Historic Structure: None

Structures:

Parking Lots/Landscaping: None

Parks: None

Cemeteries: None

Drainage Facilities: None

Environmental Concerns: Roadway built along drainage

Other:

Traffic Accident Summary (1/94 -1/97)

Total Accidents: 102

Injury Accidents: 30

Fatal Accidents: 0

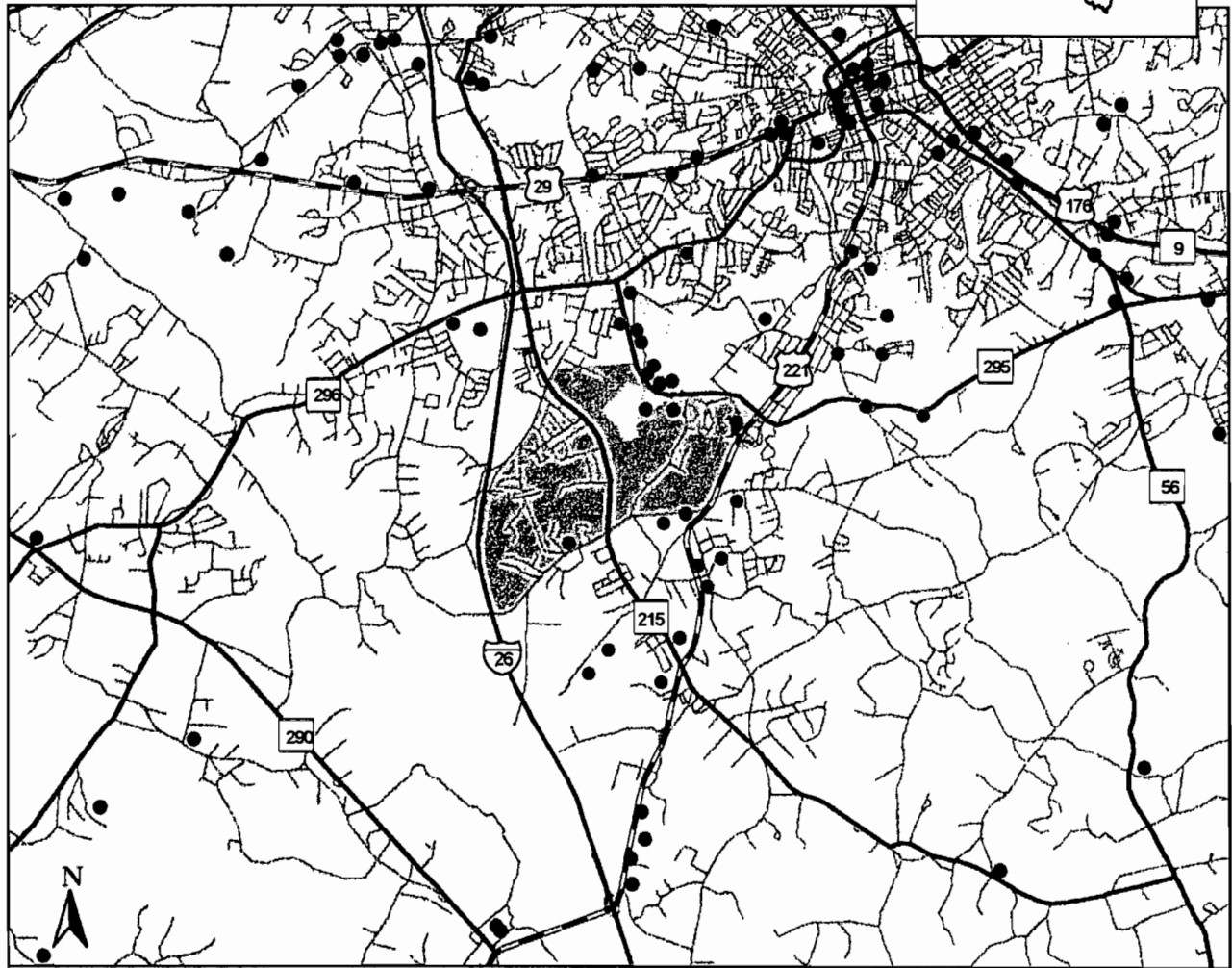
Property Damage: 72

Accident Rate: 2.2

Spartanburg County Component C-7

SC 295 Extension

Proposal: Provide new connector
Location: From SC-295 west to I-26



- Industries
- Industries in Vicinity
- Phase One Area
- City of Spartanburg

0 0.5 1 1.5 2 2.5 3 Miles

Data Source: US Census Bureau, Spartanburg Co. Planning
Date: 12/97; ACOG-cga
(This map was originally printed in color)

PROJECT SUMMARY SHEET

Road Name: SC 295 Extension (C-7)
Location: From SC 295 to Interstate 26
Project Description: Provide 5 lane connector road to interstate
Project Length: 5.0
Estimated Cost: \$24,000,000

Projected Growth

| | 1990 | 2015 | % Change |
|---------------------|--------------|---------------|----------|
| Population | 4,940 | 6,473 | 32% |
| Employment | 1,951 | 3,008 | 54% |
| Retail Sales | \$84,473,000 | \$106,547,000 | 26% |

SOURCE: Spartanburg County Planning Commission, Traffic Analysis Zone Data

Road Characteristics

Existing Right of Way: NA
Future ROW: 110'
Terrain: Flat
Existing Lane Width: None
Posted Speed Limit: NA
Road Classification: Arterial Collector

Traffic History

ADT

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | % chg. | %truck |
|------------------------|------|------|------|------|------|------|------|--------|--------|
| 2-way volume | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Volume per lane | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

SOURCE: South Carolina Department of Transportation, the Spartanburg County Planning Commission

Modeled Data

| | 95 ADT | 95 Model | % Difference ADT-Model | 2015 Model 2-lanes | 2015 Model 5-lanes | % Change 1990 - 2015 |
|------------------------|--------|----------|---------------------------|-----------------------|-----------------------|-------------------------|
| 2-way volume | N/A | N/A | N/A | N/A | N/A | N/A |
| Volume per lane | N/A | N/A | N/A | N/A | N/A | N/A |
| LOS | N/A | N/A | N/A | N/A | N/A | N/A |

SOURCE: SPATS Transportation Model

Potential Impacts: Will be dependent upon route is selected.

Flood Plain: N/A

Historic Structure: N/A

Structures: N/A

Parking Lots/Landscaping: N/A

Parks: N/A

Cemeteries: N/A

Drainage Facilities: N/A

Environmental Concerns: N/A

Other: N/A

Traffic Accident Summary (1/94 -1/97)

Total Accidents: N/A

Injury Accidents: N/A

Fatal Accidents: N/A

Property Damage: N/A

Accident Rate: N/A

Appendix Two
Economic Development Impacts

Promotion of Economic Development

Component: **SC Highway 24 (map designation: C-1)**
County: **Anderson**

- Major artery into downtown Anderson.
- Primary transportation artery to the Anderson County Airport.
- At least 12 available industrial sites, totaling almost 2,400 acres in vicinity of proposed component.
- At least 2 available industrial buildings, totaling 525,200 square feet in vicinity of proposed component.
- At least 45 manufacturing facilities located in vicinity. Employment for 1997 estimated at 4,526.

Promotion of Economic Development

Component: Whitehall Road (map designation: C-2)
County: Anderson

- Will provide one of the primary transportation arteries to the Anderson Mall and several major strip retail centers in northern Anderson County.
- Will provide one of the primary transportation arteries to the Anderson Civic Center and the adjacent Anderson County Recreation complex.
- At least 12 available industrial sites, totaling almost 2,400 acres in vicinity of proposed component.
- At least 2 available industrial buildings, totaling 525,200 square feet in vicinity of proposed component.
- At least 45 manufacturing facilities located in vicinity. Employment for 1997 estimated at 4,526.

Component: Interstate 385 (map designation: I-385)
County: Greenville

- Major commuter artery into downtown Greenville. Estimated office population in downtown is 12,000.
- Approximately 4.46 million square feet (88 percent) of Greenville's office space located within 1 mile.
- Three of the Upstate's regional shopping malls and numerous strip retail centers located within 1 mile.
- At least 70 manufacturing facilities located in vicinity, including General Electric and General Nutrition Products. Employment for 1997 estimated at almost 7,200.
- Will provide the primary transportation artery to the new Bi-Lo center (17,000 seat sports arena) when completed in late 1998. Anticipated that 1 million patrons per year will visit Bi-Lo Center.
- One of the primary transportation arteries to the Palmetto International Exposition Center, with over 300,000 visitors per year.
- One of the primary transportation arteries to the Greenville Downtown Airport.
- At least two available industrial sites, totaling 15 acres in vicinity of proposed component.
- At least 5 available industrial buildings, totaling 834,700 square feet in vicinity of proposed component.
- More than 600 automobile-related accidents in past three years.

Promotion of Economic Development

Component: SC Highway 20 (map designation: C-3)
County: Greenville

- Major commuter route between Greenville and Anderson Counties.
- 34% increase in traffic between 1990 - 1996.
- Significant amount of vacant land available for industrial development. Approximately 9 available industrial sites, totaling 2,563 acres.
- Will be connected to proposed Southern Connector with interchange.
- More than 200 automobile-related accidents over last three years.
- At least one available industrial building, totaling 100,000 square feet in vicinity of proposed Component.
- At least 31 manufacturing facilities located in vicinity. Employment for 1997 estimated at 3,760.

Promotion of Economic Development

Component: US Highway 25/White Horse Road (map designation: C-3)
County: Greenville

- One of the only major arterial roads on west side of Greenville County providing access for current and future economic development opportunities.
- Major commuter route/freight route between South Carolina and North Carolina.
- At least 32 manufacturing facilities located in vicinity. Employment for 1997 estimated at 1,055.
- At least 6 available industrial sites, totaling 175 acres in vicinity of proposed component.
- At least 5 available industrial buildings, totaling 275,250 square feet in vicinity of proposed component.
- Interconnects with several scheduled GRATS improvements.
- Approximately 15 percent of all traffic generated by freight movement.
- More than 900 automobile-related accidents over past 3 years.

Promotion of Economic Development

Component: SC Highway 14 (map designation: C-4)
County: Greenville

- One of the fastest growing residential areas in Greenville County. Over past 5 years, more than 40 subdivisions and 2,000 residential lots created within one mile of proposed Component.
- A least 7 available industrial buildings in vicinity, totaling 158,420 square feet.
- At least 9 available industrial sites, totaling 428 acres in vicinity of proposed component.
- At least 7 available industrial buildings, totaling almost 240,000 square feet in vicinity of proposed component.
- Interconnects with several scheduled GRATS improvements.
- Will provide multi-lane artery from City of Simpsonville to City of Greer.
- More than 200 automobile-related accidents over past three years.
- Provides only alternative route to Greenville-Spartanburg International Airport.
- At least 38 manufacturing facilities located in vicinity. Employment for 1997 estimated at almost 4,472.

Promotion of Economic Development

Component: Greer South Parkway (map designation: C-4)
County: Greenville

- Major secondary road alleviating traffic along busiest section of I-85 carrying in excess of 25,000 vehicles per day upon completion.
- Provide major transportation artery to new 850-acre Gateway International Business Park. Factor in creating 2,000-3,000 jobs and \$100-500 million in new capital investment.
- Secondary road access through Greer area from both Spartanburg and Greenville without use of I-85 system.
- Provide alternate access to Greenville/Spartanburg International Airport, BMW Manufacturing and TNS Mills.
- Parkway will contribute to the development of Foreign Trade Zone #38, currently as well as its future 700-acre addition.
- At least 40 available industrial sites, totaling 2,700 acres in vicinity of proposed component.
- At least 9 available industrial buildings, totaling 1.03 million square feet in vicinity of proposed component.
- At least 35 manufacturing facilities located in vicinity. Employment for 1997 estimated at almost 2,786.

Component: Southern Connector (map designation: no code)
County: Greenville

- At least 6 available industrial buildings, totaling almost 1.2 million square feet.
- Will provide improved access to Greenville County's largest industrial clusters. At least 93 manufacturing facilities in the vicinity, with estimated employment of 12,148.
- At least 27 available industrial sites, totaling 3,800 acres. Greenville Chamber Industrial Site Working Group has estimated that there are several hundred acres of vacant land which could be converted to industrial use should Southern Connector be constructed. These parcels will augment Greenville County's extremely low supply of industrial land.
- Will provide much-needed access for growth in the southern portion of Greenville County.
- Will provide motor freight and vehicle alternatives to I-85.
- Will provide interstate access to Donaldson Industrial Air Park, Greenville's largest industrial park at 1,200 acres.

Promotion of Economic Development

Component: Interstate 585 extension (map designation: I-585)
County: Spartanburg

- Primary commuter artery to downtown Spartanburg from I-85.
- More than \$10,000,000 in enhancement projects are planned along this route to showcase it as the main gateway to Spartanburg.
- The University of South Carolina Spartanburg, with more than 4,000 students, is located next to this corridor.
- Provides the primary transportation route for visitors to the NFL's Carolina Panthers training facility at Wofford College.
- One available office park, totaling 191 acres, in vicinity of proposed component.
- At least 18 manufacturing facilities located in vicinity, including Milliken Research Center. Employment for 1997 estimated at more than 2,000.

Promotion of Economic Development

Component: SC Highway 290 (map designation: C-6)
County: Spartanburg

- One the fastest growing areas in Spartanburg County, including residential, office, retail, and industrial development.

Truck route between I-85 and I-26 and on to the Port of Charleston.

- At least 5 available industrial sites, totaling 609 acres in vicinity of proposed component.
- At least one available industrial building, totaling 105,000 square feet in vicinity of proposed component.
- At least 23 manufacturing facilities located in vicinity. Employment for 1997 estimated at 1,829.
- Will provide connection for two major public school infrastructure improvements currently underway.

Promotion of Economic Development

Component: SC Highway 295 Extension (map designation: C-7)
County: Spartanburg

- Extension will provide for reduction of traffic congestion on nearby Reidville Road, a primary commuting artery.
- Improve access to Spartanburg Downtown Airport.
- Provides interstate access to US Highway 176 in southern Spartanburg County and Union County.
- A truck route will be established for future Disney distribution center in Union County.
- Improved access to existing and planned schools.
- At least 3 available industrial sites, totaling 197 acres in vicinity of proposed component.
- At least one available industrial buildings, totaling 55,000 square feet in vicinity of proposed component.
- At least 33 manufacturing facilities located in vicinity. Employment for 1997 estimated at almost 1,643.

Appendix Three
Benefited Manufacturers

Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: SC Highway 24 (C-1)
County: Anderson

| ID | COMPANY | ADDRESS | YEAR | 97 EMP |
|------|---------------------------------------|---------------------------|------|--------|
| 3337 | 4 Cs Food Services* | 2705 N Main St | 1994 | 234 |
| 18 | Accurate Machining & Tooling Tech Inc | 4442 Hwy 24 | 1987 | 7 |
| 3562 | Alpha Technology Inc | 235 Camson Rd | 1983 | 60 |
| 3466 | American Carolina Printing Inc. * | 214 East Greenville St | 1991 | 7 |
| 145 | American Tooling Co Inc | 3911 Hwy 24 West | 1978 | 13 |
| 165 | Anderson Frozen Foods Inc | 222 W Benson St | 1942 | 6 |
| 169 | Anderson Steel Processing Inc | 300 W Orr St | 1978 | 4 |
| 240 | Attaway Inc | 1700 W Whitner St | 1967 | 25 |
| 297 | Barrett & Blandford Associates Inc | 2704 North Main St | 1986 | 49 |
| 441 | By Products Recovery Corp | 6515 Clemson Blvd | 1986 | 13 |
| 547 | Carolina Mop Inc | 819 Whitehall Rd | 1945 | 23 |
| 611 | Chamblee, L C & Son Inc | 903 Whitehall Rd | 1956 | 6 |
| 617 | Champion Tooling & Machining Co Inc | 3035 Whitehall Rd | 1973 | 70 |
| 647 | Chem-Tex Inc | 609 N Murray Ave | 1960 | 13 |
| 682 | Clark Schwebel Inc | 2200 South Murray Ave | 1960 | 790 |
| 792 | Consolidated Southern Industries | 3009 W Standridge Rd | 1984 | 38 |
| 795 | Contech Construction Products Inc | 205 Chapman Rd | 1988 | 18 |
| 867 | Culp Woven Velvets | 414 W Hampton St | 1985 | 200 |
| 1060 | Electric City Printing Co | 730 Hampton St | 1920 | 105 |
| 1199 | Foundry & Steel Inc | 412 W Whitner St | 1952 | 230 |
| 1292 | Glen Raven Mills Inc | 200 Jackson St | 1901 | 665 |
| 4763 | GOB Polymers Inc * | 1619-1621 North Main St | 1992 | 4 |
| 1516 | House Of Trophies | 117 N Main St | 1978 | 2 |
| 3788 | Ina Systems Ltd* | 105 Hurricane Creek Rd | 1991 | 10 |
| 1744 | Kravet Fabrics | 1500 US 29 S | 1989 | 134 |
| 1749 | Kroger Co, The | 433 Sayre St | 1979 | 181 |
| 1760 | Lakeview Co Inc | 3620-9A White Hall Rd | 1978 | 6 |
| 1975 | Metromont Materials Corp | Pearman Dairy Rd | 1925 | 46 |
| 2347 | Piedmont Products Co | 3410 Hwy 24 | 1988 | 113 |
| 2363 | PIP Printing | 2808 N Main St | 1979 | 5 |
| 4946 | Plastic Omnium Industries Inc * | 5100 Old Pearman Dairy Rd | 1994 | 300 |
| 4883 | Printer, The | 224 E Orr St | NA | 9 |
| 4024 | Realwood | 111 Cherry Seed Rd | 1984 | 4 |
| 4436 | Santens Of America Inc * | 5121 Pearman Dairy Rd | 1990 | 255 |
| 2630 | Sargent Metal Fabricators Inc | 3040 W Standridge Rd | 1975 | 49 |
| 2678 | Sexton Sign Co | 130 Powell Rd | 1964 | 8 |
| 2800 | Southern Weaving Co | 1304 S Towers | 1924 | 33 |
| 4832 | Spectrum Screen Printing Corp | 1211 Gadsden St | 1979 | 8 |
| 3949 | Sterling Printing Co Inc | 2324 South Main St | 1968 | 12 |
| 3451 | Straits Steel & Wire Co * | 99 Roush St | 1992 | 400 |
| 4836 | Stretch Associates | 2510-B West Whitner St | 1989 | 19 |
| 2962 | Superior Bands Inc | 335 Highview Rd | 1959 | 10 |
| 2998 | Tag & Label Corp | 2800 W Whitner St | 1968 | 110 |
| 3029 | Temco Inc of Anderson | 921 Pearman Dairy Rd | 1967 | 34 |
| 3204 | VyTech Industries Inc | 5201 Old Pearman Dairy Rd | 1989 | 198 |

TOTAL MANUFACTURING EMPLOYMENT

4,526

*Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.

Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: Whitehall Road (C-2)
County: Anderson

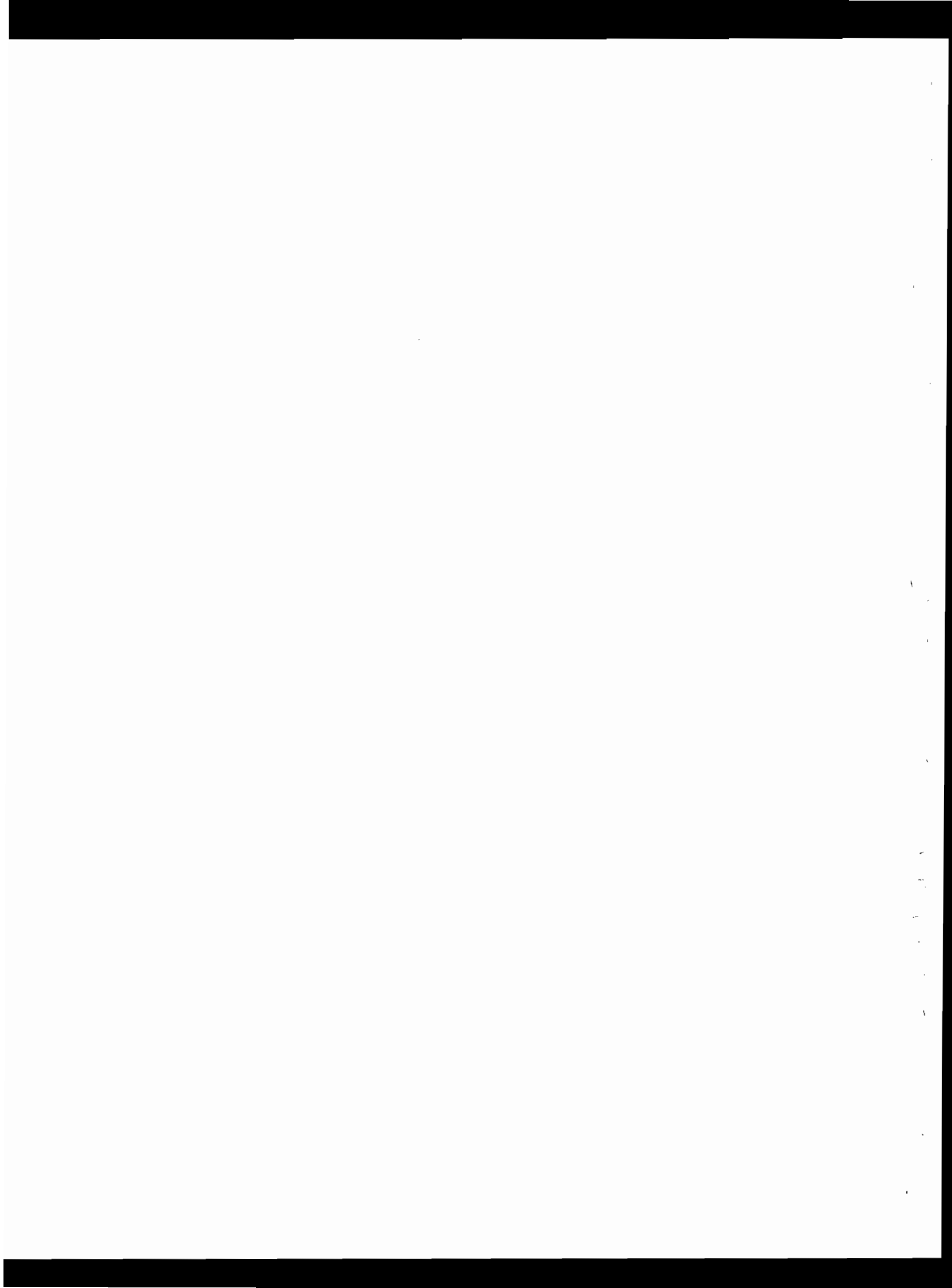
| ID | Company | Address | Year | 97 Emp |
|------|---------------------------------------|---------------------------|------|--------|
| 3337 | 4 Cs Food Services* | 2705 N Main St | 1994 | 234 |
| 18 | Accurate Machining & Tooling Tech Inc | 4442 Hwy 24 | 1987 | 7 |
| 3562 | Alpha Technology Inc | 235 Camson Rd | 1983 | 60 |
| 3466 | American Carolina Printing Inc. * | 214 East Greenville St | 1991 | 7 |
| 145 | American Tooling Co Inc | 3911 Hwy 24 West | 1978 | 13 |
| 165 | Anderson Frozen Foods Inc | 222 W Benson St | 1942 | 6 |
| 169 | Anderson Steel Processing Inc | 300 W Orr St | 1978 | 4 |
| 240 | Attaway Inc | 1700 W Whitner St | 1967 | 25 |
| 297 | Barrett & Blandford Associates Inc | 2704 North Main St | 1986 | 49 |
| 441 | By Products Recovery Corp | 6515 Clemson Blvd | 1986 | 13 |
| 547 | Carolina Mop Inc | 819 Whitehall Rd | 1945 | 23 |
| 611 | Chamblee, L C & Son Inc | 903 Whitehall Rd | 1956 | 6 |
| 617 | Champion Tooling & Machining Co Inc | 3035 Whitehall Rd | 1973 | 70 |
| 647 | Chem-Tex Inc | 609 N Murray Ave | 1960 | 13 |
| 682 | Clark Schwebel Inc | 2200 South Murray Ave | 1960 | 790 |
| 792 | Consolidated Southern Industries | 3009 W Standridge Rd | 1984 | 38 |
| 795 | Contech Construction Products Inc | 205 Chapman Rd | 1988 | 18 |
| 867 | Culp Woven Velvets | 414 W Hampton St | 1985 | 200 |
| 1060 | Electric City Printing Co | 730 Hampton St | 1920 | 105 |
| 1199 | Foundry & Steel Inc | 412 W Whitner St | 1952 | 230 |
| 1292 | Glen Raven Mills Inc | 200 Jackson St | 1901 | 665 |
| 4763 | GOB Polymers Inc * | 1619-1621 North Main St | 1992 | 4 |
| 1516 | House Of Trophies | 117 N Main St | 1978 | 2 |
| 3788 | Ina Systems Ltd* | 105 Hurricane Creek Rd | 1991 | 10 |
| 1744 | Kravet Fabrics | 1500 US 29 S | 1989 | 134 |
| 1749 | Kroger Co, The | 433 Sayre St | 1979 | 181 |
| 1760 | Lakeview Co Inc | 3620-9A White Hall Rd | 1978 | 6 |
| 1975 | Metromont Materials Corp | Pearman Dairy Rd | 1925 | 46 |
| 2347 | Piedmont Products Co | 3410 Hwy 24 | 1988 | 113 |
| 2363 | PIP Printing | 2808 N Main St | 1979 | 5 |
| 4946 | Plastic Omnium Industries Inc * | 5100 Old Pearman Dairy Rd | 1994 | 300 |
| 4883 | Printer, The | 224 E Orr St | NA | 9 |
| 4024 | Realwood | 111 Cherry Seed Rd | 1984 | 4 |
| 4436 | Santens Of America Inc * | 5121 Pearman Dairy Rd | 1990 | 255 |
| 2630 | Sargent Metal Fabricators Inc | 3040 W Standridge Rd | 1975 | 49 |
| 2678 | Sexton Sign Co | 130 Powell Rd | 1964 | 8 |
| 2800 | Southern Weaving Co | 1304 S Towers | 1924 | 33 |
| 4832 | Spectrum Screen Printing Corp | 1211 Gadsden St | 1979 | 8 |
| 3949 | Sterling Printing Co Inc | 2324 South Main St | 1968 | 12 |
| 3451 | Straits Steel & Wire Co * | 99 Roush St | 1992 | 400 |
| 4836 | Stretch Associates | 2510-B West Whitner St | 1989 | 19 |
| 2962 | Superior Bands Inc | 335 Highview Rd | 1959 | 10 |
| 2998 | Tag & Label Corp | 2800 W Whitner St | 1968 | 110 |
| 3029 | Temco Inc of Anderson | 921 Pearman Dairy Rd | 1967 | 34 |
| 3204 | VyTech Industries Inc | 5201 Old Pearman Dairy Rd | 1989 | 198 |

TOTAL MANUFACTURING EMPLOYMENT

4,526

*Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.



Manufacturing Employment Summary

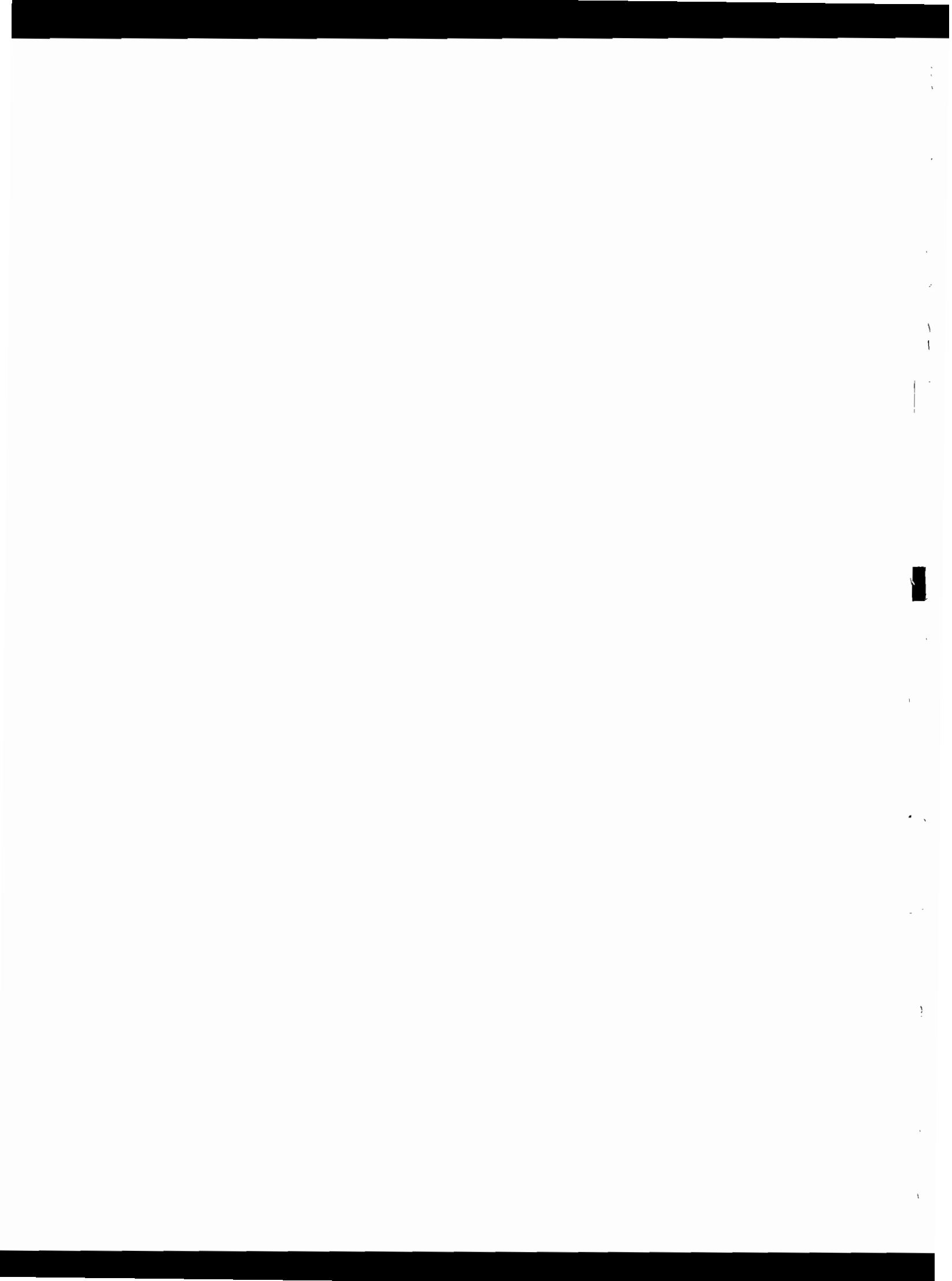
Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: Interstate 385 (I-385)

County: Greenville

| ID | Company | Address | Year | 97 Emp |
|------|--|----------------------------|------|--------|
| 8 | A-Press, Inc. | 304 Ridgeland Drive | 1960 | 7 |
| 25 | Acme Communications | 214 W McBee Ave. | 1932 | 3 |
| 5240 | AIM Systems Corp | 1 Chick Springs Rd | 1984 | 5 |
| 141 | American Speedy Printing Center | 200 N Pleasantburg Drive | 1981 | 3 |
| 168 | Anderson Stamp & Engraving | 128 N Main Street | 1976 | 15 |
| 235 | Atlas Food Systems & Services | 205 Woods Lake Rd | 1947 | 450 |
| 286 | Ballews Aluminum Products | 647 Congaree Rd | 1959 | 16 |
| 318 | Becker Enterprises | 1013B N Pleasantburg Drive | 1977 | 13 |
| 404 | Branyon, CH Pipe Co | 434 Westfield Street | 1934 | 6 |
| 580 | Carter & Crawley | 1010 Thousand Oaks Blvd | 1967 | 204 |
| 649 | Chemco International | 25 Reedy View Dr | 1984 | 3 |
| 694 | Cline Company | 600 Buncombe St | 1948 | 59 |
| 822 | Costume Curio Inc* | 1704-A Laurens Rd | 1993 | 3 |
| 3704 | Creative Technologies Inc* | 14 Whitsett Street | 1990 | 10 |
| 850 | Crosrol | 20 Tower Drive | 1962 | 97 |
| 851 | Cross Country Printing | 80 Byrdland Drive | 1989 | 25 |
| 2529 | Dodge Rockwell Automation | 6040 Ponders Ct | 1981 | 300 |
| 1021 | Dynagraphics | 525 University Ridge | 1950 | 33 |
| 1062 | Electrolock inc. | 1 Marcus Drive | 1957 | 9 |
| 1081 | Engineered Specialties | 107 Wardlaw St | 1958 | 7 |
| 1208 | Franklins Printing | 15 A Pelham-Davis Cr | 1988 | 8 |
| 1249 | General Electric | 1-85 at Woodruff Rd | 1967 | 2,000 |
| 1256 | General Nutrition Products Corp | 1050 Woodruff Rd | 1978 | 811 |
| 1284 | Gillespie Marble & Granite Works | 801 Laurens Rd | 1898 | 6 |
| 1339 | Graphic Printing & Mailing | 26 Woods Lake Rd | 1954 | 8 |
| 1342 | Graphics Now | Merovan Business Ctr C-25 | NA | 9 |
| 1356 | Greenville News-Piedmont | 305 S Main | 1874 | 594 |
| 1357 | Greenville Orthopedic Appliances Inc. | 600 Arlington Ave | NA | 9 |
| 1358 | Greenville Printing Co. | 9 Tower Drive | 1945 | 7 |
| 1397 | H-W Conditioners | 1 Ramseur Ct | 1989 | 6 |
| 1420 | Hardwick Printing Service | 735 Rutherford Rd | 1966 | 11 |
| 1539 | Hurley & Harrison | 22 S Main St | 1959 | 25 |
| 1566 | Industrial Packaging Supplies Inc. | 1528 Roper Mountain Rd | 1976 | 39 |
| 1709 | Keys Printing Co | 1004 Congaree Rd Ext | 1869 | 100 |
| 1747 | Krispy Kreme Doughnuts | 302 N Pleasantburg Drive | NA | 37 |
| 1782 | Leslies Sheet Metal Works Inc | 1019 Lowndes Hill Rd | 1951 | 5 |
| 1807 | Ilyn Strong Gallery | 119 N Main Street | 1989 | 4 |
| 1830 | Lube USA | 781 Congaree Rd. | 1987 | 20 |
| 1842 | M&S Chemical Inc. | 314 Murrell Street | 1968 | 10 |
| 1848 | Machine Development Corp | 11 Andrews Street | 1979 | 5 |
| 1851 | Machinery Maintenance & Rebuilders Inc | 711 W Washington Street | 1977 | 8 |
| 1888 | Marshall Williams Co - Metal Fab Div | Airport Rd | 1954 | 160 |
| 1977 | Metromont Materials Corp | 2802 White Horse Rd | 1925 | 299 |
| 2014 | Milliken & Co - Judson Mills | 701 Easley Bridge Rd | 1912 | 400 |
| 2033 | Minuteman Press | 16 W Antrim Dr | NA | 5 |

continued



Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

I-385 continued

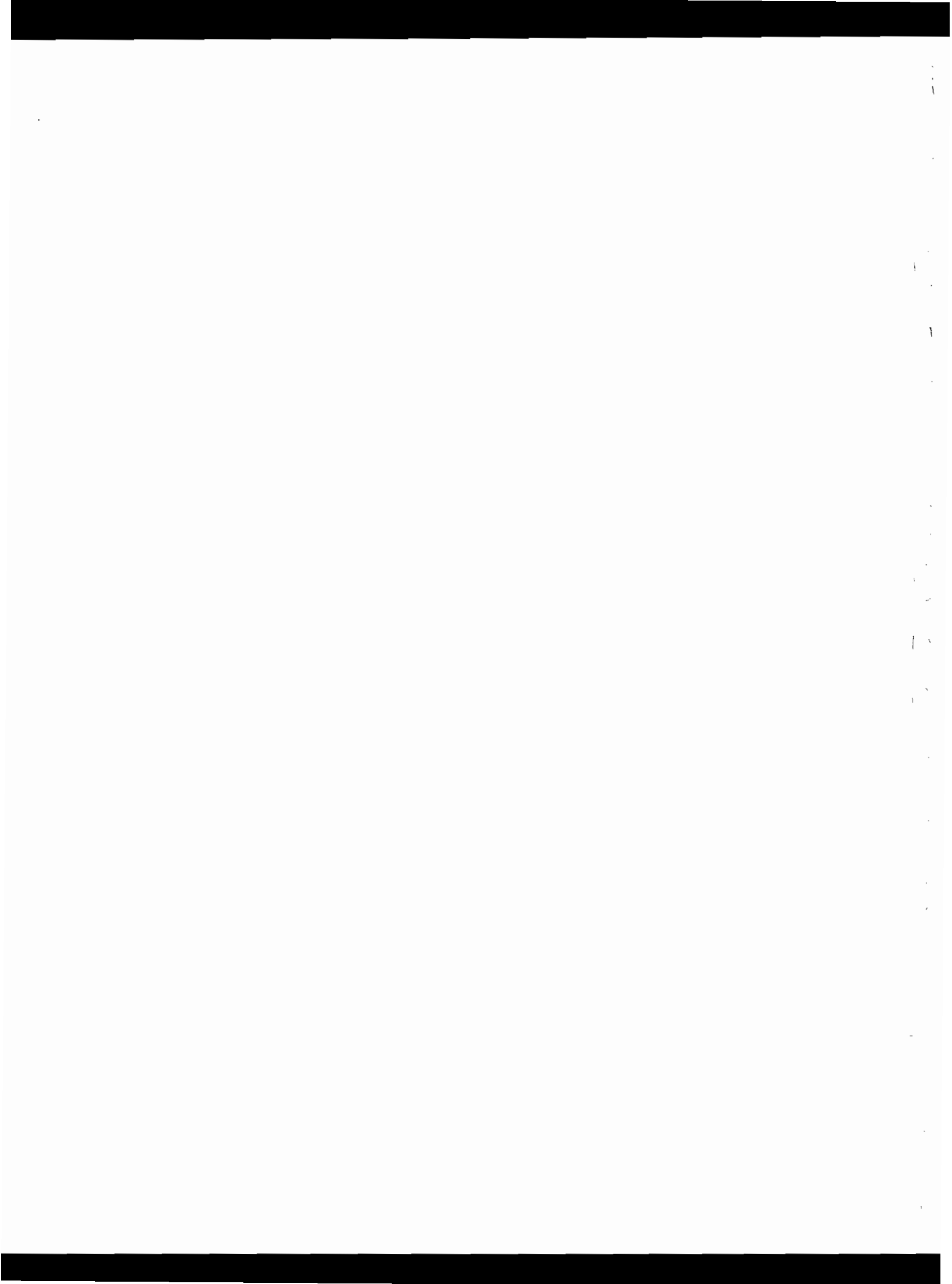
| ID | Company | Address | Year | 97 Emp |
|------|--------------------------------|-------------------------|------|--------|
| 5252 | Munaco Packing & Rubber Co Inc | 5 Ketron Ct | 1995 | 9 |
| 3618 | New South Laboratories | 207 W Antrim Dr | 1991 | 30 |
| 2176 | Ontario Die of SC | 1020 Thousand Oaks Blvd | 1978 | 10 |
| 2218 | Package Concepts & Materials | 1023 Thousand Oaks Blvd | 1989 | 20 |
| 2351 | Piemonte Foods Inc | 400 Augusta St | 1975 | 245 |
| 2364 | PIP Printing # 742 | 16 N. Main St | 1984 | 2 |
| 2436 | Print Shop Inc | 10 Hendrix Dr | 1963 | 7 |
| 2461 | Provence Printing | 214 W McBee Ave | 1921 | 28 |
| 2474 | Quality Printers of Greenville | 810 Pendleton St | 1979 | 3 |
| 2541 | Reynolds Co | 10 Gates Street | 1978 | 75 |
| 2672 | Service Machine Shop | 104 S Hudson Street | 1945 | 8 |
| 2689 | South Atlantic Industries | 1200 Woodruff Rd B-4 | 1978 | 23 |
| 2748 | South Carolina Box | 1410 Old Stage Rd | 1974 | 75 |
| 2801 | Southern Weaving Co | 4 Evans St | 1924 | 176 |
| 2830 | SpecFab Services | 1 Ramseur Ct | 1986 | 49 |
| 2929 | Strossners Bakery Inc | 1626 E North Street | 1972 | 40 |
| 3013 | Task Industrial Corp | 2 Task St | 1975 | 15 |
| 3932 | Traders Press Inc | 703 Laurens Rd | 1975 | 10 |
| 3074 | Transaction Technology Corp | 22 S Main St | 1982 | 69 |
| 5260 | Tull, JM Metals Co | 200 Airport Rd | 1914 | 66 |
| 3159 | US Finishing | 3335 Old Buncombe Rd | 1984 | 250 |
| 3194 | Visual Graphics & Printing | 405 Airport Rd | 1984 | 7 |
| 3285 | White, James C | 10 Halton Rd | 1952 | 32 |
| 3292 | Wickliffes Ornamental Iron Co | Rt 6 Woodruff Rd | 1927 | 3 |
| 3297 | Wilbert Burial Vault Co Inc | 104 Young Ct | 1946 | 19 |
| 3378 | Yorkshire Pat - Chem Inc | 720 Worley Rd | 1971 | 68 |

TOTAL MANUFACTURING EMPLOYMENT

7,193

*Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.



Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: SC Highway 20 (C-3)

County: Greenville

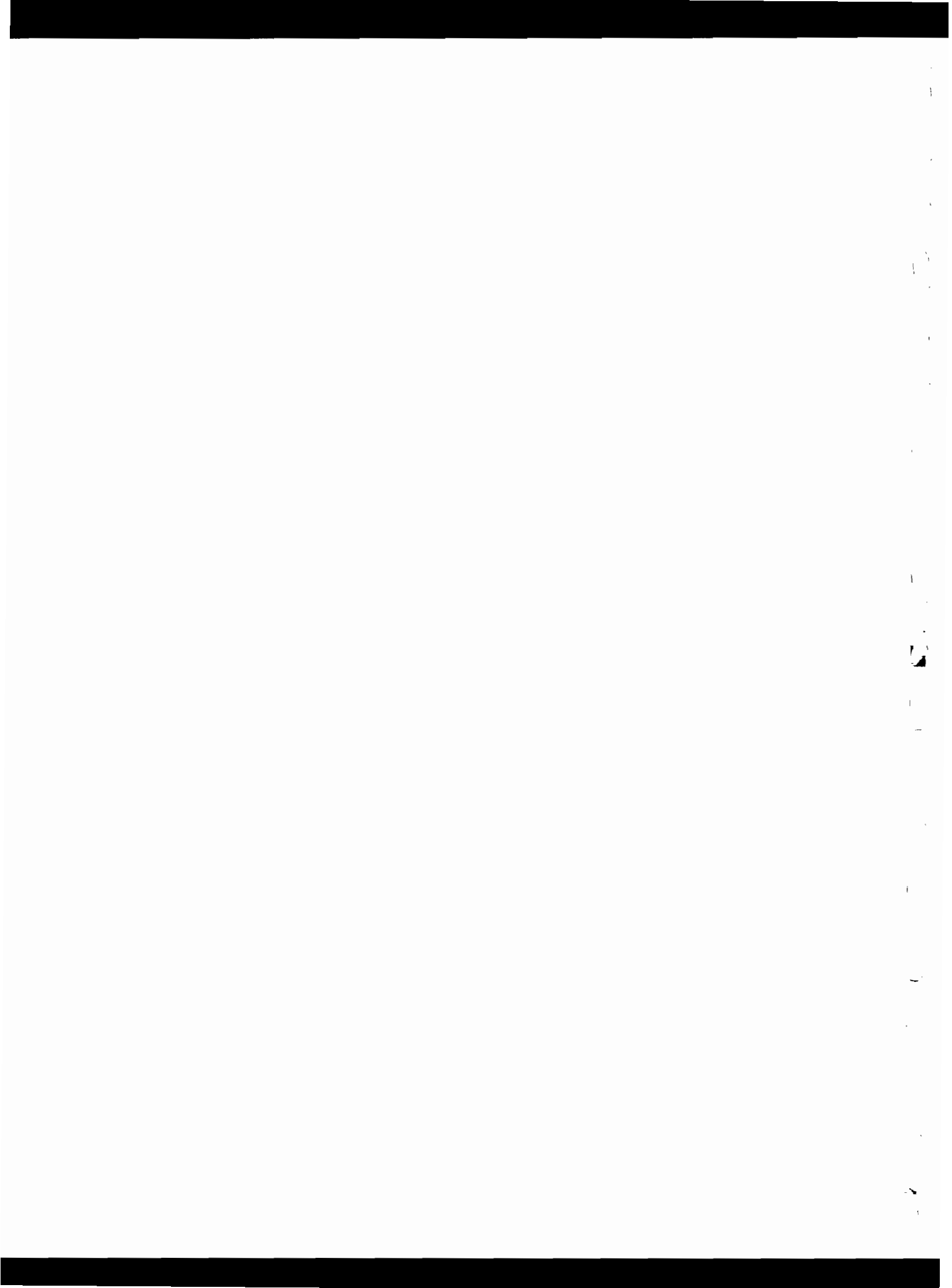
| ID | Company | Address | Year | 97 Emp |
|------|--------------------------------------|------------------------|------|--------|
| 65 | Air Products & Chemicals Inc | 410 Old Pelzer Rd | 1988 | 42 |
| 353 | Bibb Co, The-White Horse Plants | 2721 White Horse Rd | 1951 | 752 |
| 4932 | Bomoro US Inc* | 1721 White Horse Rd | 1994 | 12 |
| 484 | Card Care Textile Machinery Inc | 116 Leader Dr | 1989 | 20 |
| 687 | Clayman Pleating & Stitching Co Inc | 2062A Piedmont Hwy | 1987 | 30 |
| 1353 | Columbia Farms Distribution | 845 White Horse Rd | 1951 | 25 |
| 1114 | Fabri-Kal Corp | 1321 Hwy 20 | 1982 | 250 |
| 1343 | Graphix International Inc | 139 Industrial Dr | 1987 | 12 |
| 1355 | Greenville Metalcraft Corp | Piedmont Hwy 20 | 1957 | 100 |
| 1526 | Hilltop Printers* | 9 Hotel Hill | 1994 | 2 |
| 3839 | Humusoil Inc* | 400 Mills Ave | 1993 | 1 |
| 1668 | JPS Automotive LP-Parket Plt | 199 Blackhawk | NA | 1,200 |
| 3752 | Lehman, J R & Associates Inc | Hwy 86 Freeman Rd | 1988 | 7 |
| 1871 | Mar-Chem Inc | White Horse Rd | 1971 | 4 |
| 5095 | McIntyre, Deanne Goldsmith* | 421 High Valley Blvd | 1992 | 1 |
| 5250 | Merlin Creel Systems Inc | 1245 Piedmont Hwy | NA | 107 |
| 2150 | NTB Greenville Inc | 1403 Piedmont Hwy 20 S | 1975 | 18 |
| 2255 | Palmetto Steel Rule Die Co | 1-A Prospect St | 1972 | 3 |
| 2349 | Piedmont Sales | 1104 Piedmont Hwy | 1976 | 4 |
| 2365 | Piper, J A Roofing Co Inc | 209 Commerce Rd | 1908 | 50 |
| 2420 | Precision Research & Development Inc | 161 P & N Dr | 1974 | 17 |
| 2430 | Prettl Electric Corp | 1721 White Horse Rd | 1989 | 170 |
| 2456 | Progressive Machining Inc | 14 Oakvale Rd | 1987 | 7 |
| 2625 | Sara Lee Bakery Co | 1916 Piedmont Hwy | 1985 | 157 |
| 3447 | Spectrum Technologies Inc | #16 P & N Drive | 1986 | 6 |
| 2878 | Standard-Hall Group | 1413 Highway 20 | 1972 | 27 |
| 2979 | Swisstex Inc | 325 Bessie Road | 1974 | 43 |
| 3199 | Vulcan Materials Co | 201 Brown Rd | NA | 228 |
| 3221 | Wangner Systems Corp | 525 Piedmont Hwy | 1978 | 377 |
| 3255 | Western Textile Products | #2 P & N Dr | 1963 | 55 |
| 5004 | Wrenn Handling Inc | 6 Burty Dr | 1949 | 33 |

TOTAL MANUFACTURING EMPLOYMENT

3,760

*Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.



Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: US Highway 25/White Horse Road (C-3)

County: Greenville

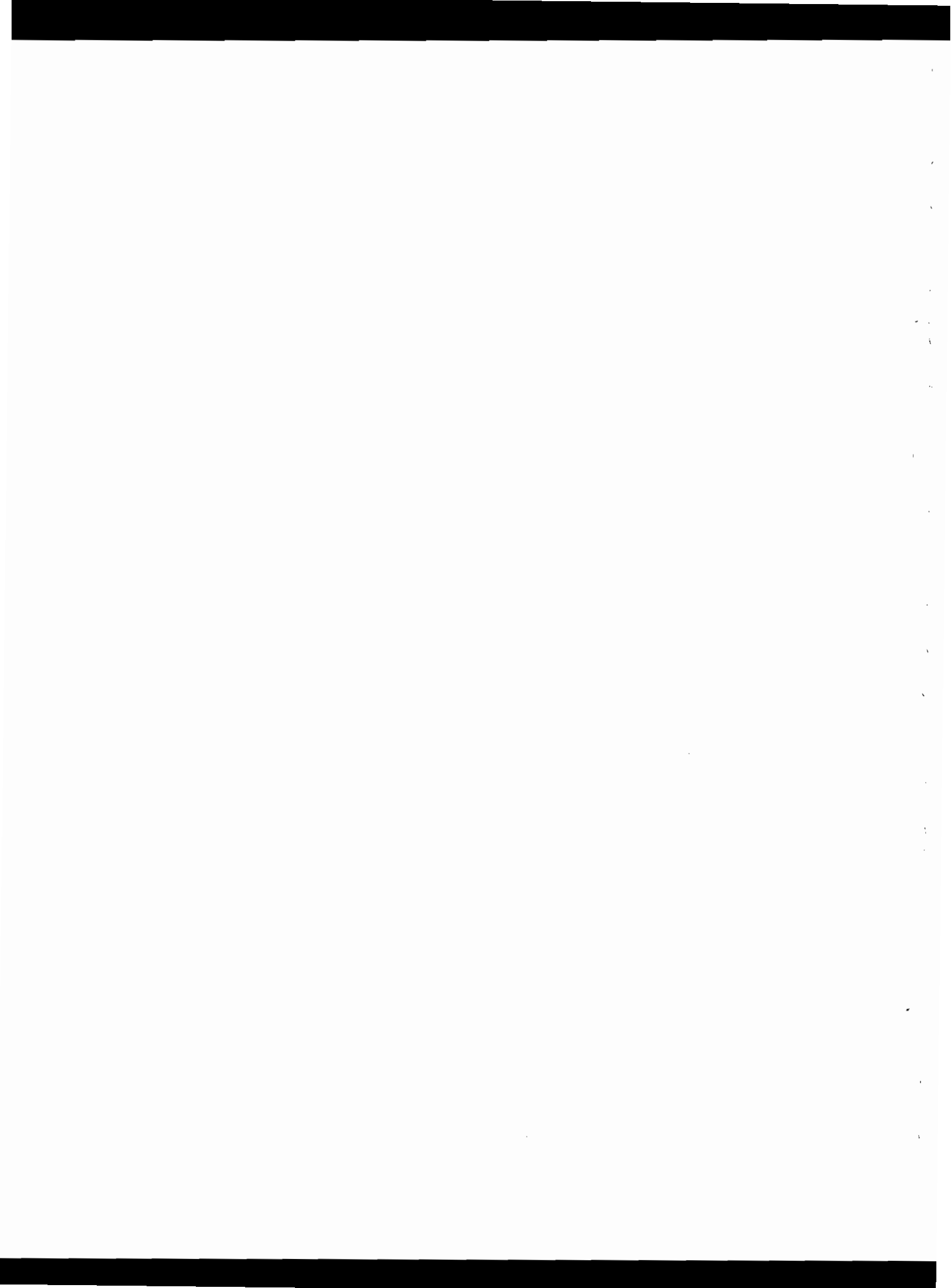
| ID | Company | Address | Year | 97 EMP |
|------|---------------------------------------|---------------------------|------|--------|
| 44 | Advanced Automation Inc | 600 Airport Rd | 1976 | 260 |
| 289 | Bamco Belting Prod Co | 6 Andrews St | 1970 | 12 |
| 68 | BOC Gases | 519 Hwy 124 | 1948 | 4 |
| 383 | Booth Electrosystems Inc | #30 Bypass 25 North | 1892 | 18 |
| 640 | Charlies Machine Shop | 31 South Washington Ave | 1957 | 1 |
| 4254 | Concrete Creations | 410 S Washington Ave | 1985 | 15 |
| 3723 | Crompton & Knowles Colors Inc | 105 Wood St | 1985 | 35 |
| 3816 | Dover Cylinder Head Service Inc | 1489 Cedar Ln Rd | 1954 | 20 |
| 4339 | Ever-Need Sheet Metal Inc | 2427-B Easley Bridge Road | 1973 | 12 |
| 1101 | Excalibur Tool & Equipment Co Inc | 1434 Poinsett Hwy | 1987 | 50 |
| 1181 | FMK Mfg USA Inc | 206 Emile St | 1972 | NA |
| 3628 | Focus Golf Systems Inc/Bag Division* | 25 Draper St | 1990 | 55 |
| 1244 | Gaylord Container | 100 Gordon St | 1939 | 114 |
| 1504 | Home Improvement Supply Co | 1815 Cedar Lane Rd | 1958 | 3 |
| 1633 | Jacobs Inc | 206 Emile St | 1869 | NA |
| 1644 | Jasmine Heirlooms | 300 Hammett St Bay #107 | 1987 | 10 |
| 1696 | Kel Chemicals Inc | 112 Sulpher Springs Rd | 1970 | 18 |
| 1735 | KM Fabrics Inc | 2 Waco St | 1979 | 98 |
| 1773 | Lawton Lumber Co Inc | 22 S Main St | 1947 | 1 |
| 5249 | Longs Custom Built Furn.& Re- Uphols. | 2 Lewis St | 1976 | 5 |
| 1933 | McCrary Automatic Sprinkler Co | 1801 Cedar Lane Rd | 1952 | 22 |
| 2269 | Parks, Dewey W Jr and Sons | 799 S Washington Ave | 1955 | 3 |
| 2302 | Perfection Forms Corp | 2840 New Easley Hwy | NA | 51 |
| 2306 | Perma Pleating & Perma Trim Corps | 2171 Anderson Rd | 1926 | 53 |
| 5256 | Pittmans Textile Machinery/Supply | 4912 Whitehorse Rd | NA | 28 |
| 2416 | Precision Manufacturing | 3304 New Easley Hwy | 1988 | 9 |
| 2578 | Roll Technology Corp | 4412 White Horse Rd | 1972 | 45 |
| 1318 | Scotts Sierra | 830 Hwy 25 Bypass | NA | 80 |
| 3763 | Simmons Machinery Co Inc | 790 S Washington Ave | 1960 | 10 |
| 3034 | Textile Specialties Inc | 2762 Anderson Rd | 1955 | 9 |
| 3062 | Tool-Rite Machine & Development Inc | 19 Courtland Dr | 1976 | 3 |
| 3183 | Ventilated Awnings Corp | 1804 Anderson Rd | 1946 | 11 |

TOTAL MANUFACTURING EMPLOYMENT

1,055

* Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.



Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: SC Highway 14 (C-4)
County: Greenville

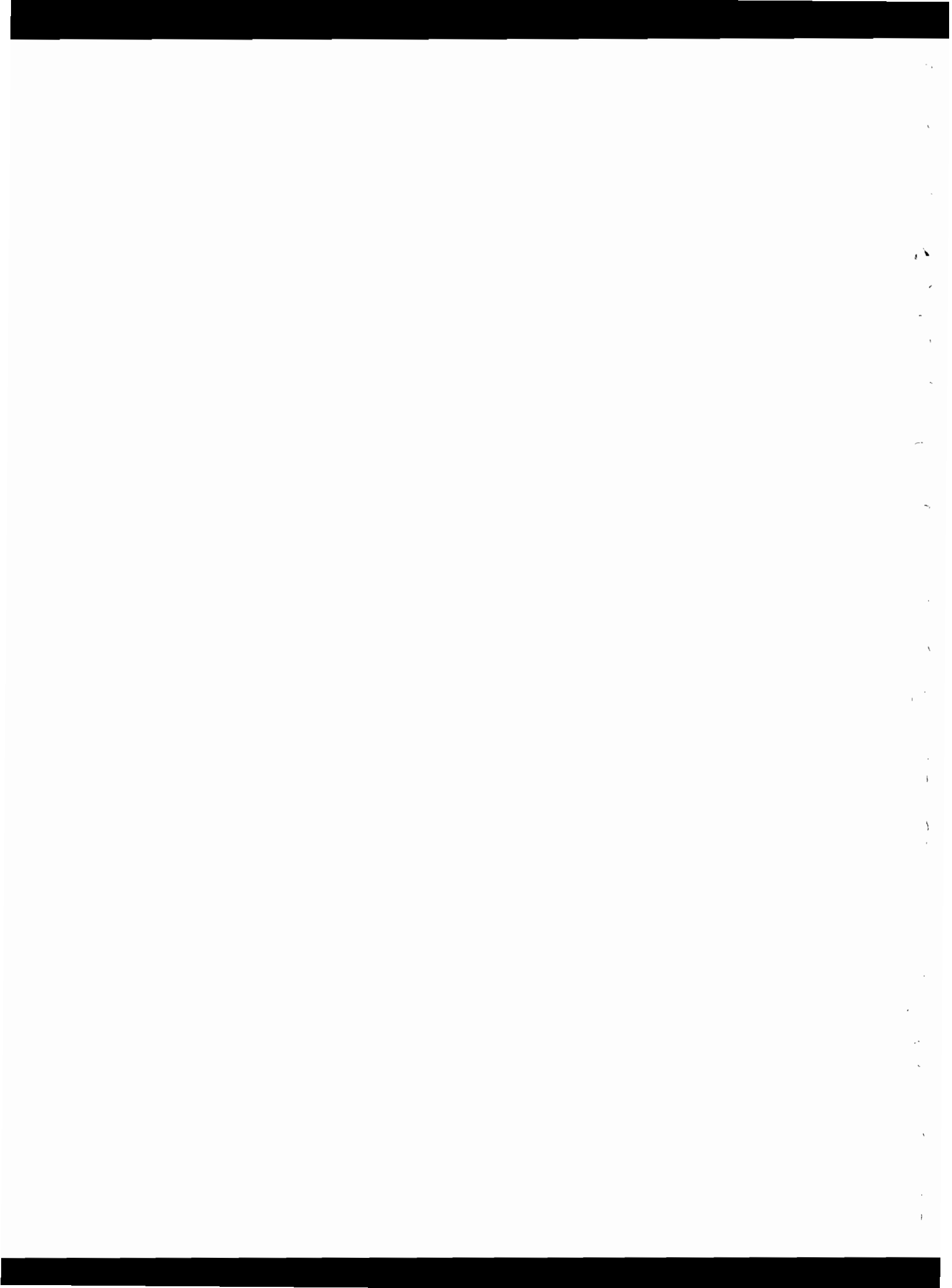
| ID | Company | Address | Year | 97 Emp |
|------|---------------------------------------|---------------------------|------|--------|
| 134 | American SAHM Corp | 180 Commerce Dr Pelham Rd | 1976 | 11 |
| 4780 | Americas 21st Inc* | 85 Commerce Drive | 1991 | 14 |
| 308 | Bausch & Lomb | 8507 Pelham Rd | 1983 | 470 |
| 651 | BF Goodrich | 8501 Pelham Rd | NA | 12 |
| 4981 | Bossard International | Southeast Service Center | 1982 | 12 |
| 409 | Briggs-Shaffner Co-Indus Services Div | 1035 Old Stage Rd | 1968 | 20 |
| 1111 | Calgon Corp-Greer Plant | 604 High Tech Ct | 1980 | 47 |
| 474 | Campbell Colors Inc | 135 Commerce Dr | 1984 | 20 |
| 540 | Carolina Inks Ltd | 50 Batesville Ct | 1984 | 8 |
| New | CASCO, Inc.* | 15 Distribution Court | 1997 | 15 |
| 716 | Coates Inks Inc | 1511 S Batesville Rd | 1980 | 42 |
| 1099 | Evergreen Molding | 200 Brozzini Court | 1984 | 35 |
| 1143 | Fiber Services Inc | 200 Brozzini | 1979 | 33 |
| 1155 | Findley Adhesives Inc* | 6997 Pelham Rd | 1990 | 32 |
| 1316 | Grace, W R & Co-Cryovac Div | 803 North Maple St | 1955 | 1,650 |
| 1396 | H&S Textile Supply Inc | 311 B St | 1974 | 8 |
| 1433 | Hartness International Inc | 1200 Garlington Rd | 1974 | 236 |
| 1465 | Hestec Inc | 3094 S Hwy 14 | 1989 | 4 |
| 1484 | Hip Truss Inc | 105 Kay Dr | 1969 | 9 |
| 5081 | Kemet Electronics-Mauldin Plt | 1224 Old Stage Rd | 1960 | 700 |
| 1716 | King Asphalt Inc-Plt #3 | 1189 Old Stage Rd | 1988 | 5 |
| 3784 | Liquid Systems Inc | 998 N Maple St | 1988 | 50 |
| 4895 | Mariplast North America Inc* | 30 Pelham Ridge Dr | 1993 | 11 |
| 4759 | MC Tool Inc | 3092 S Hwy 14 | 1988 | 14 |
| 5251 | Met-tec Industries Inc | 2827 Kemet Way | NA | 2 |
| 2027 | Milliken-Sommer-Hillcrest Plt | 2805 Kemet Way | 1987 | 100 |
| 4985 | Panalpina Inc | 310 Interstate Blvd | 1972 | 1 |
| 4730 | Picanol of America Inc | 110 Smith Rd | 1974 | 25 |
| 2566 | Rmax Inc | 1649 S Batesville Rd | 1981 | 55 |
| 4479 | Roxford Fordell | 16 Pelham Davis Cir | 1956 | 35 |
| 4850 | Southern Technologies Inc | 4028 Pelham Court | 1984 | 33 |
| 2808 | Span-America Medical Systems Inc | 70 Commerce Dr | 1974 | 195 |
| 2909 | Stewarts Of America Inc | 2825 Kemet Way | 1978 | 37 |
| 3845 | TBMC Inc* | 101 Pelham Davis Cir | 1990 | 53 |
| 3104 | Tuffaloy Products Inc | 601 High Tech Ct | 1984 | 34 |
| 3127 | Unimark Plastics | 1303 S Batesville Rd | 1984 | 54 |
| 3212 | Wal-Mar Co | 870 Westmoreland Rd | 1970 | 40 |
| 3365 | Woven Electronics | 1001 Old Stage Rd | 1963 | 350 |

TOTAL MANUFACTURING EMPLOYMENT

4,472

*Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.



Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: Greer South Parkway (C-4)

County: Greenville

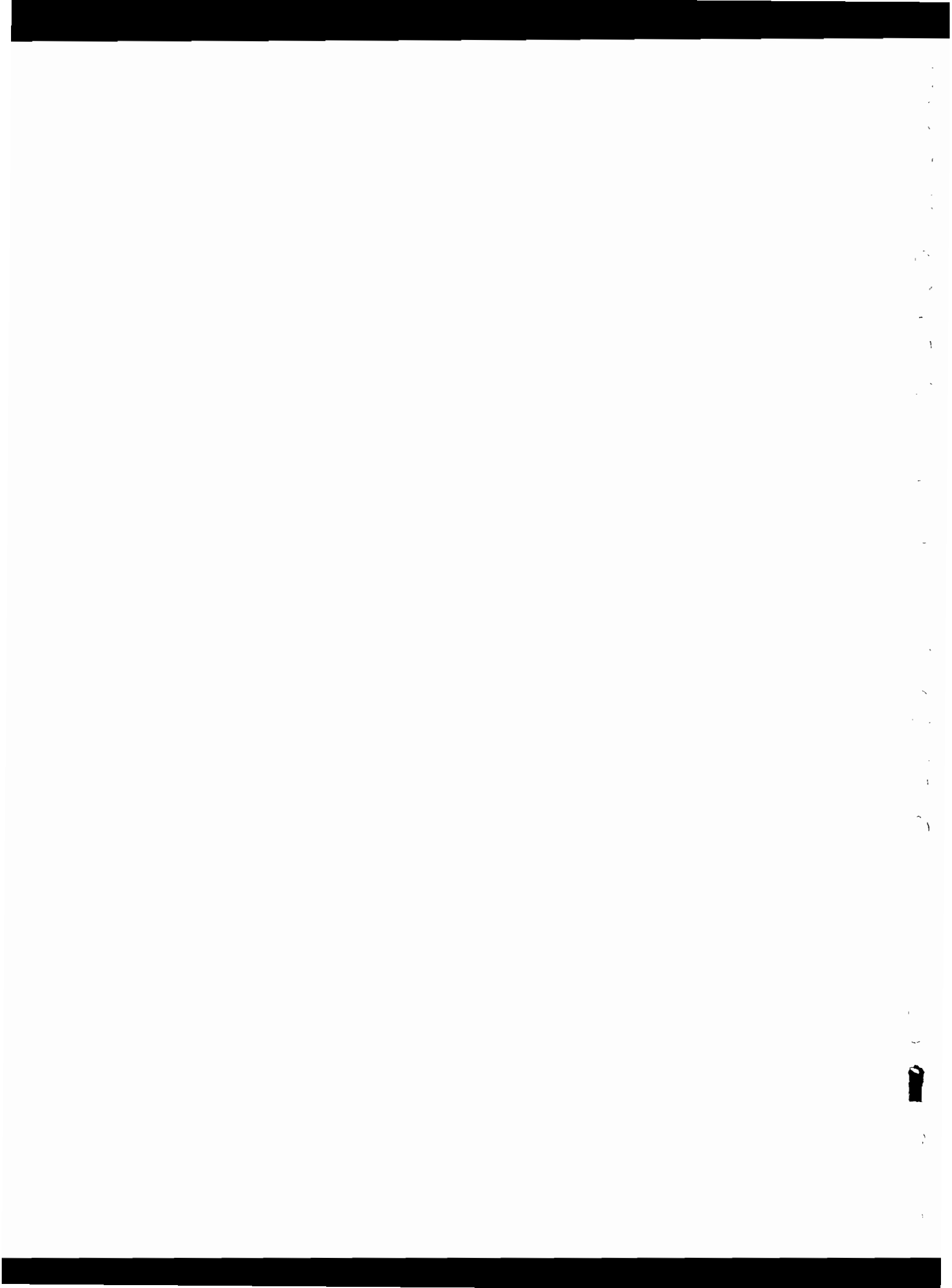
| ID | Company | Address | Year | 97 Emp |
|------|--|-----------------------------|------|--------|
| 45 | Advanced Composite Materials Corp | 1525 S Buncombe Rd | 1977 | 33 |
| 3035 | Allied-Signal Engines | 400 S Buncombe Rd | 1981 | 500 |
| 104 | Amamco Tool & Supply Co Inc | Hwy 29 | 1971 | 55 |
| 216 | Ashmore Brothers | 1880 S Hwy 14 | NA | 130 |
| 652 | Clean Advantage Plus (d/b/a Chemplus) | 210 Pennsylvania Ave | 1986 | 13 |
| 779 | Computer Dynamics Inc | 7640 Pelham Rd | 1981 | 50 |
| 935 | Detroit Broach Co | 431 Buncombe Rd | 1955 | 64 |
| 1072 | Empire Embroidery & Designs Inc | 1200 Woodruff Rd STE C-17 | 1979 | 22 |
| 3511 | Garfield Corporation | 203 Ford St | 1971 | 45 |
| 1251 | General Enterprises Inc | Poplar Dr Extension | 1956 | 8 |
| 1374 | Greer Citizen Inc, The | 105 Victoria St | 1918 | 22 |
| 1375 | Greer Printing Co | 108 Cannon St | 1936 | 1 |
| 1492 | Hoechst Diafoil Co | Hood Rd | 1963 | 772 |
| 1507 | Homelite Inc | Buncombe Rd | 1959 | 440 |
| 4822 | Horizon CNC Products Inc* | 3275 Brushy Creek Rd | 1992 | 48 |
| 3540 | Industrial Recovery & Recycling Inc | 3100 Green Rd | 1989 | 49 |
| 1738 | Koch Materials Co-Div Koch Fuels Inc | 539 Poinsett St | 1952 | 3 |
| 4782 | Manufactures Machining Fabrication Inc | Hwy 14/151 Tandum Drive | 1987 | 8 |
| 1961 | Messer Industries Inc | 208 School St | 1968 | 78 |
| 1994 | Mid-Valley Products Corp | 3315 Brushy Creek Rd | 1975 | 5 |
| 2040 | Mod Systems Inc | 2172-B River Rd | 1976 | 9 |
| 2286 | Pelham Precision Spring Co* | 14 B Pelham Ridge Dr | 1991 | 6 |
| 3407 | Phil Chem* | 1617 Poplar Drive | 1991 | 50 |
| 3852 | Plastex Supply Company Inc | 1725 Poplar Dr Ext | 1974 | 16 |
| 2469 | Quality Cabinets & Millwork | 207 Randall St | 1983 | 5 |
| 2634 | Satterfield Woodworking Inc | 869 Hwy 101 S | 1940 | 26 |
| 2838 | Spinning Services & Systems Inc | 1537 Wade Hampton Blvd | 1980 | 3 |
| 2845 | Springmasters/B&S Screw Machine | 1450 S Buncombe Rd | 1985 | 45 |
| 2893 | Staubli Corp | 201 Parkway W Hillside Park | 1980 | 106 |
| 4823 | Summey Cabinets Inc | 325 S Buncombe Rd | 1969 | 9 |
| 2973 | Supreme Tool & Die Inc | 1391 E Poinsett St Ext | 1966 | 8 |
| 3036 | Textube Corp | 1628 Poplar Dr Ext | 1968 | 85 |
| 3105 | Tungsten Industries Inc | 1 Tungsten Trail | 1967 | 45 |
| 3350 | Wood Tectonics Inc | P O Box 1385 | 1985 | 18 |
| 4184 | Woodmore Products Inc* | 2822 Old Woodruff Rd | 1992 | 9 |

TOTAL MANUFACTURING EMPLOYMENT

2,786

*Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.



Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: Southern Connector (no code)

County: Greenville

| ID | Company | Address | Year | 97 Emp |
|------|---|--------------------------------|------|--------|
| 1 | 3M Tape Mfg Division | 1450 Perimeter Rd Donaldson Ct | 1975 | 248 |
| 44 | Advanced Automation Inc | 600 Airport Rd | 1976 | 260 |
| 65 | Air Products & Chemicals Inc | 410 Old Pelzer Rd | 1988 | 42 |
| 78 | Alexander Machinery Inc | 180 Neeley Ferry Rd/ | 1977 | 125 |
| 126 | American LIBA Inc | 3017 Earle E Morris Jr Hwy | 1974 | 20 |
| 154 | Amoco Performance Products | 7139 Augusta Rd | 1965 | 425 |
| 217 | Ashworth Card Clothing | 2902 Grandview Dr | 1995 | NA |
| 117 | Associated Traders Inc | 132 Leader Dr | 1989 | 23 |
| 353 | Bibb Co, The-White Horse Plants | 2721 White Horse Rd | 1951 | 752 |
| 359 | BK Industries | 2812 Grandview Dr | 1954 | 95 |
| 4932 | Bomoro US Inc* | 1721 White Horse Rd | 1994 | 12 |
| 409 | Briggs-Shaffner Co-Indus Services Div | 1035 Old Stage Rd | 1968 | 20 |
| 559 | Carolina Rubber Rolls | 75 Osage Dr Donaldson Ctr | 1931 | 50 |
| 606 | Century Plastics | 849 Neeley Ferry Rd | 1971 | 46 |
| 648 | Chemax Inc | 30 Old Augusta Rd | 1973 | 34 |
| 674 | Classic Marble Ltd | 41 Flora Louise Dr | 1976 | 7 |
| 687 | Clayman Pleating & Stitching Co Inc | 2062A Piedmont Hwy | 1987 | 30 |
| 544 | CMH Material Handling LLC | 303 Greer Dr | 1971 | 45 |
| 1353 | Columbia Farms Distribution | 845 White Horse Rd | 1951 | 25 |
| 857 | Crown Metro Chemicals Inc | 315 Echelon Rd Donaldson Ctr | 1979 | 23 |
| 4876 | Crown Metro Specialty Products Inc | 307 Echelon Rd Donald Ctr | 1985 | 46 |
| 4915 | Drive Automotive Industries of America* | 120 Moon Acres Rd | 1994 | 371 |
| 1045 | EC Industries Inc | 273 Langston Rd | 1981 | 59 |
| 1055 | EEEA Inc | 506 Palmetto Dr | 1973 | 44 |
| 3762 | Entec Industries Inc | 1927 Perimeter Rd-Donaldson Cn | 1984 | 16 |
| 1090 | Ethox Chemicals Inc | 1801 Perimeter Rd | 1968 | 103 |
| 1114 | Fabri-Kal Corp | 1321 Hwy 20 | 1982 | 250 |
| 3475 | Fenwick Machine & Tool Inc* | 108 Sterling Grove Rd | 1991 | 11 |
| 1214 | FTZ Industries | 515 Palmetto Dr | 1977 | 19 |
| 4856 | FunTec Inc* | 1905 N E Main St | 1994 | 10 |
| 1316 | Grace, W R & Co-Cryovac Div | 803 North Maple St | 1955 | 1,650 |
| 1340 | Graphic Systems Inc | 205 Murray Dr | 1983 | 6 |
| 1350 | Greenville Awning Division | 325 Neely Ferry Rd | 1981 | 27 |
| 5274 | Greenville Glass* | 280 Griffin Rd | 1994 | 25 |
| 1355 | Greenville Metalcraft Corp | Piedmont Hwy 20 | 1957 | 100 |
| 5246 | Griffiths Cabinet Shop* | 101 Greer Dr | 1994 | 4 |
| 1455 | Henkel Corp-Organic Products Group | 1500 Old Stage Rd | 1960 | 88 |
| 1484 | Hip Truss Inc | 105 Kay Dr | 1969 | 9 |
| 3839 | Humusoil Inc* | 400 Mills Ave | 1993 | 1 |
| 1595 | Interfilm Inc | 223 Pine Rd | 1985 | 55 |
| 1668 | JPS Automotive LP-Parket Plt | 199 Blackhawk | 0 | 1,200 |
| 5081 | Kemet Electronics-Mauldin Plt | 1224 Old Stage Rd | 1960 | 700 |
| 1716 | King Asphalt Inc-Plt #3 | 1189 Old Stage Rd | 1988 | 5 |
| 1728 | Kitchen & Perry Inc | Donaldson Ctr | 1965 | 7 |
| 3752 | Lehman, J R & Associates Inc | Hwy 86 Freeman Rd | 1988 | 7 |

continued

Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: Interstate 585 extension (I-585)

County: Spartanburg

| ID | Company | Address | Year | 97 EMP |
|------|----------------------------------|----------------------------|------|--------|
| 4361 | Advanced Tool & Machine Co Inc | 401 Locust Dr | 1983 | 10 |
| 99 | Altman Printing Co Inc | 125 Fremont Ave | 1933 | 22 |
| 200 | Arrow Automotive Industries | 801 Beaumont Ave Extension | 1952 | 738 |
| 276 | Baermann Magnetics Inc | 12 Metro Dr | 1979 | 5 |
| 4496 | Clifton Braiding Mill Inc | 226 Oak Forest Rd | 1989 | 17 |
| 854 | Crown Cork & Seal Co Inc | 930 Beaumont Ave | 1963 | 135 |
| 1176 | Flowers Baking Co Of SC Inc | 7001 Asheville Hwy | 1969 | 234 |
| 1592 | Insulfab Plastics Inc-S Div | 834 Hayne St | 1960 | 83 |
| 4656 | Laser Services Inc | 152 McGuire Rd | 1989 | 19 |
| 2026 | Milliken Research Corp | 920 Milliken Rd | 1956 | 250 |
| 2503 | RANJO Inc | 8202 Maxwell Cir | 1973 | 8 |
| 2590 | RST&B Quilting & Bedding Co Inc | 369 Allen St | 1988 | 170 |
| 3874 | Southern Paper Stock Company Inc | 2111 Caldwell Rd | 1959 | 24 |
| 2812 | Spartan Iron & Metal Corp | 3071 Howard St | 1956 | 50 |
| 2877 | Standard Products Co, The | 100 Quality Way | 1988 | 175 |
| 2927 | Strassacker Bronze America Inc | 144 Edgecombe Rd | 1977 | 3 |
| 2937 | Sulzer Ruti Inc | 745 Landers Rd | 1964 | 62 |
| 3177 | Vaughn Belting Co Inc | 2251 S Pine St | 1929 | 13 |

TOTAL MANUFACTURING EMPLOYMENT

2,018

* Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.

Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: SC Highway 101 (C-5)

County: Spartanburg

| ID | Company | Address | Year | 97 Emp |
|------|--------------------------------------|-------------------------|------|--------|
| 232 | Atlantic Specialty Wire Inc | 201 Apple Valley Rd | 1983 | 20 |
| 245 | Automated Heat Treating Inc | 235 Kelly Rd | 1985 | 11 |
| 4743 | BMW Manufacturing Corp* | 1400 Hwy 101 South | 1994 | 1877 |
| 494 | Carnet Co | One Tungsten Way | 1988 | 248 |
| 605 | Century III Inc | One Century Place | 1977 | 200 |
| 947 | Dieco Manufacturing Inc | 1085 S J Workman Hwy | 1978 | 18 |
| 2098 | Fairway Outdoor Advertising of GSA | I-85 At Hwy 101 | 1978 | 50 |
| 1254 | General Maintenance & Electrical Inc | 620 Duncan/Riedville Rd | 1987 | 33 |
| 1473 | High-Lite Corp | 472 Pearson Rd | 1976 | 12 |
| 1647 | Jeffrey-Global Indust. Technologies | 398 Willis Rd | 1961 | 110 |
| 2452 | Professional Tool & Die Inc | 108 Old Dominion Dr | 1985 | 5 |
| 2478 | Quality Tool Service Inc | 185 S Hammett Rd | 1979 | 5 |
| 2844 | Springfield Tool & Die Inc | 1130 Rogers Bridge Rd | 1927 | 12 |
| 3155 | US Alumoweld Co Inc | 115 USAC Dr | 1989 | 69 |
| 4184 | Woodmore Products Inc* | 2822 Old Woodruff Rd | 1992 | 9 |

TOTAL MANUFACTURING EMPLOYMENT

2,679

*Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.

Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: SC Highway 290 (C-6)

County: Spartanburg

| ID | Company | Address | Year | 97 Emp |
|------|------------------------------------|-----------------------|------|--------|
| 3499 | Bic Corporation* | 104 Hidden Lake Cir | 1991 | 120 |
| 4287 | Carolina Vermiculite Ltd | 225 Riverfarm Rd | NA | 20 |
| 5207 | Duer Spring and Manufacturing Inc* | 260 Parkway East | 1994 | 14 |
| 1138 | Felters Co, The | US Hwy 221 & I-26 | 1972 | 150 |
| 1154 | Fincher, Joe Cabinet Shop Inc | 5836 Reidville Rd | 1951 | 7 |
| NA | Hayssen | 220 Spartangreen | 1986 | 230 |
| 4698 | Kelmar Industries Inc* | 310 Spartangreen Blvd | 1993 | 27 |
| 4943 | Lear Corp* | 1825 E Main St | 1994 | 96 |
| 1850 | Machine Shop Services | 230 Berry Shoals Rd | 1977 | 13 |
| 1955 | Melton Embroidery Inc | Hwy 221 South | 1972 | 25 |
| 1956 | MEMC Electronics Materials Inc | 7601 Hwy 221 S | 1979 | 820 |
| 5298 | Microblen Corp.* | 103 Tucapau Rd | 1995 | 40 |
| 2318 | Phillips Driscopipe Inc | 2950 Nazareth Rd | 1979 | 46 |
| 2361 | Pioneer Fibers Inc | Old Roebuck Rd | 1968 | 26 |
| 3536 | Pringle Electrical Mfg Co, The | 309 Tucapau Rd | 1986 | 26 |
| 2470 | Quality Carbide | P O Box 738 | 1983 | 10 |
| 2531 | Renk Corp | 304 Tucapau Rd | 1981 | 10 |
| 2809 | Spartan Felt Co | US 221 & I-26 | 1972 | 49 |
| 4867 | Standard Steel Specialty Co Inc* | 260 Parkway East | 1994 | 40 |
| 4911 | Stenger Industries Inc* | 235 Commerce Ct | 1994 | 4 |
| 2981 | SWS Systems Inc | 170 Old Airport Rd | 1980 | 13 |
| 4974 | Van Dorn Demag Corp | 1750 E Main St | 1985 | 35 |
| 3370 | Xedex Corp | Hwy 221 South | 1981 | 8 |

TOTAL MANUFACTURING EMPLOYMENT

1,829

*Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.

Manufacturing Employment Summary

Manufacturing Facilities In Vicinity of Proposed Highway Project

Component: SC Highway 295 extension (C-7)

County: Spartanburg

| ID | Company | ADDRESS | Year | 97 Emp |
|------|---|--------------------------------|------|--------|
| 194 | Arkwright Mills-Cateswood Plt | 450 North St | 1966 | 315 |
| 417 | Brown Machinery Inc | 319 Southport Rd Hwy 295 By-Pa | 1960 | 6 |
| 3514 | ChemPro Inc* | 141 Venture Blvd | 1990 | 20 |
| 963 | Dixie Body & Truck Equipment Inc | 977 S Church St | 1974 | 4 |
| 4014 | Dynagraphics Inc | 457 S Daniel Morgan Ave | 1988 | 7 |
| 3665 | Fallon Luminous Products Corp | One Fallon Place | 1987 | 300 |
| 1379 | Griffin, Joe Gear & Machine Co | 1 Railroad St | 1967 | 41 |
| 1463 | Hersey Measurement Co | 150 Venture Blvd | 1987 | 115 |
| 1629 | J-Rad Technical Services | 1040 Canaan Rd. | 1986 | 21 |
| 1840 | M&R Granite Co Inc | 704 W Main St | 1946 | 7 |
| 2525 | M/C Attachment Div Of K&W ATT | 2645 Reidville Rd | 1975 | 2 |
| 1881 | Marko Inc | 1310 Southport Rd | 1968 | 8 |
| 2058 | Moore Machine Works Inc | 4201 S Church St Ext | 1969 | 12 |
| 2332 | Pickens Roofing & Sheet Metals Inc | 300 S Ave | 1904 | 51 |
| 2337 | Piedmont Design Inc | 9363 Asheville Hwy | 1970 | 5 |
| 2400 | Powers Business Forms | 97 Industrial Park Rd | 1976 | 15 |
| 2402 | Powers Printing Co Inc | 97 Industrial Park Rd | 1967 | 16 |
| 2406 | Precision Bearing & Machine Inc | 139 Old Airport Rd | 1946 | 17 |
| 2431 | Price S & F Machinery Co Inc | 450 Powell Mill Rd | 1932 | 6 |
| 2484 | Quench Press Specialists Inc | 4159 Church St | 1978 | 19 |
| 2544 | Rhone Poulenc Surfactants & Specialties | 399 Sims Chapel Rd | 1977 | 68 |
| 2575 | Roebuck Plastic & Machine Inc | 585 Old Georgia Rd | 1976 | 15 |
| 3594 | S&B Absorbents* | 4004 S Church St Ext | 1993 | 3 |
| 2701 | Siemens Energy & Automation Inc | 1320 Old Georgia Rd | 1969 | 378 |
| 2955 | Sunbelt Container | 1360 Old Georgia Rd | 1980 | 75 |
| 3015 | Tate Metalworks Inc | Hwy 221 South | 1972 | 57 |
| 4833 | Techico Inc* | 262 Carolina Dr | 1990 | 5 |
| 3088 | Triad Machine Inc | 200 Demos Dr | 1986 | 20 |
| 3831 | USA Carbide Tooling Inc | 108 Venture Blvd C | 1988 | 15 |
| 4846 | Ventex Company | South Port Industrial Park | 1980 | 3 |
| 3335 | Wolf Industries Inc | 1250 Southport Rd | 1982 | 10 |
| 3354 | Woodcraft Inc | 1567 Old Anderson Mill Rd | 1955 | 3 |
| 3358 | Woodruff Machine Shop Inc | 975 Peanut Rd | 1966 | 4 |

TOTAL MANUFACTURING EMPLOYMENT

1,643

*Denotes establishment of facility since 1990.

Source: S.C. Department of Commerce, 1997-98 S.C. Industrial Directory.

Appendix Four
Resolutions of Support

Anderson County Planning Commission

Resolution PC97-02

Whereas, The Anderson County Planning Commission has reviewed the Infrastructure Bank Upstate Proposal--Regional Problems/Regional Solutions; and

Whereas, The Anderson County Planning Commission recognizes and finds that both Anderson County and the Upstate Region would be well served by a safe and efficient highway system serving the upstate and supporting its economic vitality; and

Whereas, The Anderson County Planning Commission further finds that direct, free flowing access to I-85 and integration of local planning into a regional plan will serve the aforementioned highway system and thus the economic vitality of the Upstate Region and Anderson County;

Now therefore be it resolved that

1. The Anderson County Planning Commission endorses the proposed transportation improvements listed in the Infrastructure Bank Upstate Proposal--Regional Problems/Regional Solutions; and
2. The Anderson County Planning Commission hereby forwards this endorsement to the Anderson County Council and the South Carolina Infrastructure Bank and urges the inclusion and funding of the projects outlined in the proposal.

Ralph L. Hardin
Ralph L. Hardin, Chairman *by WBC*
Anderson County Planning Commission

9 December 1997
Date

RESOLUTION

A Resolution of the Anderson County Legislative Delegation.

Whereas, the Anderson County Legislative Delegation seeks to work with and coordinate the planning and implementation of plans for road and bridge construction, highway maintenance and transportation planning, and

Whereas, various political entities and agencies, including the County Transportation Committee (CTC), Anderson Area Transportation Committee (ANATS), the Appalachian Council of Governments (ACOG), the South Carolina Department of Transportation (SCDOT), the City of Anderson (City) and Anderson County have expressed a willingness to provide assistance in a coordinated plan of transportation for Anderson County, and

Whereas, all of the aforesaid political entities, agencies, committees and political subdivisions now desire to cooperate in a county-wide transportation plan by designating the Road and Transportation Planner of Anderson County as the facilitator and coordinator of all transportation plans so that duplication and overlapping may be avoided and a comprehensive plan of highways and roads can be implemented.

Now, Therefore Be It Resolved by the Anderson County Legislative Delegation that a county-wide transportation plan be created and executed by the combined and coordinated efforts of the C-Fund Committee, ANATS, ACOG, SCDOT, the City of Anderson and Anderson County and that the Road and Transportation Planning Department of Anderson County, South Carolina shall be the facilitator and coordinator of the transportation plans and road projects of Anderson County, South Carolina.

Resolved this 19th day of December, 1997.

The Anderson County Legislative Delegation

| | |
|-------------------------------|-------------------------|
| <u>Becky R. Marts</u> | <u>Ronald F. Inwood</u> |
| <u>Robert L. Waldrop, Jr.</u> | <u>Bud Jordan</u> |
| <u>Daniel T. Cooper</u> | <u>Harry C. Stille</u> |
| <u>Cordell Maddox</u> | <u>W. H. O'Dell</u> |

RESOLUTION #R97-045

WHEREAS, The Anderson County Council has reviewed the Infrastructure Bank Upstate Proposal--Regional Problems/Regional Solutions; and

WHEREAS, The Anderson County Council recognizes and finds that both Anderson County and the Upstate Region would be well served by a safe and efficient highway system serving the upstate and supporting its economic vitality; and

WHEREAS, The Anderson County Council further finds that direct, free flowing access to I-85 and integration of local planning into a regional plan will serve the aforementioned highway system and thus the economic vitality of the Upstate Region and Anderson County;

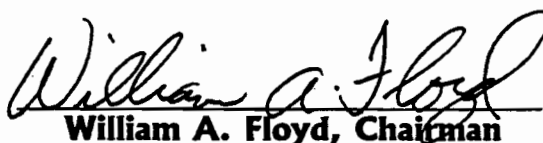
NOW THEREFORE BE IT RESOLVED THAT:

- 1. The Anderson County Council endorses the proposed transportation improvements listed in the Infrastructure Bank Upstate Proposal--Regional Problems/Regional Solutions; and**
- 2. The Anderson County Council hereby forwards this endorsement to the South Carolina Infrastructure Bank and urges the inclusion and funding of the projects outlined in the proposal.**

Adopted this 16th day of December, 1997.

Attest:


Linda N. Gilstrap, Clerk


William A. Floyd, Chairman

Anderson Area Transportation Study Policy Committee

Resolution

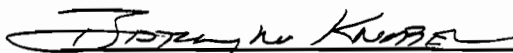
Whereas, The Anderson Area Transportation Study Policy Committee has reviewed the Infrastructure Bank Upstate Proposal-Regional Problems/Regional Solutions; and

Whereas, The Anderson Area Transportation Study Policy Committee recognizes and finds that both Anderson County and the Upstate Region would be well served by a safe and efficient highway system serving the upstate and supporting its economic vitality; and

Whereas, The Anderson Area Transportation Study Policy Committee further finds that direct, free flowing access to I-85 and integration of local planning into a regional plan will serve the aforementioned highway system and thus the economic vitality of the Upstate Region and Anderson County;

Now therefore be it resolved that

1. The Anderson Area Transportation Study Policy Committee endorses the proposed transportation improvements listed in the Infrastructure Bank Upstate Proposal-Regional Problems/Regional Solutions; and
2. The Anderson Area Transportation Study Policy Committee hereby forwards this endorsement to the South Carolina Infrastructure Bank and urges the inclusion and funding of the projects outlined in the proposal.



Barry Knobel, Chairman
Anderson Area Transportation Study
Policy Committee

12-23-97
Date

RESOLUTION

Whereas, the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

Whereas, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

Whereas, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31% of the state total, and \$709 million of the total needs in Greenville and Spartanburg Counties alone; and

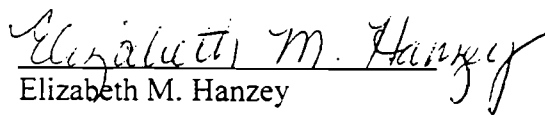
Whereas, the South Carolina Transportation Infrastructure Bank provides an opportunity to address some of the more severe highway needs that once improved will significantly enhance safety for motorists and allow the economy to strive toward its full potential; and

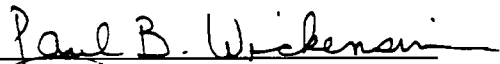

Whereas, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state and federal transportation resources to most efficiently meet the needs of today and the future;

NOW, THEREFORE, BE IT RESOLVED, THAT the Greenville County Council strongly and unanimously endorses the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

DONE IN SPECIAL MEETING THIS 11 DAY OF DECEMBER, 1997.

ATTEST:


Elizabeth M. Hanzey
Clerk to Council


Paul B. Wickensimer, Chairman
Greenville County Council

Gerald Seals
County Administrator

RESOLUTION

WHEREAS, the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

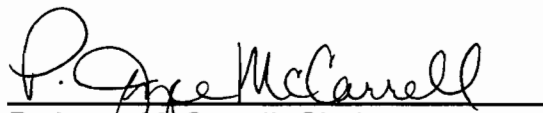
WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31 percent of the state total, and \$709 million of the total needs in Greenville and Spartanburg Counties alone; and

WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state, and federal transportation resources to most efficiently meet the needs of today and the future;

NOW, THEREFORE, BE IT RESOLVED THAT the Greenville County Planning Commission strongly and unanimously endorses the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

Done this 17th day of December 1997.



P. Joyce McCarrell, Chair

A RESOLUTION

IN SUPPORT OF THE STATE INFRASTRUCTURE BANK PROPOSAL.

WHEREAS, The counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31% of the state total, and \$709 million of the total needs in Greenville and Spartanburg counties alone; and

WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state and federal transportation resources to most efficiently meet the needs of today and the future.


NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Greenville strongly and unanimously endorses the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

RESOLVED this 15TH day of DECEMBER, 1997.



MAYOR

ATTEST:



CITY CLERK

RESOLUTION

WHEREAS, the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31 percent of the state total, and \$709 million of the total needs in Greenville and Spartanburg Counties alone; and

WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state, and federal transportation resources to most efficiently meet the needs of today and the future;

NOW, THEREFORE, BE IT RESOLVED THAT the GRATS Policy Coordinating Committee strongly and unanimously endorses the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

Done this 20th day of November 1997.



J. Verne Smith, Chair

RESOLUTION

WHEREAS, the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

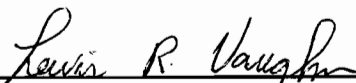
WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31 percent of the state total, and \$709 million of the total needs in Greenville and Spartanburg Counties alone; and

WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state, and federal transportation resources to most efficiently meet the needs of today and the future;

NOW, THEREFORE, BE IT RESOLVED THAT the Greenville County Legislative Delegation strongly and unanimously endorses the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

Done this 22nd day of December 1997.



Lewis R. Vaughn, Chair



RESOLUTION

WHEREAS, the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31% of the state total, and \$709 million of the total needs in Greenville and Spartanburg counties alone; and

WHEREAS, the South Carolina Transportation Infrastructure Bank provides an opportunity to address some of the more severe highway needs that once improved will significantly enhance safety for motorists and allow the economy to strive toward its full potential; and

WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state and federal transportation resources to most efficiently meet the needs of today and the future;

NOW, THEREFORE, BE IT RESOLVED THAT the Greater Greenville Chamber of Commerce strongly and unanimously endorses the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

Done this 19 day of December, 1997

A handwritten signature in black ink, appearing to read "R. Charles Eldridge, Jr." The signature is written in a cursive style with a large, prominent initial "R".

R. Charles Eldridge, Jr., Chairman
Board of Directors



RESOLUTION NUMBER 13-97

A RESOLUTION ENDORSING AN APPLICATION TO THE SOUTH CAROLINA
TRANSPORTATION INFRASTRUCTURE BANK BOARD
FOR HIGHWAY IMPROVEMENTS

WHEREAS, the Counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever-increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

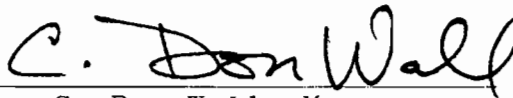
WHEREAS, the South Carolina Legislative Infrastructure Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31% of the state total, and \$709 million of the total needs in Greenville and Spartanburg counties alone; and

WHEREAS, the South Carolina Infrastructure Bank provides an opportunity to address some of the more severe highway needs that, once improved, will significantly enhance safety for motorists and allow the economy to strive toward its full potential; and

WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state and federal transportation resources to most efficiently meet the needs of today and the future;

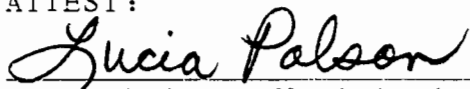
NOW, THEREFORE, BE IT RESOLVED THAT the Mayor and Council of the City of Greer unanimously endorse the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

Done this 25th day of November, 1997.



C. Don Wall, Mayor

ATTEST:



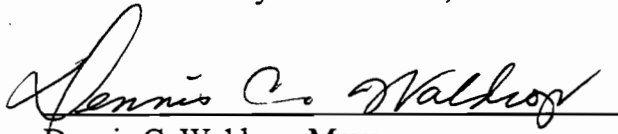
Lucia Polson, Municipal Clerk

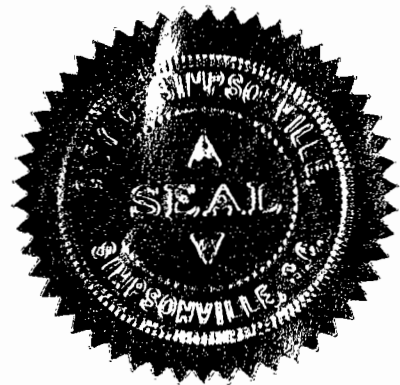
RESOLUTION

- WHEREAS,** the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and
- WHEREAS,** the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and
- WHEREAS,** the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31% of the state total, and \$709 million of the total needs in Greenville and Spartanburg counties alone; and
- WHEREAS,** the South Carolina Transportation Infrastructure Bank provides an opportunity to address some of the more severe highway needs that once improved will significantly enhance safety for motorists and allow the economy to strive toward its full potential; and
- WHEREAS,** the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state and federal transportation resources to most efficiently meet the needs of today and the future;

NOW, THEREFORE, BE IT RESOLVED THAT the City of Simpsonville strongly and unanimously endorses the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

Done this 9th day of December, 1997.


Dennis C. Waldrop, Mayor





**SPARTANBURG
DEVELOPMENT
COUNCIL**

RESOLUTION

WHEREAS, the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31% of the state total, and \$709 million of the total needs in Greenville and Spartanburg counties alone; and

WHEREAS, the South Carolina Transportation Infrastructure Bank provides an opportunity to address some of the more severe highway needs that once improved will significantly enhance safety for motorists and allow the economy to strive toward its full potential; and

WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state and federal transportation resources to most efficiently meet the needs of today and the future;

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Spartanburg Development Council strongly and unanimously endorses the Upstate application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

Done this sixteenth day of December, 1997

Olin Thomson
Co-Chairman of the Board



SPARTANBURG COUNTY LEGISLATIVE DELEGATION

Room 1210, 366 North Church Street
Spartanburg, South Carolina 29303
Tel. (864) 596-2529 or 583-3639
Fax: 596-2232

Honorable Lanny Littlejohn
Chairman
House District 33

Carol Crowe
Executive Secretary

Honorable Rita Allison
Vice Chair
House District 36

RESOLUTION

WHEREAS, the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

Senators

Honorable Ty Courtney
Senate District 13

Honorable Glenn Reese
Senate District 11

Honorable John Russell
Senate District 12

WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

House of Representatives

Honorable G. Ralph Davenport, Jr.
House District 37

Honorable John Hawkins
House District 34

Honorable Stephen P. Lanford
House District 35

Honorable Brenda Lee
House District 31

Honorable Doug Smith
House District 32

WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31% of the state total, and \$709 million of the total needs in Greenville and Spartanburg counties alone; and

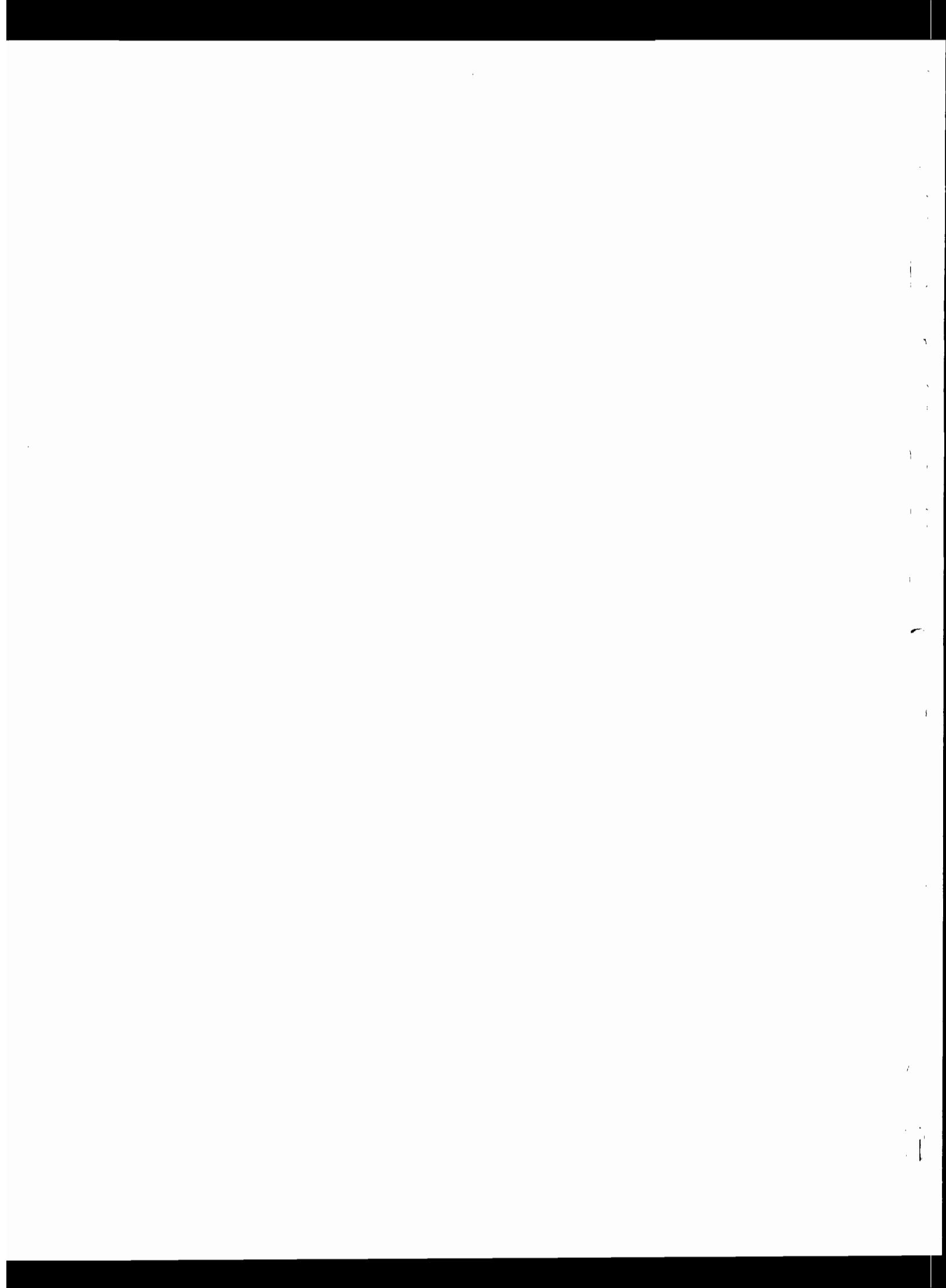
WHEREAS, the South Carolina Transportation Infrastructure Bank provides an opportunity to address some of the more severe highway needs that once improved will significantly enhance safety for motorist and allow the economy to strive toward its full potential; and

Honorable Lewis R. Vaughn
House District 18

Honorable Bob Walker
House District 38

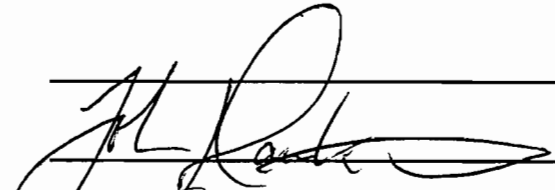
Honorable Donny Wilder
House District 15


WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state and federal transportation resources to most efficiently meet the needs of today and the future;




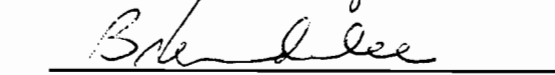
NOW, THEREFORE BE IT RESOLVED that the Spartanburg County Legislative Delegation strongly and unanimously endorses the Upstate application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

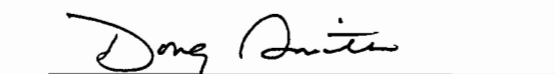
Adopted this 18th day of December, 1997.

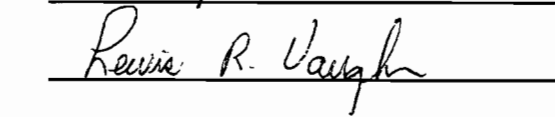


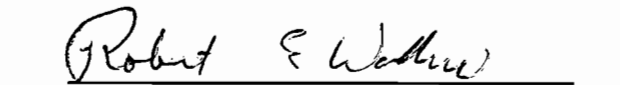





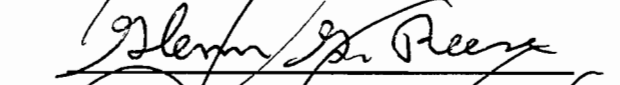








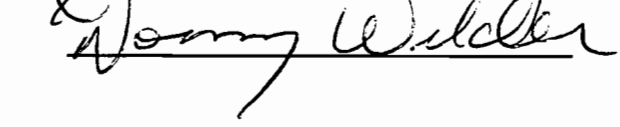


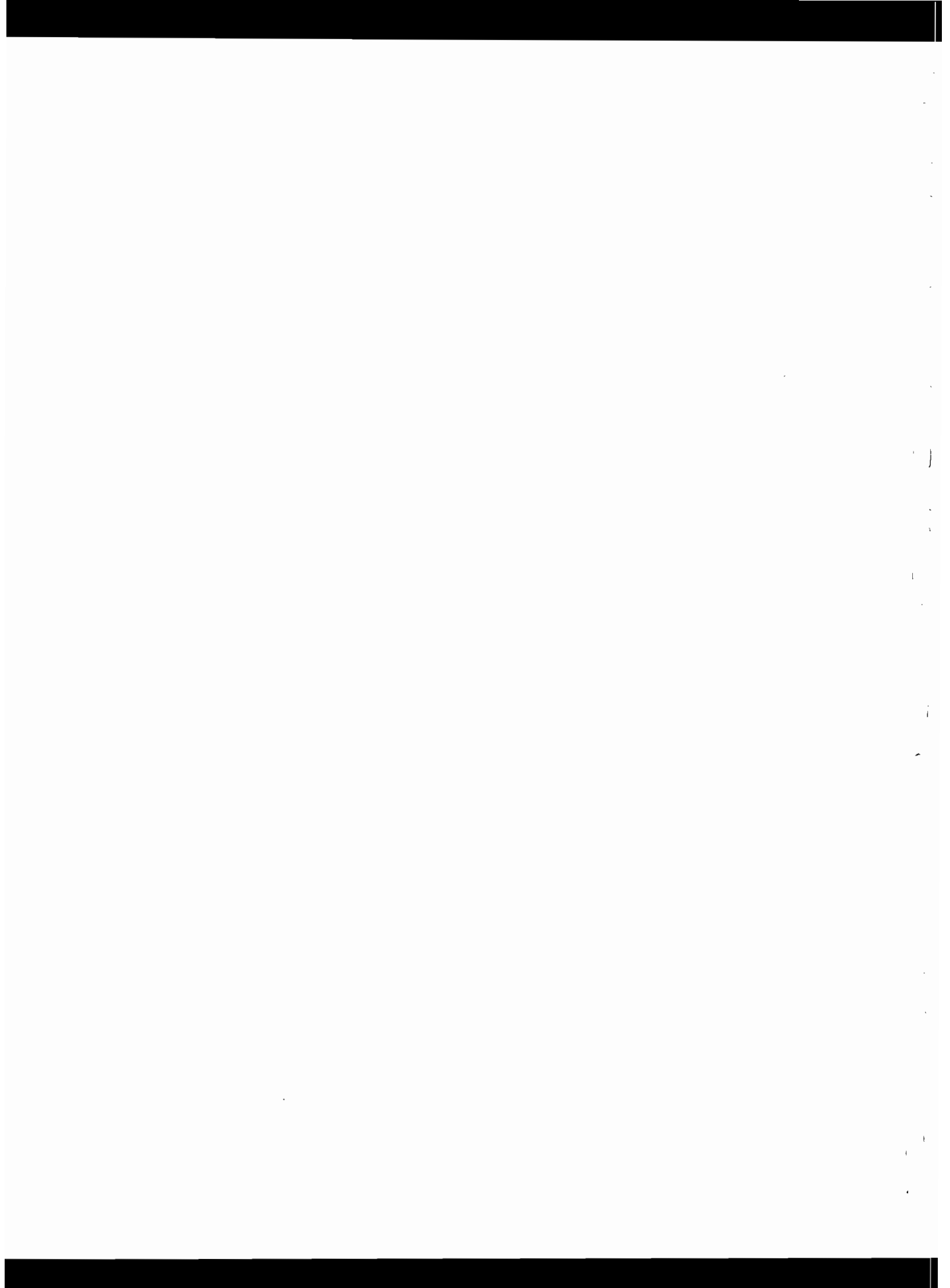


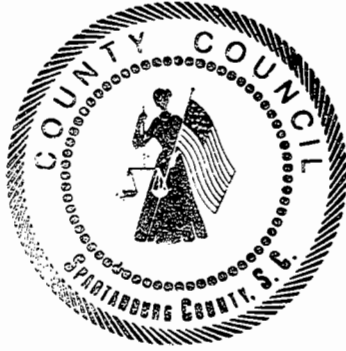












NO. 1450

A RESOLUTION

ENDORISING THE APPLICATION SUBMITTED TO THE SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK BOARD FOR FINANCIAL ASSISTANCE.

WHEREAS, the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million in unfunded backlogged highway improvement projects for the Upstate, which represents 31% of the state total. Greenville and Spartanburg counties require \$709 million of the needed funds for highway improvements; and

WHEREAS, the South Carolina Transportation Infrastructure Bank provides an opportunity to address some of the more severe highway needs that will significantly enhance safety for motorists and allow the economy to reach its full potential; and

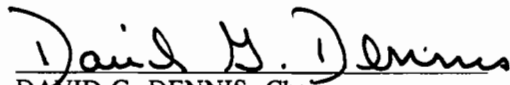
WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to obtain the funding assistance from the Infrastructure Bank to meet the highway needs of today and the future.

NOW, THEREFORE, BE IT RESOLVED, that the Spartanburg County Council strongly and unanimously endorses the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

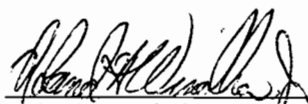
ADOPTED this 1st day of December, 1997.

SPARTANBURG COUNTY COUNCIL

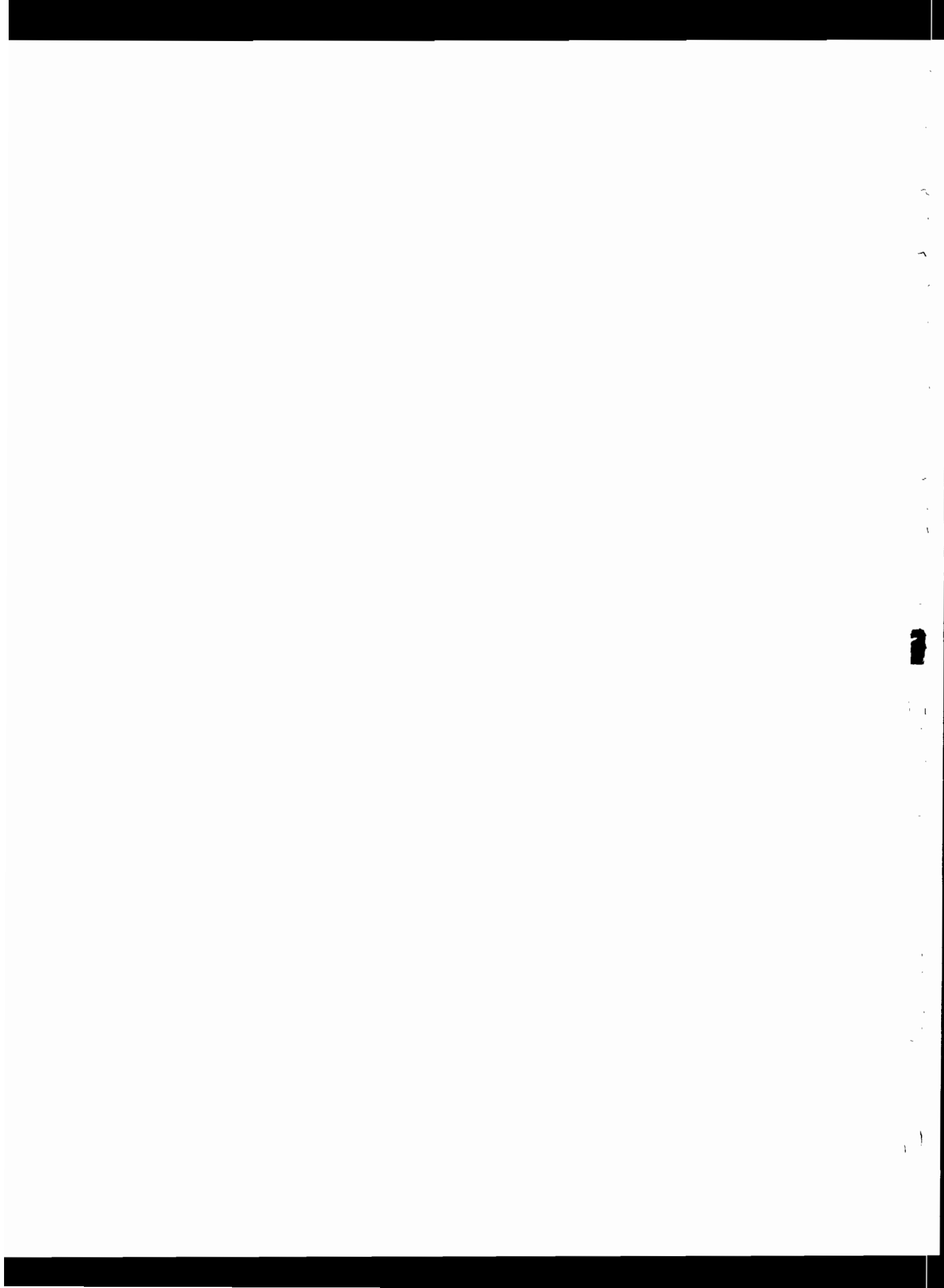
By:


DAVID G. DENNIS, Chairman

ATTESTED:



Roland H. Windham, Jr.
County Administrator



**RESOLUTION OF THE SPARTANBURG COUNTY PLANNING &
DEVELOPMENT COMMISSION**

WHEREAS, the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

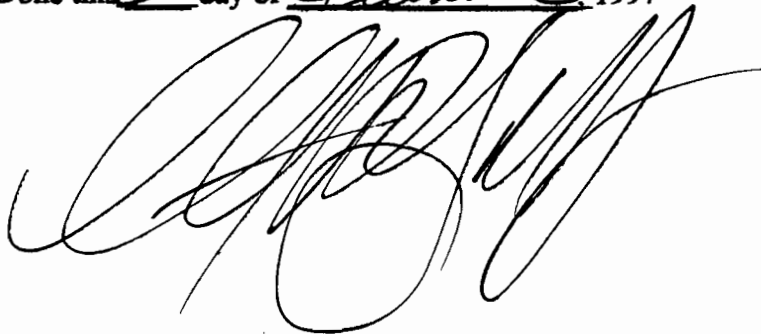
WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31% of the state total needs in Greenville and Spartanburg counties alone; and

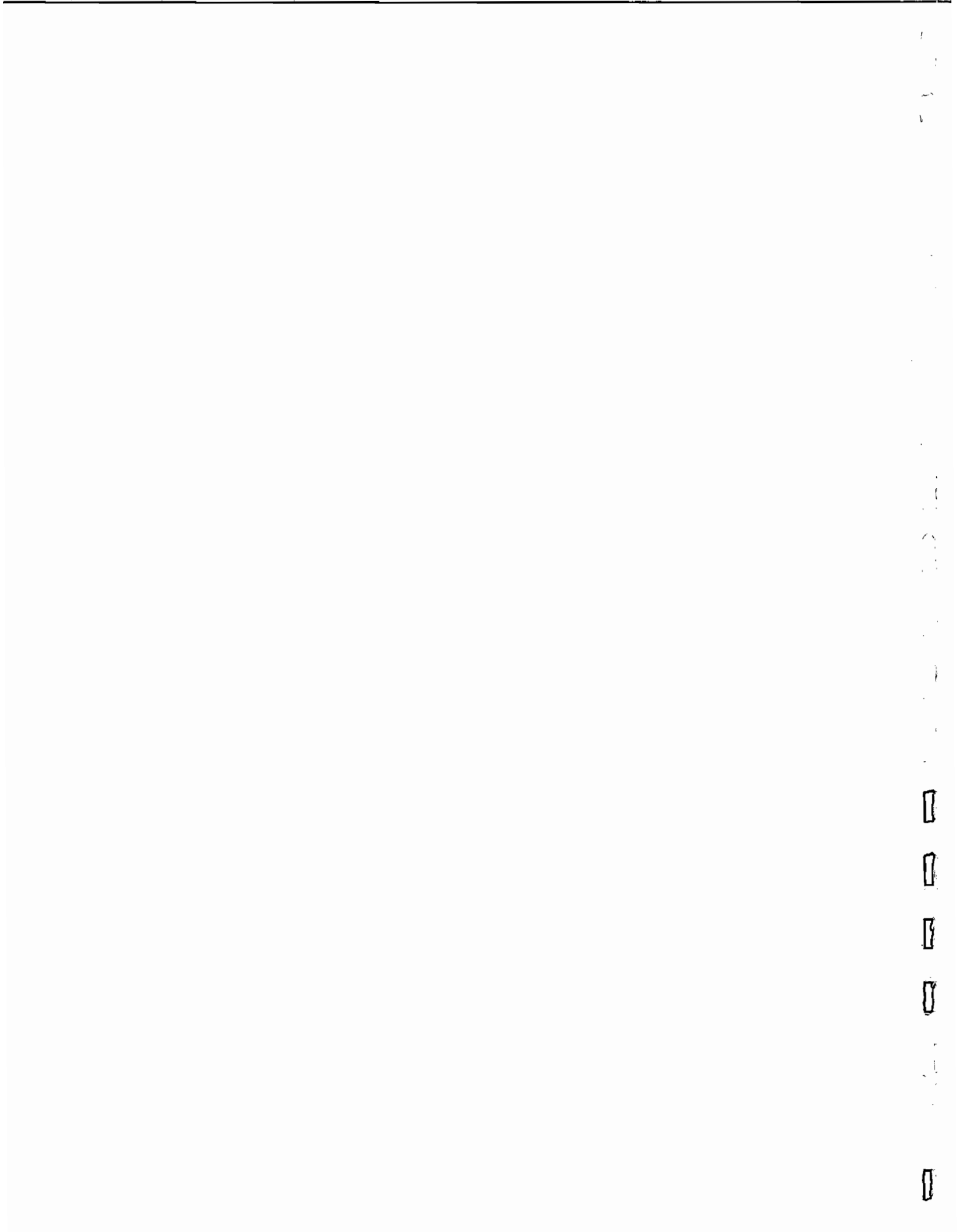
WHEREAS, the South Carolina Transportation Infrastructure Bank provides an opportunity to address some of the more severe highway needs that once improved will significantly enhance safety for motorists and allow the economy to strive toward its full potential; and

WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state and federal transportation resources to most efficiently meet the needs of today and the future;

NOW, THEREFORE BE IT RESOLVED THAT the Spartanburg County Planning and Development Commission strongly and unanimously endorses the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

Done this 2 day of December, 1997

A large, stylized handwritten signature in black ink, appearing to be the name of a representative of the Spartanburg County Planning and Development Commission.



RESOLUTION

WHEREAS, the counties comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

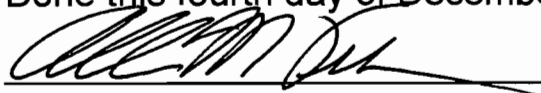
WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million of backlogged highway improvements unfunded for the Upstate, which represents 31% of the state total, and \$709 million of the total needs in Greenville and Spartanburg counties alone; and

WHEREAS, the South Carolina Transportation Infrastructure Bank provides an opportunity to address some of the more severe highway needs that once improved will significantly enhance safety for motorists and allow the economy to strive toward its full potential; and

WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to adjoin the assistance requested from the bank with other local, state and federal transportation resources to most efficiently meet the needs of today and the future;

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Spartanburg Area Chamber of Commerce strongly and unanimously endorses the Upstate application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

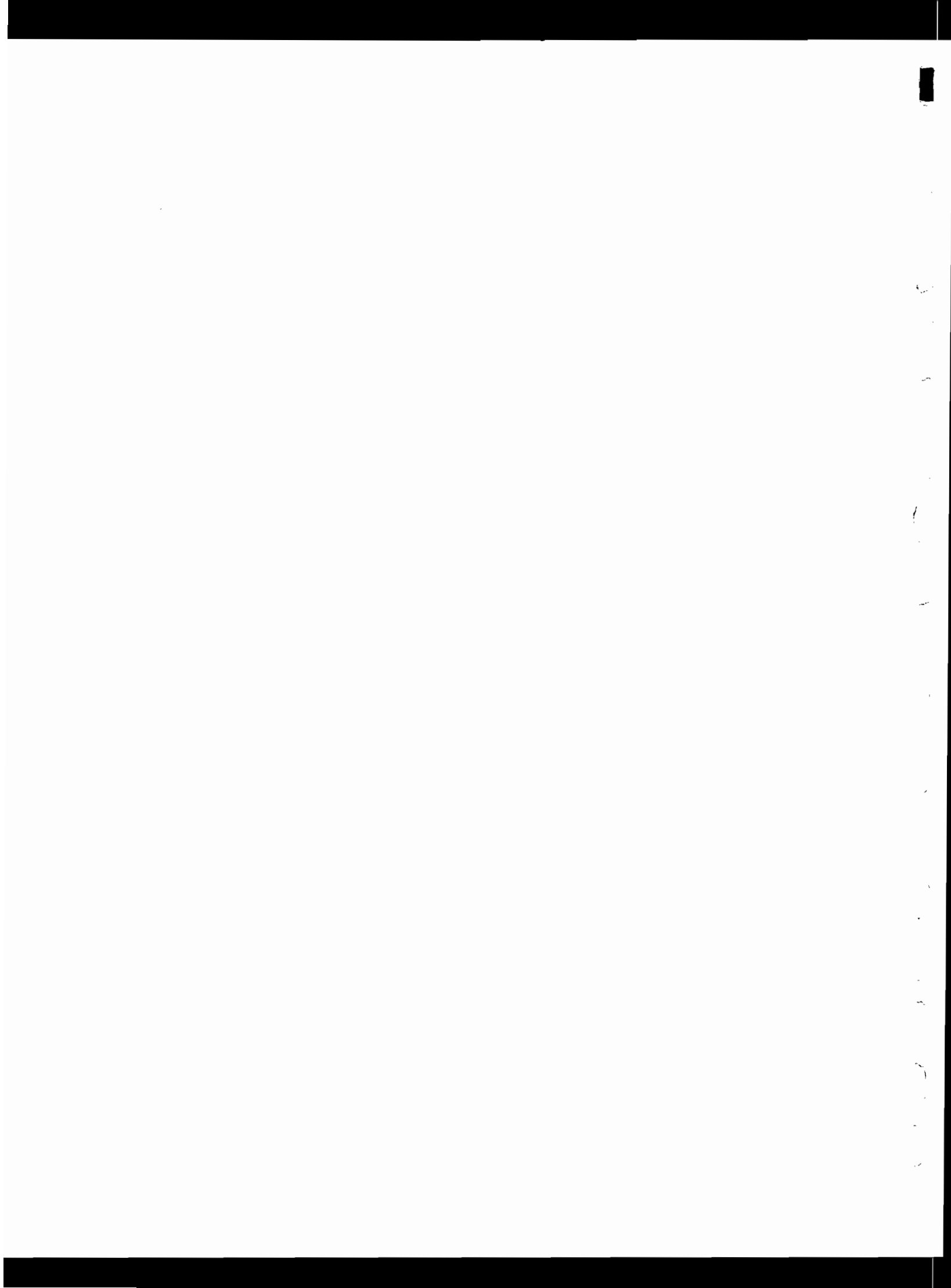
Done this fourth day of December, 1997



Allen M. Funk
Chairman of the Board



Charles P. Ewart
President



A RESOLUTION

ENDORISING THE APPLICATION SUBMITTED TO THE
SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE
BANK BOARD FOR FINANCIAL ASSISTANCE.

WHEREAS, the municipalities comprising the Upstate of South Carolina are experiencing tremendous growth which contributes significantly to the health and welfare of the State of South Carolina and its economy; and

WHEREAS, the ability to maintain balanced growth and provide safe transportation corridors for the citizens and visitors traveling across the Upstate is threatened by ever increasing traffic collisions relating to congestion, especially along corridors whose transportation facilities lack funding for much needed improvements; and

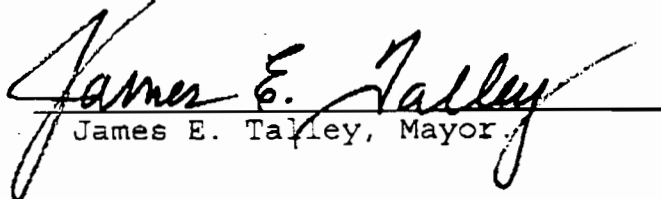
WHEREAS, the South Carolina Legislative Infrastructure Study Committee identified approximately \$951 million in unfunded backlogged highway improvements projects for the Upstate, which represents 31% of the state total; and

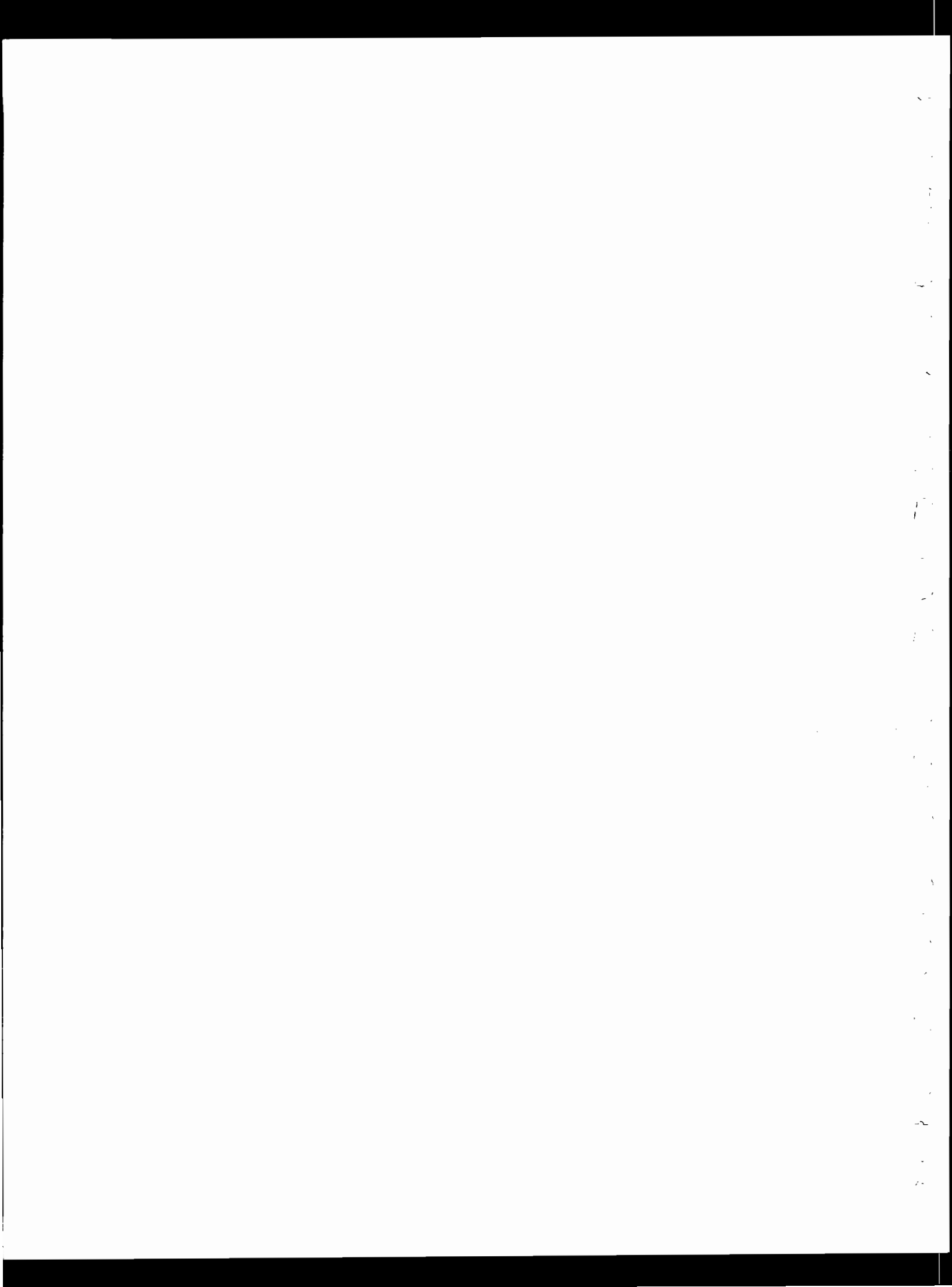
WHEREAS, the South Carolina Transportation Infrastructure Bank provides an opportunity to address some of the more severe highway needs that will significantly enhance safety for motorists and allow the economy to reach its full potential; and

WHEREAS, the plan being presented to the South Carolina Transportation Infrastructure Bank Board represents a concerted effort by Upstate officials to obtain the funding assistance from the Infrastructure Bank to meet the highway needs of today and the future.

NOW, THEREFORE, BE IT RESOLVED that City Council of the City of Spartanburg strongly and unanimously endorses the application being submitted to the South Carolina Transportation Infrastructure Bank Board for financial assistance.

This Resolution adopted this 15th day of December, 1997.


James E. Talley, Mayor



ATTEST:

Norma Dunham

Norman Dunham
City Clerk.

APPROVED AS TO FORM:

H. Spencer King,
City Attorney.

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**Appendix Five
Commitment Letters**



UNIVERSITY OF
SOUTH CAROLINA
SPARTANBURG

Office of the Chancellor

December 29, 1997

Executive Director Emory Price
Spartanburg County Planning Department
366 North Church Street
Spartanburg, SC 29303

Dear Mr. Price:

We understand that an application for funding is being forwarded to the Infrastructure Bank in support of numerous highway projects in the Upstate.

As requested by Lee Blair of the Spartanburg Chamber of Commerce, this represents a letter of intent in which the University of South Carolina Spartanburg identifies assets which should be considered as "matching" resources related to the I-585 project component of the Upstate's proposal to the State Infrastructure Bank, given that the I-585 project includes a new entrance to the USCS campus. The scope of this project will impact the area from Valley Falls Road to Business I-85.

Those matching resources, *subject to appropriate approvals*, are as follows:

- A. Those resources available this year in the SPATS' transportation plan for engineering and right-of-way acquisition for the new entrance to USCS. Value: \$960,000.
- B. The property required for right-of-way to implement the new entrance to USCS on the north side of I-585 is approximately 8.63 acres. This includes approximately 4.24 acres held by the County for the University and approximately 4.39 acres owned by the Gramling Brothers. Approximate value based on the most recent DOT estimate: \$1,300,000.

The sum of values of items A and B, \$2,260,000, represent the resource "match" available for the I-585 project.

Sincerely

John C. Stockwell
Chancellor

copy: Lee Blair
Spartanburg County Chamber of Commerce