



County of Lexington

County Council

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Lexington, South Carolina 29072

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December 22, 1997

Honorable Members
South Carolina State Transportation
Infrastructure Bank Board
P.O. Box 191
Columbia, South Carolina 29202-0191

Attention: Chairman Howard Covington, Jr.

Gentlemen:

In accordance with State Transportation Infrastructure Bank eligibility and established application guidelines, Lexington County is pleased and appreciative of the opportunity to submit this project application for your review and consideration for funding.

The proposed project consists of widening approximately 10.2 miles of South Carolina Routes 6 and 60 inclusive of the Lake Murray Dam as well as additional intersection and signal improvements at certain junctions of the project corridor. Because SC Routes 6 and 60 are such an important link in the network of roads serving Lexington County as well as the Midlands area, this project is considered by Lexington County and the other endorsing entities to be a critical need to accommodate the extraordinary growth rate and continued economic prosperity of the entire area.

Our understanding for both the financial limitations and legislative intent of the State Transportation Infrastructure Bank have also been incorporated into this project application through a financing approach which Lexington County and other supporting entities considers to be an innovative solution to addressing a public need. The formation of a private/public partnership between Lexington County and SCANA Corporation results in many millions of private dollars being committed to funding of this project. Therefore, beyond the more obvious public benefits which will be derived from the actual widening of these roadways, the injection of over \$40 million dollars in private contributions ultimately reduces the total cost burden to the public through a reduced level of public dollars being required to implement this project.

Bruce E. Rucker
District 1

Roy J. Frick
District 2

Smokey Davis
District 3

Jacob R. Wilkerson
District 4

Joel B. Player, Jr.
District 5

Johnny W. Jeffcoat
District 6

John W. Carrigg, Jr.
District 7

William B. Banning, Sr.
District 8

David S. James
District 9

As evidenced within the application, the Central Midlands Area Transportation Advisory Committee (COATS) determined that widening of this corridor was a priority and therefore, was included within the Columbia Metropolitan Area Intermodal Transportation Plan. However, in light of the realities of limited federal financial resources, competing transportation priorities within the regional plan, and the certainty that our area's dramatic growth will continue, Lexington County determined that this major project should not be delayed.

It is important to note, that although Lexington County is the applicant entity, in submission of this application funding request for this project Lexington County's efforts are representative of other area local and regional governmental entities. These governments and economic development organizations, by formal resolution, have also expressed the need and importance of this project to the entire Midlands area through their actions.

Thus, on behalf of the citizens and communities of Lexington County and the Midlands area, Lexington County presents this project application for the widening of SC Routes 6 and 60 and respectfully requests the Transportation Infrastructure Bank Board's most thoughtful consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "William B. Banning, Sr.", with a stylized flourish at the end.

William B. Banning, Sr.
Lexington County Council Chairman

EXECUTIVE SUMMARY

Lexington County has entered into a public/private partnership with SCANA Corporation for the purpose of developing and presenting this project to the South Carolina Transportation Infrastructure Bank as a request for funding. The project consists of widening and other operational improvements to S.C. Routes 6 and 60, commencing in the Town of Irmo and continuing into the Town of Lexington, for a distance of approximately 10.2 miles.

The need for this project is directly attributable to the dramatic residential, industrial, and commercial growth which has been occurring and which is projected to continue within the project corridor. The project approach presented within this application provides for major public benefit from several perspectives. The injection of millions of private sector dollars ultimately reduces the total cost to the public through a reduced level of federal, state, or local government dollars being required. The widening and operational improvements to these roads will not only reduce existing traffic congestion during peak hours along the project corridor, but can also provide some relief to traffic gridlock that occurs at the I-20/I-26 interchange through providing motorists an efficient optional route around tie-ups via U.S. Route 378, S.C. Route 6, and S.C. Route 60 to I-26. More importantly, when the 98 percent projected growth rate for this area is coupled with traffic modeling, it is clear that this project is absolutely critical to avoid total gridlock and provide continued public safety and mobility.

The participating parties of the S.C. Route 6/S.C. Route 60 widening project are Lexington County, the South Carolina Transportation Infrastructure Bank, South Carolina Department of Transportation, and SCANA Corporation. The application proposes that the South Carolina Transportation Infrastructure Bank provide the necessary debt service financing and partial funding for the project. It is Lexington County's intent to contract with the South Carolina Department of Transportation to manage all phases of the roadway portion of the widening project. It is appropriate for the South Carolina Department of Transportation to exercise its discretion to determine how the project will be implemented so that the schedule will be met. By necessity, this determination will be carried out in close coordination with SCANA Corporation.

The total cost of the widening project that is being requested for funding by the South Carolina Transportation Infrastructure Bank is \$139,113,192 with the total debt service over the life of the proposed bonds for the project of \$220,680,544. In accordance with the public/private partnership between Lexington County and SCANA Corporation, the private sector contribution to retire the debt is \$20,000,000 plus other cash and cash equivalent project services for a total of \$43,979,300. Therefore, this application requests that the South Carolina Transportation Infrastructure Bank fund the balance of the debt service in the amount of \$200,680,544.

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INTRODUCTION

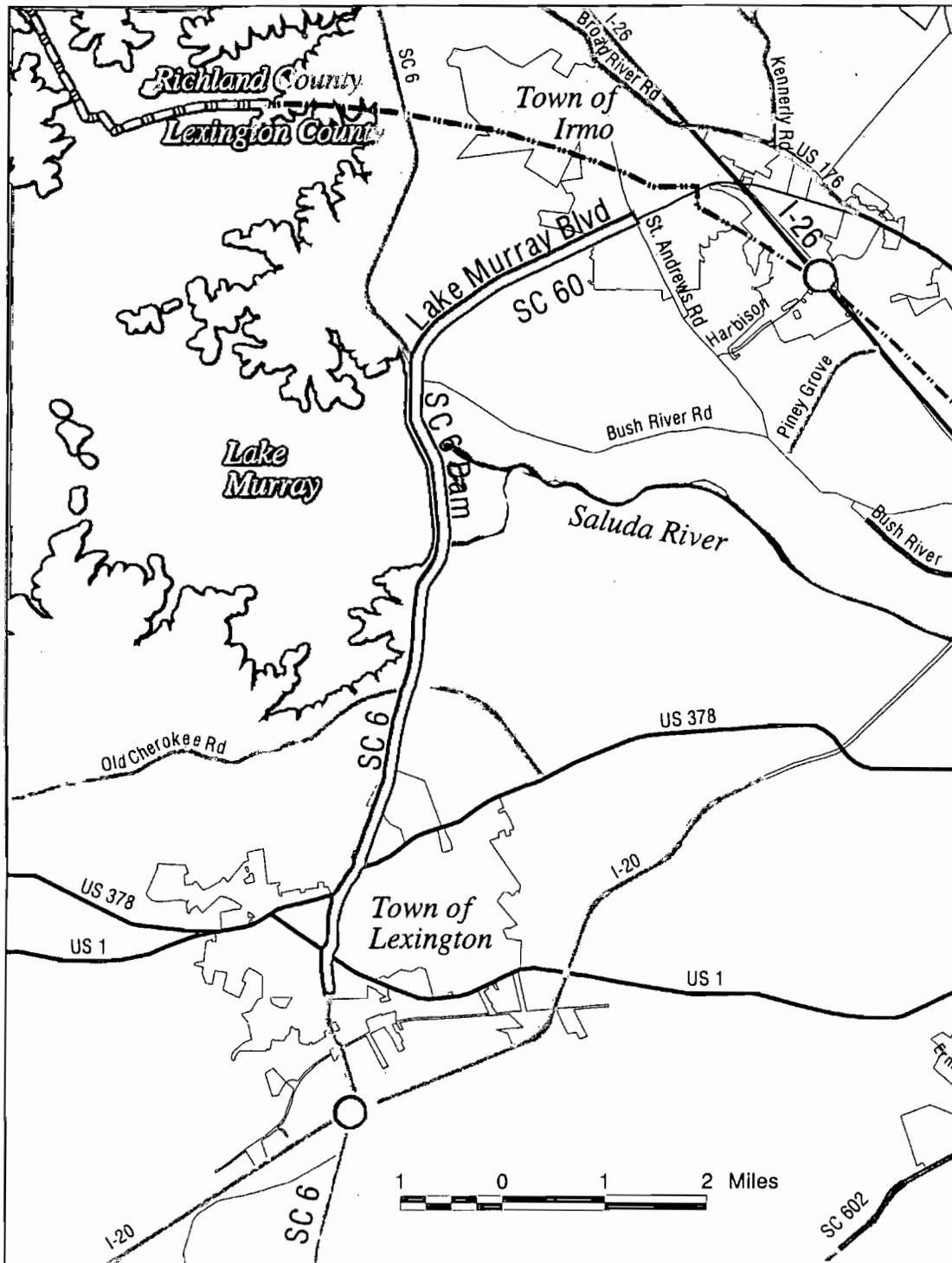
Lexington County Council (refer to Appendix I), is presenting this application to the South Carolina Transportation Infrastructure Bank as a request for funding of the S.C. Route 6/S.C. Route 60 widening project, which includes the widening of the Lake Murray Dam. Appendices II and III consist of resolutions passed by various entities including the Central Midlands Council of Governments, Columbia Area Transportation Planning Committee (COATS), the Town of Irmo, the Town of Lexington and area economic development organizations and chambers. These resolutions not only support the critical need for this project but also are a request to the South Carolina Transportation Infrastructure Bank for consideration of funding for the project.

DESCRIPTION OF THE PROJECT

S.C. Route 6/S.C. Route 60 is an important link in the network of roads serving the Midlands of the State of South Carolina. In particular, the section in this funding request which connects the fast growing communities of Lexington and Irmo provides the only direct connection in Lexington and Richland Counties between I-26 and I-20 northwest of Columbia (refer to Figure 1, page 3).

The proposed widening project is approximately 10.2 miles in length, beginning at the railroad tracks at the intersection of St. Andrews Road and S.C. Route 60 (Lake Murray Boulevard), proceeding toward the intersection of S.C. Route 60/S.C. Route 6/Old Bush River Road. From the S.C. Route 60/S.C. Route 6/Old Bush River Road intersection, the project proceeds along S.C. Route 6 across the Lake Murray Dam to the intersection of S.C. Route 6/U.S. Route 378. The project then continues along S.C. Route 6 through the Town of Lexington and terminates at the intersection of S.C. Route 6 and Gibson Road. The proposed improvements include:

- **S.C. Route 60:** Five lanes from the termination of the existing five-lane section on S.C. Route 60 at St. Andrews Road to the S.C. Route 60/S.C. Route 6/Old Bush River Road intersection.
- **S.C. Route 6:** Four lanes plus a median across the Lake Murray Dam to approximately the intersection of S.C. Route 6/Corely Mill Road. The project would then transition to five lanes from the Corely Mill Road intersection to U.S. Route 378. Between U.S. Route 378 and the termination of the project at Gibson Road, S.C. Route 6 will be widened and striped for three lanes. In addition, intersection and signal improvements will be implemented at U.S. 378, Dreher Street, Northwood Road, U.S. Route 1, and Gibson Road.



Legend:

- | | | |
|-----------------------------------|--------------|-------------------|
| Proposed SIB Project (SC 60/SC 6) | Interstates | County Boundaries |
| 1998-2002 TIP Projects | US Highways | Lakes & Rivers |
| 2018 Long Range Projects | SC Highways | Municipalities |
| | County Roads | |



S.C. 6/S.C. 60 Widening Project
Location Map
 Lexington County Application to the
 South Carolina Transportation Infrastructure Bank

Figure 1

PUBLIC BENEFITS

S.C. Route 6 within the Town of Lexington, which connects to S.C. Route 60 in the Town of Irmo (Lake Murray Boulevard) and traverses the Lake Murray Dam, is a very important and primary link in the network of highways serving the Midlands area of the state.

This corridor not only accommodates Midlands' area resident population traffic but also serves as a vital corridor for commercial and industrial transport of goods and services for one of the State's most prolific commercial/industrial growth areas. Additionally, this corridor also serves as the primary tourist access to one of the state's most popular recreational areas, Lake Murray.

It is equally important to note that there are only two ways within this important Midlands corridor that provide for crossing of the Saluda River, one of which is I-20 and the other of which is S.C. Route 6 at the Lake Murray Dam (refer to Appendix V for area map).

The need for this project is directly attributable to the dramatic growth occurring within, and projected for, the project area. The most recent census report clearly demonstrates that the Lake Murray corridor, including the Towns of Irmo and Lexington, has and will continue, to experience the highest population growth within the State of South Carolina.

Specifically, from 1990 to 1996, the Town of Lexington's population grew 53 percent according to the latest November 1997 census report, far out ranking the growth rate of any other area within the State. By comparison, South Carolina as a whole experienced an average growth rate of 6.1 percent and the City of Columbia, a 2 percent growth rate during the same six-year period of 1990 to 1996.

Much of South Carolina's economic development success and commercial/industrial growth will continue to occur within the Midlands area. This success and economic prosperity is reflected by the extraordinary growth rate which is projected for the Lexington, Irmo, and Lake Murray corridor. Projections, as developed by the South Carolina Budget and Control Board, Office of Research and Statistics, magnify past trends and reflect that Lexington County as a whole will experience a total population increase of 65 percent from 1990 through the year 2015. Projections are even more astounding for the Lake Murray, Lexington, and Irmo corridor within Lexington County, with a population increase of 98 percent projected by the year 2015.

Because of the exceptional growth which has been occurring, when existing peaks occur, the project corridor literally becomes a bottleneck for area traffic. This situation is exacerbated by traffic accidents that occur at the I-26/I-20 interchange, hence rightfully earning this interchange its common name of "malfunction junction."

When existing traffic volumes resulting from past growth are coupled with the even more dramatic growth of 98 percent projected into the next century, the magnitude of importance and need of this project for this connecting section of S.C. Routes 6 and 60 will unquestionably continue to escalate.

Thus, these factors and the need to address the consequences of such dramatic growth on the area's highway network has wisely been incorporated into the Central Midlands COATS' regional transportation planning process through specific attention to this major growth corridor. This subject project has been identified as one of the most critical highway improvement needs in the region, included within the Columbia Metropolitan Area Long Range Transportation Plan, and unanimously supported and endorsed by both the Central Midlands Council of Governments and the Central Midlands Transportation Planning Advisory (COATS) Committee (refer to Appendix II for Resolutions).

It is most important and relevant to this project to note two additional major points:

- Both the Central Midlands Council of Governments and South Carolina Department of Transportation have wisely determined and concurred that widening the section of S.C. Route 6 which crosses Lake Murray Dam is an absolute essential component of widening and improving this corridor in order to avoid a "total gridlock" situation at the Lake Murray Dam. Simply stated, the significant investment of public dollars which must be made to S.C. Routes 6 and 60 to accommodate the area's extraordinary growth and traffic volume will not yield the return on investment, in terms of desired results and relief, unless the section crossing the dam is also widened. Otherwise, the volume of traffic which can be accommodated and move more efficiently on the widened four lane highways will only ultimately reach "gridlock merge" at a two lane section across the Lake Murray Dam; and,
- Analogous to the nationwide challenge, the Columbia Area Long Range Transportation Plan will always reflect critical yet, competing needs. Accordingly, the inherent financial constraints with respect to the many legitimate needs versus available dollars will continue to dictate reality and the necessity of discerning the most critical projects among such competing priorities. It is for this reason that recently efforts were undertaken through South Carolina Congressional members to acquire financing via a special transportation appropriation for this subject project. However, due to the status and uncertainty of the federal authorizing transportation legislation, this effort was not successful.

Hence, because of the critical importance of this project to accommodate existing and future growth and economic prosperity of the Lexington County/Midlands area, the consensus of local governmental entities and elected leadership, the regional planning body, and other supporting organizations, Lexington County elected to seek the financial assistance necessary to proceed with this project at this time.

Given the uncertainty of the continued availability and level of federal funding allocations for the Midlands Region and the certainty that the project area's dramatic growth will continue to materialize, it is unrealistic to expect that the existing condition of S.C. Routes 6 and 60 can continue to accommodate existing or projected traffic

volumes without posing a serious threat to public safety as well as posing a deterrent to continued economic development within the area.

The South Carolina Department of Transportation's traffic projections for I-20 currently reflects an average annual daily traffic volume of 123,000 vehicles by the year 2015. With S.C. Routes 6 and 60 improvements, to five lanes, as the main linkage to the Lexington and Irmo areas and crossing of the Saluda River, congestion at the I-20/I-26 interchange could also be relieved as a result of this project. Therefore, the magnitude of importance for this connecting section of S.C. Routes 6 and 60 will continue to escalate because it provides the only direct connection between these two highest growth areas other than I-26 and I-20 northwest of Columbia. Within the Irmo to Lexington section, the portion of the project which crosses Lake Murray Dam is particularly critical because it is the only crossing of the Saluda River and Lake Murray from I-20 to S.C. Route 31 in Saluda County, a distance of 26 plus miles.

Because this project corridor does connect such dynamic communities, traffic volumes on S.C. Route 6, S.C. Route 60, and across the dam will continue to grow dramatically over the years. In recognition of the extraordinary growth trends and future growth projections for this area, South Carolina Department of Transportation's traffic modeling clearly reflects that this project is absolutely essential in order to avoid a "total gridlock" traffic situation.

Without the project components of operational improvements within the Lexington town limits and widening of S.C. Routes 6 and 60, projected traffic volume translates into a volume to capacity ratio of 1.99 or traffic volume double the capacity of the existing two lane facilities. Comparatively, with project implementation as proposed, a volume to capacity ratio of 1.17 (or less) can be projected, a ratio which is acceptable and reasonable in terms of public traffic safety, efficiency, and mobility.

Equally important, with the proposed project improvements, the capacity will exist to accommodate the area's extraordinary existing and projected population growth that is a fundamental spin-off from the economic success of the Midlands area. Much of South Carolina's economic development success and commercial/industrial growth has and will continue to occur within the Midlands. In fact, 21 of the most desirable and marketable industrial development sites within the entire Midlands are located within the I-20/S.C. Route 6-corridor area, a factor which contributes to desirable job and economic growth. However, this same factor further underscores the need for the area's highway network to continue to support the efficient movement of people and goods, especially within the "most desirable" growth corridors, in order that this area remain competitive in business recruitment.

Simply stated, with South Carolina ranking above the national average in traffic congestion on its urban highways, and above the national average for fatal highway accidents, it is clear that the State's continued investment in and emphasis on improving its highway network is a wise investment in its economic future and the quality of life for its citizens.

Understanding and appreciation for both the financial limitations and legislative intent of the South Carolina Transportation Infrastructure Bank have also been incorporated in this project proposal. This major transportation project does provide significant public benefit and incorporates an innovative solution in financing through Lexington County's formation of a unique public/private partnership with SCANA Corporation with respect to financial support of this project. Specifically, and as addressed within the financial plan section of this proposal, because this project also involves widening the section of S.C. Route 6 which crosses Lake Murray Dam, SCANA Corporation's commitment for monetary participation in the total project is significant, both in terms of actual cash and cash equivalents through donation of certain project costs (refer to Appendix IV for commitment confirmation).

Thus the project approach presented within this application provides for yet another major public benefit. The injection of millions of private sector dollars ultimately reduces the total cost to the public through a reduced level of federal, state, or local government dollars being required to implement this public transportation improvement project.

In summary, Lexington County and the other endorsing entities and proponents of this project have joined together in order to seek financial assistance through the South Carolina Transportation Infrastructure Bank. The decision to pursue financing for the project at this time was made because delay of the project will dramatically and negatively impact Lexington County and the Midlands Area for all of the aforementioned reasons.

FINANCIAL PLAN

Lexington County has entered into a public/private partnership of local participation with SCANA Corporation (refer to Appendix IV). SCANA Corporation's participation will be through a series of avenues:

- provision of a cash equivalent (donation of the right-of-way required to widen S.C. Route 6 across the Lake Murray Dam, between the recreational facilities located at each end of the dam);
- in-house services (engineering for the design of the dam prior to roadway design to accommodate widening of SC Rt. 60 to four lanes and median); and,
- a cash contribution of \$20,000,000 (half of which will be paid in fiscal year 2001/2002 and the other half in fiscal year 2002/2003).

The total combined cash and cash equivalent/in-house services portion of the local contribution will be \$43,979,300.

The total estimated project cost for the S.C. Route 6/S.C. Route 60 widening project is \$163,092,492. This cost was derived from a base cost (1997 dollars) of \$146,411,126, which was escalated at a rate of 4.5 percent per year over an anticipated project implementation period of six years (refer to Table 1, page 11). Utilizing the escalated project costs (after the cash equivalent and in-house services were taken into account), the anticipated bond issue required each year over the project implementation period was determined. Based on the annual bond issues, a 20-year debt repayment schedule for each bond issue, and a 5.5 percent interest rate for each bond issuance, the annual debt service was formulated (refer to Table 2, page 12).

Table 1
S.C. 6/S.C. 60 WIDENING PROJECT
PROJECT COST TIMELINE
Lexington County Application to the South Carolina Transportation Infrastructure Bank

PROJECT SEGMENT	ESTIMATED COST (1997)	CONSTRUCTION TIMETABLE						TOTAL
		1998	1999	2000	2001	2002	2003	
S.C. 60 (between St. Andrews Road and Lake Murray Dam)	\$14,890,000	\$1,742,400	\$3,793,350	\$4,994,704	\$5,219,466		\$461,087	\$16,211,007
S.C. 6 (Lake Murray Dam)	\$108,796,526	\$24,479,300	\$2,668,375	\$28,615,423	\$31,508,296	\$32,926,170	\$395,040	\$120,592,604
S.C. 6 (between Lake Murray Dam and U.S. 378)	\$18,611,400	\$1,088,964	\$1,137,967	\$2,477,450	\$2,588,935	\$6,817,702	\$7,700,234	\$21,811,252
S.C. 6 (between U.S. 378 and Gibson Road)	\$4,113,200	\$320,000	\$282,150	\$3,648,674			\$226,805	\$4,477,629
TOTAL	\$146,411,126	\$27,630,664	\$7,881,842	\$39,736,251	\$39,316,697	\$39,743,871	\$8,783,166	\$163,092,492
SCANA Corporation Cash Equivalent/In-House Services		\$23,979,300						
Bond Issue Amounts		\$3,651,364	\$7,881,842	\$39,736,251	\$39,316,697	\$39,743,871	\$8,783,166	\$139,113,192
Payment for Each Bond (20 Year Bond)		\$289,615	\$625,163	\$3,151,756	\$3,118,479	\$3,152,361	\$696,654	

Table 2
S.C. 6/S.C. 60 WIDENING PROJECT
DEBT SERVICE SCHEDULE

Lexington County Application to the South Carolina Transportation Infrastructure Bank

FISCAL YEAR (7/1-6/30)	BOND AMOUNT REQUIRED (20 Year Term)	ANNUAL BOND DEBT SERVICE AMOUNT	ANNUAL ESTIMATED TOTAL DEBT SERVICE (5.5% for 20 Years)	LEXINGTON COUNTY PORTION OF BOND PAYMENT	STATE PORTION OF BOND PAYMENT
97/98	\$3,651,364	\$289,615	\$289,615	\$0	\$289,615
98/99	\$7,881,842	\$625,163	\$914,778	\$0	\$914,778
99/00	\$39,736,251	\$3,151,756	\$4,066,534	\$0	\$4,066,534
00/01	\$39,316,697	\$3,118,479	\$7,185,013	\$0	\$7,185,013
01/02	\$39,743,871	\$3,152,361	\$10,337,374	\$10,000,000	\$337,374
02/03	\$8,783,166	\$696,654	\$11,034,027	\$10,000,000	\$1,034,027
03/04			\$11,034,027	\$0	\$11,034,027
04/05			\$11,034,027	\$0	\$11,034,027
05/06			\$11,034,027	\$0	\$11,034,027
06/07			\$11,034,027	\$0	\$11,034,027
07/08			\$11,034,027	\$0	\$11,034,027
08/09			\$11,034,027	\$0	\$11,034,027
09/10			\$11,034,027	\$0	\$11,034,027
10/11			\$11,034,027	\$0	\$11,034,027
11/12			\$11,034,027	\$0	\$11,034,027
12/13			\$11,034,027	\$0	\$11,034,027
13/14			\$11,034,027	\$0	\$11,034,027
14/15			\$11,034,027	\$0	\$11,034,027
15/16			\$11,034,027	\$0	\$11,034,027
16/17			\$11,034,027	\$0	\$11,034,027
17/18			\$10,744,412	\$0	\$10,744,412
18/19			\$10,119,249	\$0	\$10,119,249
19/20			\$6,967,493	\$0	\$6,967,493
20/21			\$3,849,014	\$0	\$3,849,014
21/22			\$696,654	\$0	\$696,654
TOTAL	\$139,113,192	\$11,034,027	\$220,680,544	\$20,000,000	\$200,680,544

NOTES: Debt service calculations are based on annual principal plus interest payments paid at the beginning of each year.
Term Per Bond: 20 years.
Fixed Interest Rate Used: 5.5%.
Refer to Table 2, Project Cost Timeline.

As outlined in Table 2, page 12, the total debt service for the project is estimated at \$220,680,544 over a period of 25 years. SCANA Corporation's cash contribution to retire the bonded debt is \$20,000,000. This contribution will be made in two equal payments in fiscal years 2001/2002 and 2002/2003. Lexington County is respectfully requesting that the South Carolina Transportation Infrastructure Bank fund the remaining \$200,680,544 of the estimated debt service for the project.

Lexington County's degree of financial risk for its portion of the bond repayment is considered to be low because of the firm financial commitment by SCANA Corporation, which will make a cash equivalent, in-house services, and cash contribution to the South Carolina Transportation Infrastructure Bank. Additionally, implementation of the S.C. Route 6/S.C. Route 60 widening project will be performed in such a manner (i.e., all appropriate federal and state regulatory processes will be performed prior to initiation of construction) that should federal funding become available, the project would be considered eligible.

As required by the application for financial assistance, the useful life of the project must be considered as part of the financial plan because of the implementation of maintenance. The roadway portion across the dam and the remainder of the project corridor is considered to have a useful life of 20 years before resurfacing is required (based on South Carolina Department of Transportation maintenance experience and the American Association of State Highway and Transportation Officials [AASHTO]). Because the project debt service spans a 25-year period, one major resurfacing of the roadway has been included in the total program costs in the amount of \$1,331,000. This cost has been included as part of the bond issue in year 2003, and therefore, is included in the total debt service for the project. It is anticipated that the resurfacing will take place within 20 years after construction has been completed.

PROJECT APPROACH

The total project cost estimates (refer to Table 3, page 15), discussed within the preceding sections of this application, are based on building the roadway to AASHTO and South Carolina Department of Transportation standards. The data required for the expansion of the Lake Murray Dam to accommodate the widening of S.C. Route 6 was provided by SCANA Corporation who will be the responsible entity for overseeing construction of the widening of the dam.

The proposed project implementation schedule is illustrated on Figure 2, page 16. This schedule assumes that the South Carolina Transportation Infrastructure Bank and the Lexington County-SCANA Corporation public/private partnership provide funding. Table 4, page 17, accompanies Figure 2 and outlines the necessary steps required to initiate construction. To date, the portion of the project across the Lake Murray Dam has several of the pre-construction components underway, including the feasibility study, environmental documentation, and conceptual design. The portion of S.C. Route 6 between U.S. Route 378 and Gibson Road has been studied for the implementation of operational improvements including construction of left and right turning lanes, signal upgrades, signal installation, and lane striping. At this time there are no foreseen issues or obstacles (legal issues, lack of local support, environmental concerns) that would prevent the implementation of the S.C. Route 6/S.C. Route 60 widening project. (continued on page 18)

Table 3
S.C. 6/S.C. 60 WIDENING PROJECT
PROJECT COST COMPONENTS
Lexington County Application to the South Carolina Transportation Infrastructure Bank

PROJECT SEGMENT	ESTIMATED LENGTH (miles)	ESTIMATED COST (1997)	ENVIRONMENTAL/ ENGINEERING	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION	MAINTENANCE
S.C. 60 (between St. Andrews Road and Lake Murray Dam)	2.8	\$14,890,000	\$1,742,400	\$3,630,000	\$9,147,600	\$370,000
S.C. 6 (Lake Murray Dam)	2.4	\$108,796,526	\$7,979,300	\$17,000,000	\$83,500,226	\$317,000
S.C. 6 (between Lake Murray Dam and U.S. 378)	3.5	\$18,611,400	\$2,177,928	\$4,537,350	\$11,434,122	\$462,000
S.C. 6 (between U.S. 378 and Gibson Road)	1.5	\$4,113,200	\$320,000	\$270,000	\$3,341,200	\$182,000
TOTAL	10.2	\$146,411,126	\$12,219,628	\$25,437,350	\$107,423,148	\$1,331,000

PROJECT SEGMENT	YEAR					
	1998	1999	2000	2001	2002	2003
S.C. 60 (between St. Andrews Road and Lake Murray Dam)						
S.C. 6 (Lake Murray Dam)						
		Spillway Bridge				
		Dam Widening				
S.C. 6 (between Lake Murray Dam and U.S. 378)						
S.C. 6 (between U.S. 378 and Gibson Road)						

LEGEND

- Environmental/Design
- Right-of-way Acquisition
- Construction

S.C. 6/S.C. 60 WIDENING PROJECT
PROJECT SCHEDULE
 Lexington County Application to the
 South Carolina Transportation Infrastructure Bank



Figure 2

Table 4
S.C. 6/S.C. 60 WIDENING PROJECT
CURRENT PROJECT STATUS
Lexington County Application to the South Carolina Transportation Infrastructure Bank

PROJECT SEGMENT	FEASIBILITY STUDY	ENVIRONMENTAL/ PERMITTING	PRELIMINARY DESIGN	FINAL DESIGN	RIGHT-OF-WAY ACQUISITION	CONSTRUCTION
S.C. 60 (between St. Andrews Road and Lake Murray Dam)						
S.C. 6 (Lake Murray Dam)	underway	underway	underway		to be donated by SCANA Corporation	
S.C. 6 (between Lake Murray Dam and U.S. 378)						
S.C. 6 (between U.S. 378 and Gibson Road)	underway					

PROJECT APPROACH (continued)

The participating parties in the S.C. Route 6/S.C. Route 60 widening project are Lexington County, the South Carolina Transportation Infrastructure Bank, South Carolina Department of Transportation, and SCANA Corporation. The roles of each entity are defined as follows:

- Lexington County will provide limited oversight to ensure that project schedules are met and intends to contract with the South Carolina Department of Transportation to manage all phases of the roadway portion of the widening project.
- South Carolina Transportation Infrastructure Bank will provide the necessary funding and partial financing for the widening project, as well as assume responsibility for repayment of \$200,680,544 of the debt service (refer to Table 2, page 12).
- South Carolina Department of Transportation will contract with Lexington County and will be responsible for the implementation of all phases (environmental documentation, engineering design, right-of-way acquisition, construction, and maintenance) of the roadway portion of the widening project. It will be left to the discretion of the South Carolina Department of Transportation to determine how the project will be implemented so that the schedule presented in Figure 2 will be met. This determination will be carried out in close coordination with SCANA Corporation.
- SCANA Corporation will be responsible for the widening and will provide the local match of \$43,979,300 (31 percent) to the overall cost of the total project.



COUNTY OF LEXINGTON, SOUTH CAROLINA

RESOLUTION

THE COUNCIL FOR THE COUNTY OF LEXINGTON, SOUTH CAROLINA, MEETING IN GENERAL SESSION THE 8TH DAY OF DECEMBER, NINETEEN HUNDRED AND NINETY-SEVEN, ADOPTED THE FOLLOWING:

WHEREAS, the State of South Carolina's population has been growing at a rate of nearly double the national average since 1970; and,

WHEREAS, within the State of South Carolina, the highest population growth is occurring within Lexington County which is projected to double its 1990 population by the year 2015; and

WHEREAS, this extraordinary rate of growth generates severe traffic congestion which poses an ever-increasing threat to the public's safety and welfare; and is a detriment to the quality of life; and

WHEREAS, the ability to provide for the safe and efficient transportation of people and goods is critical to the future economic development of Lexington County and the Greater Midlands Area; and

WHEREAS, SC Route 6 is the only north/south corridor in Lexington County and connects numerous municipalities via the Lake Murray Dam and is a vital link in the network of roads and highways serving Lexington County and the Central Midlands Area; and

WHEREAS, SC Route 6 also serves as a major roadway connecting Interstate 26 in Richland County and Interstate 20 in Lexington County via SC Route 60 and the Lake Murray Dam; and

WHEREAS, the project for widening and operational enhancements of these roads and the Lake Murray Dam will accommodate such population and traffic growth within this major corridor and has been identified as one of the most critical highway improvement needs within the Regional Columbia Metropolitan Area Long Range Transportation Improvement Plan; and

WHEREAS, this project, as planned, presents a unique opportunity for a public/private partnership to address a regional transportation need which will provide relief from existing and future traffic congestion; and

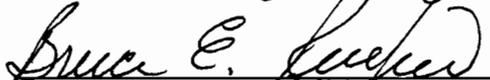
WHEREAS, the State of South Carolina State Transportation Infrastructure Bank was expressly created by the State Legislature to provide financing for major transportation projects which enhance public mobility and safety and contribute to the quality of life of the public;

NOW, THEREFORE, BE IT RESOLVED that inasmuch as Lexington County strongly believes that said transportation project is crucial to the safety and well-being of the citizens of Lexington County and the entire Central Midlands Region; and

INASMUCH as Lexington County strongly supports this partnering concept to address Lexington County and regional transportation needs, Lexington County resolves that the following actions be implemented immediately:

THAT Lexington County proceed with the project to widen SC Routes 6 and 60 and the Lake Murray Dam through submission of an application for project funding to the South Carolina State Transportation Infrastructure Bank for the project on or before December 31, 1997 to address this major regional transportation need.


William B. Banning, Sr. Chairman


Bruce E. Rucker


George H. "Smokey" Davis

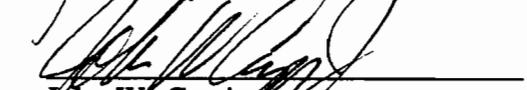

Johnny W. Jeffcoat


David S. James

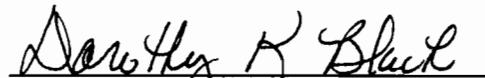

Jacob R. Wilkerson, Vice Chairman


Roy J. Frick


Joel B. Player, Jr.


John W. Carrigg

ATTEST:


Dorothy K. Black, Clerk



RESOLUTION

WHEREAS, the State of South Carolina's population has been increasing at a rate of nearly double the national average since 1970; and

WHEREAS, within the State of South Carolina the greatest population growth is occurring within the Town of Lexington, Town of Irmo, and the Lake Murray corridor within Lexington County which is projected to double its 1990 population by the year 2015; and

WHEREAS, this extraordinary rate of growth generates severe traffic congestion which poses an ever increasing threat to the public's safety and welfare and is a detriment to the quality of life for all citizens of the Midlands area; and

WHEREAS, a safe and efficient transportation network of roads and highways is crucial to support the existing and future economic development of Lexington County, its communities, and the Greater Midlands area of South Carolina; and

WHEREAS, S.C. Route 6 is the only north/south corridor in Lexington County and connects numerous municipalities via the Lake Murray Dam. The project will also serve as a major roadway connecting Interstate 26 (Richland County) and Interstate 20 (Lexington County) via S.C. Route 60 and the Lake Murray Dam; and

WHEREAS, the Central Midlands Council of Governments, through its transportation planning advisory committee (COATS) and the Columbia Metropolitan Area Long Range (2018) Transportation Plan, has identified the S.C. Route 6/Lake Murray Dam corridor as one of the most critical highway improvement needs in the region; and

WHEREAS, The State of South Carolina State Transportation Infrastructure Bank was expressly created to provide financing for major transportation projects which enhance public safety and mobility through innovative and cost effective approaches to meet transportation needs; and

WHEREAS, Lexington County has determined that the project is crucial to safety, economic development, and public mobility within Lexington County and the Central Midlands Area and has elected to submit an application for project funding to the South Carolina State Transportation Infrastructure Bank; and

WHEREAS, the project as planned will provide a unique opportunity for a public/private partnership to address a significant regional transportation need which is vital to the existing and future economic growth and quality of life of the Central Midlands Area;

NOW, THEREFORE, BE IT RESOLVED THAT inasmuch as Lexington County will seek financial assistance for the project through submission of an application to the South Carolina State Infrastructure Bank; and

INASMUCH as the Central Midlands Council of Governments' primary mission is to plan, undertake, and promote activities and projects which address public needs through regional cooperation and partnering; and

INASMUCH as the COATS Committee finds that the State Infrastructure Bank and Lexington County's leadership presents an opportunity for financing this transportation project which will provide a long term solution to severe traffic congestion along the project corridor; and

THAT, the Central Midlands Transportation Planning Advisory Committee (COATS) hereby strongly supports and unanimously endorses Lexington County's application request for project financing and requests that such application receive the State Infrastructure Bank Board's most deliberative consideration.

RESOLVED AND ENACTED by the Central Midlands Council of Governments' COATS Committee this 17th day of November, 1997.

Attest:

Maye E. Teel

By:

Pat G. Smith

Pat G. Smith, Chairman, COATS
Mayor, Town of Springdale

Date

11/17/97



RESOLUTION

WHEREAS, the State of South Carolina's population has been increasing at a rate of nearly double the national average since 1970; and

WHEREAS, within the State of South Carolina the greatest population growth is occurring within the Town of Lexington, Town of Irmo, and the Lake Murray corridor within Lexington County which is projected to double its 1990 population by the year 2015; and

WHEREAS, this extraordinary rate of growth generates severe traffic congestion which poses an ever increasing threat to the public's safety and welfare and is a detriment to the quality of life for all citizens of the Midlands area; and

WHEREAS, a safe and efficient transportation network of roads and highways is crucial to support the existing and future economic development of Lexington County, its communities, and the Greater Midlands area of South Carolina; and

WHEREAS, S.C. Route 6 is the only north/south corridor in Lexington County and connects numerous municipalities via the Lake Murray Dam. The project will also serve as a major roadway connecting Interstate 26 (Richland County) and Interstate 20 (Lexington County) via S.C. Route 60 and the Lake Murray Dam; and

WHEREAS, the Central Midlands Council of Governments, through its transportation planning advisory committee (COATS) and the Columbia Metropolitan Area Long Range (2018) Transportation Plan, has identified the S.C. Route 6/Lake Murray Dam corridor, including SC 60, as one of the most critical highway improvement needs in the region; and

WHEREAS, The State of South Carolina State Transportation Infrastructure Bank was expressly created to provide financing for major transportation projects which enhance public safety and mobility through innovative and cost effective approaches to meet transportation needs; and

WHEREAS, Lexington County has determined that the project is crucial to safety, economic development, and public mobility within Lexington County and the Central Midlands Area and has elected to submit an application for project funding to the South Carolina State Transportation Infrastructure Bank; and

WHEREAS, the project as planned will provide a unique opportunity for a public/private partnership to address a significant regional transportation need which is vital to the existing and future economic growth and quality of life of the Central Midlands Area;

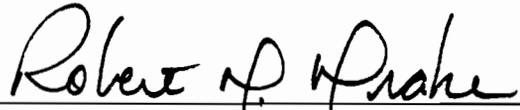
NOW, THEREFORE, BE IT RESOLVED THAT inasmuch as Lexington County will seek financial assistance for the project through submission of an application to the South Carolina State Infrastructure Bank; and

INASMUCH as the Central Midlands Council of Governments' primary mission is to plan, undertake, and promote activities and projects which address public needs through regional cooperation and partnering; and

INASMUCH as the Central Midlands Council of Governments finds that the State Infrastructure Bank and Lexington County's leadership presents an opportunity for financing this transportation project which will provide a long term solution to severe traffic congestion along the project corridor; and

THAT, the Central Midlands Council of Governments hereby strongly supports and unanimously endorses Lexington County's application request for project financing and requests that such application receive the State Infrastructure Bank Board's most deliberative consideration.

RESOLVED AND ENACTED by the Central Midlands Council of Governments this 4th day of December, 1997.

Attest:  By: 
Robert D. Drake, Chairman
Central Midlands Council of Governments

Date: December 4, 1997

STATE OF SOUTH CAROLINA)
)
TOWN OF IRMO)

RESOLUTION R97-09

WHEREAS, WITHIN THE STATE OF SOUTH CAROLINA, THE HIGHEST POPULATION GROWTH IS OCCURRING WITHIN THE TOWN OF LEXINGTON, CITY OF IRMO, AND THE LAKE MURRAY CORRIDOR WITHIN LEXINGTON COUNTY AND THE AREA IS PROJECTED TO DOUBLE ITS 1990 POPULATION BY THE YEAR 2015; AND

WHEREAS, THIS EXTRAORDINARY RATE OF GROWTH GENERATES SEVERE TRAFFIC CONGESTION WHICH POSES AS EVER INCREASING CONCERN FOR THE SAFETY AND WELFARE OF THE PUBLIC, AND IS A DETRIMENT TO THE QUALITY OF LIFE FOR ALL CITIZENS; AND

WHEREAS, A SAFE AND EFFICIENT TRANSPORTATION NETWORK OF ROADS AND HIGHWAYS IS CRUCIAL TO SUPPORT THE EXISTING AND FUTURE ECONOMIC DEVELOPMENT OF LEXINGTON COUNTY, ITS COMMUNITIES, AND THE GREATER MIDLANDS AREA OF SOUTH CAROLINA; AND

WHEREAS, SC ROUTE 6 WHICH CONNECTS TO SC ROUTE 60 IN IRMO AND CROSSES LAKE MURRAY DAM INTO LEXINGTON; IS THE ONLY NORTH/SOUTH CORRIDOR IN LEXINGTON COUNTY AND IS A VITAL LINK IN THE NETWORK OF ROADS AND HIGHWAYS SERVING LEXINGTON COUNTY AND THE MIDLANDS AREA OF THE STATE; AND

WHEREAS, SC ROUTE 6 ALSO SERVES AS A MAJOR ROADWAY CONNECTING INTERSTATE 26 IN RICHLAND COUNTY AND INTERSTATE 20 IN LEXINGTON COUNTY VIA THE LAKE MURRAY DAM AND SC ROUTE 60; AND

WHEREAS, THE WIDENING OF THESE ROADS AND LAKE MURRAY DAM WILL PROVIDE RELIEF FROM EXISTING AND FUTURE TRAFFIC CONGESTION THROUGH ACCOMMODATING THE EXTRAORDINARY GROWTH WITHIN THIS IMPORTANT CORRIDOR, AND HAS BEEN IDENTIFIED AS A CRITICAL PROJECT NEED WITHIN THE COLUMBIA METROPOLITAN AREA LONG RANGE TRANSPORTATION IMPROVEMENT PLAN; AND

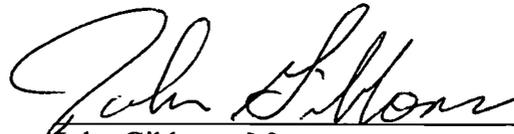
WHEREAS, THE STATE OF SOUTH CAROLINA STATE TRANSPORTATION INFRASTRUCTURE BANK WAS EXPRESSLY CREATED TO PROVIDE FINANCING FOR MAJOR TRANSPORTATION PROJECTS WHICH ENHANCE PUBLIC SAFETY AND MOBILITY THROUGH INNOVATIVE APPROACHES TO MEET TRANSPORTATION NEEDS; AND

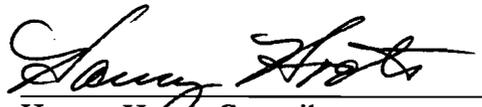
WHEREAS, THE PROJECT AS PLANNED WILL PROVIDE A UNIQUE OPPORTUNITY FOR A PUBLIC/PRIVATE PARTNERSHIP TO ADDRESS A REGIONAL TRANSPORTATION NEED AND THE TOWN OF IRMO SUPPORTS AND ENDORSES SUCH COOPERATIVE APPROACH;

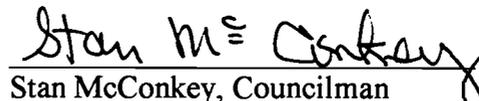
NOW, THEREFORE, BE IT RESOLVED THAT INASMUCH AS LEXINGTON COUNTY WILL SEEK FINANCIAL ASSISTANCE FOR THE PROJECT THROUGH SUBMISSION OF AN APPLICATION TO THE SOUTH CAROLINA STATE INFRASTRUCTURE BANK, THE TOWN OF IRMO STRONGLY AND UNANIMOUSLY SUPPORTS SUCH REQUEST; AND

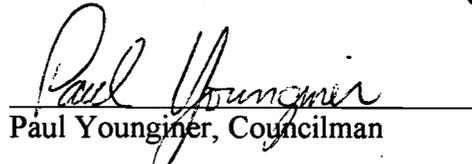
BE IT FURTHER RESOLVED THAT THE TOWN COUNCIL RESPECTFULLY REQUESTS THAT THE APPLICATION FOR PROJECT FINANCING RECEIVE THE STATE INFRASTRUCTURE BANK BOARD'S MOST DELIBERATIVE CONSIDERATION.

RESOLVED, SIGNED, AND SEALED THIS 2nd **DAY OF**
Dec, 1997 **BY THE TOWN COUNCIL OF IRMO, SOUTH CAROLINA**


John Gibbons, Mayor

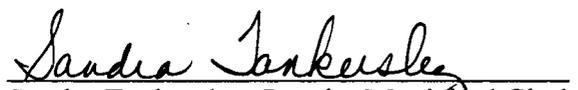

Harvey Hoets, Councilman


Stan McConkey, Councilman


Paul Youngner, Councilman


Gregg White, Councilman

ATTEST:


Sandra Tankersley, Interim Municipal Clerk

STATE OF SOUTH CAROLINA)
TOWN OF LEXINGTON)
COUNTY OF LEXINGTON)

**A RESOLUTION OF THE MAYOR AND
COUNCIL OF THE TOWN OF LEXINGTON
SUPPORTING LEXINGTON COUNTY
APPLICATION TO THE SOUTH CAROLINA
INFRASTRUCTURE BANK**

WHEREAS, within the State of South Carolina, the highest population growth is occurring within the Town of Lexington, City of Irmo, and the Lake Murray corridor within Lexington County and the area is projected to double its 1990 population by the year 2015; and

WHEREAS, this extraordinary rate of growth generates severe traffic congestion which poses an ever increasing concern for the safety and welfare of the public, and is a detriment to the quality of life for all citizens; and

WHEREAS, a safe and efficient transportation network of roads and highways is crucial to support the existing and future economic development of Lexington County, its communities, and the Greater Midlands Area of South Carolina; and

WHEREAS, SC Route 6 which connects to SC Route 60 in Irmo and crosses Lake Murray Dam into Lexington, is the only north/south corridor in Lexington County and is a vital link in the network of roads and highways serving Lexington County and the Midlands area of the State; and

WHEREAS, the widening of these roads and Lake Murray Dam will provide relief from existing and future traffic congestion through accommodating the extraordinary growth within this important corridor, and has been identified as a critical project need within the Columbia Metropolitan Area Long Range Transportation Improvement Plan; and

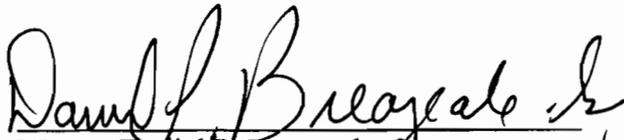
WHEREAS, the State of South Carolina State Transportation Infrastructure Bank was expressly created to provide financing for major transportation projects which enhance public safety and mobility through innovative approaches to meet transportation needs; and

WHEREAS, the project as planned will provide a unique opportunity for a public/private partnership to address a regional transportation need and the Town of Lexington supports and endorses such cooperative approach;

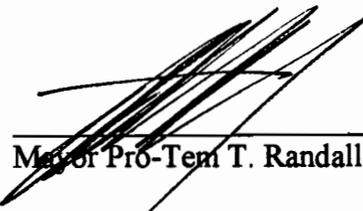
NOW, THEREFORE, BE IT RESOLVED THAT inasmuch as Lexington County will seek financial assistance for the project through submission of an application to the South Carolina State Infrastructure Bank, the Town of Lexington strongly and unanimously supports such request; and

BE IT FURTHER RESOLVED that The Lexington Town Council respectfully requests that the application for project financing receive the State Infrastructure Bank Board's most deliberative consideration.

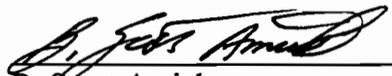
RESOLVED, SIGNED, AND SEALED this First day of December, 1997 by the Town of Lexington, South Carolina.



Mayor, Daniel P. Breazeale, Sr.



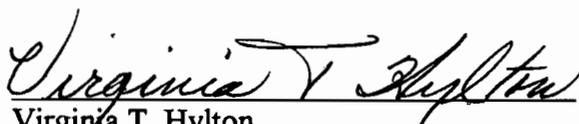
Mayor Pro-Tem T. Randall Halfacre



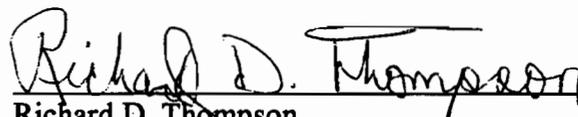
B. Scott Amick



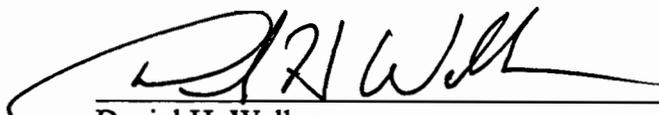
Scott R. Callison



Virginia T. Hylton



Richard D. Thompson



Daniel H. Walker



Town Administrator, L.C. Greene

Greater Lexington Chamber of Commerce

Resolution

Whereas, the State of South Carolina's population has been growing at a rate of nearly double the national average since 1970; and

Whereas, the highest growth rate within the State of South Carolina is occurring within Lexington County, especially within the Lexington, Irmo and Lake Murray corridor which is projected to double its 1990 population by the year 2015; and

Whereas, this extraordinary rate of growth generates severe traffic congestion which poses an ever increasing threat to public safety and is a detriment to the quality of life; and

Whereas, a safe, efficient and adequate transportation network of roads and highways is crucial to support the existing and future economic development of the Central Midlands of South Carolina; and

Whereas, SC Route 6 which connects to SC Route 60 in Irmo and crosses Lake Murray Dam into Lexington is the only north/south corridor in Lexington County and is a vital link in the network of roads and highways serving the Central Midlands area; and

Whereas, SC Route 6 also serves as a major roadway connecting Interstate 26 in Richland County and Interstate 20 in Lexington County via the Lake Murray Dam and SC Route 60; and

Whereas, the widening of these roads and Lake Murray Dam will provide relief from existing and future traffic congestion through accommodating the extraordinary growth within this important corridor and thus, has been identified as one of the most critical highway improvement needs within the Columbia Metropolitan Area Long Range Transportation Improvement Plan; and

Whereas, the State of South Carolina State Transportation Infrastructure Bank was expressly created to provide financing for major transportation projects which enhance public safety and mobility and are essential to economic development within the state of South Carolina; and

Whereas, Lexington County and the Central Midlands Council of Governments Transportation Planning Advisory Committee (COATS) has determined that the project is crucial to safety, economic development, and public mobility within the Central Midlands area; and

Whereas, the project as planned will provide a unique opportunity for a public/private partnership to address a regional transportation need and Lexington County will be submitting an application for project financing to the South Carolina State Transportation Infrastructure Bank on or before December 31, 1997; and

Now, therefore be it resolved that inasmuch as the Greater Lexington Chamber of Commerce recognizes and supports regional cooperation among local governments and others to address infrastructure and other economic development needs; and

Inasmuch as this highway improvement project will support and further the economic development of Lexington County and the Central Midlands area through enhancing the areas' transportation network which is necessary for efficient movement of people and goods,

That the Greater Lexington Chamber of Commerce, by unanimous vote of its Board of Directors, supports and strongly endorses Lexington County's application request for project financing and does therefore, respectfully request the State Infrastructure Bank Board's most deliberative consideration.

Resolved and Enacted by the Greater Lexington Chamber of Commerce this 9th day of December, 1997.


Betty S. McWhorter
Chair, Board of Directors


Thomas C. Harman
President & CEO

LEXINGTON COUNTY DEVELOPMENT CORPORATION

RESOLUTION

WHEREAS, the State of South Carolina's population has been growing at a rate of nearly double the national average since 1970; and

WHEREAS, the highest growth rate within the State is occurring within Lexington County in the Town of Lexington, Town of Irmo and Lake Murray Dam corridor which is projected to double its 1990 population by the year 2015; and

WHEREAS, this extraordinary rate of growth generates severe traffic congestion which poses an ever increasing threat to the public's safety and welfare and is a detriment to the quality of life for citizens; and

WHEREAS, a safe, efficient, and adequate network of roads and highways is crucial to support the existing and future economic development of Lexington County and the entire Central Midlands area; and

WHEREAS, SC Route 6, which is the only north/south corridor in Lexington County and connects numerous communities via the Lake Murray Dam and is a vital link in the network of roads and highways serving all Central Midlands counties and communities; and

WHEREAS, SC Route 6 also serves as a major roadway connecting Interstate 26 in Richland County and Interstate 20 in Lexington County via SC Route 60 and the Lake Murray Dam; and

WHEREAS, the widening of these roads and the Lake Murray Dam will provide relief from existing and future severe traffic congestion through accommodating the extraordinary growth and economic development of this important corridor; and

WHEREAS, the Central Midlands Council of Governments' Transportation Planning Advisory Committee (COATS) has designated this project as one of the most critical highway improvement needs within the region; and

WHEREAS, the State of South Carolina State Transportation Infrastructure Bank was created to provide financing for major transportation projects which enhance public safety and are essential to economic development; and

WHEREAS, Lexington County's elected leadership has determined that the project is crucial to public mobility, safety and economic development of Lexington County and the Central Midlands Area and has elected to submit an application for project funding to the State Infrastructure Bank; and

WHEREAS, the project as planned will provide a unique opportunity for a public/private partnership to address this regional transportation need

NOW, THEREFORE BE IT RESOLVED THAT inasmuch as the Lexington County Development Corporation recognizes and supports private/public partnerships and regional cooperation among local governments and others to address transportation and other public needs, and

INASMUCH as the Lexington County Development Corporation finds that this project is essential to the infrastructure needed to support economic growth through providing for the efficient movement of people and goods,

THAT The Lexington County Development Corporation hereby unanimously supports and endorses Lexington County's leadership and their submission of an application for project financing to the South Carolina State Transportation Infrastructure Bank Board.

RESOLVED AND ENACTED by the Lexington County Development Corporation this 8th day of December, 1997.

Attest:

By:



Robert N. Hubbs
Chairman



Greater
Irmo Chamber
of Commerce

"Making Business Better in Irmo"

(803) 749-9355 • Fax: 732-7986
1246 Lake Murray Blvd. • P.O. Box 1246 • Irmo, SC 29063



GREATER IRMO CHAMBER OF COMMERCE

RESOLUTION

WHEREAS, the State of South Carolina's population has been growing at a rate of nearly double the national average since 1970; and

WHEREAS, the highest growth rate within the State of South Carolina is occurring within Lexington County within the Lexington, Irmo, and Lake Murray corridor which is projected to double the 1990 population by the year 2015; and

WHEREAS, this extraordinary rate of growth generates severe traffic congestion which poses an ever increasing threat to public safety and is a detriment to the quality of life; and

WHEREAS, a safe, efficient and adequate transportation network of roads and highways is crucial to support the existing and future economic development of the Central Midlands area of South Carolina; and

WHEREAS, SC Route 6 which connects to SC Route 60 in Irmo and crosses Lake Murray Dam into Lexington is the only north/south corridor in Lexington County and is a vital link in the network of roads and highways serving the Central Midlands area; and

WHEREAS, SC Route 6 also serves as a major roadway connecting interstate 16 in Richland County and Interstate 20 in Lexington County via the Lake Murray Dam and Route 60; and

WHEREAS, the widening of these roads and Lake Murray Dam will provide relief from existing and future traffic congestion through accommodating the extraordinary growth within this important corridor and thus, has been identified as one of the most critical highway improvement needs within the Columbia Metropolitan Area Long Range Transportation Improvement Plan; and

WHEREAS, the State of South Carolina State of Transportation Infrastructure Bank was expressly created to provide financing for major transportation projects which enhance public safety and mobility and are essential to economic development within the State of South Carolina; and

WHEREAS, Lexington County and the Central Midlands Council of Governments Transportation Planning Advisory Committee (COATS) has determined that the project is crucial to safety, economic development, and public mobility within the Central Midlands area; and

WHEREAS, the project as planned will provide a unique opportunity for a public/private partnership to address a regional transportation need and, Lexington County will be submitting an application for project financing to the South Carolina State Transportation Infrastructure Bank on or before December 31, 1997; and

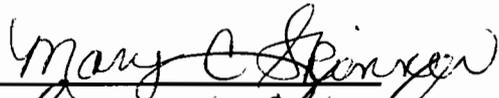
NOW, THEREFORE BE IT RESOLVED THAT inasmuch as the Greater Imo Chamber of Commerce recognizes and supports private/public partnerships and regional cooperation among local governments and others to address infrastructure and other economic development needs; and

INASMUCH as this highway improvement project will support and further the economic development of Lexington County and the Central Midlands area through enhancing the areas' transportation network which is necessary for efficient movement of people and goods,

THAT the Greater Imo Chamber of commerce hereby unanimously supports and strongly endorses Lexington County's application request for project financing and does therefore, respectfully request the State Infrastructure Bank Board's most deliberative consideration.

RESOLVED AND ENACTED by the Greater Imo Chamber of Commerce this 25th day of November, 1997.

Attest



BY:



Eddie Richardson
President



Chuck Larsen
Executive Director



**Greater Columbia
Chamber of Commerce**

PO BOX 1360
930 RICHLAND ST
COLUMBIA, SC 29201

(803) 733-1110
FAX (803) 733-1149
INFO@GCBN.COM
HTTP://WWW.GCBN.COM

December 17, 1997

Mr. Art Brooks
Lexington County Administrator
Lexington County Council
212 S. Lake Drive
Lexington, SC 29072

Dear Mr. Brooks:

On behalf of the Greater Columbia Chamber of Commerce we endorse the application from Lexington County to the Infrastructure Bank for funding of the widening of the roads for SC Route 6 and Interstate 26 and Interstate 20 via the Lake Murray Dam and SC Route 60. It is necessary to accommodate the great growth in this part of the region.

We support the efforts to widen these roads which will help eliminate some of the severe traffic congestion; posing an increasing threat to public safety and is a detriment to the quality of life. We view this construction as a necessary project for the existing and future economic development of the Central Midlands area of South Carolina.

Thank you for your consideration on funding this project.

Sincerely,


Donald G. McLeese
President & CEO
Greater Columbia Chamber of Commerce



CENTRAL CAROLINA
ECONOMIC DEVELOPMENT
ALLIANCE

RESOLUTION

WHEREAS, the State of South Carolina's population has been growing at a rate of nearly double the national average since 1970; and

WHEREAS, the highest growth rate within the State is occurring within the Central Midlands Regional area and specifically within Lexington County which is projected to double its population by the year 2015; and

WHEREAS, this extraordinary rate of growth generates severe traffic congestion which poses concern for the safety of the public and is a detriment to the quality of life; and

WHEREAS, a safe, efficient and adequate transportation network of roads and highways is crucial to support the existing and future economic development of Central Carolina counties, communities, and the entire Central Midlands area of South Carolina; and

WHEREAS, SC Route 6 which connects to SC Route 60 in Irmo and crosses Lake Murray Dam into Lexington is the only north/south corridor in Lexington County and connects numerous municipalities via the Lake Murray Dam and is a vital link in the network of roads and highways serving the Central Midlands area; and

WHEREAS, the widening of these roads and the Lake Murray Dam will provide relief from existing and future traffic congestion through accommodating the extraordinary growth and economic development of this important corridor; and

WHEREAS, the project will also serve as a major roadway connecting Interstate 26 in Richland County and Interstate 20 in Lexington County via SC Route 60 and the Lake Murray Dam; and

WHEREAS, this project has been designated by the Central Midlands Council of Government's Transportation Planning Advisory Committee (COATS) as one of the most critical highway improvement needs within the Columbia Metropolitan Area Long Range Transportation Improvement Plan; and

WHEREAS, the State of South Carolina's State Transportation Infrastructure Bank was expressly created to provide financing for major transportation projects which enhance public safety and mobility and are essential to economic development within the state; and

WHEREAS, Lexington County has determined that the project is crucial to safety, economic development, and public mobility within Lexington County and the Midlands Area and has elected to submit an application for project funding to the South Carolina State Transportation Infrastructure Bank; and

WHEREAS, the project as planned will provide a unique opportunity for a public/private partnership to address a regional transportation need which is vital to the existing and future economic growth and prosperity of the Midlands area;

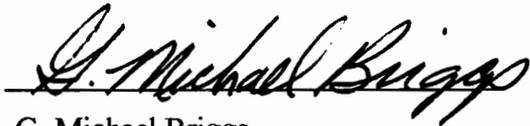
NOW, THEREFORE BE IT RESOLVED THAT inasmuch as the Central Carolina Economic Development Alliance recognizes and supports private/public partnerships and regional cooperation among local governments and others to address transportation and other infrastructure needs, and

INASMUCH as this project will support economic development through enhancing the efficient movement of people and goods and will contribute to the quality of life for the area's citizens,

THAT the Central Carolina Economic Development Alliance hereby strongly supports and endorses Lexington County's application request for project financing and respectfully requests that such application for project financing receive the State Infrastructure Bank Board's most deliberative consideration.

RESOLVED AND ENACTED by the Central Carolina Economic Development Alliance this 19th day of December, 1997.

Attest:

A handwritten signature in cursive script that reads "G. Michael Briggs". The signature is written in black ink and is positioned above the printed name and title.

G. Michael Briggs
Executive Director



South Carolina Electric & Gas Company
Columbia, SC 29218
(803) 748-3259

Neville O. Lorick
Vice President
Fossil & Hydro Operations

December 19, 1997

The Lexington County Council
Lexington County
12 South Lake Drive
Lexington, South Carolina 29072

Attention: County Council Chairman William B. Banning, Sr.

Gentlemen:

SCANA Corporation appreciates the opportunity to enter into the public/private partnership which has been developed between SCANA and Lexington County for the purpose of seeking a solution to a major public transportation need through an innovative financing approach.

We applaud Lexington County's leadership in seeking the necessary financing for this important project which will allow South Carolina Routes 6 and 60 to accommodate the traffic volume which the extraordinary growth and development of the area has and will continue to generate. Clearly, the effort to secure financing for, and the ability to provide an efficient transportation network of, roads and highways is fundamental to the public's safety and economic development throughout the Midlands area.

SCANA is pleased to provide this confirmation of the corporation's financial commitment in combined cash and cash equivalent donations and project services in the total amount of forty three million, nine hundred seventy nine thousand, three hundred dollars (\$43,979,300) to Lexington County for partial financing of the project. If the Lexington County project application is approved, as set forth in the financial plan section of the application to the South Carolina State Transportation Infrastructure Bank, twenty million dollars (\$20,000,000) of SCANA's contribution will be in the form of cash. The cash contribution will be made in two equal annual installments commencing in fiscal year 2001 through 2002. The cash equivalent donations and project services will

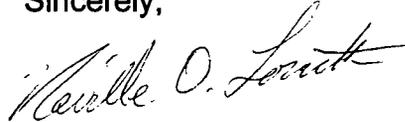


Lexington County Council
December 19, 1997
Page 2

be made available by SCANA to the project in accordance with the actual project implementation time schedule.

Again, SCANA Corporation is pleased to have the opportunity to participate in this partnership with Lexington County and to support the citizens and communities of Lexington County and the Midlands through financial participation in this much needed public transportation project.

Sincerely,

A handwritten signature in black ink, reading "Neville O. Lorick". The signature is written in a cursive style with a large, sweeping initial "N".

Neville O. Lorick
Vice President
Fossil & Hydro Operations
SCANA Corporation

rm

COLUMBIA METROPOLITAN AREA

COATS

2018

LONG-RANGE INTERMODAL

TRANSPORTATION PLAN

HIGHWAY SYSTEM

ELEMENT

ADOPTED BY THE

CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS

JUNE 25, 1997

Prepared By:

CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS

236 Stoneridge Drive, Columbia, SC 29210

COATS FUNDING PROGRAM FOR THE 20 YEAR LRTP

Adopted by Central Midlands Council of Governments June 25, 1997

PROJECT	LOCATION	IMPROVE#LANES	PE/ROW	PE/ROW/CONST *	CUM TOTAL
TIP Projects					
Bush River Rd	I-20 to Seawright Rd	3/5		\$4,000,000	
Sunset Drive	River Dr. to SC 277	5		\$4,000,000	
Airport Road	SC 302 to SC 602	4		\$6,250,000	
No. Arterial (I-77 to US 1)	I-77 to US 1	5		\$16,777,700	
SC 602	US 21 to Emmanuel Church Rd.	5		\$12,055,200	
SC 302	I-26 to Church St.	5/7		\$8,750,000	
12th Street Bridge	Frink St. to Godley St.	5		\$16,500,000	
Farrow Rd (I-20 to Pisgah Church)	I-20 to Pisgah Church Rd.	5		\$3,500,000	
Lexington W. Bypass	I-20 to US 378	5	\$4,500,000		
Airport Connector **	SC 602 to US 1, I-26 to SC 302	4		\$0	
TIP Intersections	(See Attached List)	NA		\$2,075,000	
Sub Total			\$4,500,000	\$73,907,900	
Total TIP Projects				\$78,407,900	\$78,407,900
Congestion Management/Operational Improvements					
Signal Systems ***	COATS Study Area	-		\$10,000,000	
SHEP ***	I-20, I-26, I-126, & I-77	Oper & Maint		\$8,500,000	
Intelligent Transportation Systems ***	I-20, I-26, I-126, & I-77	Oper & Maint		\$12,000,000	
Park-N-Ride Lots	I-20, I-26, I-77, & US 1	-		\$250,000	
Congestion Management Study	I-20, I-26, I-126, & I-77	Oper'l Improve.		\$100,000	
Blossom St Bridge	Reversible Lanes on Bridge	Reversible Lane		\$250,000	
Parklane Rd	O'Neil Ct. to US 1	Access Manag		\$250,000	
Harbison Blvd	I-26 to St. Andrews Rd.	Aux.Lanes/Acc Mang		\$1,750,000	
Bikeways	Within COATS Area	-		\$1,000,000	
Transit	Capital Equip. Replacement	-		\$11,718,800	
Intersection Improvements	(See Attached List)	NA		\$7,400,000	
Sub Total				\$53,218,800	\$131,626,700
Long Range Projects					
SC 6	US 76 to SC 602	5		\$31,900,000	
Huger St	Gervais St. to Blossom St.	5		\$982,500	
Kennerly Rd	Broad River Rd. to US 176	3/5		\$15,000,000	
Hardscrabble Rd	Rice Creek Rd. to Farrow Rd.	5		\$14,225,000	
SC 60	St. Andrews Rd. to Lake Murray Da	5		\$10,350,000	
Leesburg Road	I-77 to Trotter Rd.	5		\$7,000,000	
Hollingshed Road	Kennerly Rd. to Kennerly Rd.	5		\$10,000,000	
SC 302/6	SC 302/6 Merge to Diverge	5		\$2,500,000	
N. Main Street	Elmwood Ave. to Monticello Rd.	5		\$5,333,300	
Bluff Road	Atlas Rd. to Rosewood Dr.	5		\$3,057,500	
Two Notch Road	Beltline Blvd. to Taylor St.	5		\$4,000,000	
Clemson Rd	US 1 to I-20	5		\$6,625,000	
S-48 Chapin	I-26 to US 76	5		\$6,825,000	
Lexington No. Bypass	St. Peters Church Rd. to US 378	3		\$5,137,500	
US 76/378	Greenlawn Rd. to Trotter Rd.	7		\$8,027,500	
Sub Total				\$130,963,300	\$262,590,000
ROW Preservation - Existing Facility					
SC 602 Ext.	Emmanuel Church Rd. to SC 6	5	\$4,200,000		
Broad River Road	SC 60 to SC 6	5	\$5,850,000		
SC 302 Ext	Church St. to Gator Rd.	5	\$1,860,000		
Piney Grove Rd	St. Andrews Rd. to I-26	3	\$600,000		
Sub Total			\$12,510,000		\$275,100,000
Major Investment Studies					
Dutch Fork Connector	I-77 to I-26	TBD	\$1,000,000		
SEB Ext.	Extended from I-26/77 to I-20	TBD	\$1,000,000		
Additional I-26 Interchanges	Koon Rd. & Mt. Vernon Church Rd.	TBD	\$100,000		
Sub Total			\$2,100,000		\$277,200,000

GRAND TOTAL	PE/ROW	PE/ROW/CONST	TOTAL
	\$14,610,000	\$184,182,100	\$198,792,100

* Cost estimates are in 1997 dollars prepared by SCDOT. Factors for future inflation are not included. Detailed plans are not available to develop more detailed estimate

** Funding to be secured from other non-traditional sources (i.e. SIBS, FAA, Airport Commission Bonding Authority, etc.)

*** Includes total for TIP and Long Range Projects

TBD To Be Determined

INTERSECTION IMPROVEMENTS

<u>Project</u>	<u>Total Cost</u>
<i>TIP Operational Improvements</i>	
Two Notch Rd/Laurel St	\$1,000,000 *
Fairfield Rd/Mason Rd/Buckner Rd	\$250,000
Watling Rd/Old Barnwell Rd/Wilton Rd	\$200,000 *
Atascadero Dr/Forest Dr/Greenhill Rd	\$210,000
Old Barnwell Rd/Emmanuel Church Rd	\$260,000
Mallet Hill Rd/Sparkleberry Ln	<u>\$155,000</u>
<i>Total</i>	<u>\$2,075,000</u>
<i>Long Range Operational Improvements</i>	
Charleston Hwy @ Knox Abbot Dr	\$750,000
Beltline Blvd @ Brookland Cir/Shop. Cntr.	\$450,000
Beltline Blvd @ Truman St.	\$450,000
Harbison Blvd (I-26 to St. Andrews Rd)	\$1,500,000
Broad River Rd @ River Hill Circle	\$1,000,000
Broad River Rd @ Meetze Rd	\$250,000
US 378 @ Fairlane Dr	\$250,000
Old Bush River Road (St. Andrews to S-748)	\$1,000,000
Old Bush River Road @ Westcott Rd	\$500,000
Old Bush River Road @ Coldstream Dr	\$500,000
Old Bush River Road @ Saluda Shoals Pk.	\$500,000
Piney Grove Road @ Broad River Rd	\$100,000
Industrial Drive @ Two Notch Rd	\$100,000
Alta Vista Drive @ Fontaine Rd	<u>\$50,000</u>
<i>Total</i>	<u>\$7,400,000</u>

* Construction cost only.

**COATS 20 YEAR LRTP
ADDITIONAL NEEDS**
(Innovative Finance Candidates)

<u>PROJECT</u>	<u>LOCATION</u>	<u>IMPROVE/#LANES</u>	<u>TOTAL COSTS</u>
Koon Road	Broad River Rd. to Old Tamah Rd.	3/5	\$4,400,000
Colonial Dr	Bull St. to Farrow Rd.	4	\$1,916,250
SC 215	H. Brockington to Dutch Fork Conn.	5	\$6,800,000
US 321	I-26 to US 321/21 Split	7	\$7,088,750
Olympia Ave	Whaley St. to Bluff Rd.	4	\$1,102,500
Old Tamah Rd	Koon Rd. to Shady Grove Rd.	3	\$2,500,000
Coogler Rd	Koon Rd. to Kennerly Rd.	5	\$5,500,000
Fish Hatchery Rd	US 321 to Schumpert Rd.	3	\$2,700,000
Shady Grove Rd	Broad River Rd. to Old Tamah Rd.	3	\$5,500,000
Farrow Rd	Hardscrabble Rd. to US 21	3/5	\$8,500,000
Piney Woods Rd	Piney Grove Rd.N. to Broad River Rd.	5	\$3,500,000
Atlas Rd	Bluff Rd. to US 378 (Gamers Ferry)	5	\$8,950,000
Buckner Rd	Fairfield Rd. to Monticello Rd.	3	\$1,130,000
SC 6 @ LM Dam *	Relocate/Widen	4	\$27,000,000
US 378 **	Priceville Rd. to Saluda Co.	5	\$10,000,000
Lexington W. Bypass **	I-20 to US 378	5	\$13,000,000
SC 602 Ext. **	Emmanuel Church Rd. to SC 6	5	\$9,800,000
Broad River Road **	SC 60 to SC 6	5	\$13,650,000
SC 302 Ext. **	Church St. to Gator Rd.	5	\$4,340,000
Piney Grove Rd **	St. Andrews Rd. to I-26	3	\$1,400,000
Airport Connector ***	SC 602 to US 1, I-26 to SC 302	4	<u>\$20,000,000</u>
TOTAL			\$158,777,500

* SCDOT Commission seeking Federal Discretionary Funds & Public/Private Partnership with SCANA

** Cost of Construction only, PE & ROW Funded/Complete

*** Funding to be secured from other non-traditional sources (i.e. SIBS, FAA, Airport Commission Bonding Authority, etc.)

COATS 20 YEAR LRTP INTERSTATE PROJECTS

INTERSTATE PROJECTS	ROAD SECTION	LENGTH (Miles)	RECOMMENDED IMPROVEMENT	EST. COST (\$)	RECOMMENDED FUNDING
I-20/I-26/I-126 Connector	US 378 to St. Andrews Rd	3.3	Widen and Improve	\$80,000,000	Interstate - TIP
I-26	@ US 176 (Ballentine Exit)	NA	Interchange	\$15,000,000	Interstate - TIP
	US 378 to I-77		Bridge/Frontage Roads	\$23,000,000	Interstate - TIP
	@ US 378	NA	Interchange/Relocate frontage Roads	\$6,000,000	Interstate - TIP
	@ US 176 (Peak Exit)	NA	Relocate Frontage Roads	\$3,250,000	Interstate - TIP
	@ SC 302	NA	Interchange	\$3,000,000	Interstate - TIP
	@ Harbison	NA	Interchange	\$14,000,000	Interstate - TIP
	@ US 1	NA	Interchange	\$19,000,000	Interstate - TIP
	US 176 (Ballentine) to COATS Boundary	12.6	Widen to 6 lanes	\$24,000,000 *	Interstate - LRTP
I-20	@ SC 6	NA	Improve and Widen	\$17,000,000	Interstate - TIP
	@ US 176	NA	Interchange	\$20,000,000	Interstate - TIP
	US 378 to COATS Boundary	9.6	Widen to 6 lanes	\$18,400,000 *	Interstate - LRTP
	Alpine Rd to Clemson Rd	3.7	Widen to 6 lanes	\$7,700,000 *	Interstate - LRTP
I-77	US 21 to COATS Boundry	5.2	Widen to 6 lanes	\$10,400,000 *	Interstate - LRTP

Total Interstate Funds Required \$260,750,000

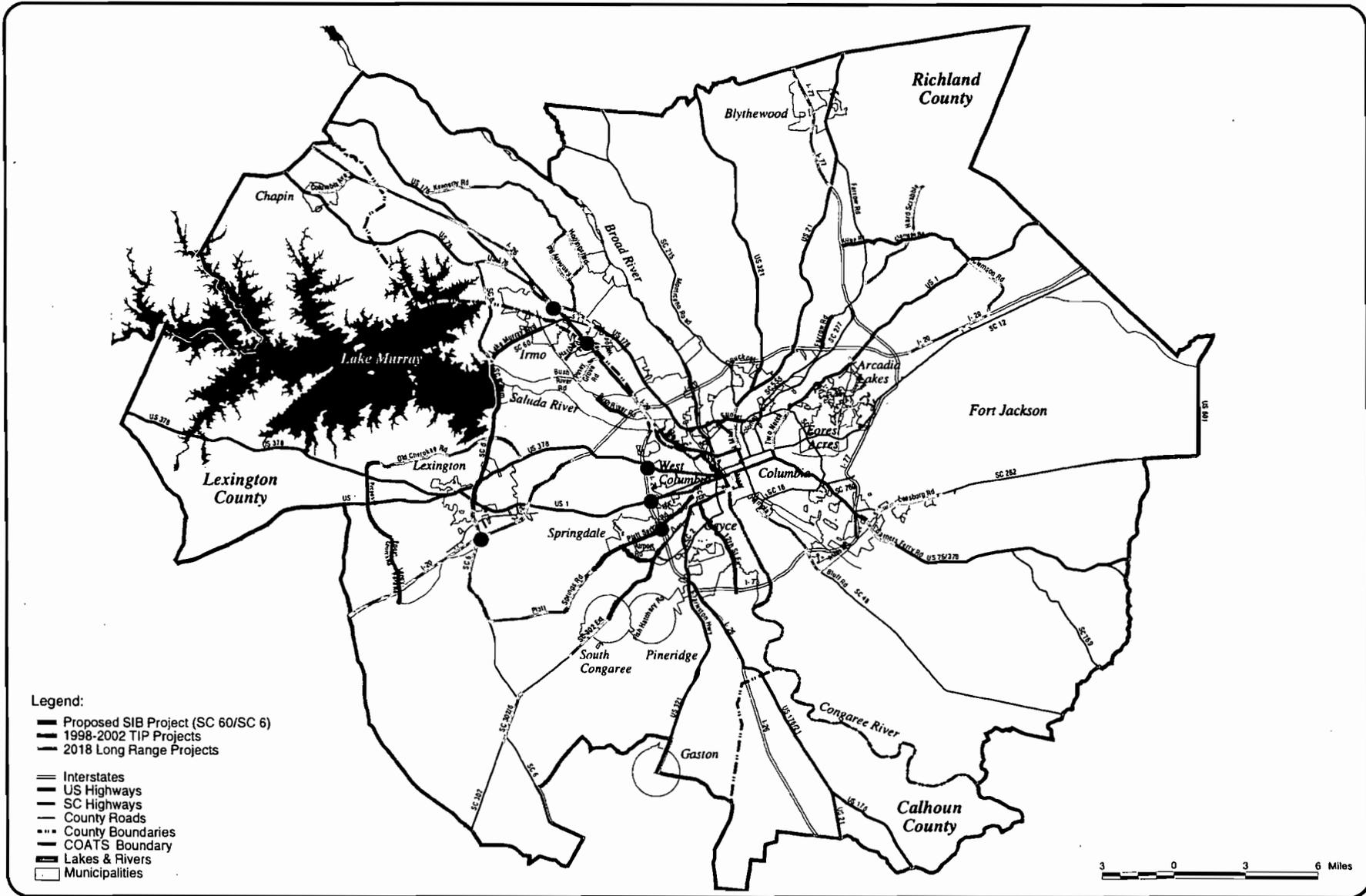
* Assumes no R/W Costs

NOTE: Cost estimates are in 1997 dollars prepared by SCDOT. Factors for future inflation are not included. Detailed plans are not available to develop more detailed estimates.

NOTE: Interstate projects listed are only interim. SCDOT to finalize in the future.

TIP: 5 Year Transportation Improvement Program

LRTP: 20 Year Long Range Transportation Plan



Columbia Metropolitan Area
2018 Long Range Transportation Plan
Highway Element

NORTH

**INDEX & CHRONOLOGY
OF
PROJECT RELEVANT
NEWSPAPER ARTICLES FROM
THE STATE NEWSPAPER**

<u>DATE</u>	<u>ARTICLE HEADLINE</u>
November 20, 1997	Lexington, Neighboring "Small Towns" Flourish Fastest In S.C.
August 16, 1997	Sam's Club To Increase Harbinson Traffic
August 1, 1997	Crashes Tie Up Rain-Slick Highways
March 30, 1997	A Tale Of Two Towns, Lexington Leaders Look To Ease City's Growing Pains
September 8, 1996	State Considering New Road Near Dam
August 23, 1996	Lexington Business Development Booming
June 11, 1996	Worries About Traffic Stall Location Of Schools
July 5, 1994	Paving The Way To The Highway Of The Future
April 23, 1994	S.C. Planning For Future Transportation Needs
September 16, 1993	Junction Targeted In Plan
July 29, 1993	Lexington Planning For Major Growth
July 9, 1993	Report Sees Pains, Strains In States Economic Growth
July 19, 1992	Commuting On Average, South Carolinians Spend 20 Minutes In The Car To Get To Work
June 4, 1992	Survey Respondents Complain About Traffic In Lexington
April 6, 1991	The Kids Were Pretty Calm-10 Students Hurt



LEXINGTON, NEIGHBORING 'SMALL TOWNS' FLOURISH FASTEST IN S.C.

Published: Thursday, November 20, 1997

Section: FRONT

Page: A1

By ALAN RICHARD

Staff Writer

The town of Lexington keeps growing and growing and growing - faster than any other town in South Carolina, new census estimates show.

From 1990 to 1996, the town's population grew 53 percent, to 6,180, according to a census report released this week. It grew 20 percent from 1994 to 1996.

Columbia's population, at 112,773, grew just 2 percent from 1990 to 1996.

Lexington leaders say all that growth is just the beginning.

New sewer lines being installed along U.S. 378 between the town and Interstate 20 offer potential for new neighborhoods and businesses. The town could have near 20,000 residents in the next decade, leaders estimate.

The reasons are varied. Families moving to the area have been drawn by Lexington District 1 schools and their high test scores and new buildings.

What can't easily be measured is what merchants and people active in the Lexington community already know: The town has kept its small-town feel even as it changes.

"We're happy," said Lexington Mayor Dan Breazeale. "We've got a good school system and a good town, and we want people to come and join us."

Leaders have expanded the town's borders over the past 10 years to take in many new subdivisions, especially down S.C. 6 toward Lake Murray.

"The town of Lexington is a small town on the hub of a big wheel," said Eli Mack Jr., who was mayor before Breazeale and is a longtime community leader. "Our shopping area is probably closer to 50,000 or 60,000 people."

Mack's family has lived in Lexington long enough to remember the old days - when Main Street wasn't backed up for a half-mile at rush hour.

In fact, Mack remembers the really old days. His father, Elias Sr., opened a grocery store downtown in 1928.

Mack Cash 'N Carry was inherited by the younger Mack, and he ran it with his brother, Arthur, until lower-priced supermarkets drove them out of business in 1988.

Columbia Avenue, once a quiet stretch of highway, is jam-packed with shopping centers. Many of the buildings are new or remodeled since a tornado leveled several blocks five years ago.

Growth has brought its problems. Lexington leaders are working to end their so-called water war with West Columbia over utility service areas. The need for wider, better roads and more schools is costing taxpayers money.

But Mack is hardly bitter about all the changes. He loves the way families flock to Lexington and feel a part of a close-knit community, despite all the changes.

"I think it's been a good thing for the town to grow," he said. "But my personal opinion is that if the town gets to 15,000 or maybe 20,000, it might lose that small-town atmosphere.

"It needs to be a town, not a city, forever and ever."

Census figures also show that several other Lexington County towns are among the fastest growing in the state. Summit is tied for seventh place in the fastest-growing towns. The tiny village outranked its slightly larger neighbor, Gilbert, which was eighth. Both places are off U.S. 1 between Lexington and Batesburg-Leesville.

Pine Ridge, near Columbia Metropolitan Airport, is in ninth place. Pelion is tied for 10th and Chapin is 11th.

The growth in those tiny towns reflects the change across Lexington County. Suburban residential areas have blossomed from the edges of Cayce and West Columbia all across the vast county - south to Gaston, west around Lexington and north to Chapin and Irmo on the shores of Lake Murray.

Alan Richard covers communities in Lexington County. Call him at 771-8315 or fax to 771-8430.

WHO'S GROWING

Towns in the Midlands and across South Carolina have seen their populations boom from 1990 to 1996.

Rank Town Growth

- 1 Lexington 53%
- 2 Loris 49%
- 3 Pickens 41%
- 4 Westminster 39%
- 5 Darlington 25%
- 6 Hilton Head Island 23%
- 7 Bluffton 22%

7 Summit 22%

8 Gilbert 20%

9 Pine Ridge 18%

9 Belton 18%

10 Mauldin 17%

10 Pelion 17%

11 Chapin 15%

11 Hickory Grove 15%

11 Perry 15%

OTHER MIDLANDS TOWNS:

14 Elgin 12%

14 Gaston 12%

16 Cayce 10%

16 South Congaree 10%

25 Columbia 2%

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SAM'S CLUB TO INCREASE HARBISON TRAFFIC

Published: Saturday, August 16, 1997

Section: BUSINESS

Page: B6

By SHERYL JEAN

Staff Writer

SAM'S Club on Harbison Boulevard hasn't even opened, but the warehouse store already has signed up thousands of new members.

That's a sign of how much busier the Harbison area will become once the store opens Aug. 29.

The 113,000-square-foot SAM'S Club at the end of Park Terrace Drive behind Wal-Mart is just one of many retailers opening near Columbiana Centre, taking up much of the available land. Other nearby projects include a 24,000-square-foot Staples store and the Columbiana Station shopping center.

SAM'S Club and its new neighbors are sure to add pressure to an already taxed traffic flow in the booming Harbison commercial area. The city of Columbia plans to alleviate some of the congestion, but some people say that if development continues at the current rate, it can only get worse.

In the Harbison Boulevard area, traffic often is bumper-to-bumper at peak times.

Some nearby residents and consumers say they like the convenience and variety of the stores, banks and restaurants, but they dislike the traffic. They blame it on poor planning.

"The traffic has gotten to be very hectic around here," said Sally Hill of Irmo, who does most of her household shopping at the Wal-Mart SuperCenter on Park Terrace Drive. "Friday or Saturday, it takes about 15 to 20 minutes to get out of Harbison. It's great that we're getting all these stores over here, but I think they need to plan it a little better."

Not everyone sees the Harbison area in the same light.

Randy Epperson, manager of the Amoco gas station on Harbison Boulevard and the Subway shop behind it, isn't worried about the increased number of cars that will go down Park Terrace Drive to the new SAM'S Club. He supports the area's growth.

"Looking at it from a business standpoint, new businesses around here draw more people, and there's more opportunity for us to do more business," he said. The Amoco station was one of the early businesses on Harbison.

Traffic control plans. Harbison Boulevard is one of the busiest roadways in the Columbia area, outpacing other major commercial centers.

An average of 43,100 cars a day drive on the boulevard from Interstate 26 south to Country Squire Road, according to the S.C. Department of Transportation. In comparison, an average of 27,300 cars travel on Park Lane Road near Columbia Mall and 21,500 cars on Forest Drive between Decker Boulevard and Trenholm Road.

"I don't know of any area that has a regional mall and doesn't have that much traffic," said Chip Land, a senior planning administrator for the city of Columbia. In the past eight years, the city has annexed Columbiana Centre and other Harbison area land that is in Lexington County.

But Land says there are some characteristics of the Harbison area that make it difficult to reduce the traffic congestion.

The city of Columbia, Lexington County, Richland County, the town of Irmo and the Harbison Group, the original land developer, all control land around Harbison Boulevard. In addition, most of the zoning and land-use plans and road networks were established at least 20 years ago, Land said.

"The pattern got established 20-25 years ago," he said. "We really haven't been able to make many changes since then. The city has been trying to address some of the issues with engineering research, replacing and timing signals."

Another problem is that two intersections on Harbison Boulevard - at Park Terrace Drive and Columbiana Drive - are only 400 feet apart, which is not enough space, said David Brewer, a city of Columbia traffic engineer.

The city of Columbia plans to install a computerized traffic signal that can be adjusted according to traffic flow. The signal, which will link the intersections at Columbiana and Park Terrace drives, should be working by Thanksgiving, Brewer said.

In addition, the city wants to build a connector road from Park Terrace Drive to Jamil Road, which will have a computerized traffic signal, Brewer said. And the state highway department plans to install a congestion management system in that area east to Interstate 26.

SAM'S sees opportunity. Although traffic was a concern in the Harbison area, SAM'S Club managers said the opportunity to open a store in an area growing as fast as Harbison was too good to pass up.

Lori Norton, general manager of the new SAM'S Club on Park Terrace Drive, said she worked with city of Columbia officials Thursday and Friday on the traffic issue.

The new SAM'S Club will be the Midlands' second. SAM'S Club plans to move its Sunset Drive location to a new 113,000-square-foot store under construction near Wal-Mart's Forest Drive SuperCenter.

Wal-Mart, the Bentonville, Ark.-based retail giant that also owns SAM'S Club, has three Wal-Mart SuperCenters and three regular Wal-Mart stores in the Midlands.

Wal-Mart officials have said that fast growth in the Midlands, especially in Irmo, Lexington and Forest Acres, has made them attractive store sites.

SAM'S Club employees this week have been stocking shelves with goods, cleaning, hiring and accepting memberships. For a \$25 membership fee, shoppers can buy bulk merchandise from toilet paper to computers.

The store, which will employ 150 people, will have a fresh-meat department and a bakery.

It will cater somewhat to local tastes. The store will carry Tommy Hilfiger and Polo/Ralph Lauren shirts, American Italian Pasta Co. products and Maurice's barbecue sauce, Norton said.

SAM'S Club managers expect consumers to spend an average of \$100. The top-selling item of SAM'S Club stores is boneless, skinless chicken breasts, Norton said.

Sheryl Jean covers consumer issues, banking and retail and can be reached at 771-8463.

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CRASHES TIE UP RAIN-SLICK HIGHWAYS

Published: Friday, August 1, 1997

Section: METRO/REGION

Page: B3

By CLIF LeBLANC, Staff Writer

Weather-related traffic accidents Thursday knotted two of the Midlands' major interstates.

Motorists driving I-20 toward Augusta had to stop for about 20 minutes about 9:40 a.m. when a pickup towing a load of bricks jackknifed between Monticello Road and the Broad River bridge.

The Highway Patrol opened some of the lanes, but it took 1 1/2 hours to clear the roadway, said spokesman Cpl. Jones Gamble.

Susan Gilliland of Columbia was taken to a hospital with injuries that were not life-threatening after a 1996 Nissan van struck her car from behind as she slowed for the wreckage, Gamble said.

The pickup driver, Melvin Timmons of Bonneau, and van driver Paulette Collins of Terrytown, La., were charged with driving too fast for conditions, the patrol reported.

At about 12:40 p.m., traffic on I-26 snarled for 45 minutes where the interstate turns sharply to the right at the Saluda River.

A Kingstree woman driving a 1983 Pontiac illegally changed lanes, hit a tractor-trailer and then slammed into the dividing wall, Gamble said.

Judy N. Walker of Kingstree was driving with her mother, Annie Morgan, a passenger. Both were taken to Lexington Medical Center with injuries that were not life-threatening, Gamble said.

Walker and her mother changed places before the trooper got there, but witnesses turned them in, the spokesman said.

Walker was charged with driving an uninsured car with a suspended driver's license and changing lanes improperly. The patrol is considering charges against Morgan, Gamble said. The driver of the rig was not taken to the hospital.

Clif LeBlanc covers law enforcement and security issues. Call him at 771-8664 weekdays after 9 a.m., or by fax at 771-8430 before 3 p.m.

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A TALE OF TWO TOWNS LEXINGTON LEADERS LOOK TO EASE CITY'S GROWING PAINS

Published: Sunday, March 30, 1997

Section: FRONT

Page: A1

By ALAN RICHARD, Staff Writer

Tommy Harman is torn between the two hometowns he loves.

The first is the Lexington of his boyhood, where people knew each other, only a couple of traffic lights let traffic through town, and the nearby capital city of Columbia seemed far away.

The second is the bustling Lexington of today, where traffic clogs the streets, thousands of new residents arrive each year, and new business districts have emerged changing the way the place looks forever.

What the future holds for Harman's hometown may be found in a little of both, and may be determined by the men and women chosen to lead Lexington at perhaps its most important time.

"I'd like to keep the right balance," said Harman, a former Lexington State Bank employee who is now president of the local chamber of commerce. "I want us to be progressive with a high level of economy, and at the same time keep the high level of quality of life that we have."

Town leaders have already gone to work on Lexington's future.

A group of more than 100 residents and business owners met last year to talk about issues that will shape the new Lexington in the coming years.

Last week, the Town Council spent two days talking about the citizens' ideas, and how some of those will be used to help Lexington become a nicer place, even while it grows.

And it will grow. Town officials predict that the Columbia suburb that had about 2,000 residents in 1980 will expand to nearly 10 times that during the next eight years.

Changes are not limited to new homes and apartments. A tremendous number of new businesses have opened, filling the old pastures and woods along U.S. 378 with parking lots, restaurants, gasstations and offices.

Lexington District 1 schools have averaged one new building per year in recent times, while keeping the status as one of South Carolina's most respected school systems.

What remains, despite all the changes, is the town's heart and sense of community, say some who

live and work in Lexington.

Many believe Lexington's spirit is the only thing that must stay exactly the same.

Donna Smith, the town's economic development director, believes Lexington can keep its good qualities while changing.

"If a community wants to stay friendly . . . it has to do with what's inside of them, not what's going on around them," said Smith, who came to work in Lexington in the 1980s from Virginia.

Being a so-called outsider, Smith has gotten her share of criticism from longtime Lexington residents who want the town to stay the same.

"They're afraid of change because they're afraid that (heart) will change with it," Smith said.

Making Lexington better was the focus of the citizens' committees. From their talks, the Town Council is left with a variety of ideas to ponder, many of which could come to life sometime this year including:

- * Change of government. One of the citizens' committees discussed switching Lexington to a "council-manager" form of government. The idea is to replace the town administrator, who can't make many decisions without approval from the Town Council, with a town manager who has more power. Mayor Dan Breazeale is pushing the idea, and has support on council.

- * The looks of Lexington. One committee discussed ways to make Lexington more attractive. The town's citizen advisory group, appointed by the Town Council, will study whether changes are needed in landscaping and sign laws.

- * Handling traffic. Lexington has hired a private firm to study traffic patterns in hopes that details will convince state officials to provide money for widening roads such as S.C. 6, and building a bypass north of town in addition to a bypass route already planned to the south. New traffic signals it is hoped will move traffic more quickly through town.

- * Building a community center. Town officials are studying how Lexington could afford to build its own community center for large meetings and community events. Possible sites include Virginia Hylton Park downtown and Gibson Road near the old mill pond.

- * Keeping parks alive. Committee members were adamant about wanting Lexington to stay green. Town officials are studying how to provide more park areas, especially using flood plain areas in new subdivisions. Developers can't build on such land, and town officials want to make them into parks.

Determining answers to questions about those issues could help determine whether Lexington keeps its sense of community or whether new businesses and neighborhoods destroy it.

"I see them working hand in hand as opposed to being at odds," said Randy Halfacre, a town councilman elected two years ago on the platform of developing ways to control the town's growth.

He and other new leaders predict that the changes in Lexington have just begun.

Once the town completes sewer lines along U.S. 378 toward I-20 late this year, Smith says she expects countless new businesses and homes to be built along the highway toward West Columbia.

Developers already plan to build 2,000 more homes inside the town limits, and Lexington has its eyes on the vast land tracts along 378 that it plans to annex.

"Certainly our borders are going to grow," said Town Administrator L.C. Greene. We can't stop that. We don't want to stop that."

Residents without age-old family ties to Lexington have found that despite its expansion, the town, so far, has held on to its best attributes.

Frank Mogan, who with his wife owns Kitty's Hallmark stores, came to Lexington 14 years ago to open a small business.

But like the town itself, Mogan's stores have grown from a tiny family enterprise to a local chain of four stores in greater Columbia.

"I'm very proud that I'm part of it," Mogan said. "It's still a good solid small town with aches and pains from big growth. It's going to come faster than anyone realizes."

Greene and other town officials hope they're ready.

"We could very well make this one of the most attractive areas in the United States for growth and quality of life and livability," Greene said.

Longtime residents such as Harman still know the joy of living in the close-knit community of Lexington.

Harman just hopes that by planning for its future, Lexington can keep what makes it great.

"It's something you can't exactly put your finger on," he said. "It's genuine concern for your fellow man, and from a business standpoint, for other businesses."

"When I was growing up, people back then were always genuine and friendly, and still are today. We're proud of our area, and in a lot of ways, we want to share it with others."

Alan Richard covers communities in Lexington County. Call him at 771-8315 or fax to 771-8430.

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STATE CONSIDERING NEW ROAD NEAR DAM

Published: Sunday, September 8, 1996

Section: METRO/REGION

Page: B1

By Bertram Rantin, Staff Writer

Rapid growth in the Lake Murray area has area road planners considering a new route across the dam, but construction of a multilane alternative highway is, at best, years away.

The Department of Transportation is preparing to study the cost, environmental impact, potential alignment and other implications of a proposed new four- or five-lane bypass downstream of the dam.

The study is among ongoing efforts to improve traffic around the dam and along the entire S.C. 6 corridor between Ballentine and Red Bank.

"That was the impetus for this project," said Mitzi Teel, transportation planner for Central Midlands Regional Planning Council. "There are engineering issues associated with the dam that would not allow us to make it any wider. So that's why we're looking at relocating."

Long-range research shows that most roads leading to the dam might need to be widened within the next 20 years, and planners say improvements would be needed at the dam as well to accommodate those changes.

As of 1995, the DOT estimates that about 13,000 vehicles travel the spillway section of the 1.5-mile stretch of highway at the dam each day. The 20-year projection is about 23,000 cars a day in the same area.

"If we don't begin planning now to alleviate traffic congestion at the dam, there will be a tremendous bottleneck for people traveling north and south across the lake," said DOT Commissioner S. Lyman Whitehead.

The proposed rerouting of S.C. 6 from the Irmo side, would go left and down behind SCE&G's McMeekin Power Plant, with a bridge across the Saluda River, the railroad tracks and over the river and spillway. The new road would be behind the power plant and would curve around to the Lexington side, Whitehead said.

The approximately 2.5-mile alternate loop would tie back in with S.C. 6 on both sides of the dam.

Whitehead said the current route across the dam likely could be maintained for historical and tourist purposes such as fishing, road races, and bicycle and walking trails.

"The daily traffic would most likely be taken off the dam," he said.

Whitehead said the cost of the project would exceed \$20 million, but local officials will seek federal

assistance for the work.

"Right now, we're looking at ballpark figures as far as what the cost would be," he said. "We can't stop planning just because we're limited in our funds at this point."

Central Midlands has approved a \$100,000 feasibility study for the project to examine costs and other aspects. The study is expected to be completed in June.

"The study will get started, we hope before the first of the year, and be completed by June 30," Teel said. "We've got to look at a variety of different things."

And a completed project could be years away.

Central Midlands, which oversees planning and helps set priorities for highway improvement and construction, must consider nearly 1,000 square miles in the Central Midlands area, which covers most of Richland and Lexington counties. More than 20 projects are on a priority list for highway construction or improvements.

Which projects get done first is a matter of priorities based on such things as population, traffic counts, accident rates, number of houses, registered vehicles and commercial sales and construction.

"It could be as much as 15 years before you see any bulldozers moving any dirt over there," Teel said.

Bertram Rantin writes about people and places in the Irmo, Chapin, and St. Andrews communities. Contact him at 771-8306 or by fax at 771-8430.

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LEXINGTON BUSINESS DEVELOPMENT BOOMING

Published: Friday, August 23, 1996

Section: BUSINESS

Page: B6

DEWANN LOFTON, Staff Writer

Commercial developments in Lexington are keeping pace with town and county population growth.

As subdivisions and other residential developments expand, so does the number of businesses that support them.

Old Cherokee Road and Sunset Boulevard are a den of new commercial activity. Several business developments are under way in the area where Publix and Dick Smith Nissan recently opened.

A new restaurant called the Buffalo Cafe is planned for a site in front of Publix.

Nearby, Wal-Mart is clearing space for its new supercenter. Arby's has bought property adjacent to that site. Southtrust Bank has bought land next to the Arby's lot and will begin construction soon.

Across the street and behind the Nationwide Insurance service center, a Holiday Inn Express is preparing to open in about a month.

Here are the details:

Buffalo Cafe, an Atlanta-based chain of casual dining restaurants, is being developed by franchisee Steven Hershey of Lexington.

If plans submitted to the city are approved, construction on the 4,500-square-foot restaurant is to begin in about three weeks, Hershey said. It will have seating for 200 with additional patio seating. About 30 people are to be employed there.

This will be the first Buffalo Cafe in the Midlands and the second in South Carolina. There is one in Mount Pleasant.

The Lexington restaurant is to open by the end of the year. Buffalo Cafe features mostly chicken wings, but also serves chili, roasted or smoked chicken, a variety of sandwiches, salads and deserts. The average meal costs about \$7. The atmosphere is family oriented with the dining room and bar in separate areas.

Hershey, a former vice president of manufacturing for AT&T, has bought the rights to develop Buffalo Cafes throughout Richland and Lexington counties. He said the company hopes to open about four or five here in the next five years.

Arby's, known for its roast beef sandwiches, plans to build on a lot adjacent to the future site of

Wal-Mart.

Construction on the 3,000-square-foot restaurant with seating for about 90 people is to begin in about 60 days, said Oren Trefz, an Arby's franchisee in Augusta and co-owner of the Lexington Arby's.

It will be one of the national chain's most modern facilities, Trefz said.

The fast-food restaurant will employ about 18 people and is expected to be open for business by year's end.

Southtrust Bank, based in Birmingham, Ala., will build its first branch in the town of Lexington, at 5540 Sunset Blvd. next to the proposed Arby's.

The full-service, 2,800-square-foot facility will house six employees and include a drive-through and ATM. It will open in early 1997.

Southtrust has five branches in the Midlands and others in Greenville and Charleston.

The company has plans for another branch in northeast Columbia on Two Notch Road near Sparkleberry.

Camden-based First Palmetto Bank will open its first branch in Lexington around the end of the year.

"With the selling of Lexington State Bank to BB&T, the market is right for a smaller, hometown bank," said Scott Callison, branch manager.

The 3,000-square-foot facility will be located at U.S. 378 and Palmetto Business Park Boulevard.

The full-service branch will employ about six people and include a drive-through and ATM.

First Palmetto grew out of a merger of two Camden savings and loans. It has grown to 18 branches, mostly through the purchase of branches sold by larger institutions.

First Palmetto, with total assets of \$370 million, has two branches in Columbia.

Holiday Inn Express is preparing to open next month at 131 Innkeepers Drive behind Nationwide Insurance.

The 74-unit hotel will be the first Holiday Inn in Lexington. It is being developed by local franchisee Bharat Patel. About 20 people are expected to be employed there.

The facility includes 58 regular-sized rooms, 16 suites, and an outdoor pool with hot tub and sauna. Rooms rent for \$50 to \$60 a night and include microwaves, wet bars, coffee makers, blow dryers, irons and ironing boards and refrigerators.

Scott Blanchfield will manage the hotel.

Dewanna Lofton covers retailing, small businesses, commercial real estate and tourism for The State. She can be reached at 771-8307, fax 771-8480 or e-mail dlofton777@aol.com.

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WORRIES ABOUT TRAFFIC STALL LOCATION OF SCHOOLS

Published: Tuesday, June 11, 1996

Section: METRO/REGION

Page: B1

By Pat Berman, Staff Writer

Traffic concerns brought new school site selections to a halt Monday night at a public hearing at Dutch Fork High School.

But discussion will resume at 7 p.m. June 17 with another public hearing at the high school when District 5 of Lexington and Richland Counties seeks to settle on sites for two new elementary schools.

About 75 residents in the Dutch Fork and Chapin area repeatedly voiced concerns about traffic safety at all six proposed site selections. A few also questioned whether the locations best suited growth patterns in an area that is shifting from rural to suburban.

That shift may best be reflected in the road systems in the area, said Barney Richards, one of several area residents who spoke at the hearing. "It's rural, two-way, curving, winding roads."

Bobbie McEntire, the school district's director of planning and student services, said traffic and population growth concerns will be addressed more thoroughly at the next hearing. Maps indicating population growth will be presented. And Department of Transportation representatives will be asked to address traffic and safety issues.

The sites being considered include the following for the Chapin area:

At Mount Vernon Church Road and U.S. 176.

On Three Dog Road, across from the Cedar Cove subdivision off U.S. 76.

The Dutch Fork area school sites are:

At Connie Wright and Kennerly roads.

On Hollingshed Road, between its two intersections with Kennerly Road.

Koon Road and Wes Bickley Road-South.

Koon Road and Wes Bickley Road-North.

The strongest objections were raised against the Three Dog Road site for the Chapin elementary school. Residents said proximity to the Lake Murray cove where boat-towing traffic is heavy and a

hill in the road that obscures oncoming traffic create hazardous conditions.

The school district proposal includes a plan for the addition of a center lane for left turns.

The locations of the sites reflects both the growth rates in the area and what was available, said District 5 spokesman Buddy Price. "Our maps show where student population is. And we sent letters to all area realtors asking for Dutch Fork and Chapin sites (where schools could be built)," he said.

The district wants the schools, which will accommodate about 500 students each, to open for the 1997-98 school year. For that reason, the schedule is tight, Price said.

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PAVING THE WAY TO THE HIGHWAY OF THE FUTURE

Published: Tuesday, July 5, 1994

Section: METRO/REGION

Page: B8

South Carolina will use new revenue sources, such as bonds and tolls, in addition to gasoline tax money to finance future highway work. Over the next decade, the state is planning to spend about \$3.2 billion on a backlog of bridge and road repairs and construction of five major projects.

MAJOR HIGHWAY PROJECTS

Statewide, the state will spend nearly \$1 billion on five major projects.

Grace Memorial Bridge replacement over the Cooper River between Charleston and Mount Pleasant

Hilton Head Cross Island Connector, from U.S. 278 on the north end of Hilton Head to Palmetto Road on the south end

Conway Bypass to link U.S. 17 and major roads that lead to the Grand Strand

Southern Connector expressway to connect Interstates 85 and 185 and I-385 and U.S. 276 near Greenville

Bobby Jones Expressway to complete a beltway around Augusta in both South Carolina and Georgia

Ranked first in the nation in 1992 for low overall spending on highways, with \$14,041 spent per mile

Ranked first in the nation in 1992 for low spending on new bridges, roads and other capital improvements, with \$7,900 spent per mile

Ranked second in the nation in 1992 for low spending on highway maintenance, with \$3,753 spent per mile

Ranked second in the nation for low administrative costs in maintaining highways, with \$1,072 spent per mile

SOUTH CAROLINA'S HIGHWAY DEFICIENCIES

Ranked second worst in nation in 1992 for maintaining interstate highways in rural areas, with nearly 20 percent of rural interstates in poor condition

Well below the national average in 1992 for upkeep of interstates in urban areas, with nearly 13 percent in poor condition

Above the national average in 1992 for traffic congestion on urban highways, with more than half of urban interstates routinely clogged with traffic

Above the national average in 1992 for fatal highway accidents.

SOURCES: South Carolina Department of Transportation and transportation study done by the University of North Carolina Charlotte

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S.C. PLANNING FOR FUTURE TRANSPORTATION NEEDS

Published: Saturday, April 23, 1994

Section: METRO/REGION

Page: B2

By JOHN ALLARD, Staff Writer

State highway planners are working to develop a program that they hope will make South Carolina's transportation system more effective.

By the end of the year, the state Department of Transportation will complete a plan to govern transportation in the state for the next 50 years.

Earlier this year, state planners held 10 regional meetings statewide to hear residents concerns. The Midlands meeting was Feb. 1.

Issues raised at the meetings included building more bike paths and improving public transportation by coordinating transit bus operations statewide and exploring the development of commuter rail service.

"There was a lot of concern about traffic congestion," said Ron Althoff, assistant director of planning for the Transportation Department. "We need to find different ways to get at that problem."

In urban areas, traffic on interstate highways has reached more than half the level the roads were designed for and 39 percent of the level state highways were designed to carry, said Bob Addy, chief of statewide planning for the Transportation Department.

Public comments will be important in developing the plan, said Michael Letts, chairman of the Central Midlands Regional Planning Council. Federal law requires the state to create a long-range transportation plan.

"We want to help make this a better state to live in," Letts said.

For rural areas, the main concern was to spur economic growth by improving highways to connect small towns with I-95 and other interstates, Althoff said.

"Our economy will depend more and more on our ability to move people and products effectively," he said.

South Carolina has seaports in Port Royal, Charleston and Georgetown. The Charleston port serves 109 countries, shipping \$9 billion in cargo annually.

About 18 railroads operate on 2,511 miles of tracks in South Carolina. Freight operators haul 63.2

million tons of goods annually, while Amtrak transports 250,000 passengers.

The state has 69 airports, with six commercial and 63 general aviation facilities. Commercial airlines transport 2.4 million passengers annually, while commuter planes handle 18,000 customers.

Wilbur Smith and Associates will be paid \$173,000 to prepare a plan by September, when additional public meetings will be held statewide.

Another Look updates stories that have appeared in The State. Do you remember a story that you'd like to hear more about? Call Steve Brook at 771-8621 or Thom Fladung at 771-8441, 9 a.m. to 5 p.m., Mondays through Fridays.

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JUNCTION TARGETED IN PLAN

Published: Thursday, September 16, 1993
Section: NEIGHBORS 1
Page: 1

By John Allard, Staff Writer

A proposed state highway improvement plan calls for spending \$32 million to improve "Malfunction Junction" at the interchanges of Interstate 20, I-26 and I-126.

The money will be spent over five years to improve and widen the interchanges, from U.S. 378 to St. Andrews Road, under the State Transportation Improvement Program. Transportation planners revise the program annually.

Other improvements to Interstate 26 will include widening the highway to six lanes from Harbison Boulevard to U.S. 176. That will cost \$10.9 million for right-of-way purchases and construction, according to the plan.

Newberry Avenue in Irmo will be widened between St. Andrews Road and I-26 at a cost of \$1.3 million for right-of-way purchases and construction. Plans to improve Bush River Road also will advance by spending \$500,000 to acquire rights of way for widening the road between I-20 and Seawright Road.

About \$200,000 will be spent on right-of-way purchases and construction for improving the intersection of Broad River Road with Kennerly and Kinley roads.

The plan, to be considered today by the state Transportation Commission, calls for spending a total of \$143.86 million during the next five years on highway improvements in Lexington and Richland counties. About \$2.6 million will be spent to replace bridges, including the bridge over Nicholas Creek about five miles southeast of Ballentine.

Eighty percent of the funding will come from the federal government, with the state providing the rest.

Projects generally are included in the five-year transportation plan on the basis of recommendations from local governments, said Doug Phillips, deputy director of the Central Midlands Regional Planning Council. The program focuses on promoting traffic safety, reducing traffic congestion and improving the appearance of highways.

"There's no question we have a lot of highway needs in our area, and there are always more projects than money," Phillips said. "But you'll see a noticeable improvement over five years in the local road system."

The projects most likely to attract attention are completion of the Southeastern Beltway and

landscaping of the Congaree Vista entrance on Gervais Street from Assembly Street to the Congaree River, Phillips said.

Other projects include the widening of Airport Boulevard between I-26 and South Congaree and the widening of I-26 to six lanes between U.S. 378 and the Southeastern Beltway.

All improvements in the plan will be completed or at least started within five years, said Ron Althoff, assistant planning director for the state Department of Transportation.

The state transportation commission will discuss the plan during a meeting today. If approved by the commission, the program then will be sent to the Federal Highway Administration for final review.

The federal government now requires planners to show that each project is feasible and can be financed with available funding, Althoff said. Because of that, Althoff doesn't anticipate any significant changes.

"It needs to be a tight list so it would be quite difficult to add or delete projects," he said.

Statewide, about \$1.8 billion will be spent on engineering, rights of way and construction in the next five years, Althoff said. That total includes \$382.7 million to improve interstate highways, \$201.5 million to pave and reconstruct roads and \$138.6 million to replace bridges.

The money slated to be spent on road projects is about the same as in previous five-year transportation plans, Althoff said.

Road and bridge projects

Here is a list of road and bridge projects scheduled to be started or completed within five years in Richland and Lexington counties under the State Transportation Improvement Program. The plan calls for spending a total of nearly \$144 million in federal and state highway funds.

Improving Bush River Road, from I-20 to Seawright Road.

Widening Newberry Avenue, from St. Andrews Road to I-26.

Improving interchanges of I-20, I-26 and I-126, from U.S. 378 to near St. Andrews Road.

Improving intersections of Broad River Road with Kennerly and Kinley roads.

Widening I-26 to six lanes, from Harbison Boulevard to near U.S. 176.

Relocating frontage road at interchange of I-26 and U.S. 176.

Replacing bridge over Nicholas Creek, 5 miles southeast of Ballentine.

Landscaping and other improvements to Congaree Vista along Gervais Street, between Assembly Street and Congaree River.

Widening Forest Drive, from Trenholm Road to Percival Road.

Widening Sunset Drive, from River Drive to S.C. 277.

Widening Farrow Road, from I-20 to Pisgah Church Road.

Constructing turn lanes on Laurel Street at intersection with Two Notch Road.

Replacing bridge over Smiths Branch to Clement Road.

Replacing two bridges over Crane Creek, 5 miles north of Columbia.

Installing central traffic signal system for Garners Ferry Road and downtown Columbia.

Relocating railroad tracks from Rosewood Drive to Fairwold Street at Farrow Road.

Improving Atlas Road, from Southern Railway track to CSX Railroad track.

Replacing bridge over Cedar Creek, 1 mile south of U.S. 378.

Replacing bridge over Cedar Creek, 4 miles southeast of Hopkins.

Constructing five-lane O'Neil Court Extension, from Two Notch Road to Hunt Club Road.

Constructing Northern Arterial, from U.S. 1 to U.S. 21.

Replacing bridge over Springwood Lake to Creekwood Street.

Widening U.S. 378, from U.S. 1 to the Saluda County line.

Constructing Lexington bypass, from U.S. 378 to I-20.

Improving intersection of U.S. 378 and S.C. 6.

Improving interchange of S.C. 6 and I-20.

Replacing bridge over Little Hollow Creek, six miles north of Gilbert.

Replacing bridge over Black Creek on Calks Ferry Road, 8 miles southeast of Gilbert.

Replacing bridge over Lightwood Knot Creek on Two Notch Road, 5 miles southeast of Leesville.

Improving rest area buildings and ramps on I-20 in Lexington County.

Widening U.S. 1 to five lanes, from near Lexington High School to near Gilbert.

Widening U.S. 1 to five lanes, from Gilbert to Batesburg-Leesville.

Widening S.C. 35, from Knox Abbott Drive to Southeastern Beltway.

Landscaping and other improvements to entry for Cayce on Knox Abbott Drive at intersections with Axtell Drive and State Street.

Widening Airport Boulevard, from I-26 to South Congaree.

Building Airport Connector, from Charleston Highway to Airport Boulevard.

Widening existing airport road, from Airport Boulevard to Platt Springs Road.

Widening Platt Springs Road, from Charleston Highway to Emmanuel Church Road.

Widening I-26 to six lanes, from U.S. 378 to Southeastern Beltway.

Relocating frontage roads at interchange of I-26 and U.S. 378.

Improving interchange of I-26 and S.C. 302.

Planting wildflowers at interchange of I-26 and Southeastern Beltway.

Improving interchange of 12th Street Extension and Southeastern Beltway.

Replacing bridge over Six Mile Creek to Town of Springdale.

Replacing bridge over Congaree Creek to Town of South Congaree.

SOURCE: South Carolina Department of Transportation

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LEXINGTON PLANNING FOR GROWTH

Published: Thursday, July 29, 1993

Section: NEIGHBORS 6

Page: 1

By Kay Gordon, Staff Writer

Lexington, with a population of 967 in the 1970 census, will top 10,000 in the next 20 years, according to population projections, and planners are preparing for that expected growth.

"People are moving to the Lexington area," said John Huffman, senior area planner for the Central Midlands Regional Planning Council. "It's a promised land -- very attractive, with excellent schools, easy commuting distance to Columbia, near the lake. They will continue to move there."

Huffman said that town leaders, through implementing zoning, landscaping and planning and maintaining the quality of life, "are not in the process of dropping the ball. They have seen this coming and are adopting" proper plans.

Huffman praised Town Administrator L.C. Greene, whom he called "top flight," in his exchange of information and knowledge of policies.

The challenge now is to protect residential areas while attracting business and preparing service providers like schools and utilities for the continued growth.

Huffman has prepared and updated the town's land-use plan, which is updated every five years. It is his third time to do that for Lexington. The town's planning commission has reviewed and endorsed it and a public hearing was held in June. Town Council is expected to approve it in August.

In the past five years, Lexington has changed a lot, with new developments and annexations, Huffman said. The plan is a guide for orderly development for the town and surrounding area for the next 20 years.

"This is the most comprehensive effort I've done" for the town, Huffman said.

The plan also addresses infrastructure needs, natural resources, cultural and recreational resources, community facilities, population, economic development and highway planning.

The planning is needed to deal with explosive growth that's expected to continue in Lexington.

From 1970 to 1990, the population increased by more than 240 percent, from 967 to 3,289. Since the 1990 census, about 2,000 more have been added to the rolls. And by the year 2010, with additional annexations and people moving into the area, the population of the town could exceed 10,000.

The new plan encompasses an 18-mile area surrounding the current town limits, including some large tracts of undeveloped land. The area extends west just past the intersection of Barr Road and

U.S. 1; north to the southern tip of Lake Murray where West Columbia and Lexington County built a water filtration plant in the late 1980s; east past the interchange of U.S. 1 and I- 20; and south to the intersection of S.C. 6 and Old Two Notch Road.

If the town annexes, the plan gives an idea of how to zone and classify the streets and roads, according to traffic count and other factors.

The plan looks at protecting residential property while expanding commercial growth, so that the "quality of life is not impugned," Huffman said.

That's why the performance-based zoning, which is already in place, is important, he said. This type of zoning protects people who have existing houses in commercial zones, by requiring buffers and setbacks.

The three zones are: IDD, intense development district; RDD, restricted development district, which provides for more buffering and setbacks; and PRD, protected residential district.

Tom O'Brien, planning commission chairman, said that as subdivisions ask to come in, the town can give them more protection because of the zoning, and they will pay less for water and sewer services and sanitary pickup. Now, out- of-town water and sewer customers pay double the in-town rates, he said. Plus, he said, the county is primarily zoned IDD and residential.

O'Brien said the town wants to protect the residences. But to grow, he added, infrastructure and other provisions must be made for industry and business.

"The new plan looks at expansion," he said. "There are very large tracts of (unannexed) land -- thousands of acres. The quality of life in the community is No. 1. It has to be balanced. We are doing the best to protect the residences and the quality of life."

He said he feels good about the updated plan.

"It's an exciting time for Lexington," he said. "Lexington is a key growth town in that whole area."

Members of the planning commission and Huffman believe that it was time to revise the land development plan because of population growth and the rapid expansion of water and sewer utility service in the Lexington area since 1988.

The town has expanded its water filtration capacity to 3.1 million gallons a day and is tied onto the new 6-million-gallon-a-day water filtration plant built by West Columbia and the county. The town also is expanding its sewer treatment capacity. This summer, a 1-million-gallon-a-day expansion to the facilities will be completed.

The town also has increased in physical size. In 1988, at the time of the last land-use update, the town comprised about 1,550 acres. In the past five years, it added another 407 acres, bringing the total to about 3 square miles.

Plans, goals for Lexington

Here are some major points from the long-range development plan for the town of Lexington, as well as some goals for the year 2013.

Significant population growth will continue inside and around the municipal limits. There should be more apartments, condominiums, cluster housing and zero-lot-line housing. Strict buffering should

be maintained between low-density residential and higher-density attached housing developments.

Commercial uses should develop in the RDD and especially the IDD zones, which are designated for industrial development. The development of commercial corridors should proceed and entrances to the town should be beautified.

Rapid population growth will put increased pressure on existing public facilities. Providers of recreational services, services for the aging, social services, schools, utilities and others should coordinate with the planning commission to make sure new construction will be least disruptive to residential uses and traffic patterns and have little impact on environmental health.

Industrial development is best located in the industrial corridor accessed by Industrial Drive.

Construction of the Lexington Bypass is critical to relieve growing congestion in the town limits. Highway improvements also should include improving the U.S. 378-S.C. 6 interchange near Wal-Mart.

Annexation will continue at high rates through the planning period, particularly of subdivisions near the town.

The town has a basic land-use ordinance in place, covering such areas as zoning, subdivision regulations, storm drainage and sediment control ordinances. Amending the zoning ordinance, if necessary, and enforcing the other regulations in cooperation with the county planning department will be the principal tools to implement the plan.

The planning commission and Town Council will encourage identifying and preserving structures with architectural and historical significance.

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REPORT SEES PAINS, STRAINS IN STATE'S ECONOMIC GROWTH

Published: Friday, July 9, 1993

Section: METRO/REGION

Page: 1B

By MIKE LIVINGSTON, Staff Writer

South Carolina's economic growth is all well and good, but it is causing some pains in terms of congestion, loss of community character, environmental degradation and strains on infrastructure, according to a report by the Palmetto Conservation Foundation.

The foundation, a nonprofit group dedicated to helping communities solve problems, said it is by no means anti-growth. Rather, it advocates growth planning at the state level.

"Growth has clearly brought jobs, wealth and a higher quality of life to South Carolina," said Executive Director Ken Driggers. "But our methods of managing that growth are no longer viable. If we do not adopt new strategies, our quality of life and economy will suffer."

Driggers said the time is right for planning under a restructured, more streamlined state government. Where there were once 20 agencies with a stake in such a project, they now are consolidated into five or so.

Eight states -- Georgia being the most recent -- have implemented planning on the large scale with much success, he said.

In compiling the report, researchers interviewed community leaders in Greenville, Horry, Lexington, Richland, Spartanburg and York counties. In two decades, the study says, the state has seen manufacturing investment increase by \$31.6 billion, population grow by 35 percent, and average annual payrolls increase by \$30 billion.

Yet there is a down side.

York County leaders are concerned about losing the area's identity as it develops in Charlotte's shadow; Greenville and Spartanburg counties worry about traffic congestion and their ability to provide waste water treatment; Horry County is wondering how to deal with a doubling of its population during the next 20 years.

"The single most important factor which makes growth so difficult to manage in South Carolina is our lack of a statewide growth-management plan," Driggers said.

The study will be the main topic at the South Carolina Growth Symposium July 21. About 35 speakers, including Charleston Mayor Joe Riley, will participate in the event, to be held from 9 a.m. to noon in the conference room of the Richland County Public Library, 1431 Assembly St.

The keynote speaker will be Luther Probst, a national expert on growth management.

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COMMUTING

ON AVERAGE, SOUTH CAROLINIANS SPEND 20 MINUTES IN THE CAR TO GET TO WORK

Published: Sunday, July 19, 1992

Section: LIVING

Page: 1E

By PAT BUTLER, Staff Writer

To Connie Bartemus, it's a battle.

To Steve Goff, it's a bore.

But to Jan Samuel, it's a breeze.

Bartemus, Goff and Samuel are among the thousands of Midlands commuters who have experienced the morning creep toward Columbia, whether on I-26 from the northwest, S.C. 302 from southwest, Garners Ferry Road from the southeast or S.C. 277 from the northeast.

They've muscled their way into lines of cars as impenetrable as armor; they've seen fast-moving rivers of traffic turn into sludge at the first drop of rain; they've felt the steam rise in their veins as they waited for trains that always seem to pick rush hour to crawl through town.

They've done it twice a day, five days a week. They are among the readers who responded to a call for commuting stories in The State, writing about their experiences and submitting their nominations for the Most Congested Spot in Columbia (see accompanying story).

"It's an absolute nightmare sometimes, but I like where I live," said Goff, who commutes downtown on S.C. 277 from his home in Spring Valley. "And I've lived in much worse."

Columbia's traffic tie-ups are nothing compared with Washington, Atlanta and Charlotte, where drivers often feel like prisoners in their cars, "commuting" their sentences. But the numbers indicate that even in Columbia, we're spending more time in our cars getting to and from work, rejecting the carpools and public transportation that would unclog our arteries.

And some worry that Columbia is on the road to bigger-city traffic problems.

"Ten years ago, who would have thought Charlotte would be as bad as it is now?" said Chris Carey, who commutes from Greystone Boulevard to his job in Five Points. "A lot of people like to live here because they don't like the traffic of the big city. And a lot of people, when they're stuck in traffic, they think, 'Well I might as well be in Atlanta.'"

According to the U.S. Census Bureau, the average travel time for a South Carolinian from home to

work rose from 19.9 minutes to 20.5 minutes. It takes the average Richland County resident 19.4 minutes to get to work and the average Lexington County resident 22.5.

Part of that might be because more of them are driving alone, meaning more cars are on the road. In 1980, more than a quarter of the state's residents used carpools; in 1990, the figure had dropped to 16.9 percent.

Trains and rain

Despite modest increases in the numbers of commuters, traffic planners believe the Columbia area is still relatively free of frustrating logjams. Every year, staff members of the Central Midlands Planning Council measure how long it takes them to get to the State House during morning rush hour from seven miles out on various routes.

Despite more people on the roads, the commute times "really haven't changed significantly for a long period of time," averaging 20 to 30 minutes for a seven-mile drive, said Ron Althoff, executive director of the Central Midlands Regional Planning Council. Part of the reason is that more people are working in offices and industries on the outskirts of Columbia rather than downtown, he said, and part is because of improvements along many of those routes.

George Kearns, morning show producer for WTCB-106 radio, has been doing morning traffic reports as "Capt. Luke Skywatcher" for about two years.

"It's probably gotten worse, but I don't think it's gotten ridiculously worse," said Kearns, who commutes to Cayce from St. Andrews, but is usually at the office by the time traffic gets bad. "Everybody pretty much knows where the hot spots are. . . . You can live 20 minutes from downtown, but it takes 40 minutes to get to work. You just get used to it."

But there are two things Columbians just can't seem to get used to, Kearns said: trains and bad weather. Columbia is afflicted with more grade-level crossings than other cities he has seen, and rainy weather seems to slow Columbians down more than it does commuters elsewhere.

One solution might be encouraging people to return to carpooling. There has been discussion of converting a lane of I-26/I-126 to a lane strictly for carpoolers, Althoff said.

But that would take a lot of expense in planning and implementation, and in enforcement, he said. And the positive incentive of a traffic-free lane isn't enough to encourage people to carpool without the negative incentives of heavy congestion and expensive parking downtown, he said.

So the average vehicle occupancy rate, 1.1 people per car, is likely to remain low.

"I was going to get worried if it dropped below one," Althoff joked.

Nor is there any likelihood of a light rail system to bring people downtown, he said. Even 20 years from now, traffic congestion in Columbia isn't likely to be bad enough to warrant a rail system, especially when data from other cities show workers are using public transportation systems less even as auto traffic gets thicker.

The Junction

After struggling with the garage door opener and wrestling the children into their clothes and into the car, Bartemus prepared for the real battle. In the letter she wrote about her commute, she described turning to the 6-year-old and saying, over the screaming of the 2-year-old:

"Let's do 'the Junction.' "

That of course, would be Malfunction Junction, the stretch of I-26 from St. Andrews Road, through the I-20 interchange and on to where I-126 splits off and heads into town. It's the one section of Columbia roadway that is so congested during rush hour it might make you think you're in a major city.

"Ah, the challenge of poor civil engineering!" Bartemus wrote. "Of hundreds of autos all trying to occupy the same four yards of highway at the same time!"

Then she described, in precise detail, merging, braking and accelerating, looking for an opening, making eye contact to show the driver who refuses to let her in that she means business. And, finally, "The fumes of victory! The glory of conquest!"

Bartemus no longer does "the Junction," taking her kids to a day care that's closer to home before going to work. She doesn't miss the commute, but she has to admit that -- as might be obvious from her letter -- she kind of enjoyed it, in a competitive kind of way.

"It was kind of fun, really," she said. "It was the morning challenge. I like a challenge I can win."

Bartemus certainly got frustrated by the commute -- her pet peeve was getting behind people who stopped on the entrance ramp and waited for someone to let them in. ("You have to pick your spot and take it.") But she had to keep her frustration inside. The kids, you know.

"I tried to keep my mouth shut," she said. "I didn't want them to pick up my competitive driving habits. I had to do it all in my head."

Not everyone takes commuting as a challenge to be mastered. Goff finds himself impatient and bored as he creeps homeward. Carey sometimes fumes at drivers who don't use turn signals, or don't stop at a red light before turning right.

Janet Touchstone, who drives the heavily congested two-lane from South Congaree to the airport, finds plenty of time to think about the sorry state of South Carolina roads.

"South Carolina leaves a lot to be desired as far as roads," said Touchstone, who used to live in Georgia. "I'm not sure what they do with all the road taxes they collect; they sure don't spend it on the roads."

Jan Samuel doesn't let herself get frustrated by anything on her drive from Chapin to the Trenholm Plaza area. She was about the only person who wrote in to say how much she enjoyed her commute, using the time to listen to National Public Radio news and Radio Reader, make calls on her car phone, or dictate letters to her secretary.

"I know that people in my office think I must be crazy to live way out in Chapin and drive in," Samuel said. "I don't live to commute; I just adjust to it and make it a positive experience."

Stan Dubinsky, an English professor at the University of South Carolina, also wrote about a wonderful -- but different -- commute, with "no traffic, no hassles, no stress." He buys no gasoline, makes no car payments, never has to search for a parking space and gets exercise in the bargain.

He doesn't tie up the freeways and he doesn't pollute the environment.

He rides his bike to work.

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SURVEY RESPONDENTS COMPLAIN ABOUT TRAFFIC IN LEXINGTON

Published: Thursday, June 4, 1992

Section: NEIGHBORS 6

Page: 3

By Kay Gordon, Staff Writer

Lexington residents responding to a recent survey say the biggest problem in town is congested streets in the downtown area, and most would like another upscale restaurant and bar.

Donna Smith, executive director of the Lexington Economic Development Association, said that in April her office mailed 500 surveys to residents in several neighborhoods in town and within a four-to five-mile radius of Lexington, asking them to rate a number of downtown Lexington characteristics. Of those, 126, or 25 percent, responded.

"We picked random neighborhoods," she said. "We tried to pick varying levels of neighborhoods. We weren't really surprised with the results. I could come in as an economic developer as an outsider, but that doesn't make it Lexington's solution. By surveying the people, that makes them more part of the solution."

While the questionnaire was designed to address problems specifically in the downtown area, Smith said that many respondents addressed problems in the entire town.

Of those responding, 71 percent listed congested streets in the downtown area as the major problem, and 64 percent said there is a lack of variety in merchandise. Congested streets leading to the downtown area was listed by 54 percent, and 51 percent said there is inadequate parking. Other major problems listed included buildings in need of repair or general cleanup, limited store hours and poor condition of sidewalks and walkways.

Most, or 64 percent, said they like shopping in the evening between 6 and 8 p.m., and 60 percent said they like to shop on Sundays.

When asked what businesses they want most in Lexington, 55 percent said they would like another upscale restaurant or restaurant and bar, such as Applebee's, Yesterday's or Garfield's. And 48 percent said they would like a big department store such as J.B. White or Belk.

Respondents also said they would like a fine men's and boys' clothing store; specialty shops, such as camera, pet or crafts; gourmet foods, deli, bakery; and a hardware/home supply such as HQ or Lowe's.

Other comments were that downtown needs an overall face lift and that Maiden Lane is in poor condition. Respondents said there are no crossing signals for pedestrians at intersections and

complained about the "tacky, homemade" signs in some of the store windows or poor window displays.

They said that signs and sign sizes should be kept to a minimum and that the rear of Main Street buildings facing Maiden Lane are an "eyesore."

Respondents also said more attention should be paid to maintaining the historical appearance of buildings. Some said the parking lots are unattractive, as are furniture and appliances displayed on sidewalks.

Of those responding, 60 percent were female, and 67 percent were between 35 and 54 years old. Eighty-five percent live in married households, and 93 percent have at least some college education.

Nearly half, or 44 percent, have lived in the area five years or less, and 70 percent show a family income of \$50,000 and more.

Smith said that she plans to take this information to the types of stores people said they want in Lexington and say, "You've got a market."

For existing stores, she said, a suggestion is to stay open later.

LEDA can't do anything about some complaints, such as traffic congestion, Smith said.

"But some things can be addressed, such as parking," she said. "For buildings in need of repair, most just need sprucing up."

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'THE KIDS WERE PRETTY CALM' 10 STUDENTS HURT IN PILE-UP ON I-26

Published: Saturday, April 6, 1991

Section: METRO/REGION

Page: 1B

By STEVE SMITH, Staff Writer

Ten students at the South Carolina School for the Deaf and Blind suffered minor injuries Friday when their school bus was involved in a five-car wreck on Interstate 26 outside Columbia, authorities said.

The accident caused a second chain-reaction crash involving seven vehicles and yet another two-car collision in the same eastbound lanes, tying up traffic for nearly two hours, the state Highway Patrol said.

The students, ages 8 to 19, and two unidentified adults were treated at Lexington Medical Center for bumps and bruises. Three other adults were treated at Baptist Medical Center. All had been released by early Friday night, hospital nursing supervisors said.

The school-bus driver, Davis Gilmer, 23, of Spartanburg said he was taking about 32 children from the Spartanburg school to their homes in towns south along I-26 for the weekend when the accidents began about 3:40 p.m.

"I saw these cars collide in front of me, and all I could think about was getting out of the way," said Gilmer, who was shaken but not hurt. "I tried to slow down and change lanes to get around them, and then somebody came up and popped me in the rear.

"I didn't know what to think but to try to get out of the way so the kids wouldn't get hurt."

A Chevrolet driven by Melvin Bruce Williams, 33, who had just moved to Columbia from Greenwood, came off the St. Andrew's Road entrance ramp at a high rate of speed. Williams lost control of the car, which veered into the lefthand lane, patrol spokesman Joseph Pellicci said. A red Mercedes driven by Dattatray Kanitkar, 53, of Richland Street in Columbia smashed into the Chevy.

About that time, a tractor-trailer truck driven by Robert Louis Stephenson, 40, of Canton, N.C., and the school bus skidded to avoid the cars, but collided with each other. The bus then struck a pickup truck, which was driven by Martha Lee Henderson, 20, of Darlington.

Then, in the traffic tie-up, seven other vehicles collided, in addition to two other cars that wrecked in the same lane. There were no injuries in those accidents, Pellicci said.

"The first car stopped, and then they plowed into each other," Pellicci said.

Williams, who was treated at Baptist Medical Center and released, was charged with driving too fast for conditions, Pellicci said. A passenger in Williams' car, whose name was not available, and Kanitkar also were treated at Baptist and released, Pellicci added.

Ten students on the bus were treated at hospitals; the remaining children waited on the sides of the interstate, talking in sign language about their experiences and waiting to be put on another bus.

Carol Foster, 39, a Lexington Medical emergency room nurse who was off work Friday, said she was traveling in the eastbound lane and described the wreck as a mess.

"The kids were pretty calm. Some of them were crying, but everybody is lucky. The bus driver and truck driver did a wonderful job controlling their vehicles, or else the kids would have gotten seriously injured."

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WORRIES ABOUT TRAFFIC STALL LOCATION OF SCHOOLS

Published: Tuesday, June 11, 1996

Section: METRO/REGION

Page: B1

By Pat Berman, Staff Writer

Traffic concerns brought new school site selections to a halt Monday night at a public hearing at Dutch Fork High School.

But discussion will resume at 7 p.m. June 17 with another public hearing at the high school when District 5 of Lexington and Richland Counties seeks to settle on sites for two new elementary schools.

About 75 residents in the Dutch Fork and Chapin area repeatedly voiced concerns about traffic safety at all six proposed site selections. A few also questioned whether the locations best suited growth patterns in an area that is shifting from rural to suburban.

That shift may best be reflected in the road systems in the area, said Barney Richards, one of several area residents who spoke at the hearing. "It's rural, two-way, curving, winding roads."

Bobbie McEntire, the school district's director of planning and student services, said traffic and population growth concerns will be addressed more thoroughly at the next hearing. Maps indicating population growth will be presented. And Department of Transportation representatives will be asked to address traffic and safety issues.

The sites being considered include the following for the Chapin area:

At Mount Vernon Church Road and U.S. 176.

On Three Dog Road, across from the Cedar Cove subdivision off U.S. 76.

The Dutch Fork area school sites are:

At Connie Wright and Kennerly roads.

On Hollingshed Road, between its two intersections with Kennerly Road.

Koon Road and Wes Bickley Road-South.

Koon Road and Wes Bickley Road-North.

The strongest objections were raised against the Three Dog Road site for the Chapin elementary school. Residents said proximity to the Lake Murray cove where boat-towing traffic is heavy and a

hill in the road that obscures oncoming traffic create hazardous conditions.

The school district proposal includes a plan for the addition of a center lane for left turns.

The locations of the sites reflects both the growth rates in the area and what was available, said District 5 spokesman Buddy Price. "Our maps show where student population is. And we sent letters to all area realtors asking for Dutch Fork and Chapin sites (where schools could be built)," he said.

The district wants the schools, which will accommodate about 500 students each, to open for the 1997-98 school year. For that reason, the schedule is tight, Price said.

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