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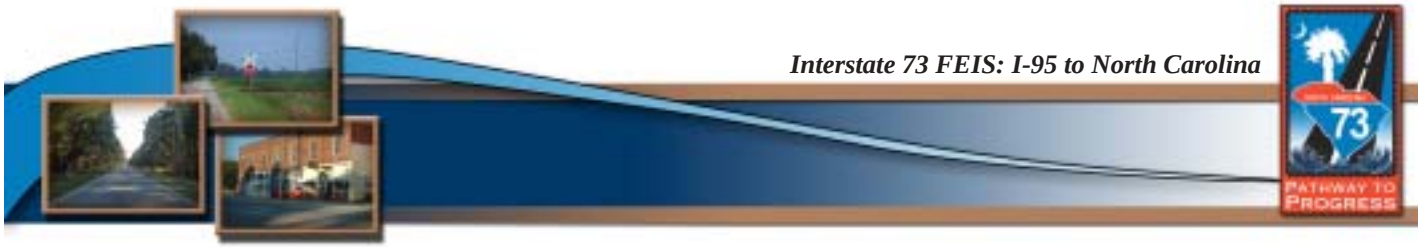

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The following information was included in the Draft EIS and describes the potential environmental and human impacts of the alternatives not chosen as the Preferred Alternative. The information has been included as an appendix to ensure fulfillment of the USACE requirements of a thorough alternatives analysis.

C.1 Land Use

C.1.1 How is land use expected to change in the project study area?

As discussed in Chapter 1, Dillon, Richmond, and Scotland Counties are expected to gain population while Marlboro County is expected to see a reduction in population. As a result, land in Dillon, Richmond, and Scotland Counties is projected to develop without the proposed interstate. In total, the population in the four counties is projected to grow by less than one percent between 2000 and 2030[1] (refer to Table C.1), with the vast majority of population growth (3,400 persons) expected to occur in Scotland County (for further information on population characteristics, refer to Chapter One, Section 1.3.4.1, page 1-14). The addition of a new interstate is very likely to alter development patterns in each of the four counties, positively impact the population reduction in Marlboro County, and increase growth expected in the remaining three counties.

Table C.1
Projected Population Growth by County, 2000 to 2030

County	Population		Change 2000 to 2030	
	2000	2030	Number	Percentage
Dillon	30,722	31,150	428	1.4%
Marlboro	28,818	24,890	-3,928	-13.6%
Richmond	46,564	47,420	856	1.8%
Scotland	35,998	39,404	3,406	9.5%
Total	**142,102**	**142,864**	**762**	**0.5%**

C.1.2 How would the No-build Alternative affect land development?

The No-build Alternative considers the amount of land to be developed as well as the location of development if existing conditions prevail and population changes to the extent projected by the U.S. Census, 2000 Census Data. Both the amount of new development and its location are important in establishing a baseline upon which to consider the impact of the proposed project.

Numerical growth for the No-build Alternative was established by:

1. Dividing the projected population to 2030 for each county into smaller Census Tract Block Groups;

[1] U.S. Census Bureau.

2. Projecting employment growth by Census Tract Block Group at a rate similar to population growth;
3. Projecting land use requirements based upon anticipated population and employment growth; and,
4. Conducting a geographic suitability analysis for locations within the four-county area where development is most likely to occur.

Physical growth for the No-build Alternative was established by determining the initial suitability of sites within the project study area for development and establishing general locations for new development utilizing typical market considerations. Suitability of sites for development was established through examination of various constraints and considerations commonly used in market site selection including natural amenities, infrastructure, and proximity to resources. In this manner, the analysis allowed for identification of land most suited for development, as well as those areas in which development should be avoided.

Constraints prohibiting or limiting new development included proximity to wetlands, open water, landfills, and hazardous material areas. Incentives for new development included access to roads as well as proximity to urban areas and intersections. Particular emphasis was placed on access to major roadways, U.S. highways, and interstates.

C.1.2.1 How would overall growth be impacted by the No-build Alternative?

The project study area encompasses approximately 400,000 acres that includes portions of Scotland County and Richmond County in North Carolina and Marlboro County and Dillon County in South Carolina. An analysis of land development patterns was conducted for each of these counties, except Scotland County.

The following criteria were the basis for the decision to exclude Scotland County from the analysis:

- There are no significant attractors identified in the portion of the project study area within Scotland County, and without immediate access to the interstate, development impacts upon the County are very likely to be minimal.
- The acreage of the project study area located within Scotland County totaled only 1,313 acres (0.33 percent of the project study area).

Population growth between 2000 and 2030 within the remaining three-county area is substantially impacted by the anticipated decline of the population of Marlboro County, resulting in a net loss of 3,928 residents (refer to Table C.1, page C-1). In terms of potential for land development in the No-build Alternative, Dillon and Richmond Counties are expected to grow by 1,284

persons resulting in a need for nearly 437 acres of new homes, businesses, industries, and civic facilities such as schools and government buildings (refer to Table C.2). The majority of new development is projected to occur in Richmond County (291 acres) where the majority of population is expected to reside. On the other hand, the loss in population in Marlboro County is expected to result in negative growth. As a result, while Marlboro County would also be seeking new development, it would simultaneously be seeking redevelopment of the 1,292 acres of vacant, previously developed property made available through population decline.

Table C.2
No build Alternative Summary of Land Use Requirements in Acres

County	Residential	Commercial	Industrial	Public & Semi-Public	Total
Dillon	89.90	4.28	34.25	17.12	145.55
Marlboro	-798.24	-38.01	-304.09	-152.04	-1,292.38
Richmond	179.82	8.56	68.50	34.25	291.14
Total	-528.52	-25.17	-201.34	-100.67	-855.70

Suitability analysis for the No-build Alternative indicates a large number of sites throughout the project study area with limited suitability for development. As shown in Figure C-1, (refer to page C-5), sites most suitable for development are located in the northern section of the project study area, particularly near Rockingham and Hamlet. Additional sites relatively suitable for development appear in north Dillon County along and between S.C. Route 38 and S.C. Route 9.

C.1.2.2 How would the No-build Alternative impact development in Dillon County?

As the southernmost county, the portion of Dillon County located within the project study area is expected to experience very moderate growth despite immediate access to an existing interstate (I-95). Between 2000 and 2030, new non-agricultural land development in Dillon County is expected to grow by approximately 146 acres. While the limited growth is expected to occur throughout the County, some growth is anticipated to occur within the census tracts that contain the communities of Oak Grove and Centerville (970600) (refer to Figure C-2, page C-6). Table C.3 (refer to page C-4), describes anticipated land development for census tracts within the project study area, as well as each county as a whole.

Table C.3
No-build Alternative, Detailed Land Use Requirements in Acres

Census Tract	County	Residential	Commercial	Industrial	Public & Semi-Public	Total
Dillon County		**89.90**	**4.28**	**34.25**	**17.12**	**145.55**
970100	Dillon	10.31	0.49	3.93	1.96	16.69
970200	Dillon	15.70	0.75	5.98	2.99	25.42
970300	Dillon	15.02	0.72	5.72	2.86	24.32
970400	Dillon	15.44	0.74	5.88	2.94	25.00
970600	Dillon	20.11	0.96	7.66	3.83	32.56
Marlboro County		**-798.24**	**-38.01**	**-304.09**	**-152.04**	**-1,292.38**
960100	Marlboro	-136.17	-6.48	-51.87	-25.94	-220.46
960200	Marlboro	-151.35	-7.21	-57.66	-28.83	-245.05
960301	Marlboro	-155.34	-7.40	-59.18	-29.59	-251.10
960302	Marlboro	-66.59	-3.17	-25.37	-12.68	-107.81
960400	Marlboro	-146.36	-6.97	-55.76	-27.88	-236.97
960500	Marlboro	-94.76	-4.51	-36.10	-18.05	-153.42
960600	Marlboro	-47.67	-2.27	-18.16	-9.08	-77.18
Richmond County		**179.82**	**8.56**	**68.50**	**34.25**	**291.13**
970700	Richmond	12.62	0.60	4.81	2.40	20.43
970800	Richmond	20.11	0.96	7.66	3.83	32.56
970900	Richmond	19.57	0.93	7.45	3.73	31.68
971100	Richmond	17.35	0.83	6.61	3.30	28.09
Total		**-528.52**	**-25.17**	**-201.34**	**-100.67**	**-855.70**

Characteristics of growth in Dillon County would likely include growth occurring closer to communities, but not necessarily within municipal boundaries. There would be a limited and continued drift of growth toward roadways that offer quick access to the interstate. In addition, linear lot development of agricultural and forested lands is expected to continue to be more prominent than development of residential subdivisions in the County. This expectation is due to the current sparse linear development patterns observed along existing roadways and the anticipation that future predicted growth would not necessitate residential subdivisions being developed.

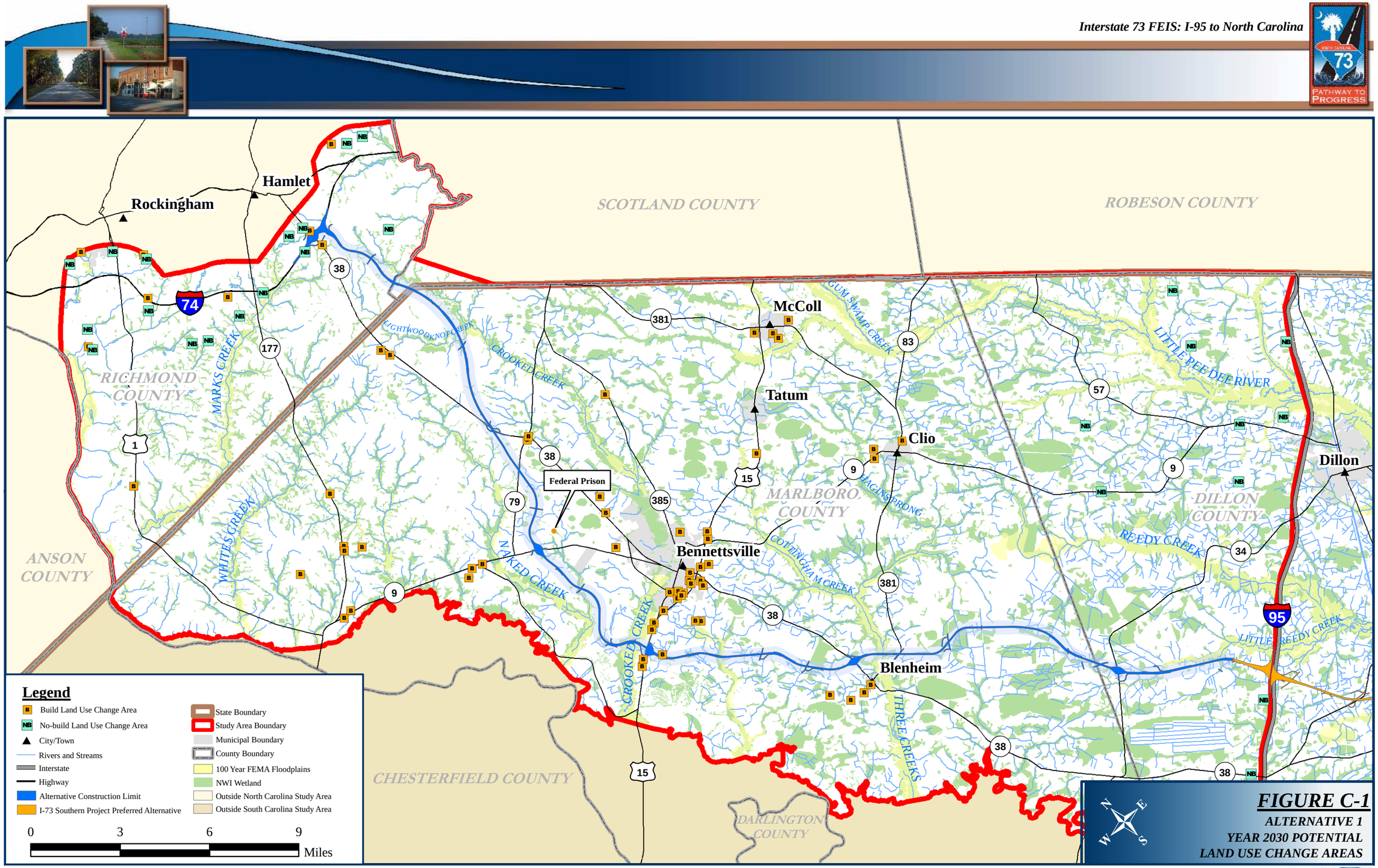

FIGURE C-1
ALTERNATIVE 1
YEAR 2030 POTENTIAL
LAND USE CHANGE AREAS

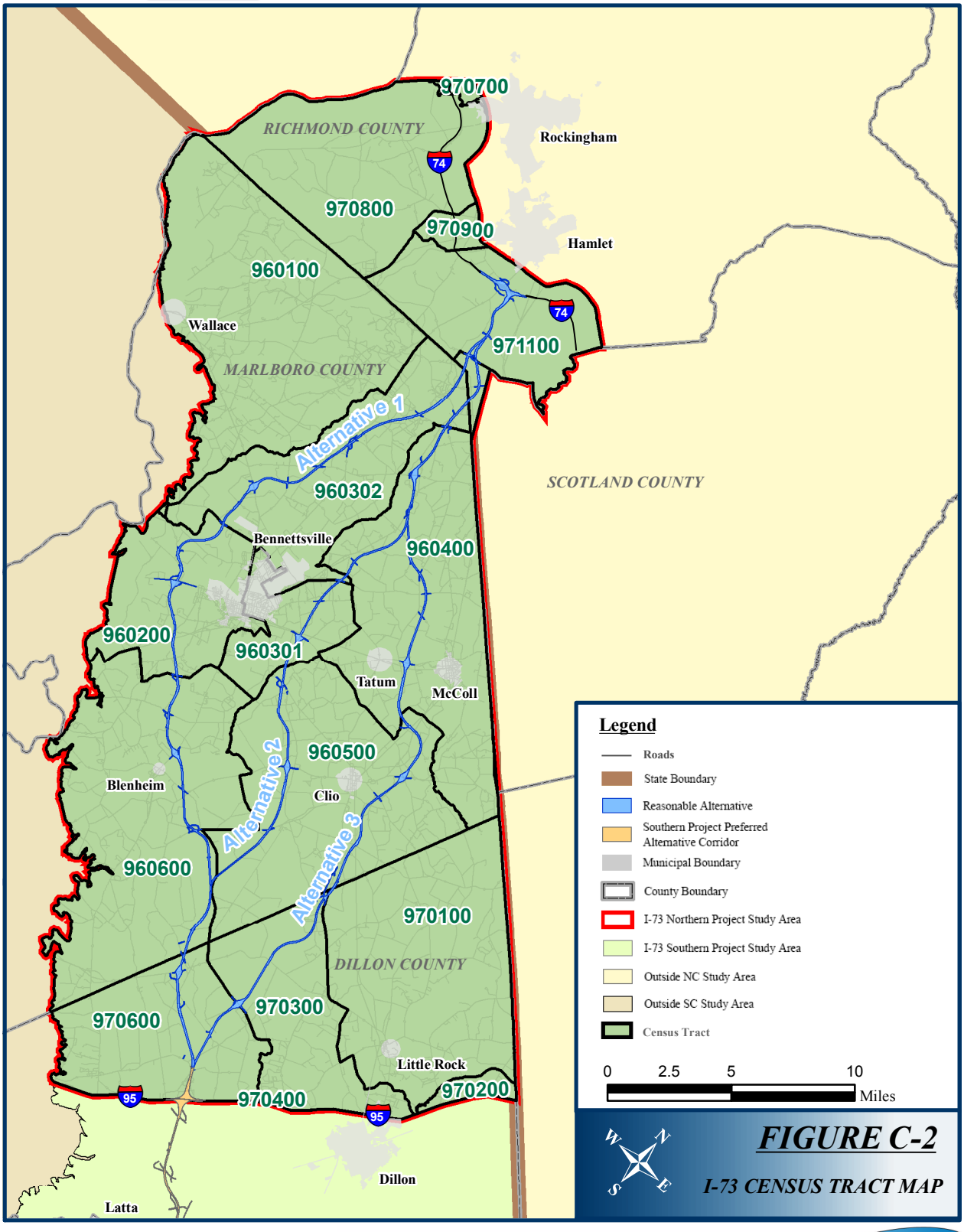

FIGURE C-2

I-73 CENSUS TRACT MAP

C.1.2.3 How would development in Marlboro County be impacted by the No-build Alternative?

As previously discussed, the population loss historically seen in Marlboro County is projected to continue through 2030 resulting as people and businesses move out of the area. In fact, population loss is significant enough that 1,292 acres of previously developed land is expected to become vacant (refer to Table C.3, page C-4). The area that would experience the greatest decrease of development is comprised of the two census tracts (960200 and 960301) that encompass Bennettsville. This area would account for over 38 percent of the overall decrease in development in Marlboro County.

C.1.2.4 How would the No-build Alternative influence development in Richmond County?

Richmond County, the northernmost county in the project study area, is expected to receive the greatest amount of development among the three counties (refer to Table C.3, page C-4). Of the 291 acres of anticipated growth in the County, roughly 39 percent is expected to occur in areas south of Hamlet and Rockingham. Both communities benefit from the ability to provide greater resources and services, as well as the presence of I-74.

Characteristics of growth in Richmond County are anticipated to include more growth near and within the communities of Hamlet and Rockingham. Suitability of sites in Richmond County tends to diminish as distance from these two major communities increases. Commercial and industrial development in the County is likely to occur along major roadways such as I-74, N.C. Route 38, N.C. Route 177, and U.S. Route 1, due to better accessibility along these corridors.

C.1.3 How would the Build Alternatives impact development in the three-county area?

Construction of an interstate between I-95 in South Carolina and I-74 in North Carolina may have the following impacts upon the project study area.

C.1.3.1 Would land used for right-of-way be lost for development?

Existing development that would be within the right-of-way of the Build Alternatives would be removed and relocated. Relocation will be conducted in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,* as amended. Relocation resources will be available to all relocates without discrimination. Future development, such as housing, commercial, industrial, or other facilities would also not have the opportunity to develop on property that is within the right-of-way. This is likely to be the only impact that would occur to

the property located in Scotland County. For the remaining three counties, the the project is expected to offset the loss of developable land over time.

C.1.3.2 How would development shift as a result of I-73?

The addition of I-73 to the project study area would have a definite impact upon local investment decisions. The change would make certain areas comparably more attractive for land development. Due to this, development that was already expected to occur in the four-county area may shift in the general direction of I-73. More specifically, a portion of anticipated development would shift to areas with improved access and proximity to the interstate, in addition to available resources such as cities, towns, and nearby roadway corridors.

A number of variables are considered in the development of any parcel of land such as proximity to resources, accessibility, availability of infrastructure, environmental constraints and, of course, availability of land. Ability to meet zoning and planning requirements is also a consideration, although limited development regulation in the project study area currently makes this less of a factor. The addition of I-73 would add a new dimension, particularly in terms of proximity and access. While it is possible that some developers may seek sites immediately adjacent to the interstate, it is more likely that development would seek a balance between access to resources and to I-73. Commercial and industrial development would more likely locate along roadway corridors within the project study area and possibly near cities and towns where resources are often more readily available. Single-family residential development would also drift toward the interstate, but would continue to be located just beyond major roadways connectors.

For the purposes of this report, the shift of land development from one location to another within the project study area as a result of I-73 separates the census tract block groups into the following classifications:

- "Receivers" – those block groups that include an interstate interchange and are projected to witness increased growth as development shifts to gain proximity to the interstate interchange.
- "Donors" – those block groups without an interstate interchange are anticipated to see growth below the projections from the No-build Alternative as development drifts toward the interstate.

C.1.3.3 Would additional new development occur in Dillon, Marlboro, Richmond, and Scotland Counties?

A new interstate by itself is generally not sufficient to lure new residential, commercial, or industrial development. This situation is particularly likely if access was not improved, as would be the case in the Scotland County portion of the project study area. However, the proximity and efficiency offered by a location near an interstate certainly increases suitability for new development if demand already exists. Projections indicate that limited demand does already exist in Dillon and Richmond Counties. Moreover, new industrial development is reported in Marlboro County, despite the anticipated population loss. The addition of the interstate would very likely increase the desirability of all three counties although, at least in the short term, it would likely be insufficient to stop the losses expected in Marlboro County.

C.1.4 How were land use impacts resulting from the proposed project determined?

The No-build Alternative was used as a baseline to measure potential land use impacts. Impacts associated with each Build Alternative were established by determining the shift of development that would be expected to occur and calculating the likely amount and location of new development.

Determining the extent of the shift in development involved establishing criteria and weighing each criterion according to its importance in making a decision regarding location. A similar approach was taken to determine the location and amount of new development. Criteria included the consideration of proximity to an interchange, proximity to an urban area, proximity to I-95 or I-74, availability of infrastructure, new employment, and suitability of sites.

C.1.4.1 How does the proximity to an I-73 interchange affect development?

Proximity to an interstate is largely irrelevant unless it is within a short distance to an interchange. Along each Build Alternative, census tract block groups that included an interstate interchange (Receivers) were expected to attract development at a faster rate while those without an interstate interchange (Donors) were expected to grow more slowly. The amount of draw a census tract block group with an interstate interchange could expect depends upon additional factors such as proximity to an urban area or availability of land. As shown in Table C.4 (refer to page C-10), of the 16 census tracts in Dillon, Marlboro, and Richmond Counties, nine include block groups with the possibility of an interstate interchange, depending upon the Preferred Alternative. No interchanges are proposed in Scotland County.

For example, Alternative 1 includes five interchanges that occur in block groups within census tracts 970600, 960200, 960302, 960600 and 971100 (refer to Table C.4, page C-10, and Figure

Table C.4
Proposed I 73 Interchanges Along Each Alternative by Census Tract

Census Tract	County	Alternatives		
		1	2 (Preferred)	3
Dillon County				
970100	Dillon	No Interchanges		
970200	Dillon	No Interchanges		
970300	Dillon	-	-	S.C. Route 34
970400	Dillon	No Interchanges		
970600	Dillon	S.C. Route 34	S.C. Route 34	
Marlboro County				
960100	Marlboro	No Interchanges		
960200	Marlboro	U.S. Route 15	-	-
960301	Marlboro	-	U.S. Route 15	-
960302	Marlboro	S.C. Route 9	-	-
960400	Marlboro	-	S.C. Route 79	U.S. Route 15 and S.C. Route 79
960500	Marlboro	-	S.C. Route 381	S.C. Route 381
960600	Marlboro	S.C. Route 38	-	-
Richmond County				
970700	Richmond	No Interchanges		
970800	Richmond	No Interchanges		
970900	Richmond	No Interchanges		
971100	Richmond	I-74 and N.C. Route 38	I-74 and N.C. Route 38	I-74 and N.C. Route 38

C-2, page C-6). The block groups within each of the six census tracts with interstate interchanges along Alternative 1 would receive a larger portion of anticipated development when compared to all remaining census block groups.

C.1.4.2 How does proximity to an existing urban area influence development?

An interstate interchange would draw development from other areas only if the site was equally desirable in terms of access to resources and infrastructure. Proximity to urban areas was considered among the most advantageous factors due to availability of jobs, labor pool, additional services and facilities, and increased likelihood of existing infrastructure. Existing development patterns confirmed that the majority of commercial and industrial development has located

either in or within proximity to one of the communities or towns. Residential development can be farther from urban areas, as some residents would rather live in more rural areas.

C.1.4.3 How does proximity to I-95 and/or I-74 impact development?

Each of the Build Alternatives connects to I-95 in South Carolina and I-74 in North Carolina. Incorporating the access to two interstates recognizes the potential draw that I-95 and I-74 can have on development.

C.1.4.4 Do infrastructure and availability of land influence development?

Availability of water, wastewater, and land were considered of equal importance in their potential to draw anticipated development away from other areas. As in most instances, preservation of agriculture or woodlots was not a general consideration for development.

C.1.4.5 How do new employment opportunities influence development?

The amount of additional new land development likely to occur due to I-73 was calculated based upon potential new jobs. In a manner similar to the determination of the No-build Alternative, employment and population growth were considered to occur at the same rate. Land use requirements were established based upon acreage needed for new homes, businesses, and public facilities. Determining the location of new development followed the same process as was used in determining growth patterns in the No-build Alternative, coupled with shift factors for the presence of the interstate. However, since new development would likely be drawn to the area largely due to the presence of I-73, the weight of the shift factors was increased.

C.1.4.6 Does site suitability play a role in influencing development?

Physical growth along an interstate was examined in a manner similar to that presented for the No-build Alternative to determine the initial suitability of sites within the project study area for development and establish general locations for new development utilizing typical market considerations.

Table C.5 (refer to page C-12) shows the shift in growth for each of the Build Alternatives while Table C.6, (refer to page C-13), illustrates the new growth anticipated for each of the Build Alternatives. In total, I-73 is expected to spur approximately 887 acres (Alternative 1), 1,069 acres (Alternative 2) and 919 acres (Alternative 3) of new growth, depending upon the Build Alternative, (refer to Table C.6, page C-13). Table C.7, (refer to page C-14), shows the total growth to be expected in the three-county area by combining the No-build Alternative

Table C.5
Total Shift in Anticipated Development Resulting from Build Alternatives by Census Tract (in acres of new development)

Census Tract	County	Alternatives		
		1	2 (Preferred)	3
Dillon County Total*		**-0.54**	**-0.43**	**-0.24**
970100	Dillon	-0.07	-0.06	-0.04
970200	Dillon	-0.11	-0.09	-0.06
970300	Dillon	-0.10	-0.08	-0.01
970400	Dillon	-0.11	-0.09	-0.06
970600	Dillon	-0.06	-0.04	-0.01
Marlboro County Total*		**1.44**	**1.11**	**0.65**
960100	Marlboro	0.94	0.77	0.56
960200	Marlboro	0.02	0.85	0.62
960301	Marlboro	1.07	0.27	0.64
960302	Marlboro	-1.59	0.00	0.27
960400	Marlboro	1.01	0.82	-1.43
960500	Marlboro	0.65	-1.87	-0.20
960600	Marlboro	-0.65	0.27	0.20
Richmond County Total*		**-0.90**	**-0.68**	**-0.41**
970700	Richmond	-0.09	-0.07	-0.05
970800	Richmond	-0.14	-0.11	-0.08
970900	Richmond	-0.13	-0.11	-0.08
971100	Richmond	0.22	0.23	0.25
	Total	0.00	0.00	0.00

*Totals represent entire county, but Census Tracts shown are for project study area.

with new growth from each Build Alternative. In each case, the growth resulting from I-73 is exceeded by the loss of population anticipated in Marlboro County. However, in all instances growth is expected to occur that would result in a positive impact upon the counties. Depending upon the Build Alternative, the impact of I-73 is approximately 104 percent (Alternative 1), 125 percent (Alternative 2) and 107 percent (Alternative 3) improvement above the No-build Alternative. In the case of Marlboro County, the positive impact will constitute a smaller overall loss, as growth created by I-73 improves the area's suitability for development.

C.1.4.7 How would development in Dillon County be impacted by the Build Alternatives?

As was the case in the No-build Alternative, Dillon County, north of I-95, is projected to see very marginal growth between 2000 and 2030 regardless of the Build Alternative. Dillon County

Table C.6
Anticipated Development Resulting from Build Alternatives by Census Tract (in acres of new development)

Census Tract	Alternatives		
	1	2 (Preferred)	3
Dillon County Total*	48.99	165.45	178.98
970100	5.07	17.82	18.94
970200	7.72	27.14	29.13
970300	7.38	25.96	31.34
970400	7.59	26.68	28.36
970600	14.68	44.86	46.77
Marlboro County Total*	784.55	830.76	663.26
960100	52.87	82.89	71.28
960200	241.82	159.16	137.00
960301	75.33	195.96	101.77
960302	226.49	79.72	68.62
960400	71.66	140.97	166.76
960500	33.13	126.42	78.55
960600	83.25	45.63	39.27
Richmond County Total*	53.12	72.29	76.43
970700	3.03	4.43	4.73
970800	4.83	7.05	7.53
970900	4.70	6.86	7.33
971100	14.09	15.33	15.59
Total	**886.66**	**1,068.50**	**918.67**

*Totals represent entire county, but Census Tracts shown are for project study area.

may grow 49 acres (Alternative 1), 165 acres (Alternative 2) or 179 acres (Alternative 3) by 2030 as a result of the presence of I-73 (refer to Table C.6). Given that Dillon County already has access to one of the major interstates in the U.S. (I-95), it is not surprising that I-73 would have less positive impact. Of the three Build Alternatives, Alternative 3 anticipates the most growth around the Centerville community with approximately 33 acres of new growth beyond the No-build Alternative.

While numerical analysis indicates that I-73 alone would not cause substantial new growth in Dillon County through 2030, the physical analysis indicates that I-73 is anticipated to increase suitability for development once additional market forces in the area improve. As shown in Figure C-1 (refer to page C-5) and Figures C-3 and C-4 (refer to pages C-15 and C-16),

Table C.7
Total Growth by 2030 including Impact of Build Alternatives by Census Tract (in acres of new development)

Census Tract	County	Alternatives		
		1	2 (Preferred)	3
Dillon County		**194.54**	**311.00**	**324.53**
970100	Dillon	21.77	34.52	35.64
970200	Dillon	33.15	52.57	54.55
970300	Dillon	31.70	50.27	55.66
970400	Dillon	32.59	51.68	53.36
970600	Dillon	47.24	77.42	79.33
Marlboro County		**-507.83**	**-461.62**	**-629.12**
960100	Marlboro	-167.60	-137.57	-149.18
960200	Marlboro	-3.22	-85.88	-108.04
960301	Marlboro	-176.17	-55.54	-149.72
960302	Marlboro	118.68	-28.09	-39.19
960400	Marlboro	-165.31	-96.00	-70.21
960500	Marlboro	-120.29	-27.00	-74.87
960600	Marlboro	6.07	-31.55	-37.91
Richmond County		**344.26**	**363.43**	**367.57**
970700	Richmond	23.47	24.87	25.17
970800	Richmond	37.39	39.61	40.09
970900	Richmond	36.38	38.54	39.01
971100	Richmond	42.17	43.41	43.68
Total		**30.97**	**212.81**	**62.98**
Percent Above No-build		**103.62%**	**124.87%**	**107.36%**

Alternatives 1, 2 and 3 each propose an interchange with S.C. Route 34 that result in increased suitability for development in Dillon County. However, suitability is most pronounced in Alternatives 2 and 3. In Alternative 2, sites along S.C. Route 34 become well suited for development within proximity to an interchange. In Alternative 3, sites along S.C. Route 34 become particularly attractive while sites along S.C. Route 9 also become well suited for development. It should be noted that S.C. Route 34 is located along the boundary line of two census tracts (970300 and 970600).

FIGURE C-3

(PREFERRED) ALTERNATIVE 2
YEAR 2030 POTENTIAL
LAND USE CHANGE AREAS

Hamlet
Rockingham
SCOTLAND COUNTY
ROBESON COUNTY
RICHMOND COUNTY
ANSON COUNTY
CHESTERFIELD COUNTY
MARLBORO COUNTY
DILLON COUNTY
DARLINGTON COUNTY
McColl
Tatum
Clio
Dillon
Bennettsville
Blenheim
Federal Prison
MARKS CREEK
WHITES CREEK
LIGHTWOODKNOT CREEK
CROOKED CREEK
NAKED CREEK
GUM SWAMP CREEK
HAGINS PRONG
COTTINGHAM CREEK
THREE CREEKS
LITTLE PEE DEE RIVER
REEDY CREEK
LITTLE REEDY CREEK
74
95
1
9
15
38
57
79
83
177
381
385
34

Legend

- Build Land Use Change Area
- No-build Land Use Change Area
- City/Town
- Rivers and Streams
- Interstate
- Highway
- Alternative Construction Limit
- I-73 Southern Project Preferred Alternative
- State Boundary
- Study Area Boundary
- Municipal Boundary
- County Boundary
- 100 Year FEMA Floodplains
- NWI Wetland
- Outside North Carolina Study Area
- Outside South Carolina Study Area

0 3 6 9 Miles

N W E S

FIGURE C-4

ALTERNATIVE 3
YEAR 2030 POTENTIAL
LAND USE CHANGE AREAS

C.1.4.8 How would the Build Alternatives impact development in Marlboro County?

As previously indicated, under the No-build Alternative, Marlboro County is projected to lose a substantial portion of its population between 2000 and 2030. The construction of an interstate in the County could help to stem the negative growth, but it is anticipated to be insufficient to completely reverse current trends. Development in Marlboro County resulting from I-73 is expected to attract approximately 785 acres (Alternative 1), 831 acres (Alternative 2) or 663 acres (Alternative 3) of new development that would substantially offset negative growth. While each of the census tracts in Marlboro County is expected to benefit from I-73, the census tracts bordering North Carolina and Dillon County (960100, 960302, 960500, and 960600) include 44 percent of the projected new growth in comparison to the census tracts that include Bennettsville, Tatum, and McColl (960200, 960301, and 960400) which are projected to account for 56 percent of all new growth expected in the project study area as a result of the proposed project. Each of the Build Alternatives provides at least three interchanges in Marlboro County as follows:

- Alternative 1 includes a total of three interchanges with a connection to I-95 at S.C. Route 38, followed by an interchange at U.S. Route 15/401. A third interchange is proposed with S.C. Route 9, north of Bennettsville.
- Alternatives 2 and 3 include a total of three interchanges with connections at S.C. Route 381, U.S. Route 15/401 and S.C. Route 79.

Alternatives 1 and 2 are projected to have a higher amount of new developed acreage in the county due to the number of interchanges in proximity to Bennettsville and Blenheim, while Alternative 3 expects the lowest anticipated growth. Land in close proximity to communities located in the western portion of Marlboro County and the eastern portion of Bennettsville becomes particularly attractive for Alternatives 1 and 2. In comparison, suitability in Alternative 1 is concentrated around the communities of Bennettsville and Blenheim (refer to Figure C-1, page C-5). Suitability in Alternative 2 is broad and scattered with emphasis along S.C. Route 381 and the eastern portion of Bennettsville (refer to Figure C-3, page C-15). Alternative 3 establishes equally broad suitability and benefits from proximity to Clio, Tatum, and McColl, but loses the benefit of the proximity to Bennettsville (Figure C-4, page C-16).

C.1.4.9 How would development in Richmond County be impacted by the Build Alternatives?

The presence of I-73, regardless of the Build Alternative, would result in moderate growth in Richmond County. Growth resulting from the project beyond the No-build Alternative is estimated to be approximately 53 acres (Alternative 1), 72 acres (Alternative 2) or 76 acres (Alternative 3) (refer to Table C.6, page C-13). When coupled with already anticipated growth,

Richmond County could achieve between 344 and 368 acres of new growth by 2030 (refer to Table C.7, refer to page C-14).

Alternatives 1, 2, and 3 each include one interchange with I-74 located south of the Town of Hamlet. This interchange also provides access to N.C. Route 38, resulting in a shift in suitability for development in comparison to the No-build Alternative.

In all cases, the combination of growth already anticipated in Richmond County, combined with the new growth from any of the three Build Alternatives would be enough to alter development patterns in southern Richmond County. In areas of southern Richmond County, industrial development is likely to increase, resulting in enhanced land prices and strong demand.

C.1.5 What other factors influence growth and development?

The modest growth in Dillon and Richmond Counties along with the anticipated population loss in Marlboro County is largely a reflection of current conditions. While an interstate has the capability to attract development and improve growth, substantial development requires substantive demand as well as the presence of other factors. In commercial or industrial development, for example, additional factors may include an appropriate and available labor pool, access to resources, and incentives.

Externalities are items beyond existing or future features considered in this analysis and have the ability to impact growth in the area. Given that this analysis is intended to project growth over the course of 30 years, it is safe to assume that unforeseen events would occur and that they would positively or negatively impact development patterns. Several externalities that are either in place or are anticipated have the potential to combine with the presence of I-73 to cause significant new growth to occur in the four-county area. These include a new landfill project, a proposed defense security training facility, and an expansion project for the federal prison that are all within Marlboro County.

Marlboro County has recently been approved for the location and development of a new waste facility dumpsite proposed to be located in northern Marlboro County. The new facility is anticipated to create approximately 30 to 40 new jobs. The development of a security training facility in northern Marlboro County near the Wallace community is proposed. The project is expected to employ approximately 200 new employees. Marlboro County Economic Development Partnership anticipates the new facility to attract approximately three support industries to Marlboro County, which is projected to add an additional 70 new jobs. The federal prison is proposing an expansion project to increase the current capacity of the facilities. This project is expected to provide approximately 90 to 120 jobs for Marlboro County.