



Newton Family Cemetery

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Alternative 1 passes to the west of Bennettsville and is not expected to impact the Newtonville community, while Alternatives 2 and 3 would pass through the community boundary of Newtonville, as defined by the community survey (refer to Figure 3-7, page 3-34).

Both Alternatives 2 and 3 would cross primarily through agricultural lands within the Newtonville community boundary. Despite Road S-71 becoming cul-de-sacs, the main residential areas of the community are expected to remain intact (refer to Figure 3-26). This may be an

inconvenience, but access would still be maintained with overpasses and frontage roads at S.C. Route 385 and Road S-122. No residents would be isolated from the rest of the community and residents would still be able to interact with each other.

Alternative 2 would displace two residences, while Alternative 3 would displace one residence. No churches or businesses would be displaced due to the Build Alternatives and no noise receivers would be impacted. Newtonville is a rural area, and Alternatives 2 and 3 may affect the community's visual landscape and rural character.

Access and Travel Patterns

Alternatives 2 and 3 would have minor impacts on travel patterns within the community of Newtonville. Road S-71 (Family Farm Road) would be converted to cul-de-sacs by Alternative 2 (refer to Figure 3-26). Residents on either side of Alternative 2 would maintain access via S.C. Route 385 and Road S-122. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles.

For Alternative 2 and 3, access between Newtonville and Bennettsville would be maintained via Road S-17

Newtonville Direct Impacts

Alternative 1:

-No impacts anticipated

Alternative 2:

-Two residential relocations

-No church or business relocations

-No noise impacts

-Possible visual landscape impacts

-Minor changes in travel patterns/ accessibility

-Could minimally impact community cohesion

Alternative 3:

-One residential relocation

-No church or business relocations

-No noise impacts

-Possible visual landscape impacts

-Minor changes in travel patterns/ accessibility

-Could minimally impact community cohesion



and Road S-28 to U.S. Route 15/401. Newtonville would also maintain access to McColl and Tatum via S.C. Route 381 and access to the north towards Hamlet would be maintained via S.C. Route 385 to S.C. Route 79 to S.C. Route 38.

Special Populations

Specific elderly, handicapped, non-driving, or transit-dependent populations were not identified in this portion of Newtonville. 2000 U.S. Census Data shows the percentage of disabled and elderly persons in this block group is above the statewide average; it is unknown at this time if any of these populations in the Newtonville community would specifically be affected.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Newtonville community. This area mainly consists of farmland, and due to the agricultural nature of the area, little or no development has occurred. Based on land use modeling, very little development is expected to occur in the Newtonville community with the No-build Alternative as well as with Alternatives 2 and 3. Alternative 1 may add an additional 11 acres of induced development to the community (refer to Table 3.12, page 3-52). Cumulative impacts for Newtonville would include acres of development that may occur outside of the I-73 project, in addition to development that results from I-73.

Projected Development in Newtonville

No-build Alternative: No induced growth
Alternative 1: 11 acres of induced growth
Alternative 2: No induced growth
Alternative 3: No induced growth

Summary

In conclusion, minor impacts to the Newtonville community may occur with the construction of Alternatives 2 and 3 for the I-73 project. The general sentiment for this area is that respondents support the I-73 project but do not want it built near their community. Alternative 1 has the only potential for induced development for this area.

The rural communities of Chavistown and Salem are located southwest of Bennettsville in Marlboro County (refer to Figure 3-6, page 3-31). Salem is provided fire and rescue services by the Blenheim Volunteer Fire Department, while the Chavistown area is provided service by the Wallace Fire Department. The Marlboro Park Hospital in Bennettsville provides healthcare services to these communities. As reported in the community surveys, residents generally travel to nearby Bennettsville, Florence, or Cheraw for the majority of goods and services.



3.2.10.9 Chavistown

Location

Chavistown is located in northwestern Marlboro County, approximately six miles northwest of Bennettsville and four miles southeast of Wallace (refer to Figure 3-27). It is near the triangular intersection of Community Road (Road S-209), Ebenezer Road (Road S-30), and S.C. Route 9, (refer to Figure 3-27).

Community Characteristics

A small sign at the corner of Chavis Cemetery Road (S-59) and Grant Road (S-539) reads “Chavistown: A Family Community”. Several small subdivisions are within the Chavistown area, including Ridgeway and Hunters Run. Chavistown has three active churches, including Ebenezer United Methodist Church and Cemetery, located at Ebenezer Road and S.C. Route 9; Cornerstone Full Gospel Baptist Church of Christ, located at Hickory Grove Road (S-55) and Ebenezer Road; and Hickory Grove Church and Cemetery, located at Hickory Grove Road and Irby Road (S-204) (refer to Figure 3-27). The Wallace Smithville Community Center is located on Community Road, south of S.C. Route 9 and is used by residents in the Chavistown area. The Cyclone Speedway, a dirt racetrack, is located off Ebenezer Road. Based on 2000 U.S. Census Data shown in Tables 3.9 and 3.10, (refer to pages 3-35 and 3-36), Chavistown has a 44 percent minority population and 26 percent of the population is below the poverty level.



Figure 3-27 Chavistown

Based on 17 community surveys, 63 percent of the respondents of the Chavistown community feel as though it is a close-knit community with a small-town feel, and 60 percent often interact with their neighbor. Most respondents like their neighborhood and feel safe, and most rate their quality of life as high. Forty-seven percent of the respondents have other family members living in the community, and seven percent provide care or help for family members or neighbors. Average length of residency among survey respondents is 20 years, with individual respondents ranging from less than one year to 62 years.

Community Respondents' Opinions on Proposed Project

Approximately 57 percent of respondents in Chavistown supported I-73 being built in the area, while no respondents expressed opposition to the project or felt it would have a negative impact on the community. Thirty-six percent of the respondents felt the project would benefit their community. Respondents were hopeful that the proposed project would bring long-term jobs



Chavistown Direct Impacts

Alternative 1:

- Five residential relocations
- No business or church relocations
- No noise impacts
- Possible visual landscape impacts
- Minor changes in travel patterns/ accessibility

Alternatives 2 and 3:

- No impacts anticipated

and new businesses. They were very concerned, however, about additional noise and air pollution as well as an increase in traffic and the possible dangers that it could bring to the community.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Alternative 1 would cross through the central portion of the Chavistown community, as defined by the community survey while Alternatives 2 and 3 would be located approximately three miles and six miles, respectively, to the northeast of Chavistown (refer to Figure 3-7, page 3-34). Alternatives 2

and 3 are not expected to directly impact the community of Chavistown.

Alternative 1 would cross primarily through agricultural and forested lands within the community boundary. Changes to the visual landscape and rural character of the community may occur due to Alternative 1. Since local roads are not likely to be affected by Alternative 1, no physical barriers would be created that would divide residents from other areas of the community. Access to the east and west of the interstate would be maintained on S.C. Route 9 and Road S-33.

Alternative 1 would displace five residences (three houses, two mobile homes), but no churches, businesses, or residences in Chavistown. While no noise impacts are anticipated, Alternative 1 may affect its visual landscape and rural character.

Access and Travel Patterns

Alternative 1 may cause minor changes in travel patterns within the community of Chavistown, with Road S-387 functioning as a frontage road (refer to Figure 3-27, page 3-89). Travel patterns within the community of Chavistown would not be impacted. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles. Access to neighboring towns such as Cheraw would not be affected, with access to Bennettsville being maintained across the interstate on S.C. Routes 9. Access to the north towards Hamlet would be maintained via S.C. Route 79 to S.C. Route 38, while access onto I-73 would be provided via an interchange on Alternative 1 at S.C. Route 9, within the community boundary.

Special Populations

Specific elderly, non-driving, or transit-dependent populations have not been identified in this portion of Chavistown. 2000 U.S. Census Data shows the percentage of disabled persons in this block group is higher than the statewide average. It is unknown at this time if any of these populations in the Chavistown community would specifically be affected.



Projected Development

Historically, Chavistown has seen very little appreciable development that has impacted the community over the years. Several small subdivisions have been built in the area, and a dirt race track, the Cyclone Speedway is located off of Ebenezer Road. Land use modeling predicts very little development to occur in the Chavistown community with the No-build Alternative. Due to its proximity to Bennettsville, the Build Alternatives could bring additional development to Chavistown, ranging from 39 to 262 acres (refer to Table 3.12, page 3-52). The interchange at S.C. Route 9 is likely to encourage some development in this area. Development may be limited at this location; however, due to its lack of infrastructure. Cumulative impacts in Chavistown would include acres of development that may occur outside of the I-73 project, in addition to development that results from I-73. Because no growth is expected to occur under the No-build Alternative, no cumulative impacts are anticipated in the Chavistown area.

Projected Development in Chavistown

No-build Alternative: No induced growth
Alternative 1: 262 acres of induced growth
Alternative 2: 42 acres of induced growth
Alternative 3: 39 acres of induced growth

Summary

In conclusion, impacts to the Chavistown community would occur with the construction of Alternative 1, which would displace five residences, while Alternative 1 would have the highest potential for induced development for this area.

3.2.10.10 Salem

Location

Salem is located in southwestern Marlboro County, approximately three miles southwest of Bennettsville and two miles north of Blenheim, near the triangular intersection of Salem Road (Road S-29), Road S-457, and Road S-455 (refer to Figure 3-28, page 3-92).

Community Characteristics

Two active churches, the Salem Baptist Church and Cemetery on Road S-264, and the Macedonia Missionary Baptist Church and Cemetery on Road S-264 are located in this community (refer to Figure 3-28, page 3-92). Both churches have basketball courts and outdoor picnic facilities. Betty’s Grocery, a restaurant and a small store located along Road S-455, and Salem Grocery, located at the corner of Road S-457 and Road S-264, provide services to the community of Salem. According to 2000 U.S. Census Data, 37 percent of the population is minority while 18 percent live below the poverty level (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36).



Figure 3-28 Salem

Based on the three community surveys received, no respondents from the Salem community feel it is a close-knit community or that there is a small-town feel. However, two out of the three respondents often interact with their neighbors, like their neighborhood, feel safe, and feel they have a high quality of life. None of the respondents have other family members living in the community or provide care for a family member. The average length of residency among the three survey respondents is 20 years, ranging from seven to 44 years.

Community Respondents' Opinions on Proposed Project

When surveyed, Salem respondents were familiar with the I-73 project and supported I-73 being built in the area. One of the three respondents thought I-73 would improve the community and none felt it would have a negative impact. Salem survey respondents were most concerned about additional jobs during road construction, the establishment

of new stores, restaurants, and businesses with long-term jobs, as well as faster routes to nearby communities. Issues like changing the rural way of life, additional noise and air pollution, increased traffic making it dangerous for children going to school, and living too close to an interstate appeared to be less important to the three respondents. One respondent from Salem expressed a preference for a western corridor (Alternative 1) to benefit industry.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Alternative 1 would cross through undeveloped agricultural land within the rural community of Salem, while Alternatives 2 and 3 would be located several miles east of Salem and not directly impact the community (refer to Figure 3-7, page 3-34).

While Alternative 1 bisects through the rural community of Salem, as defined by the community survey, community cohesion is not anticipated to be adversely affected. Most of the residences of the Salem area are concentrated in two areas approximately 1.5 miles apart. Alternative 1 crosses through the undeveloped area of Salem that separates these two concentrations of residences. While this has the potential to create a physical barrier that would divide the two concentrations of residences, this impact would be mitigated by maintaining access to the east and west of



Salem Baptist Church



Alternative 1, with Roads S-29N, S-51N and S-441N via overpasses and frontage roads (refer to Figure 3-28).

None of the Build Alternatives would be expected to require the relocation of any residences, churches, or businesses in Salem. In addition, no noise receivers would be impacted by Alternative 1. Due to the rural nature of the community, Alternative 1 may impact the visual landscape and rural character of Salem.

Access and Travel Patterns

Travel patterns within and between the developed areas of Salem would not be impacted with access being maintained throughout the community. Access to shopping, entertainment and medical facilities available in Bennettsville are not expected to be affected as local residents would be able to continue to use their normal travel patterns along S.C. Route 38 to reach those destinations. Alternative 1 would be accessible via the interchange at U.S. Route 15/401, located approximately 3.5 miles north of the community, and the interchange at S.C. Route 38, which would be located 2.0 miles south of the community. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles.

Special Populations

While specific concentrations of minority, low income, elderly, handicapped, non-driving, or transit-dependent populations were not identified within the community of Salem, 37 percent of the population are minorities, 18 percent live below the poverty level, eight percent is age 65 years or older, and 40 percent of those five years or older have a disability. It is unknown at this time if any of these populations would be specifically affected by the proposed project.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Salem community. There are two small community stores in this area. Based on predictive land use modeling, no development is anticipated to occur with the No-build or Build Alternatives in the Salem community. In general, land use changes for this area are not anticipated.

Salem Direct Impacts

Alternative 1:

- No residential, business, or church relocations
- No noise impacts
- Possible visual landscape impacts
- Minor changes in travel patterns/ accessibility
- Could potentially impact community cohesion

Alternatives 2 and 3:

- No impacts anticipated

Projected Development in Salem

- No-build Alternative: No induced growth
- Alternatives 1, 2, and 3: No induced growth



Summary

Alternative 1 is likely to impact the Salem community, while Alternatives 2 and 3 would not. Alternative 1 could impact Salem by affecting the visual landscape and rural character of the community as well as minimal community cohesion impacts.

Richmond County

3.2.11 What are the characteristics of Richmond County?

Richmond County, originally part of Anson County, was formed in 1779 because citizens had difficulty crossing the Pee Dee River to reach the Anson County courthouse.⁴³ Located in the southern portion of the Piedmont Region of North Carolina and bordering South Carolina, Richmond County covers approximately 480 square miles (refer to Figure 3-29). Richmond County was named for Charles Lenox, the Third Duke of Richmond, who was famed for initiating debate in the British Parliament to remove British troops from America.⁴⁴ The economy of Richmond County grew rapidly with the introduction of cotton mills. The first cotton mill in the county, the Richmond Mill, was burned by General Sherman during the Civil War. The construction of a woolen mill attracted people to the area now known as Hamlet and mineral springs attracted people to form the town of Ellerbe. Richmond County is predominantly rural in character, and aside from the Rockingham and Hamlet urban areas, residential development is scattered throughout the county. The demographic and economic characteristics of the cities within the project study area, including Hamlet and Rockingham, in Richmond County are shown in Tables 3.9 and 3.10, (refer to pages 3-35 and 3-36).

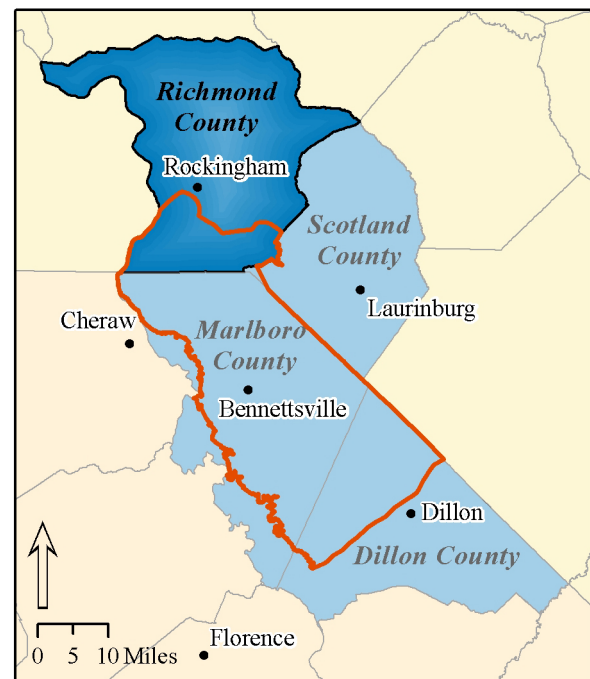


Figure 3-29 Richmond County

⁴³ “Richmond County Chamber of Commerce Website, “ Brief History and Facts about Richmond County Webpage” <http://www.richmondcountychamber.com/richmondcountychamber/history.htm> (December 14, 2006).

⁴⁴ *Ibid.*



3.2.12 How would Richmond County be impacted by the proposed project?

The Build Alternatives would connect with I-74 in southern Richmond County, near the community of Hamlet, which has a population of approximately 6,018 (refer to Figure 3-6, page 3-31).⁴⁵ Based on survey data received from respondents living in Hamlet, most appear to support the I-73 project. Of the surveys received from Richmond County, 74 percent of respondents liked the idea of I-73 being built in the area while 22 percent was undecided or did not respond. Four percent of the respondents felt the project would have a negative impact on their community.

Richmond County has seen little growth in its population or economy over the last 20 years (approximately four percent).⁴⁶ The percentages of residents living below the poverty level are seven percent higher than North Carolina or national averages.

A Public Information Meeting was held in Richmond County on September 12, 2006, at the Richmond County Community College. Approximately 76 individuals attended the meeting, and 10 of those provided comments. Approximately 90 percent of the comments were generally in favor of construction of the proposed project. Comments received through survey response or submitted during public meetings indicate that respondents feel that economic growth for the county, job creation, and new industries are needed in their communities. The overall impression of respondents is the I-73 project could create more opportunities for new and better jobs, along with economic stimulation and advancement.

3.2.13 What are the characteristics of Hamlet and how would it be impacted?

Location and History

The City of Hamlet is located just southeast of Rockingham at the intersection of I-74 and N.C. Route 177 (refer to Figure 3-30, page 3-96). Hamlet was founded in the late 1800s. In the 1870s, two rail lines were built through Hamlet; one from Raleigh, North Carolina to Augusta, Georgia, and the other from Wilmington, North Carolina to the Pee Dee River which connected with the main line to Charlotte, North Carolina. Hamlet grew and prospered as trains from New York to Florida stopped in Hamlet dubbed the “Hub of the Sea Board”.⁴⁷ The City of Hamlet still offers a passenger station for Amtrak located in the historic Queen Anne style passenger depot.

⁴⁵ U.S. Census Bureau, American Fact Finder: 2000 U.S. Census.

⁴⁶ U.S. Census Bureau, American Fact Finder: Census 1990-2006 Population Estimates.

⁴⁷ City of Hamlet, North Carolina, <http://www.micropublishing.com/coh/about.htm> (November 8, 2006).



Community Characteristics

Hamlet offers many community services and facilities including the Richmond Community College, Hamlet Public Library, and the National Railroad Museum and Hall of Fame. Recreational facilities in Hamlet include lighted tennis courts and soccer fields, a gymnasium, playgrounds, Hamlet City Lake, and Robert L. and Elizabeth S. Cole Community Auditorium. The community is serviced by Hamlet Fire and Rescue Department, which provides service to the residents in Hamlet. Healthcare services are provided by the Sandhills Medical Center. In addition to using services in Hamlet, community survey respondents also shop and use healthcare services in Rockingham.

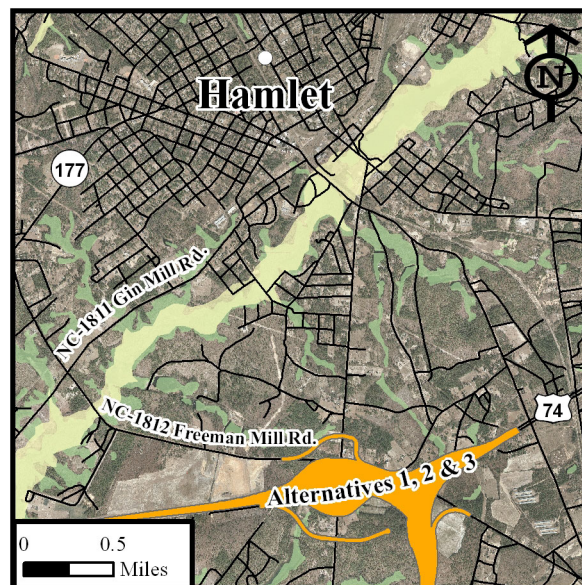


Figure 3-30 Hamlet

According to 2000 U.S. Census Data, of the 6,018 residents living in Hamlet, 38 percent of the population are minorities (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36). Seventeen percent of the population is over 65 years old, and 28 percent of the households have school-age children. Over one-fourth of the population lives below the poverty level, while 17 percent of the households in Hamlet have no vehicle. Almost half the population has resided at the same residence for over ten years, while the median value of owner occupied homes is \$54,500.

Based on 26 community surveys, 44 percent of those responding to surveys from Hamlet think it is a close-knit community with a small-town feel, and 28 percent stated they often interact with their neighbors. Most respondents like their neighborhood and feel safe, although opinions about their quality of life vary from very high to average. Fifty-two percent of the respondents have other family members living in the community, with 16 percent of those providing care for a relative. The average length of residency among survey respondents is 26 years, with individuals surveyed ranging from less than one year to 75 years.

Community Respondents' Opinions on Proposed Project

Approximately 71 percent of respondents in Hamlet support I-73 being built in the area, while one survey respondent did not, and the rest did not respond or were undecided. Of the surveys received, one respondent felt it would have a negative impact on the community. Respondents were concerned about increases in air pollution and noise, safety and traffic in the community, and living too close to an interstate. Issues such as changes to a rural way of life and the possibility of residents or businesses relocating were somewhat less important. Some respondents



felt the proposed project would be a boost to the economy and would improve traffic conditions. Overall, respondents were supportive of the I-73 project, feel that it will bring more jobs both during and after construction, as well as provide more convenient routes for travel. Approximately 91 percent of respondents feel that bringing new businesses and long-term jobs is important to the area.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Build Alternatives terminate at the interchange with I-74 on the south side of the City of Hamlet near the city boundary (refer to Figure 3-7, page 3-34). Since all of the Build Alternatives are located outside the neighborhoods of the City of Hamlet, impacts such as separation of neighborhoods and/or residential clusters would not be an issue.

Alternative 1 would displace eight residences in Hamlet (three houses, five mobile homes), while Alternatives 2 and 3 would displace 14 residences in Hamlet (three houses, 11 mobile homes). All of the Build Alternatives would displace two active businesses in Hamlet, Central Carolina Gas Company and Travel Tours Unlimited. No churches would be displaced with the Build Alternatives. All Build Alternatives would have one impacted noise receiver. The Build Alternatives may affect the visual landscape and rural character of the community's outskirts.

Access and Travel Patterns

Travel patterns within the City of Hamlet would not be impacted. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles. Interchanges located at the intersection of I-74 would improve access to the City of Hamlet and other nearby areas (refer to Figure 3-30). Accessibility to some residences and businesses located near I-74 near interchanges may change due to the re-configured frontage roads and the exit ramps.

Special Populations

2000 U.S. Census Data shows the percentage of disabled and elderly persons in block groups in this community are higher than the statewide average for North Carolina. It is unknown at this time if any disabled or elderly persons in the Hamlet community would specifically be affected.

Hamlet Direct Impacts

Alternative 1:

- Eight residential relocations
- Two business relocations
- No church relocations
- One impacted noise receiver
- Possible visual landscape impacts
- Minor changes in travel patterns/ accessibility

Alternatives 2 and 3:

- 14 residential relocations
- Two business relocations
- No church relocations
- One impacted noise receiver
- Possible visual landscape impacts
- Minor changes in travel patterns/ accessibility



Projected Development

Past development has occurred in Hamlet, as it prospered as trains from New York and Florida stopped here. Hamlet now offers major services for those living in and around Hamlet. Water and sewer infrastructure are present in Hamlet, which increase the potential for future development. Hamlet also has an Industrial Park located along I-74 for industries wishing to develop in the area.

Land use modeling predicts that 8 acres of development is expected to occur in the Hamlet community with the No-build Alternative. The Build Alternatives could bring between 16 and 41 additional acres of development to Hamlet (refer to Table 3.12, page 3-52). Cumulative impacts for Hamlet would include acres of development that may occur outside of the I-73 project, in addition to development that results from I-73.

Induced Growth in Hamlet

No-build Alternative: 8 acres of induced growth

Alternative 1: 16 acres of induced growth

Alternative 2: 41 acres of induced growth

Alternative 3: 41 acres of induced growth

Summary

None of the Build Alternatives would cause changes to accessibility in the Hamlet community. Alternative 1 would result in eight residential and two business displacements, while Alternatives 2 and 3 would result in 14 residential and two business displacements, and one impacted noise receiver in the Hamlet community. Due to the outlying areas of Hamlet being mainly rural in nature, the proposed project may affect the visual landscape and rural character of the community's outlying areas.

Scotland County

3.2.14 What are the characteristics of Scotland County and how would it be impacted?

Scotland County, North Carolina, was formed in 1899, after previously being part of Bladen, then Anson, then Richmond Counties.⁴⁸ Although it was eventually settled by numerous people of different origins, the County was named for Scotland due to the large number of Scottish people that settled the area between the 1720s and 1750s. Scotland County is located along the South Carolina border, and is approximately 321 square miles in size (refer to Figure 3-31). It is predominantly rural in character, and aside from the Laurinburg urban area, residential development is highly scattered throughout the county. Due to the project study area being limited in Scotland County, no communities were identified in this small area. Therefore, no discussion of Scotland County communities was included.

⁴⁸ Scotland County Website, "History and Traditions," <http://www.scotlandcounty.org/History.htm> (December 19, 2006).



According to the 2000 U.S. Census Data, Scotland County has a population of 35,998, almost half of which is minorities. The median age for those living in the county is 34.6 and the average household size is 2.61. The median household income for those 16 and older working in the county is \$31,010. The median value of homes in Scotland County is \$73,200 and ten percent of the county's population has no vehicle, while eight percent has no phone service.

3.2.15 How would Scotland County be impacted by the proposed project?

The Build Alternatives pass briefly through the northwestern corner of Scotland County, with Alternative 1 consisting of approximately less than 0.25 mile of roadway in Scotland County, while Alternatives 2 and 3 have just over one mile of roadway in the County (refer to Figure 3-7, page 3-34). The nearest community to the Build Alternatives is Laurel Hill, which is several miles away and located outside the project study area. Because the Build Alternatives are located several miles from any community, it should not create a physical barrier that would divide or isolate neighborhoods or change travel patterns in Scotland County. Vehicular and pedestrian access in this area would not be altered or hindered, nor would the routing of emergency vehicles. Alternative 1 would displace four residences, while Alternatives 2 and 3 would displace seven residences in Scotland County. No churches or businesses would be displaced by the Build Alternatives. No indirect or cumulative development is anticipated for this portion of Scotland County from the No-build or Build Alternatives.

Table 3.13, pages 3-100 and 3-101, summarizes the potential impacts to each affected community in the project study area by Build Alternatives.

Considerations for Bicyclists and Pedestrians

3.2.16 What considerations have been analyzed relating to pedestrians and bicyclists?

The USDOT initiated new policy in 2003 to encourage state departments of transportation to incorporate safe bicycle and pedestrian facilities into roadway projects, when feasible. This new policy was based on data from the USDOT that over 6,000 bicyclists and pedestrians are killed

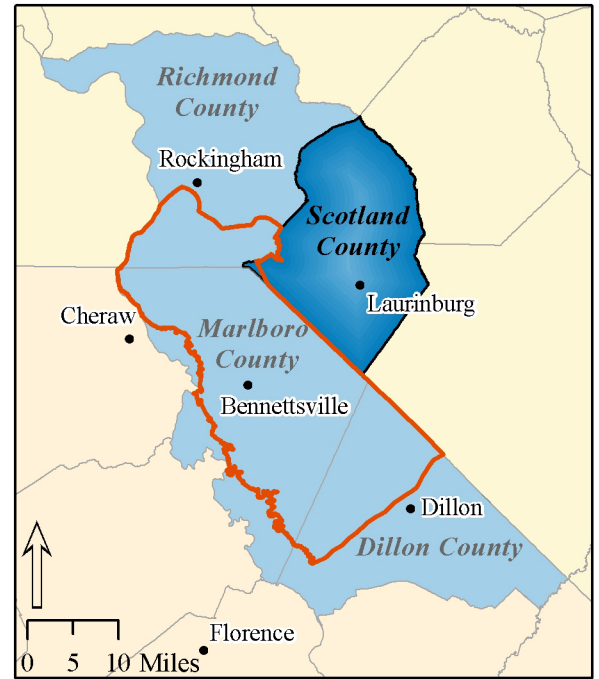


Figure 3-31 Scotland County



Table 3.13
Summary of Direct Impacts by Alternative
for Communities in Project Study Area

	Alternative 1	Alternative 2 (Preferred)	Alternative 3
Dillon County Communities			
Bingham	-3 residential relocations	-3 residential relocations	-No impacts anticipated
Free State	-No impacts anticipated	-No impacts anticipated	-1 church relocation -Potential visual impacts -Could potentially impact cohesion
Minturn	-No impacts anticipated	-No impacts anticipated	-Minimal visual impacts -May affect accessibility during construction
Marlboro County Communities			
Bennettsville	-24 residential relocations -1 impacted noise receiver	-5 residential relocations -4 business relocations -1 impacted noise receiver	-No anticipated impacts
Blenheim	-10 residential relocations -1 impacted noise receiver -Potential visual impacts	-No anticipated impacts	-No anticipated impacts
Clio	-No anticipated impacts	-Minimal visual impacts	-1 residential relocation -2 business relocations -Potential visual impacts -Minor changes in travel patterns
McColl	-No anticipated impacts	-No anticipated impacts	-No anticipated impacts
Tatum	-No anticipated impacts	-Minimal visual impacts	-Minimal visual impacts
Aarons Temple	-Minimal changes in accessibility -Minimal visual impacts	-No anticipated impacts	-No anticipated impacts
Adamsville	-No anticipated impacts	-1 residential relocation -Minor changes in travel patterns -1 impacted noise receiver -Minimal visual impacts -Could potentially impact cohesion	-2 residential relocations -Minimal visual impacts -Minor changes in travel patterns -Could potentially impact cohesion



Table 3.13, continued
Summary of Direct Impacts by Alternative
for Communities in Project Study Area

	Alternative 1	Alternative 2 (Preferred)	Alternative 3
Brightsville	-16 residential relocations -Minor changes in travel patterns -3 impacted noise receivers -Potential visual impacts	-1 residential relocation -Minor changes in travel patterns -Minimal visual impacts	-1 residential relocation -Minor changes in travel patterns -Minimal visual impacts
Chavistown	-5 residential relocations -Minor changes in travel patterns -Minimal visual impacts	-No anticipated impacts	-No anticipated impacts
Dunbar	-No anticipated impacts	-1 residential relocation -Minor changes in travel patterns -Minimal visual impacts	-No anticipated impacts
Fletcher	-No anticipated impacts	-No anticipated impacts	-Minimal visual impacts
Hebron	-No anticipated impacts	-Minimal visual impacts	-No anticipated impacts
Lester	-No anticipated impacts	-Minimal visual impacts	-No anticipated impacts
Newtonville	-No anticipated impacts	-2 residential relocations -Minor changes in travel patterns -Minimal visual impacts -Could potentially impact cohesion	-1 residential relocation -Minor changes in travel patterns -Minimal visual impacts -Mould potentially impact cohesion
Salem	-Minimal visual impacts - Could potentially impact cohesion	-No anticipated impacts	-No anticipated impacts
Richmond County Communities			
Hamlet	-8 residential relocations -2 business relocations -Minimal visual impacts -1 impacted noise receiver - Minor changes in travel patterns	-14 residential relocations -2 business relocations -1 impacted noise receiver -Minimal visual impacts -Minor changes in travel patterns	-14 residential relocations -2 business relocations -Minimal visual impacts -1 impacted noise receiver -Minor changes in travel patterns



each year due to motor vehicles.⁴⁹ Along with input from public agencies, professional associations, and advocacy groups, the USDOT drafted a policy statement entitled “Accommodating Bicycle and Pedestrian Travel: A Recommended Approach” to guide the integration of bicycling and walking facilities into the transportation mainstream.⁵⁰ The policy statement recommends that facilities for bicyclists and pedestrians in urbanized areas be established in new construction and reconstruction projects, unless bicyclists and pedestrians are prohibited by law from using the roadway. The proposed project would prohibit the use of the interstate by bicyclists and pedestrians, and as such would not include these facilities.

The SCDOT has also developed policies to ensure that pedestrians and bicyclists are taken into consideration when planning to widen existing roadways or for new road construction projects. On January 14, 2003, the SCDOT Commission passed a resolution stating that “bicycling and walking accommodations should be a routine part of the department’s planning, design, construction and operating activities, and will be included in the everyday operations of our transportation system.” It further stated that, the SCDOT Transportation Commission “requires South Carolina counties and municipalities to make bicycling and pedestrian improvements an integral part of their transportation planning and programming where State or Federal Highway funding is utilized.”⁵¹

Where bridges are constructed to elevate roadways over the interstate, facilities would be provided for bicyclists and pedestrians. The bridges constructed at these locations would have 10-foot shoulders, which would accommodate pedestrian and bicyclists safely. The existing road system within the project study area is comprised primarily of secondary roadways including U.S. Route 15/401, S.C. Route 38, S.C. Route 79, and S.C. Route 9. The secondary roadways have limited or no shoulders making it difficult to accommodate pedestrians or bicyclists.

Due to the fact that access to the proposed project would be fully-controlled at designated locations, secondary roadways would be elevated and constructed over the interstate. The frontage roadways would also be considered for bike and pedestrian facilities based on SCDOT policies. Although the proposed project would require the modification of several local roads, it would not reduce the routes available for travel by pedestrians or bicyclists. By providing bridges that would better accommodate pedestrians and bicyclists, the proposed project is anticipated to positively affect future provisions for pedestrian and/or bicycle traffic.

⁴⁹ USDOT Design Guidance, *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*, <http://www.fhwa.dot.gov/environment/bikeped/design.htm> (December 5, 2006).

⁵⁰ *Ibid.*

⁵¹ SCDOT Transportation Commission, January 14, 2003, Bike Resolution, http://www.scdot.org/getting/pdfs/bike_resolution.pdf (July 26, 2006).