



heard at each of the Public Hearings. The Preferred Alternative was modified in response to these comments along segments where the impacts to the public or to natural resources could be reduced. Written responses to each comment received were provided by SCDOT and NCDOT.

2.7.2 What modifications were made to the Preferred Alternative based on Public input?

2.7.2.1 *Fire Tower Road Overpass*

At the Public Hearings, residents from the Bingham and Blenheim communities suggested an additional overpass at Fire Tower Road (Road S-35-49) to maintain the local access and the connectivity between their communities (refer to Figure 2-13). The proposed overpass at Fire Tower Road would not impact any residences, but would increase the wetland impacts by 0.25 acre. Although the potential cost would increase by approximately \$3.0 million to \$3.5 million, it was determined to proceed with the overpass at Fire Tower Road to provide connectivity for area residents and to maintain local access.

2.7.2.2 *McKinnon Farm Road Shift*

Public Hearing comments were received from residents in the Hebron community proposing to relocate the alignment to the southwest to avoid dividing several properties located along McKinnon Farm Road (refer to Figure 2-14, page 2-49). A modification was developed that would avoid dividing 13 properties, maintain access for a property owner, and would not result in additional relocations. The modification would impact 0.9 acre more wetland, but it would also move the Preferred Alternative approximately 390 feet farther from the Manning House, a site eligible for listing on the NRHP. It was determined to proceed with the modified alignment to avoid dividing the 13 properties and to increase the distance of the Preferred Alternative from the Manning House.

2.7.2.3 *Beauty Spot Motor Court Office Building Shifts*

The Beauty Spot Motor Court Office Building is located at 690 U.S. Route 15/401, east of Bennettsville (refer to Figure 2-15, page 2-50). The resource was determined eligible for listing on the NRHP by the South Carolina SHPO (refer to Section 3.6.4 on page 3-107). The Preferred Alternative would directly impact the property causing an adverse effect to the eligible historic resource. Two modifications were developed that avoided impacting the Beauty Spot Motor Court Office Building, an eastern shift and a western shift.

The original alignment segment from S.C. Route 9 to Academy Road (Road S-35-17) has five residential relocations and three business relocations and impacts 17.4 acres of wetlands.

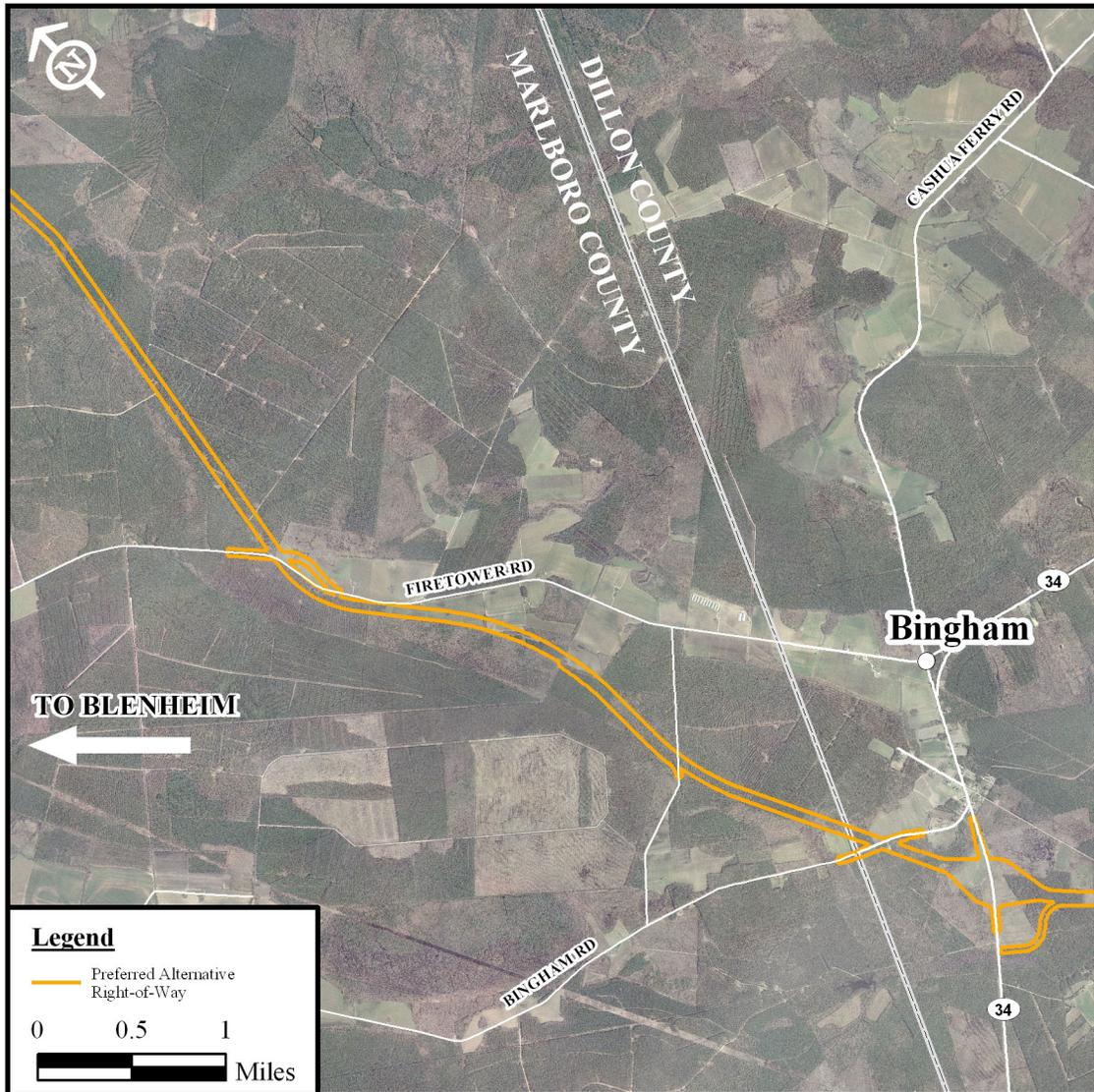


Figure 2-13 Fire Tower Road Overpass

Beginning at S.C. Route 9, the eastern alignment segment would arc east, nearly paralleling Covington Road (Road S-35-349), crossing Spears Church Road and skirting Covington Millpond to the east. It would cross Cottingham Creek and then traverse slightly westward towards U.S. Route 15/401. At U.S. Route 15/401, the distance from the centerline of the original alignment segment to the eastern alignment segment centerline would be 3,450 feet. After the interchange at U.S. Route 15/401, the eastern alignment segment would continue arcing westward until it rejoined the original alignment at East Main Street (Road S-35-48) and following the original alignment until it reached Academy Road (Road S-35-17).

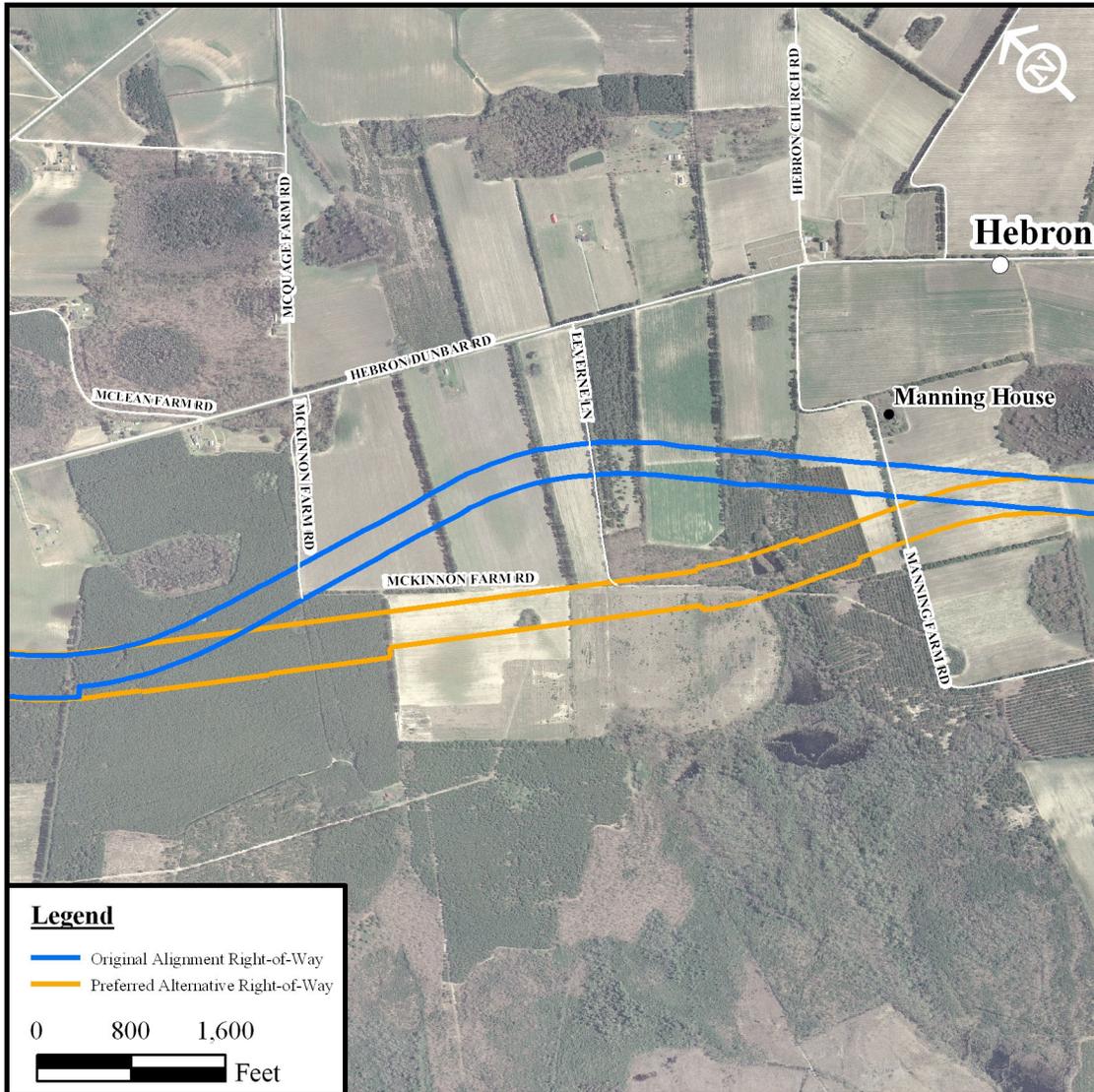


Figure 2-14 McKinnon Farm Road Shift

Although the eastern shift would have no business relocations, it would impact seven additional residences, it would also impact the Beauty Spot Cemetery and Resource 1095, which is eligible for the NRHP, and would double the amount of impacted wetlands to 34.8 acres.

A western alignment segment was developed beginning at S.C. Route 9 and following the original alignment segment until its crossing at Cottingham Creek. It then turns slightly west towards the Bennettsville city limits, paralleling a tributary to Cottingham Creek until it reaches

