



U.S. Route 15/401. The distance from the centerline of the interchange with U.S. Route 15/401 of the original alignment to the interchange centerline of this segment is 1,650 feet. Once past U.S. Route 15/401, the western alignment segment begins turning towards the east, crossing Beauty Spot Road (S-35-47) and East Main Street (S-35-48), before rejoining the Preferred Alternative at Academy Road (Road S-35-17). This alignment segment has the same interchange configuration as the original alignment, and would avoid the Beauty Spot Motor Court Office Building. The western alignment segment would double the residential relocations to ten, result in two business relocations, and would nearly double the amount of impacted wetlands to 34.4 acres.

Comparison of the original alignment segment with the alternative segments shows that the original alignment segment is more prudent and feasible than the western or eastern alternative segments. It was determined to proceed with the current interchange at U.S. Route 15/401. A Draft Section 4(f) Evaluation was developed (refer to Appendix E). In addition, a mitigation plan (refer to SHPO letter dated March 6, 2008, in Appendix A) and a signed Memorandum of Agreement (MOA) between SCDOT and SHPO (Appendix A) were developed in coordination with the SHPO.

#### *2.7.2.4 Beauty Spot Road Relocation*

The original design shown had Beauty Spot Road stopped short of U.S. Route 15/401 in a cul-de-sac. Comments were received at the Public Hearing requesting that Beauty Spot Road (Road S-35-47) not be stopped short of U.S. Route 15/401. Many commentors referred to the industries near Bennettsville that were served by truck traffic on Beauty Spot Road. In response to these comments, Beauty Spot Road was extended southwest to connect with U.S. Route 15/401 west of the new interchange with I-73 (refer to Figure 2-16, page 2-52). There were no wetlands or relocations that resulted from this design change.

#### *2.7.2.5 Family Farm Road Overpass*

Public Hearing comments were received from residents in the Newtonville community suggesting an overpass be provided at Family Farm Road (Road S-35-71) to maintain community cohesion and emergency vehicle access (refer to Figure 2-17, page 2-53). An overpass at Family Farm Road was designed that would result in no additional relocations or wetland impacts. It was determined to add the Family Farm Road overpass to provide local residents and emergency services access between S.C. Route 385 and Adamsville Road (Road S-35-28), even though the modification would require an additional cost of \$3.0 million.

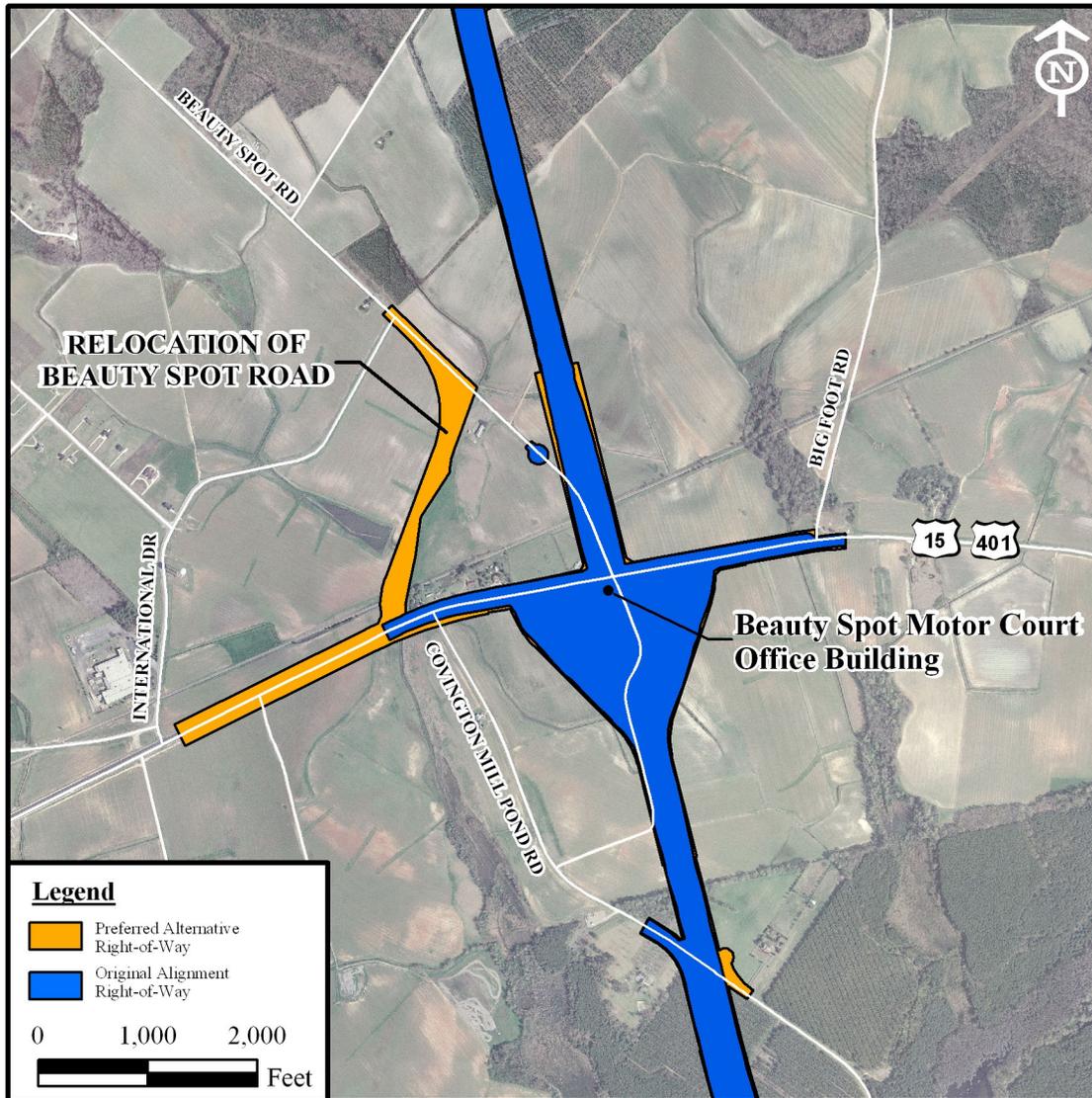


Figure 2-16 Beauty Spot Road Relocation

### 2.7.2.6 Newtonville Shift

Comments were received during the Public Hearings from residents in the vicinity of Stubbs Town Road (Road S-35-163) in the Newtonville community. Comments included concerns regarding the Preferred Alternative’s disruption of traffic flow and community cohesion along Stubbs Town Road and S.C. Route 385. The “Lt. Colonel Newton Petition,” with 38 signatures was received requesting that the Preferred Alternative be moved “to cross Highway 79 at the fork with 385, crossing Newton Road between the two curves nearest Hwy 385, and rejoining

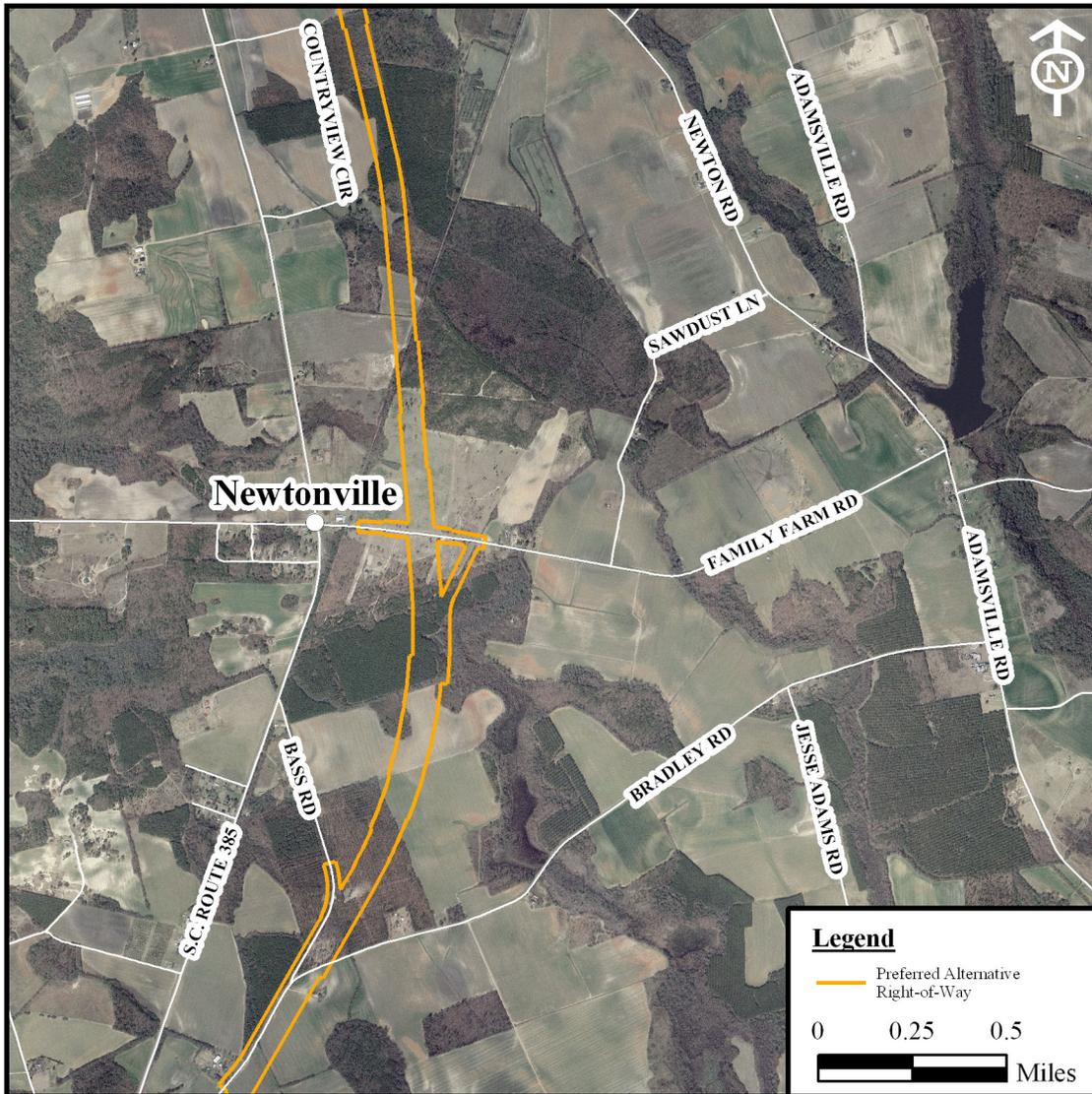


Figure 2-17 Family Farm Road Overpass

the former route near Ronnie Crow’s home.” This petition represented property owners along Newton Road (Road S-35-142) and in the Newtonville Community that requested the Preferred Alternative avoid their cross-generational family farm.

The Project Team designed and evaluated a multitude of modifications to address these concerns. The comparison of these modifications resulted in a design that would move the interchange with S.C. Route 79 approximately 6,000 feet to the east. This would eliminate the overpass at Stubbs Town Road and S.C. Route 385, which would be an overall cost savings of \$3.0 million



and would maintain local access and community cohesion for the residents of the Newtonville community (refer to Figure 2-18). The modification would also minimize impacts to the cross-generational family farm in the Newtonville Community. Furthermore, the modification would eliminate relocations for this segment (a reduction of five residential relocations including a Centennial Farm). Approximately 1.1 acres of additional wetlands, 15.5 acres of additional prime farmland, and 30.7 acres of additional cropland would be impacted by the modification.

The modification would move the Preferred Alternative one mile farther east from Chesterfield County and the City of Cheraw. Residents from these areas submitted Public Hearing comments requesting that the Preferred Alternative's interchange with U.S. Route 15/401 be closer to their jurisdictions. This modification would increase the distance from Chesterfield County from 15.5 miles to 16.5 miles and position the Preferred Alternative within 1.5 miles of the South Carolina and North Carolina state line. It was determined to proceed with the modification.

#### *Old Wire Road Shift*

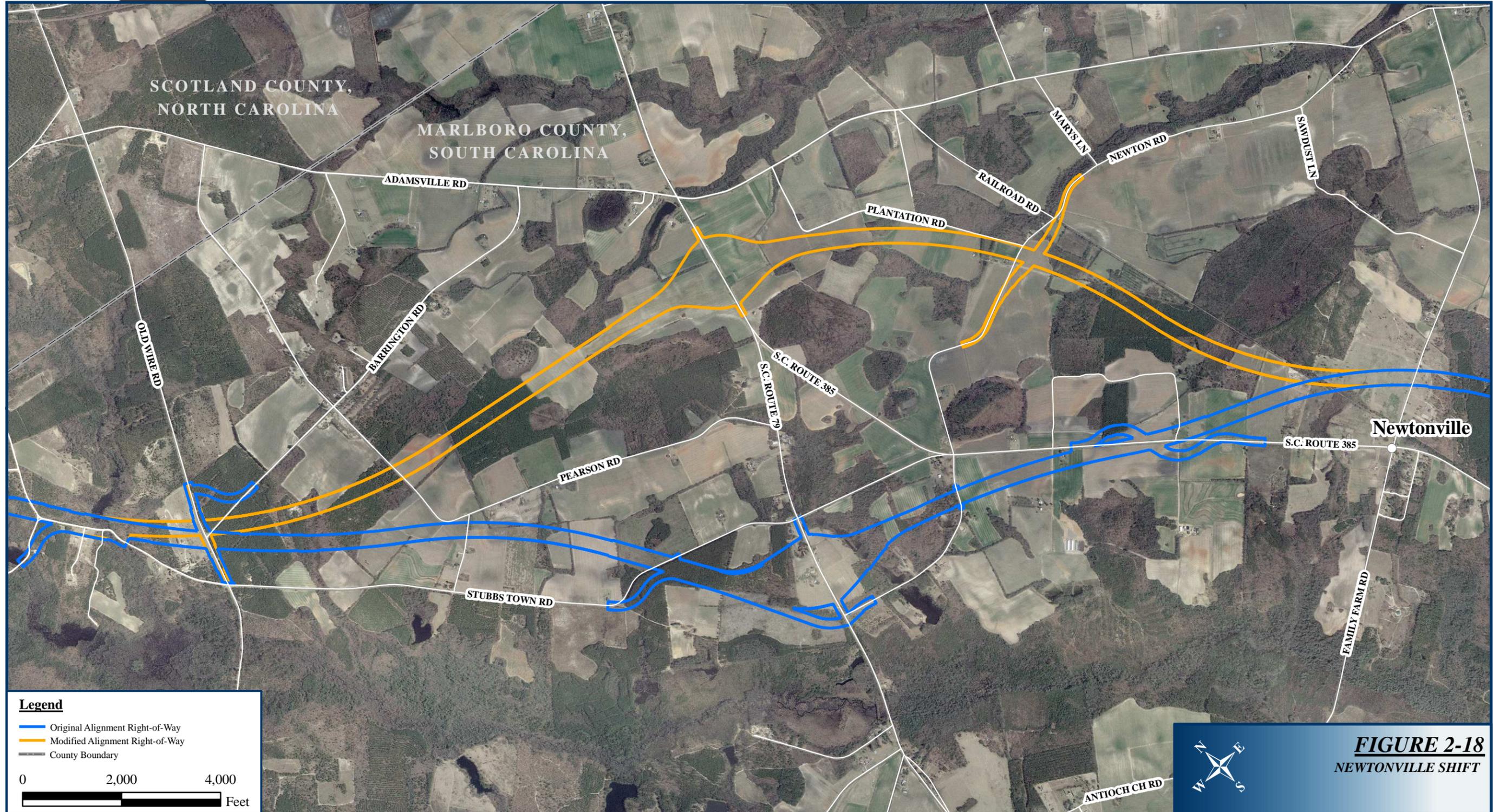
After graphics showing the shift were mailed to affected property owners there were several more comments received regarding this new alignment. Comments were received from property owners in the vicinity of Old Wire Road (Road S-35-165) requesting that the Preferred Alternative be shifted to retain connectivity between properties owned by members of the same family. A shift was adopted that maintained this connectivity and reduced wetland impacts by approximately 0.8 acre with no additional relocations (refer to Figure 2-19, page 2-56).

#### *Newton Road Shift*

Another set of comments addressed the portion of the shift south of S.C. Route 79 because of its close proximity to their family farm house that would separate the house from the rest of the farm. Several alignments were evaluated. Ultimately, this segment was shifted west, which reduced wetland impacts by about 0.8 acre with no additional relocations (refer to Figure 2-20, page 2-57).

#### *2.7.2.7 Ghio Road Shift*

During the Public Hearing process, the Project Team learned that the Preferred Alternative would impact the new residential development of Spring Hill. Spring Hill is located in the vicinity of Ghio Road (N.C. State Route 1803) (refer to Figure 2-21, page 2-58). The Preferred Alternative would also cross the upper reach of Crooked Creek along the county line between Richmond and Scotland Counties (refer to Figure 2-21, page 2-58). After further field review of the area, the Project Team developed a modification to minimize potential impacts to the Spring Hill community and to Crooked Creek.



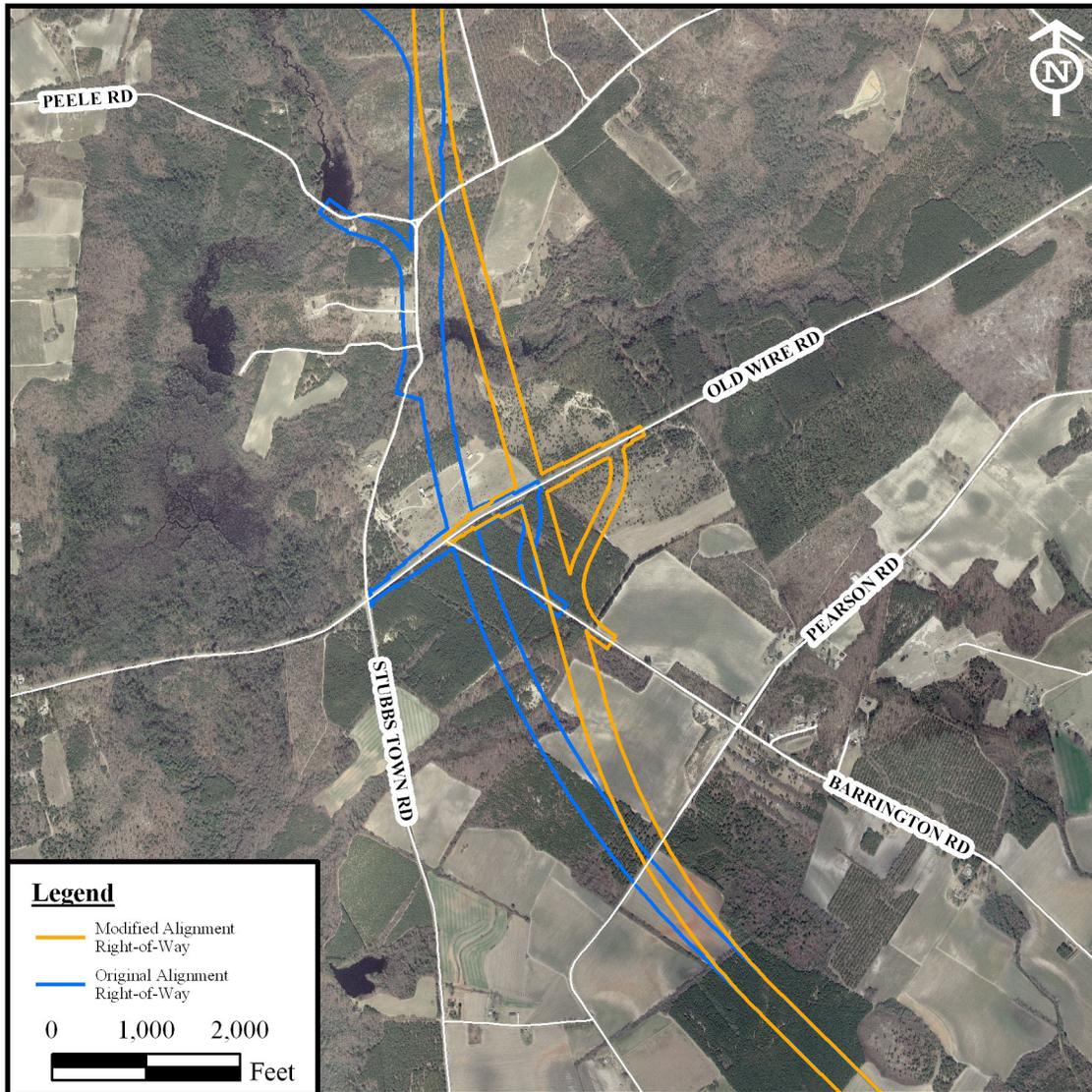


Figure 2-19 Old Wire Road Shift

The “Ghio Road” modification, an eastern shift of the alignment, resulted in a reduction of 14 relocations in the Spring Hill community. Furthermore, wetland impacts would be reduced slightly, the Preferred Alternative would be 0.1 mile shorter, road access would be maintained for a poultry farm, and approximately \$3.4 million would be saved in frontage road construction. It was determined to proceed with the modification.

A new interchange was also evaluated at both Scholl Shankle Road (N.C. Route 1805) and Ghio Road at the request of NCDOT. The interchange at Scholl Shankle Road was put on a new eastern alignment to reduce wetland impacts. Even so, it had 7.0 more acres of wetland

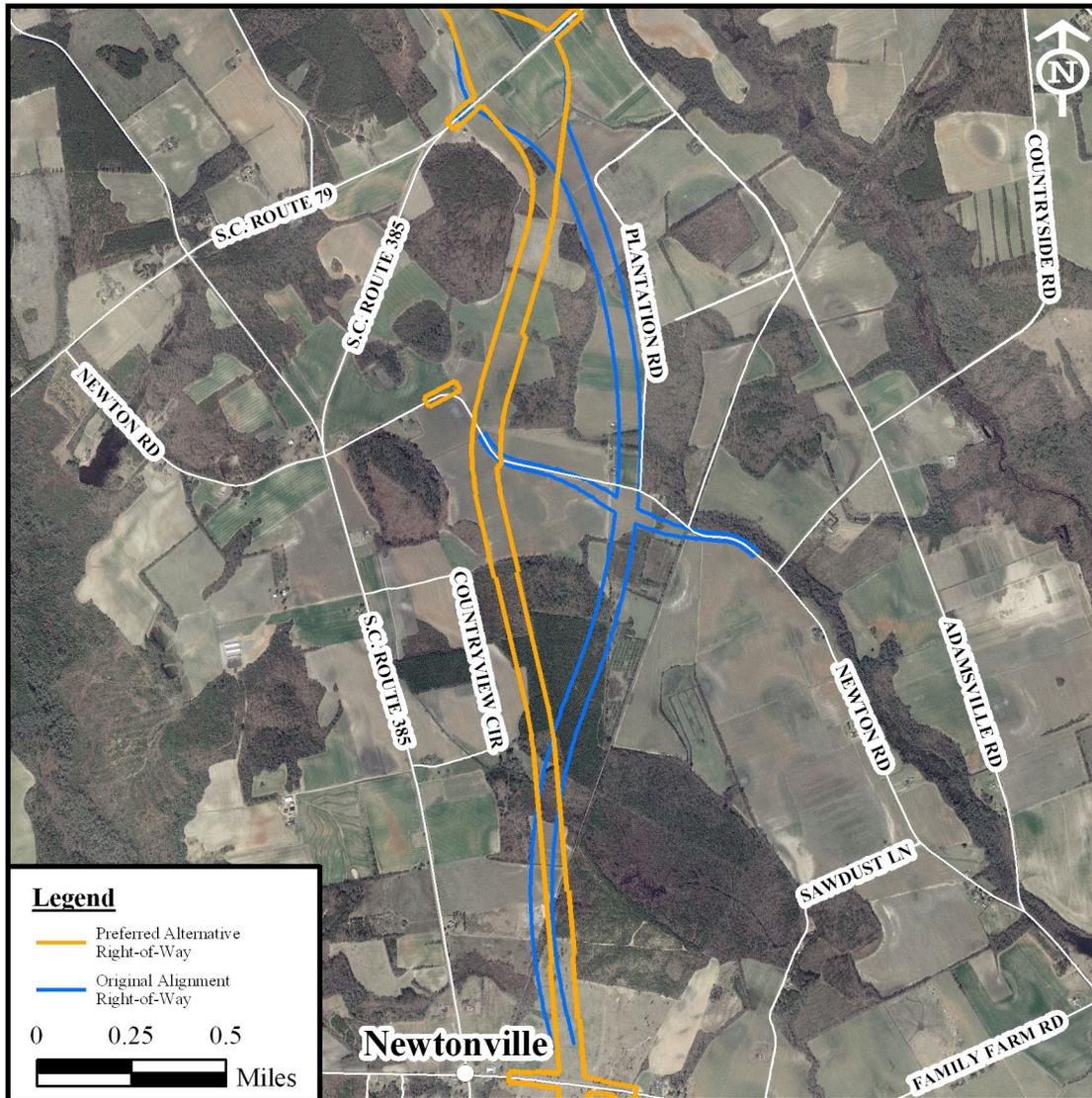


Figure 2-20 Newton Road Shift

impacts, but with one to two less residential relocations than the “Ghio Road” alignment with the added interchange at Ghio Road. After presenting these interchanges to the North Carolina agencies at an NCDOT interagency meeting, it was suggested to evaluate the most eastern alignment (the Scholl Shankle interchange alignment) but with an interchange on Ghio Road. This resulted in a segment that added 1.0 more acre of wetland impacts (equal to the original alignment through Spring Hill) and three more residential relocations (11 less than the original alignment through Spring Hill) than the “Ghio Road” modification alone. However, this