



Summary

The Preferred Alternative would have one residential displacement, no impacted noise receptors, would minimally impact the visual landscape, and change some travel patterns. The Preferred Alternative would have the potential for 81 acres of induced development for this area, for a cumulative effect of 81 acres of new development in Adamsville by 2030.

3.2.10.2 Brightsville

Location and History

Brightsville is located in the northeast portion of Marlboro County along S.C. Route 79 and S.C. Route 38 (refer to Figure 3-16). The area was named for Charles Bright who came to the area in 1827. The old stagecoach road used to be located in front of Goodwin's Millpond and ran through the Brightsville area on its route from Cheraw to North Carolina.⁴⁰

Community Characteristics

Brightsville is primarily rural and agricultural in nature, with small residential areas scattered throughout. The Brightsville Volunteer Fire Department, located on S.C. Route 38, provides fire

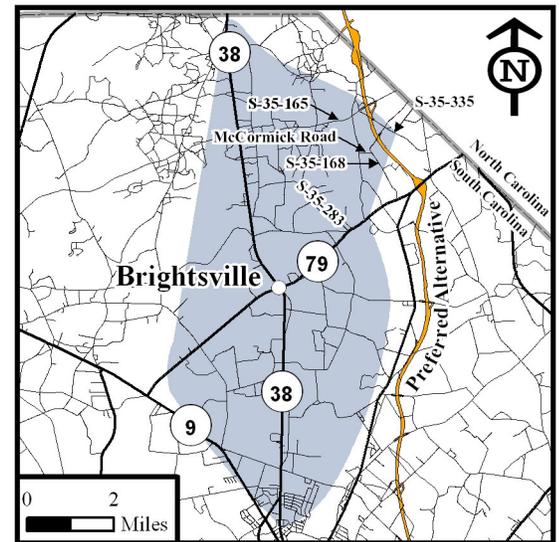


Figure 3-16 Brightsville



Brightsville Fire Department

emergency services to these communities. Healthcare services are provided by the Marlboro Park Hospital in Bennettsville, and Scotland Memorial Hospital in Laurinburg, North Carolina. Most residents of these communities travel to nearby Bennettsville, Hamlet, or Laurinburg, North Carolina for the majority of goods and services.

There are two churches, Antioch United Methodist and Faith Temple Holiness, in the community. An airstrip is located on Stanton Road (Road S-35-283) and is used for crop dusting operations (refer to Figure 3-16). A few small businesses are located to the north

⁴⁰ Marlboro County, SC History Website, "The Old Stage Road Webpage," http://sciway3.net/proctor/marlboro/history/Old_stage_road.html (May 13, 2008).



of Brightsville along S.C. Route 38, while Stanton Barbecue Restaurant is located on Stanton Road. According to 2000 U.S. Census Data, 46 percent of the community's population is minority, while 17 percent of the total population lives below the poverty level (refer to Tables 3.9 and 3.10, pages 3-32 and 3-33).

Based on 33 community surveys, 67 percent of the respondents of the Brightsville community feel as though it is a close-knit community with a small-town feel, and 55 percent stated that they often interact with their neighbors. Most respondents like their neighborhood, feel it is safe, and rank their quality of life generally high. Seventy-nine percent of the respondents have other family members living in the community and 36 percent of those provide care for a relative. The average length of residency among respondents is 36 years in the community, with individuals surveyed varying from one to 77 years.

Community Respondents' Opinions on Proposed Project

Approximately 45 percent of respondents in Brightsville supported I-73 being built in the area, 30 percent did not, and the remainder was undecided or did not respond. In general, respondents were hopeful that the interstate would bring long-term jobs and businesses. Respondents were very concerned about a change in their rural way of life and the possibility of family or friends relocating. Living too close to an interstate, an increase in pollution, and traffic were also concerns raised by respondents. Many respondents also expressed concern about divided farmlands and impacts to land that had been in the family for generations. Several respondents felt the western alternative (Alternative 1) would be more positive for industrial growth and have fewer impacts to residents.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would travel along the eastern edge of Brightsville, as defined by the community survey (refer to Figure 3-5, page 3-30). The Preferred Alternative passes through the northeastern edge of the community boundary between S.C. Route 79 and Old Wire Road (Road S-35-165N).

The Preferred Alternative crosses primarily through agricultural and wooded areas within the community boundary, avoiding the main residential areas. Access between residential areas on either side of the Preferred Alternative would be maintained with overpasses or frontage roads. No residents would be isolated from the rest of the community and neighbors could still interact; therefore, community cohesion is not likely to be impacted.

No residences, churches or businesses would be displaced due to the Preferred Alternative in Brightsville. The Preferred Alternative would not have any noise impacts; however, it may affect the visual landscape and rural character of the Brightsville community.



Brightsville Direct Impacts

The Preferred Alternative would be expected to have the following impacts to the Brightsville community:

- No relocations
- No noise impacts
- Possible visual landscape impacts
- No impacts to community cohesion
- Minor changes in travel patterns/ accessibility

Access and Travel Patterns

The Preferred Alternative would bisect Pearson Road (Road S-35-168), and convert it to cul-de-sacs between Barrington Road (Road S-35-335) and McCormick Road. Access along Barrington Road (Road S-35-335) would be maintained with a slight reconfiguration of the intersection of Barrington Road (Road S-35-335) and Old Wire Road East (S-35-165), while access along Old Wire Road East (Road S-35-165) would be maintained via an overpass. Travel patterns to Bennettsville by way of S.C. Route 79 would be maintained, and residents could access the interstate at its interchange with S.C. Route 79. Vehicular and pedestrian access to community services and facilities would not be hindered, nor would the routing of emergency vehicles.

Special Populations

Specific elderly, handicapped, non-driving, or transit-dependent populations have not been identified in this portion of Brightsville; it is unknown at this time whether these populations would be affected by the proposed project.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Brightsville community. Predictive land use modeling anticipates that very little development is expected to occur by 2030 within Brightsville from the No-build Alternative. The Preferred Alternative is projected to add 134 acres of new development to the community, (refer to Table 3.12, page 3-46), for a cumulative development of 134 acres in Brightsville by 2030.

Projected Development in Brightsville

No-build Alternative: No acres of induced development
Preferred Alternative: 134 acres of induced development
Cumulative Effect: 134 acres of induced development

Summary

The Preferred Alternative would have no relocations, noise impacts, or impacts to community cohesion. The visual landscape and rural character of the community may be affected by the Preferred Alternative, and some travel patterns in Brightsville would be altered. The Preferred Alternative would have the potential to create 134 acres of induced development in Brightsville, for a cumulative effect of 134 acres of new development by 2030.



3.2.10.3 Chavistown

Location

Chavistown is located in northwestern Marlboro County, approximately six miles northwest of Bennettsville and four miles southeast of Wallace. It is near the triangular intersection of Community Road (Road S-35-209), Ebenezer Road (Road S-35-30), and S.C. Route 9 (refer to Figure 3-17).

Community Characteristics

A small sign at the corner of Chavis Cemetery Road (Road S-35-59) and Grant Road (Road S-35-539) reads “Chavistown: A Family Community”. Several small subdivisions are within the Chavistown area, including Ridgeway and Hunters Run. Chavistown

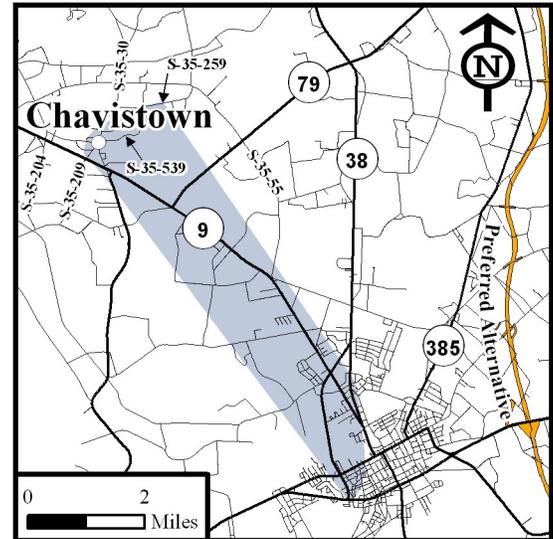


Figure 3-17 Chavistown

has three active churches, including Ebenezer United Methodist Church and Cemetery, located at Ebenezer Road (Road S-35-30) and S.C. Route 9; Cornerstone Full Gospel Baptist Church of Christ, located at Hickory Grove Road (Road S-35-55) and Ebenezer Road (Road S-35-30); and Hickory Grove Church and Cemetery, located at Hickory Grove Road (Road S-35-55) and Irby Road (Road S-35-204) (refer to Figure 3-17). The Wallace Smithville Community Center is located on Community Road, south of S.C. Route 9 and is used by residents in the Chavistown community. The Cyclone Speedway, a dirt racetrack, is located off Ebenezer Road (Road S-35-55). The Wallace Fire Department provides emergency services to the community, while the Marlboro Park Hospital in Bennettsville provides healthcare services. As reported in the community surveys, residents generally travel to nearby Bennettsville, Florence, or Cheraw for the majority of goods and services. Based on 2000 U.S. Census Data shown in Tables 3.9 and 3.10, (refer to pages 3-32 and 3-33), Chavistown has a 44 percent minority population and 26 percent of the total population is below the poverty level.

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 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

The Preferred Alternative is located approximately three miles to the northeast of Chavistown (refer to Figure 3-5, page 3-30). The Preferred Alternative is not expected to directly impact the community of Chavistown.

Chavistown Direct Impacts

The Preferred Alternative is not expected to directly impact the Chavistown community.

No physical barriers would be created that would divide residents from other areas of the community; therefore, no impacts are anticipated to community cohesion. No churches, businesses, or residences in Chavistown would be displaced. No noise impacts or impacts to the visual landscape and rural character are anticipated.

Access and Travel Patterns

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.

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. None of these populations in the Chavistown community would specifically be affected by the Preferred Alternative.

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

Projected Development in Chavistown

No-build Alternative: No acres of induced development
Preferred Alternative: 42 acres of induced development
Cumulative Effect: 42 acres of induced development



Ebenezer Road (Road S-35-30). Land use modeling predicts very little development to occur in the Chavistown community with the No-build Alternative by 2030. Due to its proximity to Bennettsville, the Preferred Alternative could bring an additional 42 acres of development to Chavistown (refer to Table 3.12, page 3-46), for a cumulative development of 42 acres in the community by 2030.

Summary

No direct impacts to the Chavistown community would occur with the construction of the Preferred Alternative. The Preferred Alternative has potential for 42 acres of induced development for this area, for a cumulative effect of 42 new acres of development in the Chavistown community by 2030.

3.2.10.4 Dunbar

Location and History

Dunbar is located south of Clio along Hebron Dunbar Road (Road S-35-23N) and Dunbar Highway (Road S-35-32E) (refer to Figure 3-18). Dunbar was named for J.C. Dunbar, a captain of the Marlboro militia. In 1885, the Latta & Clio branch of the Atlantic Coast Railroad was constructed through the area to transport locally produced turpentine and lumber.⁴¹

Community Characteristics

There are two churches in the area, Faith Deliverance on Norton Circle (S.C. Route 59) and Asbury United Methodist on Dunbar Highway (refer to Figure 3-18). Emergency services in Dunbar are provided by the Clio Fire Department and Rescue Squad. The community uses healthcare services at the Marlboro Park Hospital in Bennettsville and Scotland Memorial Hospital in Laurinburg, North Carolina. Most survey respondents stated they traveled to Bennettsville, South Carolina or Laurinburg, North Carolina for shopping and services. According to 2000 U.S. Census Data, 69 percent of the population is minority while 37 percent live below the poverty level (refer to Tables 3.9 and 3.10, pages 3-32 and 3-33).

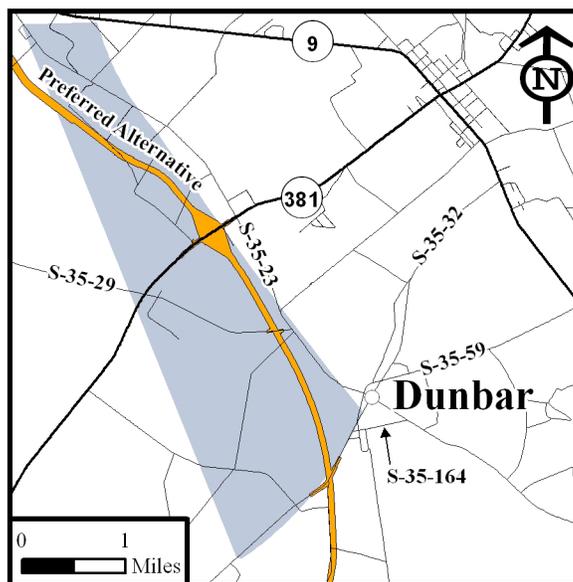


Figure 3-18 Dunbar

⁴¹ *Historical Tours of Marlboro County*, pp. 25-26.



Based on 11 community surveys, 91 percent of the residents of the Dunbar community feel as though it is a close-knit community with a small-town feel, and 55 percent often interact with their neighbors. Most respondents like their neighborhood and feel safe, although opinions about their quality of life vary greatly from very high to average. Seventy-three percent of the respondents have other family members living in the community, with 33 percent of those providing care for a relative. The average length of residency among survey respondents is 48 years, with individuals surveyed ranging from less than one year to 106 years.



Community of Dunbar

Community Respondents' Opinions on Proposed Project

Twenty-seven percent of respondents in Dunbar support I-73 being built in the area while 73 percent did not support it, stating that they felt it would have a negative impact on the community. Although hopeful the interstate may bring long-term jobs to the area, the greatest concern expressed was disruption to the quiet rural area that an interstate could bring. Issues such as faster travel and the possibility of new businesses were not important to respondents, while relocations, change to the rural way of life, more traffic and pollution, and living too close to an interstate were of high concern. Several respondents in this community also identify themselves with the Hebron community.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would cross through agricultural and wooded lands along the eastern boundary of the community of Dunbar, as defined by the community survey. The main residential areas of the community are located along Dunbar Highway (Road S-35-32), at its intersections with Road S-35-164 and Dunbar Road (Road S-35-23) (refer to Figure 3-18). Since the Preferred Alternative is located approximately 0.25 mile west of the main residential areas, the central Dunbar community would remain

Dunbar Direct Impacts

The Preferred Alternative would be expected to have the following impacts to the Dunbar community:

- *Two residential relocations*
- *No noise impacts*
- *Minimal visual landscape impacts*
- *No impacts to community cohesion*
- *Minor changes in travel patterns/ accessibility*



intact, and access west of the proposed interstate would be maintained by Dunbar Highway (Road S-35-32). As such, community cohesion would not be impacted.

Two residences in the community would be displaced by the Preferred Alternative, but no churches or businesses would need to be relocated. No noise impacts would be anticipated within the community. The Preferred Alternative may affect the visual landscape and rural character of the community. However, the Preferred Alternative passes through forested areas in the community that would act as a natural buffer to shield the roadway from Dunbar and minimize visual impacts.

Access and Travel Patterns

Minor changes in travel patterns would occur within Dunbar due to the Preferred Alternative. Drake Road (Road S-35-29) would be bisected near its intersection with Dunbar Highway (Road S-35-32) and be converted into cul-de-sacs. Access to Clio would be provided via S.C. Route 381 (refer to Figure 3-18, page 3-66), while access towards Bennettsville would be maintained along Dunbar Highway (Road S-35-32) to S.C. Route 9. An overpass would be located at Hebron Dunbar Highway (Road S-35-32) to cross over the Preferred Alternative and maintain access throughout the community. I-73 could be accessed from the Dunbar community by the interchange with S.C. Route 381. Vehicular and pedestrian access to community services and facilities would not be hindered, nor would the routing of emergency vehicles.

Special Populations

Specific elderly, non-driving, or transit-dependent populations were not identified in this portion of Dunbar. 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 Dunbar community would specifically be affected.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Dunbar community. Land use modeling predicts that very little development is expected to occur with the No-build Alternative in the Dunbar community by 2030. The Preferred Alternative could result in 74 acres of additional development in the Dunbar community (refer to Table 3.12, page 3-46), for a total of 74 acres of cumulative development by 2030. The

Projected Development in Dunbar

No-build Alternative: *No acres of induced development*
Preferred Alternative: *74 acres of induced development*
Cumulative Effect: *74 acres of induced development*



interchange at S.C. Route 381 may encourage some development at this location; however, water and sewer infrastructure is not available in this area, which may limit the amount of growth that could occur.

Summary

The Preferred Alternative would result in two residential displacements, no church or business relocations, and no noise impacts. While there is potential for visual landscape impacts, a forested area would act as a natural buffer between the Preferred Alternative and the Dunbar community. Minor changes would occur to access and travel patterns in Dunbar, but access would be maintained throughout the community. The Preferred Alternative would have the potential for 74 acres of induced development within Dunbar, for a cumulative effect of 74 acres of new development in the community by 2030.

3.2.10.5 Hebron

Location and History

Hebron is located along Hebron Dunbar Road (Road S-35-23N) and S.C. Route 9 west of Clio (refer to Figure 3-19). The Hebron Methodist Church, constructed in 1849, is the centerpiece of the community and is located on Hebron Dunbar Road. The old Hebron School and Hebron Cemetery are also located on this road.

Community Characteristics

Several farms in Hebron have been recognized by the USDA as National Bicentennial Farms for having been continuously farmed by the same family for over 200 years. Churches in the area include the following: Hebron United Methodist, Sandy Grove Missionary Baptist, and St. Matthews Missionary Baptist. Three businesses, Country Auto Sales, a produce stand, and an abandoned gas station are located near the community on S.C. Route 9. The Clio Fire Department and Rescue Squad provide emergency services to Hebron. The community uses healthcare services at Marlboro Park Hospital in Bennettsville and Scotland Memorial Hospital in Laurinburg, North Carolina. Most respondents stated they traveled to Bennettsville or Laurinburg for shopping and other services. As shown in Tables 3.9 and 3.10, (refer to pages 3-32 and 3-33), over half the population in the community is minority, while 22 percent of the total population lives below the poverty level according to 2000 U.S. Census Data.

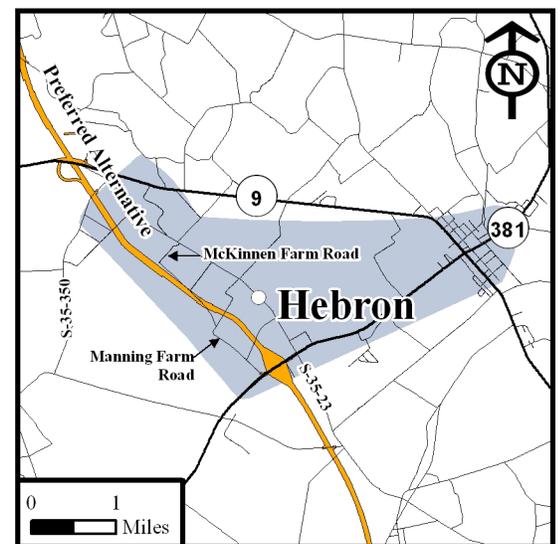


Figure 3-19 Hebron



Based on 35 community surveys, 80 percent of the respondents of the Hebron community feel as though it is a close-knit community with a small-town feel and 71 percent stated they often interact with their neighbors. Most respondents like their neighborhood and feel safe, although opinions about their quality of life vary greatly from very high to average. Sixty-eight percent of the respondents have other family members living in the community, with 21 percent providing care for a relative. The average length of residency among survey respondents is 34 years, with individuals surveyed ranging from less than one year to 87 years.

Community Respondents' Opinions on Proposed Project

Nineteen percent of respondents in Hebron supported I-73 being built in the area, while 69 percent did not support it and the remainder was undecided or did not respond. Sixty-eight percent felt that it would have a negative impact on the community, with relocations, change to the quiet, rural way of life, more traffic and pollution, and living too close to an interstate being of highest concern to respondents. Issues such as a faster route, new stores, and more jobs were not important to respondents. A few respondents did not feel there would be any economic benefit to Marlboro County. Many respondents expressed concern about divided farmlands and impacts to land that had been in the family for generations. A number of respondents felt the western alternative (Alternative 1) would be more positive for industrial growth and have fewer impacts to respondents.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass through the western edge of the community survey-defined boundary of Hebron (refer to Figure 3-5, page 3-30). Originally, the Preferred Alternative was closer to the center of the community, and bisected 11 properties along Hebron Dunbar Road (Road S-35-23). After input from the Public Hearings, the Preferred Alternative was shifted to the western edge of these properties closer to McKinnon Farm Road (no road number) and Manning Farm Road (no road number). This moved the Preferred Alternative farther away from the community center, and minimized impacts to the community. For further information about the modification, please refer to Chapter 2, Section 2.7.2.2, page 2-47. The main residential area of the Hebron community, located along Hebron Dunbar Road (Road S-35-23), would remain intact. Those living west of the Preferred Alternative would have access to the rest of the community by an overpass on S.C. Route 9. Therefore, community cohesion in Hebron is not likely to be impacted by the Preferred Alternative.

Hebron Direct Impacts

The Preferred Alternative is anticipated to have the following impacts to the Hebron community:

- *No relocations*
- *No noise impacts*
- *Possible visual landscape impacts*
- *No impacts to community cohesion*
- *Minor changes in travel patterns/ accessibility*



The Preferred Alternative would not result in the displacement of any residences, churches, or businesses in the community of Hebron. While no noise impacts are anticipated, the visual landscape and rural character of the community may be impacted by the Preferred Alternative.

Access and Travel Patterns

Hebron Dunbar Road (Road S-35-23N) would be re-configured at its intersection with S.C. Route 9 (refer to Figure 3-19, page 3-69). Sandy Grove Church Road (Road S-35-350) would be bisected, and a frontage road would be installed to maintain access to S.C. Route 9. Access to Sandy Grove Missionary Baptist Church would be altered due to Sandy Grove Church Road (Road S-35-350) being bisected, but the community would still have access to the church by using the frontage road. Travel patterns along S.C. Route 9 and S.C. Route 381 would be maintained to Clio and Bennettsville. Residents of Hebron could access the interstate at the S.C. Route 381 interchange. Vehicular access to community services and facilities would not be hindered, nor would the routing of emergency vehicles.

Special Populations

Specific disabled, non-driving, or transit-dependent populations were not identified within this portion of Hebron. 2000 U.S. Census Data shows the percentage of elderly persons in this community is higher than the statewide average. It is unknown at this time if any of these populations would be affected by the proposed project.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Hebron community. This area mainly consists of Bicentennial farms, 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 Hebron community by 2030 from the No-build Alternative. The Preferred Alternative could bring an additional 42 acres of development to Hebron by 2030 (refer to Table 3.12, page 3-46), for a cumulative addition of 42 acres of new development to the community. The S.C. Route 381 interchange may encourage some development at this location. However, sewer and water infrastructure is limited in this area, which may inhibit new growth in the vicinity of the interchange.

Projected Development in Hebron

No-build Alternative: *No acres of induced development*
Preferred Alternative: *42 acres of induced development*
Cumulative Effect: *42 acres of induced development*

Summary

Although no relocations or noise impacts are anticipated, the Preferred Alternative is likely to have some impact to the visual landscape of the community. Access and travel patterns would



be altered in Hebron in proximity to S.C. Route 9. The Preferred Alternative would have the potential to add 42 acres of induced development within the community, for a cumulative effect of 42 acres of new development by 2030.

3.2.10.6 Lester

Location and History

Lester is located five miles northeast of Bennettsville along S.C. Route 385 and is situated around historical Burnt Factory Pond, which is approximately 95 acres in size (refer to Figure 3-20). According to local history, the Burnt Factory Pond was named for a cotton mill built at the site around 1836 by William T. Ellerbe, John McQueen, and John N. Williams.⁴² The cotton mill was powered by water via a raceway from Crooked Creek. In 1851, a fire destroyed the cotton mill, but the Burnt Factory Pond, some of the metal structures, and the raceway for water diversion are still in place today.⁴³

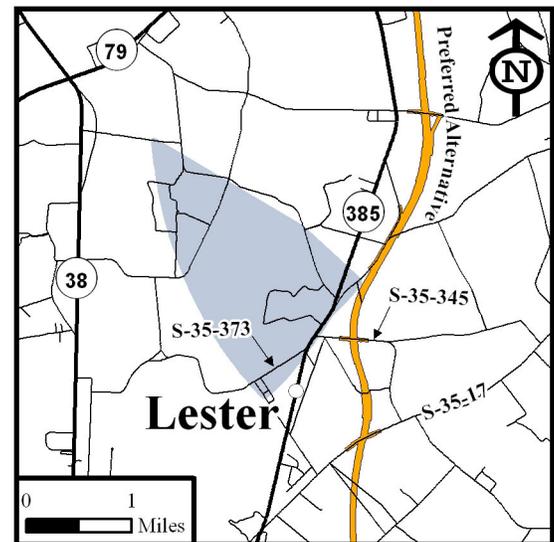


Figure 3-20 Lester

Community Characteristics

Three churches are located in the community, including Smyrna United Methodist Church on Burnt Factory Pond Road (Road S-35-373), Smyrna United Methodist Church on S.C. Route 385, and Kingdom Hall of Jehovah's Witnesses on S.C. Route 385 (refer to Figure 3-20). A few locally owned businesses, the U-Tote'em Convenience Store and Grill, Phillips 66 Gas Station, and What's Really Good Clothes are located at the intersection of S.C. Route 385 and Academy Road (Road S-35-17). Warden & Smith Ready Mixed Concrete, is located on S.C. Route 385 and has been in business since 1956. The Bennettsville Fire Department provides emergency services to Lester, while most residents in the community use healthcare services at Marlboro Park Hospital in Bennettsville or Scotland Memorial Hospital in Laurinburg, North Carolina. Most survey respondents stated they traveled to Bennettsville, South Carolina or Laurinburg, North Carolina for shopping and services. Based on 2000 U.S. Census Data, 51 percent of the population in Lester is minority, while 22 percent live below the poverty level (refer to Tables 3.9 and 3.10, pages 3-32 and 3-33).

Based on 12 community surveys, 67 percent of respondents from the Lester community feel as though it is a close-knit community with a small-town feel, where 33 percent interact with their

⁴² Marshall Bruney Media Consultants, "Burnt Factory Pond Webpage," <http://www.meowdesigners.biz/history.html> (May 14, 2008).

⁴³ *Ibid.*



Smyrna United Methodist Church in Lester

neighbors often. Most respondents like their neighborhood, feel safe, and rank their quality of life generally high. Eighty-three percent of the respondents have other family members living in the community, with 55 percent providing care for a family member. The average length of residency among survey respondents is 32 years, with individual respondents ranging from 12 years to 55 years.

Community Respondents' Opinions on Proposed Project

Approximately 55 percent of respondents in Lester supported I-73 being built in the area, 36 percent did not support it, and the remainder did not respond or were undecided. Forty-two percent of the respondents from Lester felt it would improve the community, while 33

percent thought it would have a negative impact. Respondents were very concerned about living close to an interstate, additional noise and air pollution, more traffic in their neighborhood, and changing the rural way of life. Issues like faster and more convenient routes in and around the community, additional stores and restaurants, and new businesses with long-term jobs appeared to be less important.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass 0.1 mile west of the community boundary of Lester, as defined by the community survey (refer to Figure 3-5, page 3-30). Since the Preferred Alternative does not cross through the community boundary, it is not likely to create physical barriers that would divide residents within the community. Access to the east and west of the interstate would be maintained on local routes, such as Beverly Creek Road (Road S-35-345) (refer to Figure 3-20). Community cohesion is not likely to be impacted by the Preferred Alternative.

Lester Direct Impacts

The Preferred Alternative would have the following impacts to the Lester community:

- No residential relocations
- No noise impacts
- Possible visual landscape impacts
- No impacts to community cohesion
- No changes in travel patterns/ accessibility

No residential, church, or business relocations would result from the Preferred Alternative within the community of Lester, and no noise impacts are anticipated. The Preferred Alternative may affect the visual landscape and rural character of Lester due to its proximity to the western edge of the community boundary.

Access and Travel Patterns

Travel patterns within the community of Lester 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



Bennettsville would be maintained via S.C. Route 385 and access north towards Hamlet would not be affected. Interchanges at S.C. Route 79 north of Lester, and U.S. Route 15/401 south of Lester, would provide the community access to the interstate.

Special Populations

Specific elderly, disabled, non-driving, or transit-dependent populations were not identified in this portion of Lester. 2000 U.S. Census Data shows the percentage of persons with a disability in this block group is higher than the statewide average. It is unlikely that any of these populations would be specifically impacted by the Preferred Alternative.

Projected Development

Small amounts of development are located along S.C. Route 385, which are locally owned and operated stores including a gas station, a convenience store, and a clothing store. There is also a concrete plant in the area. Historically, there has not been an appreciable amount of development that has impacted the Lester community due to the agricultural nature of the area. Land use predictive modeling anticipates that minimal development would occur in the Lester community by 2030 from both the No-build Alternative and the Preferred Alternative. In general, land use changes for this area are not anticipated.

Projected Development in Lester

No induced growth is anticipated from the No-build or Preferred Alternatives in Lester.

Summary

Minimal impacts to the Lester community may occur with the construction of Preferred Alternative. No relocations, impacts to noise receptors, or impacts to community cohesion or travel patterns are expected to occur from the Preferred Alternative. Construction of an interstate on the outskirts of this community may impact the visual landscape and rural character of Lester. Minimal development is anticipated from the No-build Alternative and Preferred Alternative.

3.2.10.7 Newtonville

Location and History

Newtonville is located northeast of Bennettsville, along S.C. Route 385 (refer to Figure 3-21). The Newton family first came to the area in 1785 when Giles Newton bought 640 acres. There are two marked Newton family cemeteries in the area where ancestors from early colonial times to the present are buried.

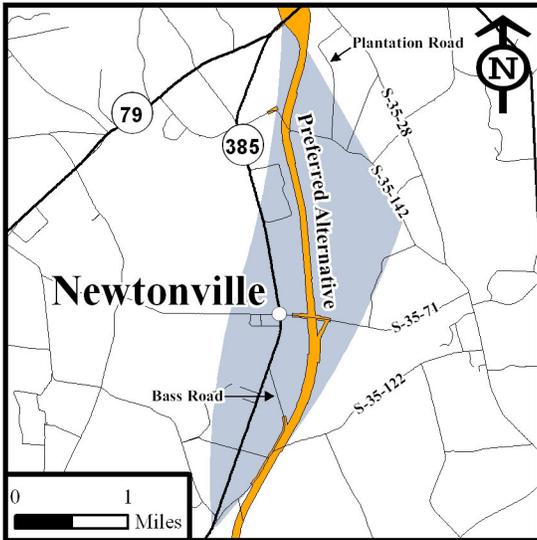


Figure 3-21 Newtonville

Community Characteristics

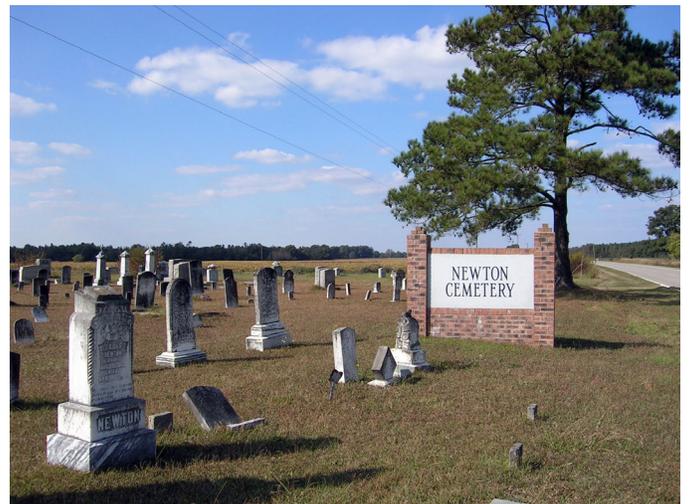
Newtonville is provided fire and emergency services by the McColl Fire Department and McColl EMS and Rescue Squad. Healthcare services are provided by the Marlboro Park Hospital in Bennettsville or the Scotland Memorial Hospital in Laurinburg, North Carolina. Community survey respondents indicated that they most often travel to Bennettsville or Laurinburg for shopping and other services. Over half the population of the Newtonville community is minority while 17 percent of the total populations lives below the poverty level according to 2000 U.S. Census Data (refer to Tables 3.9 and 3.10, pages 3-32 and 3-33).

Based on 10 community surveys, 90 percent of the respondents of the Newtonville community feel as though it is a close-knit community with a small-town feel, where 40

percent often interact with their neighbors. Most respondents like their neighborhood, feel safe, and rank their quality of life high. Seventy percent of the respondents have other family members living in the community, with 10 percent providing care for a family member. The average length of residency among survey respondents is 38 years, with individuals surveyed ranging from less than one year to 77 years.

Community Respondents' Opinions on Proposed Project

Approximately 63 percent of respondents in Newtonville support I-73 being built, while 13 percent did not, and the remainder were undecided or unresponsive. None of the respondents from Newtonville felt the proposed project would improve the community, while 63 percent thought it would have a negative impact. Respondents were most concerned about change to the rural way of life, additional stores and restaurants, the possibility of having to relocate, friends and family having to move, and living too close to an interstate. Issues like faster and more convenient routes within Newtonville and to nearby communities, and more jobs during construction appeared to be less important to respondents. The respondents were supportive of I-73 as long as it did not



Newton Family Cemetery



impact their rural community. Respondents said they were a close-knit community and enjoyed the country life and were not interested in an interstate near Newtonville.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass mainly through agricultural areas within the community boundary of Newtonville, as defined by the community survey (refer to Figure 3-5, page 3-30). Community cohesion would not be affected by the Preferred Alternative since the main residential areas of the community would remain intact and no residents would be isolated from the rest of the community.

The Preferred Alternative would displace one residence, and one residential noise receptor would be impacted in Newtonville (refer to Noise, Section 3.8, page 3-114 for further information). No churches or businesses within the community would be displaced due to the Preferred Alternative. Since Newtonville is mainly a rural area, the Preferred Alternative may affect the community's visual landscape and rural character.

Access and Travel Patterns

The Preferred Alternative would have minor impacts on travel patterns within the community of Newtonville. Bradley Road (Road S-35-122) would be bisected by the Preferred Alternative (refer to Figure 3-21, page 3-75). Access west of the interstate would be maintained along Bradley Road (Road S-35-122) via a frontage road that would curve into Bass Road (no road number). On the eastern side of the interstate, Bradley Road (Road S-35-122) would be converted to a cul-de-sac. Due to input from the Public Hearings, an overpass was added at Family Farm Road (Road S-35-71) to maintain connectivity and access within the community. Additionally, between Family Farm Road (Road S-35-71) and S.C. Route 79, the Preferred Alternative was shifted approximately 0.3 mile east to parallel S.C. Route 385. Newton Road (Road S-35-142) would be bisected and converted to cul-de-sacs between Plantation Road (no road number) and S.C. Route 385. Access to Bennettsville would be maintained via Newton Road (Road S-35-142) to Family Farm Road (Road S-35-71). To the north, residents would maintain access to Bennettsville via Adamsville Road (Road S-35-28). Vehicular and pedestrian access to community services and facilities would not be altered or hindered in the community, nor would the routing of emergency vehicles.

Due to public input, the S.C. Route 79 interchange was also moved approximately one mile east and now falls at the northern tip of the community survey

Newtonville Direct Impacts

The Preferred Alternative would have the following impacts to the Newtonville community:

- *Two residential relocations*
- *One impacted noise receptor*
- *Possible visual landscape impacts*
- *No impacts to community cohesion*
- *Minor changes in travel patterns/ accessibility*



boundary of Newtonville. Residents would be able to use this interchange to access the interstate. The aforementioned changes made to the Preferred Alternative were made with ongoing communication between area residents and the Project Team. For further information about the modifications, please refer to Chapter 2, Section 2.7.2.6, page 2-52.

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; however, 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, minimal development is expected to occur in the Newtonville community with the No-build Alternative as well as with the Preferred Alternative by 2030 (refer to Table 3.12, page 3-46).

Projected Development in Newtonville

No induced growth is anticipated from the No-build or Preferred Alternatives in Newtonville.

Summary

The Preferred Alternative would cause one residential displacement, but no church or business relocations in the Newtonville community. One residential noise receptor would be impacted in Newtonville, and there would be impacts to the visual landscape. Travel patterns would be altered within the community, but access would not be hindered in Newtonville by the Preferred Alternative. Minimal indirect or cumulative development would result in the community due to the No-build and Preferred Alternatives.

Richmond County, North Carolina

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.⁴⁴ 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 3-22, page 3-78). Richmond County

⁴⁴ “Richmond County Chamber of Commerce Website, “ Brief History and Facts about Richmond County Webpage” <http://www.richmondcountychamber.com/Life/index.cfm> (May 14, 2008).



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.⁴⁵ 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 Hamlet is shown in Tables 3.9 and 3.10, (refer to pages 3-32 and 3-33).

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



Figure 3-22 Richmond County

The Preferred Alternative would connect with I-74 in southern Richmond County, near the community of Hamlet, which has a population of 6,018 (refer to Figure 3-4, page 3-29).⁴⁶ 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).⁴⁷ 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,

⁴⁵ *Ibid.*

⁴⁶ U.S. Census Bureau, 2000 U.S. Census.

⁴⁷ U.S. Census Bureau, Census 1990-2006 Population Estimates.



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.

A Public Hearing was held in Hamlet, North Carolina, at the Richmond Community College on August 28, 2007, with 132 people attending. Five of those attending spoke during the formal hearing session while twelve people provided written comments. Most of the comments received at this Public Hearing suggested potential shifts in the North Carolina portion of the Preferred Alternative to further minimize impacts. For further information about the Public Information Meeting or Public Hearing, please refer to Chapter 4, Section 4.1, page 4-1.

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 3-23). 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, and it was nicknamed the “Hub of the Sea Board” in the 1930s. By 1936, Hamlet had over 30 passenger trains departing each day on the five Seaboard Railroad tracks going out of the train station.⁴⁸ The City of Hamlet still offers a passenger station for Amtrak located in the historic Queen Anne style passenger depot.

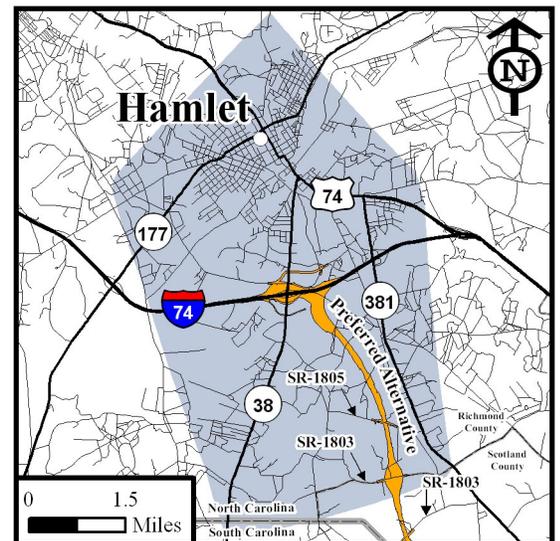


Figure 3-23 Hamlet

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

⁴⁸ City of Hamlet, North Carolina, <http://www.richmondcountychamber.com/Life/index.cfm> (May 14, 2008).



addition to using services in Hamlet, community survey respondents also shop and use healthcare services in Rockingham, North Carolina.

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 3-32 and 3-33). Seventeen percent of the population is over 65 years old, and 28 percent of the households have school-age children. Over one-fifth 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 would 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 Preferred Alternative terminates at the interchange with I-74 on the south side of the City of Hamlet, near the city boundary (refer to Figure 3-5, page 3-30). Since the Preferred Alternative is located outside the neighborhoods of the City of Hamlet, impacts such as separation of neighborhoods and/or residential clusters are not likely to occur.

The Preferred Alternative would displace eight residences within the community survey-defined boundary of Hamlet. Some of the respondents to the community survey who lived in Scotland



Hamlet Direct Impacts

The Preferred Alternative would be expected to have the following impacts to the Hamlet community:

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

County identified themselves with the Hamlet community. Due to this, four of the relocations are within the Richmond County portion of the Hamlet community, while the other four relocations are located within the Scotland County portion of the Hamlet community. For further information about Scotland County, please refer to Section 3.2.14, page 3-82. Two businesses in Hamlet, the Central Carolina Gas Company and Travel Tours Unlimited, would be displaced; however, no churches would be displaced by the Preferred Alternative. The Preferred Alternative would impact one noise receptor (refer to Noise, Section 3.8, page 3-114 for further information) and 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. On the outskirts of the community, minor changes would occur to travel patterns. 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. An overpass would be located on Scholl Shankle Road (N.C. State Route 1805) so that access would be maintained in the area. Based on input during the Public Hearings, the overpass at Scholl Shankle Road (N.C. State Route 1805) was moved 0.7 mile to the southeast. Interchanges located at the intersection of I-74 would improve access to the City of Hamlet and other nearby areas (refer to Figure 3-23, page 3-79). An interchange was added at Ghio Road (N.C. State Route 1803) due to input from NCDOT. Residents in the area could access the interstate using this interchange or the S.C. Route 38 interchange at I-74.

Special Populations

2000 U.S. Census Data shows the percentage of disabled and elderly persons in block groups in this community is 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.

Projected Development

Past development has occurred in Hamlet. It prospered in the past when it was a major rail hub for trains from along the east coast. 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 eight acres of development is



expected to occur in the Hamlet community by 2030 from the No-build Alternative. The Preferred Alternative could bring an additional 41 acres of development to Hamlet, for a cumulative development of 49 additional acres in the community by 2030. Due to lack of existing infrastructure, the interchange at Ghio Road (N.C. State Route 1803) is not expected to bring additional acres of development and is not likely to change development patterns expected to occur near the I-73/I-74 interchange.

Projected Development in Hamlet

No-build Alternative: 8 acres of induced development
Preferred Alternative: 41 acres of induced development
Cumulative Effect: 49 acres of induced development

Summary

The Preferred Alternative may have minor changes to accessibility in the Hamlet community near the interchange at I-74. The Preferred Alternative would result in eight residential and two business displacements, and one impacted noise receptor 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. The No-build Alternative is likely to add eight acres of new development in the community, while the Preferred Alternative has the potential to create 41 acres of induced development for this area, for a cumulative effect of 49 acres of new development by 2030.

Scotland County, North Carolina

3.2.14 What are the characteristics of Scotland County?

Scotland County, North Carolina, was formed in 1899, after previously being part of Bladen, then Anson, then Richmond Counties.⁴⁹ 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 3-24). 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.

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

⁴⁹ Scotland County Website, "History and Traditions," <http://www.scotlandcounty.org/History.htm> (May 14, 2008).

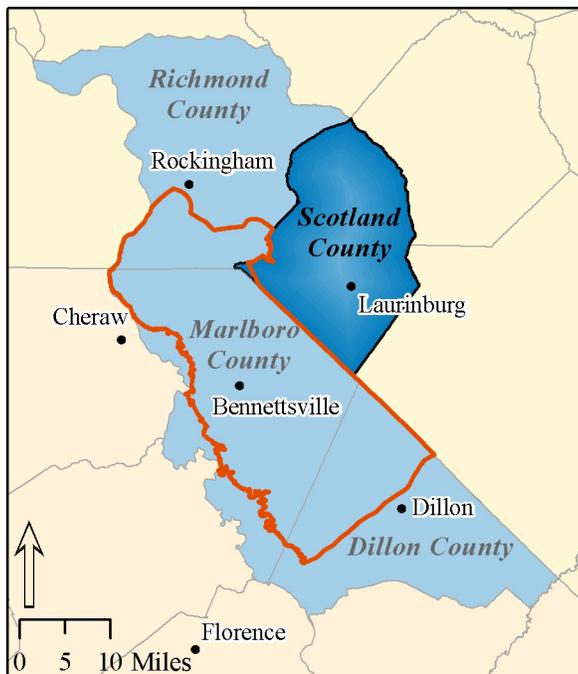


Figure 3-24 Scotland County

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 Preferred Alternative passes through the northwestern corner of Scotland County, with approximately 1.5 miles of interstate in the county (refer to Figure 3-5, page 3-30).

The nearest identifiable community to the Preferred Alternative is Laurel Hill, which is approximately seven miles away and located outside the project study area. Due to this distance, the Preferred Alternative would not create a physical barrier that would divide or isolate neighborhoods or change travel patterns in Scotland County. Some of those living in Scotland County identified themselves being associated with the Hamlet community during the community survey process. Due to this, the

Preferred Alternative would displace four residences in the Scotland County portion of the community survey-defined boundary of Hamlet (two houses and two mobile homes). For further information about the Hamlet community, please refer to Section 3.2.13, page 3-79. Additionally, three other residences within Scotland County would be displaced. No churches or businesses in Scotland County would be impacted, nor would there be any noise impacts or visual landscape impacts to any communities.

An interchange was added at Ghio Road (N.C. State Route 1803), which is at the border of Scotland and Richmond Counties; for further information please refer to Chapter 2, Section 2.7.2.7 page 2-54. Access on Quicktown Road (N.C. State Route 1162) would be maintained via an overpass. Vehicular and pedestrian access in this area would not be altered or hindered, nor would the routing of emergency vehicles.

No indirect or cumulative development is anticipated for this portion of Scotland County from the No-build Alternative or Preferred Alternative. Due to lack of existing infrastructure, the interchange at Ghio Road (N.C. State Route 1803) is not expected to bring additional acres of development and is not likely to change development patterns in the area.

Table 3.13, pages 3-84 and 3-85, summarizes the potential impacts to each affected community in the project study area by the Preferred Alternative.



Table 3.13
Summary of Direct Impacts by the Preferred Alternative
to Communities in Project Study Area

Dillon County Communities				
	Community Cohesion, Relocations, Noise Impacts, Visual Impacts	Access and Travel Patterns	Special Populations	Projected Development (in acres)
Bingham	-Minimal visual impacts	No impacts anticipated	No impacts anticipated	None projected
Minturn	No impacts anticipated	No impacts anticipated	No impacts anticipated	Indirect: 12ac Cumulative: 12.5ac
Marlboro County Communities				
Bennettsville	-4 residential relocations -2 business relocations -3 impacted noise receptors	No impacts anticipated	No impacts anticipated	Indirect: 202ac Cumulative: 202ac
Blenheim	No impacts anticipated	No impacts anticipated	No impacts anticipated	Indirect: 47ac Cumulative: 47ac
Clio	-Minimal visual impacts	No impacts anticipated	No impacts anticipated	Indirect: 26ac Cumulative: 26ac
McColl	No impacts anticipated	No impacts anticipated	No impacts anticipated	Indirect: 87ac Cumulative: 87ac
Tatum	-Minimal visual impacts	No impacts anticipated	No impacts anticipated	None projected
Adamsville	-1 residential relocation -Minimal visual impacts	-Road S-122 and Road S-142 would be bisected -Minor changes in travel patterns	No impacts anticipated	Indirect: 81ac Cumulative: 81ac
Brightsville	-Minimal visual impacts	-Roads S-168 would be bisected, S-165, and S-335 would be reconfigured -Minor changes in travel patterns	No impacts anticipated	Indirect: 134ac Cumulative: 134ac



Table 3.13, continued
Summary of Direct Impacts by the Preferred Alternative
to Communities in Project Study Area

Marlboro County Communities, continued				
	Community Cohesion, Relocations, Noise Impacts, Visual Impacts	Access and Travel Patterns	Special Populations	Projected Development (in acres)
Chavistown	No impacts anticipated	No impacts anticipated	No impacts anticipated	Indirect: 42ac Cumulative: 42ac
Dunbar	-2 residential relocations -Minimal visual impacts	- Road S-29 would be bisected -Minor changes in travel patterns	No impacts anticipated	Indirect: 74ac Cumulative: 74ac
Hebron	-Minimal visual impacts	-Minor changes in travel patterns	No impacts anticipated	Indirect: 42ac Cumulative: 42ac
Lester	-Minimal visual impacts	No impacts anticipated	No impacts anticipated	None projected
Newtonville	-1 residential relocation -1 impacted noise receptor -Minimal visual impacts	-Road S-122 and Road S-142 would be bisected -Minor changes in travel patterns	No impacts anticipated	None projected
Richmond County Communities				
Hamlet	-8 residential relocations -2 business relocations -1 impacted noise receptor -Minimal visual impacts	-Minor changes in travel patterns	No impacts anticipated	Indirect: 41ac Cumulative: 49ac



3.2.16 How many residences and businesses would be relocated within the project study area and how will relocations be addressed?

Table 3.14 summarizes the number of relocations within the project study area due to the Preferred Alternative. The relocation process will be conducted in accordance with the *Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended (P.L. 91-646, as amended by 100-17; 49 CFR Part 24.205(A)-(F)). The program is designed to assist displaced persons in finding replacement property in which to live or to do business. Displaced persons will be offered to relocate in areas at least as desirable as their original property with respect to public utilities and commercial facilities. Rent and sale prices of replacement property offered to those displaced will be within their financial means, and replacement property will be within reasonable access to displaced individuals' places of employment. According to 49 CFR Part 24.205(A)-(F), relocation planning and service will be provided to businesses. These relocation services include the following:

- Site requirements, current lease terms, and other contractual obligations;
- Providing outside specialists to assist in planning and move, assistance for the actual move, and the reinstallation of machinery and other personal property;

**Table 3.14
Summary of Relocations due to the Preferred Alternative**

	Residences	Businesses	Other
Dillon County			
Not within community boundary	None	None	1*
Marlboro County			
Bennettsville	4	2	None
Dunbar	2	None	None
Newtonville	1	None	None
Adamsville	1	None	None
Not within community boundary	5	None	None
Scotland County			
Hamlet**	4	None	None
Not within community boundary	3	None	None
Richmond County			
Hamlet	4	2	None
Not within community boundary	None	None	None
TOTAL	24	4	1

* Cell Phone Tower

** Within Hamlet, as defined by the community survey



- Identification and resolution of personalty/realty issues;
- An estimate of time required for the business to vacate the site;
- An estimate of the anticipated difficulty in locating replacement property; and,
- An identification of any advance relocation payments required for the move.

A conceptual relocation study was conducted and determined that sufficient resources are available to relocate anyone displaced within the project study area (refer to Appendix F). Relocations are not expected to remove individuals from their community activities. Currently, plenty of comparable Decent Safe and Sanitary (DS&S) housing is available on the real estate market to relocate those who are displaced from their residences. However, with the changing economy and uncertain date for the beginning of right-of-way acquisition, Last Resort Housing may become necessary.

The Last Resort Housing Program is available when normal relocation housing payments are inadequate to provide comparable DS&S housing or when the owner/occupant is unable to secure financing for a comparable replacement dwelling. The relocation housing payment is the difference between the appraised fair market value of the displaced home and the price of available comparable DS&S housing. If the value is greater than \$22,500, Last Resort Housing may be necessary. Last Resort Housing Program uses other methods of providing comparable DS&S housing such as replacement housing payments that are in excess of the maximum amounts allotted in the *Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970*. The need for Last Resort Housing cannot be adequately determined until appraisals are performed to determine fair market value and a current list of available housing is reviewed. Additionally, the creditworthiness of those being displaced cannot be determined until they are interviewed and the loan prequalification process is initiated.

Those being relocated would receive the full benefits entitled under the *Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970*. These benefits include fair market value compensation for the acquired property as well as equitable compensation normally associated with relocating. Ample notice will be given to those being relocated to allow for any planning contingencies that may arise. In accordance with Title VI of the *Civil Rights Act of 1966*, the SCDOT shall provide relocation advisory assistance to all eligible persons without discrimination.

Considerations for Bicyclists and Pedestrians

3.2.17 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 each year due to motor vehicles.⁵⁰ 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.⁵¹ 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.”⁵²

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.

⁵⁰ USDOT Design Guidance, *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*, <http://www.fhwa.dot.gov/environment/bikeped/design.htm> (May 19, 2008).

⁵¹ *Ibid.*

⁵² SCDOT Transportation Commission, January 14, 2003, Bike Resolution, http://www.scdot.org/getting/pdfs/bike_resolution.pdf (May 19, 2008).