



## Location and Design Public Hearing

*For the Proposed SC 707 Widening from south of Enterprise Road (S-26-926)  
in Horry County to US 17 in Georgetown County*

*September 1, 2009*

### Purpose of Meeting

Horry County and the South Carolina Department of Transportation (SCDOT) are pleased to accept comments from you regarding the proposed roadway improvements to SC 707 from south of Enterprise Road (S-26-926) in Horry County to US 17 in Georgetown County. This pamphlet is designed for you to easily review the proposed road project, in addition to the information that will be presented to you at both the informal and formal hearing.

The hearing format is informal and displays are provided in the first floor commons area from 5:00 p.m. to 6:00 p.m. Project team members from the SCDOT, FHWA, Horry County and Georgetown County will be available to discuss any project details of interest to you. All team members will have nametags therefore you will be able to identify them for assistance.

To make comments about this project you may do so by the following methods:

- Complete the comment form attached to this packet and leave it in the drop box location in the hearing room;
- Sign up today between 5:00 p.m. and 5:45 p.m. to give a formal two minute comment;
- Mail your comments by September 15, 2009, to the address shown on this comment form.

At 6:00 p.m., a brief, formal presentation will be given in the auditorium and those details have been highlighted in this pamphlet. Immediately following the presentation, you will have the opportunity to make formal, verbal comments regarding the proposed project. Anyone who desires to verbally comment must sign up between 5:00 p.m. and 5:45 p.m. as they enter the public hearing. Each comment will be limited to two minutes and may not be transferred. The informal portion of this hearing will continue during the scheduled formal presentation.

### Project Description

With funding provided by Horry County's RIDE II Capital Local Option Sales Tax Program, Horry County, in conjunction with the SCDOT, proposes to widen SC Route 707 from a two-lane shoulder section to a five-lane curb and gutter facility with sidewalks from south of Enterprise Road (S-26-926) in Horry County to US 17 in Georgetown County. The project purpose is to provide a more efficient north-south corridor from US17 to the

Socastee Area that avoids and helps decrease traffic congestion on US 17, a facility that services beachside communities and commercial development.

SCDOT has retained a team of design consultants to investigate various strategies to alleviate growing traffic concerns on SC 707. The proposed project is divided into three geographic phases:

- **Phase I**  
South of Enterprise Road to Salem Road
- **Phase II**  
Salem Road to the Horry/Georgetown County line
- **Phase III**  
Horry/ Georgetown County line to US 17

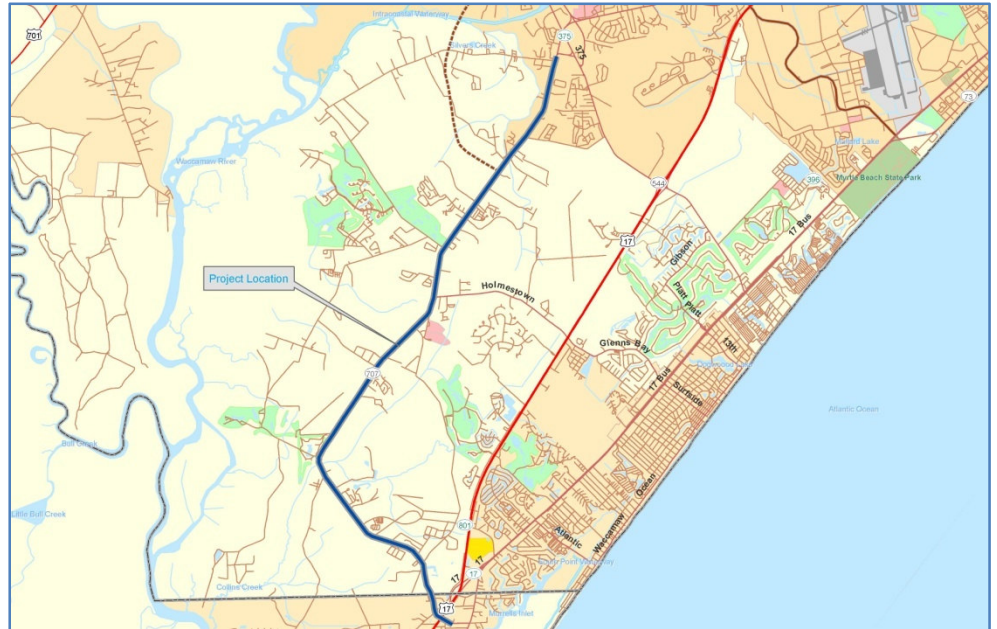


Figure 1. Project Location

The entire project length is approximately 9.2 miles, 8.85 miles of which are located in Horry County and 0.35 miles in Georgetown County (Figure 1).

Figure 2. Typical Section of the Preferred Alternative

## SCHEDULE

The final design and right-of-plans are scheduled to be completed in Fall 2009 for Phase I and Winter 2009/2010 for Phases II and III. Right-of-way acquisition would begin following completion of the final design and right-of-way plans. Construction is anticipated to occur between Fall 2010 and Fall 2013.

## ALTERNATIVES

Build Alternatives were developed based on results of a traffic analysis and input from initial public screening conducted for the project. The Build and No Build Alternatives were evaluated based on public input and which would best meet the purpose and need of the project. Based on the traffic analysis, public input and the evaluation of potential environmental impacts, Alternative A was determined to best fit the Purpose and Need of providing a more efficient north-south corridor from US17 to the Socastee Area that avoids and helps decrease traffic congestion on US 17.

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## Environmental Summary

An Environmental Assessment (EA) was conducted to determine the social, economic, and environmental impacts for the proposed project. The EA was approved by SCDOT and FHWA on August 17, 2009 and copies are available for review at this public hearing. In addition, copies can be found at the SCDOT's Central Office at 955 Park Street in Columbia; SCDOT's District Five Office at 3018 East Palmetto Street, Florence, SC, 29506 (843-661-4710); Horry County Public Works at 4401 Privetts Road, Conway, SC 29526-5647 (843-915-5410); Socastee Library at 141 707 Connector Road, Myrtle Beach, SC 29575 (843-293-1733); and Georgetown County Library at 405 Cleland Street, Georgetown, SC 29440 (843-545-3300).

Based on the EA, no significant environmental impacts are anticipated as a result of the proposed project. Below is a summary of the potential impacts from the proposed projects on the resources in the project area.

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### LAND USE

The Preferred Alternative would require approximately 34 acres along the entire corridor for all of the proposed improvements. The approximate amount of new right of way (ROW) needed for the proposed widening would range from 0 to 70 feet from the edge of existing ROW, with the greatest amount of new ROW required at the outside of the large curve near the Longwood Drive intersection and the Collins Creek crossing. Most ROW acquisition will be 10 to 20 feet from the edge of existing ROW. Since rapid, dense residential and commercial growth are already present or underway throughout the Study Area, none of the alternatives are expected to create any new areas of development or stimulate change in the current land uses.

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### FARMLAND

The total of two scores (Total Corridor Assessment score and the Relative Value of Farmland score) were calculated according to the Farmland Policy Protection Act. According to an agreement with NRCS, SCDOT and FHWA policy states that if a site's Total Corridor Assessment score (NRCSCPA-106 Form Section VI) is less than 60 points then no further assessment is needed. The Total Corridor Assessment score of all the build alternatives was 28 with a total score of 128. Since none of the alternatives' Total Corridor Assessment exceeded the 60-point threshold described above, further coordination with NRCS and mitigation actions are not required.

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### SOCIOECONOMICS AND DEMOGRAPHICS

The Preferred Alternative requires less additional ROW as compared to the other alternatives. It would potentially require one residential relocation and three commercial relocations. None of the alternatives will impact land development projects that are already underway or the current or anticipated land uses in the area. Community cohesion will not be adversely affected by the widening, in fact, the addition of continuous sidewalks and a wider outside travel lane that will accommodate bicycle use along both sides of the facility will likely enhance community cohesion and mobility. In regards to environmental justice, no low income or minority communities exist in the project area and therefore no alternatives will have impacts on environmental justice.

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### AIR QUALITY

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of Mobile Source Air Toxics (MSATs) could be higher under the

build alternatives than the No Build Alternative. However, the magnitude and the duration of these potential increases compared to the No-build alternative cannot be accurately quantified due to the inherent deficiencies of current models. In sum, when a highway is widened and, as a result, moves closer to receptors, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSATs will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

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## NOISE

All alternatives, including the No Build, were analyzed to determine potential noise impacts to residences along SC 707. It was found that in the design year (2027), traffic noise levels approach or exceed the 67 dBA level at 127 receiver locations for the No-Build Alternative. Review of the predicted noise levels indicates that none of the Build Alternatives will cause design year noise level increases to substantially exceed (defined as 15 dBA or greater) existing noise levels at any of the identified receiver locations. The Preferred Alternative was analyzed for noise abatement in accordance with the SCDOT Noise Abatement Policy (NAP) and 10 noise barriers are proposed for residences. The proposed walls would benefit 102 individual residences. A final decision of the installation of the noise barriers will be made by SCDOT upon completion of the project design and public involvement process. Over fifty percent of the affected property owners must indicate a desire for the barrier, in order for it to be approved for construction.

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## WATER QUALITY

Temporary siltation may occur in creekbeds during construction activities. Construction best management practices will be implemented to reflect policies contained in 23 CFR §650 B and SCDOT *Supplemental Technical Specifications for Seeding*. With the addition of the new curb and gutter, surface runoff will be conveyed into adjacent impoundments. Groundwater quality and flow is not anticipated to be negatively impacted. Total Maximum Daily Load's (TMDL's) for dissolved oxygen (DO) have been implemented for the Waccamaw River, including locations potentially impacted by the proposed project. Stormwater treatment to reduce biological oxygen demand (BOD) loading may be required.

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## STREAMS AND WETLANDS

The Preferred Alternative includes potential impacts to approximately 637 linear feet of stream and 1.21 acres of wetlands. Not all of these impacts will be realized since these numbers are based on the quantities of jurisdictional waters of the U.S. located within the preferred alternative's preliminary construction limits. Minimizations of impacts to stream and wetlands were incorporated into the design and construction techniques and will be further investigated during final design. Compensatory mitigation is required for unavoidable wetland impacts and will be followed through.

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## FLOODPLAINS

The new ROW associated with the Preferred Alternative includes 0.25 acre of 100-year floodplain associated with Collins Creek, according to the FIRM available for the project area.

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## BIOTIC COMMUNITIES

None of the natural areas that will be converted to ROW are noted as rare, unique or significant. The current communities exhibit disturbance due to the proximity of the existing road. The Preferred Alternative is not likely to significantly impact biotic communities.

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## THREATENED AND ENDANGERED SPECIES

A list of State and Federally Protected Species was reviewed to identify any potential adverse affects to threatened and endangered species. Of the 16 federally-protected species, habitat was available for 11. No threatened or endangered species were identified during the field surveys.

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## CULTURAL RESOURCES

None of the build alternatives will impact any sites eligible or potentially eligible for listing in the National Register of Historic Places.

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## SECTION 4(f) & 6(f) RESOURCES

The Preferred Alternative will impact the Burgess Community Center, a Section 4(f) property by permanently using a portion of the driveway, parking lot, and grass area for the road improvements and associated new ROW. However, the Preferred Alternative minimizes impacts to both the Section 4(f) property referenced and the forest on the opposite side of the road. A Memorandum of Agreement (MOA) outlining mitigation measures for the proposed impacts to the property has been executed with the Burgess Community Center.

None of the build alternatives will impact any sites eligible under Section 6(f).

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## HAZARDOUS MATERIALS

The Phase I Environmental Site Assessment that was performed for the project area identified 16 potential hazardous material sites within the footprint of the Preferred Alternative. These sites have been recommended for further analysis in a Phase II Environmental Site Assessment.

## Title VI Compliance

The SCDOT, in response to the nondiscrimination requirements set forth by the Federal regulations issued by the U.S. Department of Transportation to effectuate Title VI of the Civil Rights Act of 1964, as amended, complies with all regulations in this regard.

Any person who believes that he or she has been discriminated against because of race, color, religion, sex, age, handicap/disabilities or national origin under a program receiving Federal Aid has the right to file a complaint with the SCDOT. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident.



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**HDR ENGINEERING Inc. of the Carolinas**  
**c/o SC 707 Widening Project**  
**3955 Faber Place, Suite 300**  
**North Charleston, SC 29405**

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