



Piedmont Gateway State Scenic Byway Corridor Management Plan

Draft Aug. 2019



The Winnsboro Town Clock, S.C. Railroad Museum and the World's Smallest Police Station in Ridgeway

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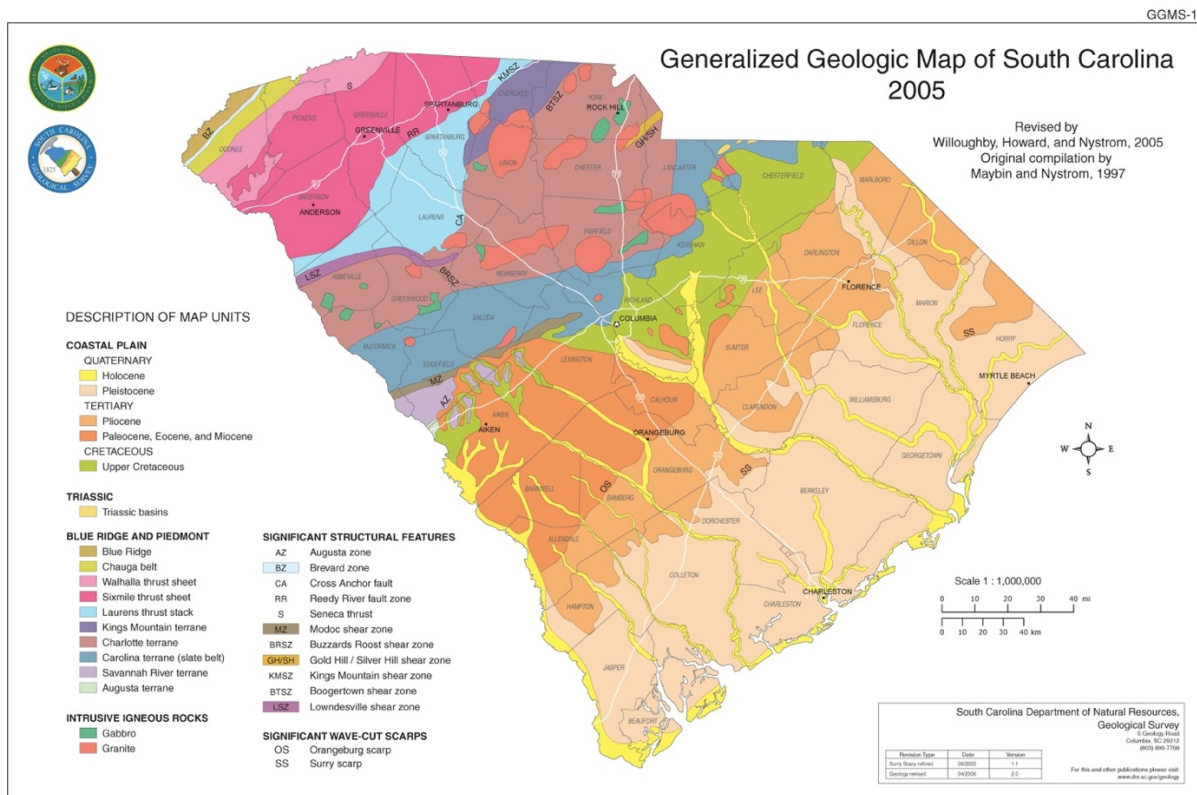
Piedmont Gateway Corridor Management Plan

1. Project Background and Summary

Piedmont Gateway encompasses a 48-mile loop of roads and highways that tells the story of Fairfield County, connecting scenic vistas, rural backroads and downtown historic districts with the area's biggest attractions including Lake Wateree State Park, South Carolina Railroad Museum, Fairfield County Museum and Carolina Adventure World.

Piedmont Gateway is situated at the southern boundary of the Piedmont region of South Carolina, where the Coastal Plain and Sandhills give way to rolling foothills, lush woodlands and granite outcrops. It follows the paths first used by Native Americans and then colonial settlers. Sites of interest along the route demonstrate how agriculture and the railroad made their mark on the local economy and the rich history of this region dating back to the Revolutionary War era. Along the route are 82 historical sites and 11 roadside markers that demonstrate the rich history and diversity of Fairfield County.

Figure 1: Generalized S.C. Geologic Map

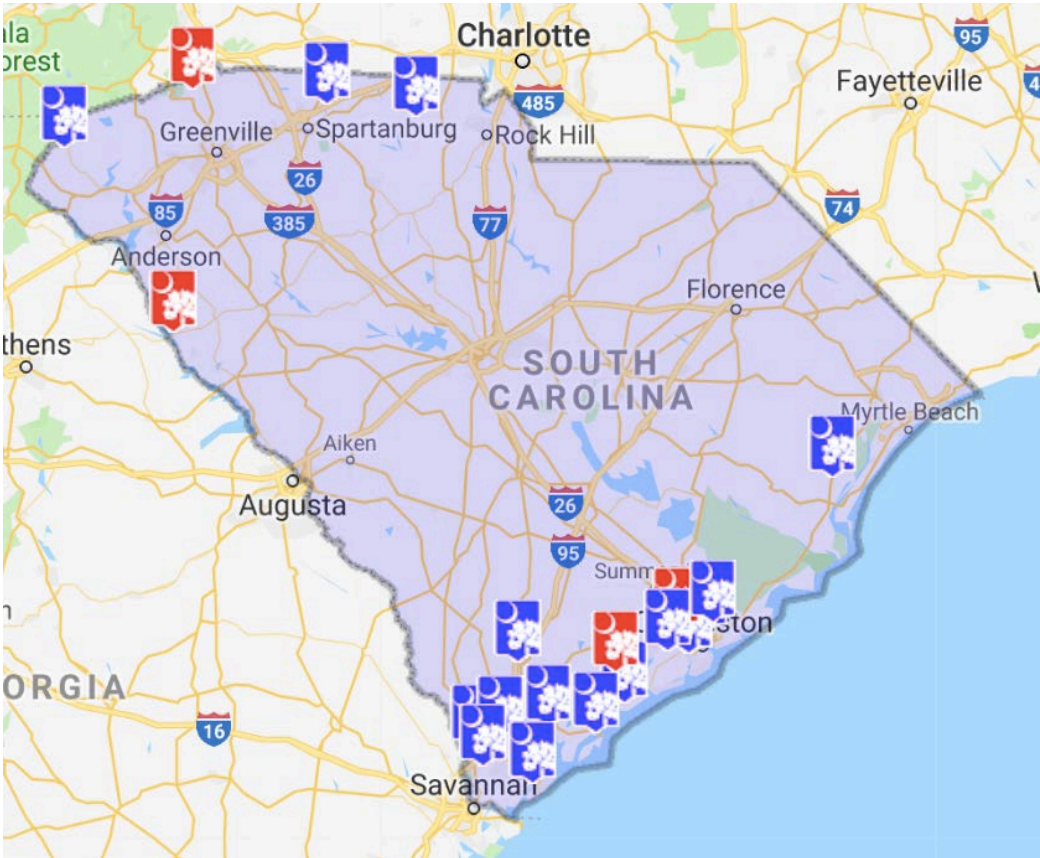


The byway crosses the transition from the Upper Cretaceous (Sandhills Region) and the Carolina terrane and Charlotte terrane (Piedmont Region) and includes large granite deposits.

1.1 State Scenic Byway Designation

The S.C. Department of Transportation works with the South Carolina Scenic Byways Committee to evaluate requests for designation of roads as scenic byways. South Carolina currently has 21 scenic byways, comprising more than 450 miles, throughout the state of South Carolina. Visitors can enjoy significant scenic, cultural, historic, natural, recreational, commercial, and economic destinations along these routes and the surrounding areas. Four of these routes are National Scenic Byways: Cherokee Foothills National Scenic Byway; Edisto Island National Scenic Byway; Savannah River National Scenic Byway; and, Ashley River Road National Scenic Byway. All of the currently designated scenic byways are located in the Upstate or Low Country of South Carolina. No byways are located in the Midlands region of the state.

Figure 2: Designated scenic byways in South Carolina



The state’s 21 scenic byways are located in the Upstate and Low Country regions.

The DOT must evaluate the condition of each byway every two years to determine if it meets the criteria for South Carolina Scenic Byway designation, and the South Carolina Scenic Byways Committee must review these recommendations and determine if a byway or byway segment should continue to hold the designation.

On Nov. 21, 2017, an application for designation of the Piedmont Gateway as a South Carolina Scenic Byway was submitted to the S.C. DOT on behalf of elected leaders in Fairfield County. Ridgeway and Winnsboro, State Sen. Mike Fanning, the Fairfield Chamber of Commerce,

Ridgeway Merchant's Association, Fairfield County Museum, South Carolina Railroad Museum and various citizens.

On March 28, 2018, representatives of the DOT and the S.C. State Scenic Byway Steering Committee toured the route and graded each segment for inclusion in the program.

On May 15, 2019, the S.C. State Scenic Byway Steering Committee unanimously approved the designation of the Piedmont Gateway as a new South Carolina Scenic Byway in Fairfield County, contingent on the development of Corridor Management Plan. Upon completion of the Corridor Management Plan, the Senate Transportation Committee will review the plan and make a recommendation to the full Senate on legislation to designate of the Piedmont Gateway as a South Carolina Scenic Byway.

1.2 Corridor Management Plan Purpose

The purpose of the Corridor Management Plan is to provide local citizens with a short- and long-range plan to preserve, protect, and enhance the scenic byway's character and outstanding features that differentiate the corridor from other thoroughfares. This local-based plan should enumerate the goals, vision, and strategies for the corridor. This vision should take into consideration historic and cultural preservation, land use planning, environmental protection, roadway safety, and economic development. The goal of the Piedmont Gateway Corridor Management Plan is to describe the corridor, identify significant assets, evaluate potential threats, and promote opportunities for enhancement and economic development along the corridor. The plan provides a detailed evaluation of the route's present conditions and a community vision plan for future.

Piedmont Gateway Corridor Management Plan is a non-regulatory, non-binding document; however, it should serve as a guidebook for multiple groups and agencies to work together to accomplish the vision and recommendations of the plan.

2. Piedmont Gateway Corridor Vision and Goals

The purpose of a Corridor Management Plan vision statement is to communicate broad goals for reaching objectives in the future. The vision statement serves as a guide for decisions about proposed recommendations for achieving the goals of the plan.

The primary goal of the Piedmont Gateway State Scenic Byway Corridor Management Plan is to preserve and enhance the special qualities of the corridor. Secondly, the goal is to help people rediscover the places along highways that were once major thoroughfares into South Carolina's Piedmont.

The S.C. Department of Transportation has identified six "intrinsic qualities" of scenic byways. They are:

- Scenic
- Cultural
- Natural
- Historic
- Recreational
- Archaeological

Parts of the Piedmont Gateway State Scenic Byway demonstrate aspects of the each of these intrinsic qualities; however, the ones with resources are:

- Scenic
- Historic
- Recreational



View of the shops and restaurants along U.S. 21 in Ridgeway's historic downtown.

2.1 Vision Statement

Taken together, these three areas of focus have the greatest potential to attract visitors and new residents to Fairfield County and support economic growth. Focusing on these goals, the following vision statement is proposed for the Piedmont Gateway State Scenic Byway:

Byway Vision Statement

“To support the preservation and enhancement of the scenic, historical and recreational resources of South Carolina’s Piedmont, and tell the story of Fairfield County to help attract visitors, support economic growth and improve the quality of life for citizens.”

This Corridor Management Plan will identify the major scenic, cultural, historical and recreational resources along the byway, analyze trends and considerations that could affect the future of the byway, and present recommendations for preserving and enhancing the byway.

2.2 Corridor Management Plan Goals

To turn the vision statement into reality, the Corridor Management Plan includes a set of goals to help guide the recommendations for future action. These goals reflect the vision and help to identify the projects and project owners.

1. Promote the byway to attract visitors and position Fairfield County as a scenic destination and a great place to live and work.
2. Preserve the scenic, cultural, historic, natural, recreational and archaeological resources along the byway and across Fairfield County for future generations.
3. Interpret the rich history of Fairfield County and use the byway to help tell the story.
4. Identify ways to enhance and potentially expand the byway.



The Fairfield County Museum and County Courthouse in Winnsboro and old Town Hall in Ridgeway.

3. Piedmont Gateway Overview

3.1 Description

The Piedmont Gateway comprises 48 miles of roadways in central and eastern Fairfield County. The main north-south thoroughfares of U.S. 21 and U.S. 321 once served as the primary routes between the Columbia, S.C., and Charlotte, N.C., including the Upstate communities of Chester, York, Lancaster, Rock Hill and Fort Mill. The route is bounded on the south by S.C. 34, which traverses South Carolina from Dillon in the east to Greenwood in the west. The northern bypass is formed by S-20-20, known as Camp Welfare Road and Mobley Highway.

The Piedmont Gateway is part of the state's second-largest metropolitan statistical area (Columbia MSA) with a population of 800,000 and it connects to the Charlotte MSA with a population of 2.5 million. The Piedmont Gateway is located along I-77, approximately 20 minutes from Richland County and Columbia and 45 minutes from Mecklenburg County (N.C.) and Charlotte.

Figure 3: Piedmont Gateway Scenic Byway map

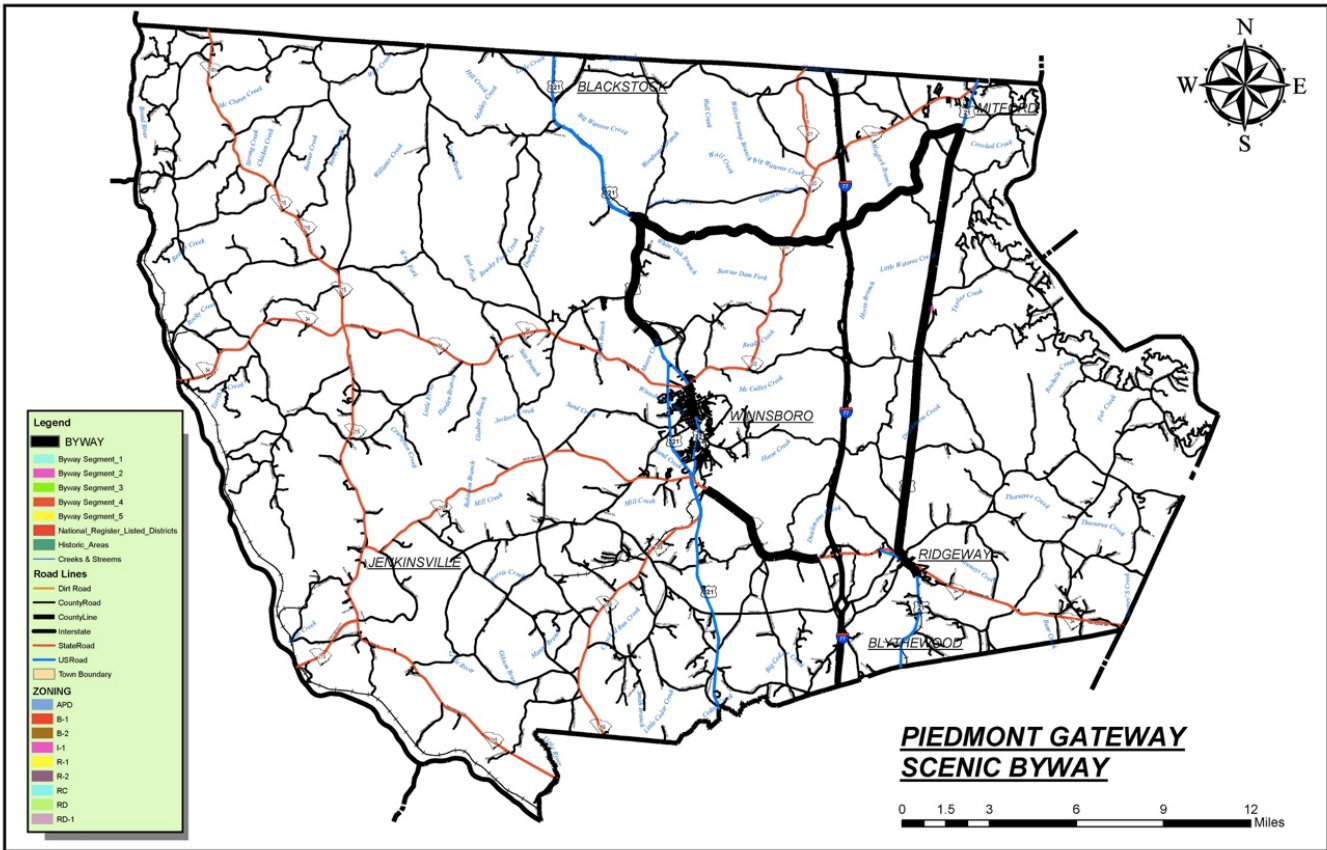


Figure 3: The byway encompasses 48 miles of state and U.S. highways in central and eastern Fairfield County.

3.2 Scenic and Natural Resources

The Piedmont Gateway State Scenic Byway includes scenic views of rolling hills that mark the beginning of South Carolina's Piedmont.

The route includes a wide range of scenery, including rustic railroad cars, small towns, historic buildings, remote scenic vistas, farms and pastureland.



Rolling farmland on Mobley Highway, hills and woodlands on U.S. 21 North.

3.3 Cultural and Historic Resources

The wealth of historical sites along the route make it a key attraction for history buffs exploring South Carolina's past.

Travelers can trace the history of South Carolina's pioneers and Revolutionary War heroes, discover out-of-the-way places such as Ridgeway and White Oak, and understand the important role of railroads, agriculture and industry in culture of Fairfield County.



The Old Patrick Store in White Oak, the railroad along U.S. 321 and the historic marker at Camp Welfare mark the history of the area's economy and religious practices.

3.4 Attractions/Recreational Resources

The byway offers a variety of attractions and recreational resources including boating, swimming and fishing on Lake Wateree, championship-level ATV and dirt bike racing at Carolina Adventure World, riding on a vintage passenger train at the S.C. Railroad Museum, exploring history at the Fairfield County Museum, visiting heritage farms, shopping and dining.



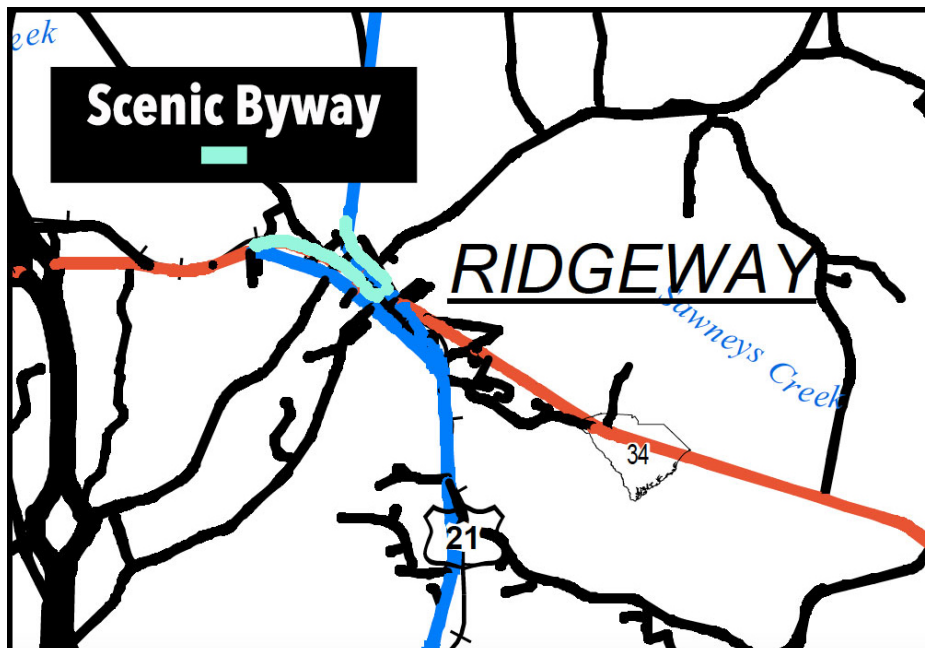
Fishing and boating on Lake Wateree, ATV riding at Carolina Adventure World and the train ride at the S.C. Railroad Museum attract thousands of visitors annually.

4. Piedmont Gateway Segments

The Piedmont Gateway State Scenic Byway consists of five segments with unique characteristics that help visually depict the story of Fairfield County.

4.1 Segment 1: Downtown Ridgeway

Figure 4: Segment 1: Downtown Ridgeway



4.1 (a) Description

Segment 1 begins at the intersection of U.S. 21 and Coleman Highway near the town limits and proceeds along Dogwood Street, turns east on Ruff Street and then north on Palmer Street (U.S. 21), ending at the intersection of Palmer Street and Thomas Street (S.C. 34).

Ridgeway is located in southeastern Fairfield County along U.S. 21, bisected by the Norfolk Southern Railroad. The town of approximately 300 residents is located 2 miles west of Interstate 77 and 17 miles east of Interstate 20 via S.C. 34. Ridgeway has one traffic light at the intersection of U.S. 21, S.C. 34 and Church Street (S-20-03). The town's history as a crossroads with a train depot for shipping cotton and other agricultural products drove the creation of the downtown historic district in the early 1900s. Today, Ridgeway no longer has a train depot or rail service, and most of the north-south traffic on U.S. 21 moved to I-77 when it opened in the 1980s. However, the downtown business community adapted to these changes and attracts numerous out-of-town visitors with a variety of shops for furniture, antiques and collectibles, boutiques and restaurants. Two of the businesses, Ruff Hardware Co. and Ruff Furniture Co., were founded in the 1800s. Laura's Tea Room has received national recognition for its unique high tea experience in a two-story, turn-of-the-century mercantile building. One of the town's attractions, the World's Smallest Police Station, serves as a self-service visitor's center at the center of town.

4.1 (b) Scenic and Natural Resources

Ridgeway's downtown is bounded by tree-lined streets and historic homes, most of which were built on 1-acre lots. Residential neighborhoods on Dogwood Street, Ruff Street and Palmer Street provide ample green space to contrast with the red brick buildings of the downtown commercial district. Backyards provide habitat for bird populations, white-tailed deer, racoon, opossum and squirrel. The downtown segment on Palmer Street (U.S. 21) was improved in the late 1990s with wider, brick-inlaid sidewalks, benches, planters and period-style streetlights.

4.1 (c) Cultural and Historic Resources

Originally known as "New Lands," Ridgeway obtained its present name following construction of the Charlotte, Columbia, and Augusta Railway completed in 1850. The railroad decided not to build on the Camden route, but rather to use the "ridge way." At an elevation of 625 feet above sea level, it is the highest point along the Southern Railway line between Augusta and Charlotte.

The earliest settlers were Scotch-Irish Presbyterians migrating from Virginia and North Carolina in the 1760s. As early as the 1800s, English, and French Huguenots from the low country of South Carolina began migrating to escape malaria. Because of the railroad, Ridgeway became a prosperous agriculture supply center. A majority of the buildings in the downtown were built between 1890 and 1915, the heyday of cotton production in the area. The Ridgeway Historic District consists primarily of 33 structures with another 22 structures within a three-block area dating from 1870s to 1920s located on both sides of the railroad.

The Ridgeway Historic District is significant as an example of a virtually intact turn-of-the-century town whose development was inextricably tied to agricultural prosperity and the railroad. The district contains approximately 31 buildings including a commercial block with a predominance of simply ornamented two-story brick stores and a residential block with primarily asymmetrical, frame, weather-boarded houses lining the tree shaded streets. Styles include Queen Anne, Neo-Classical, Victorian, and Bungalow.

Points of interest include:

- Century House/Ridgeway Town Hall (circa 1853), National Register of Historic Places, oldest building and a former hotel across from the railroad depot, includes Ridgeway Museum
- Confederate Headquarters, Marker SCHM 20-1 – temporary headquarters of Confederate Gen. P.G.T. Beauregard after the burning of Columbia during Gen. William T. Sherman's campaign in 1865
- World's Smallest Police Station/Visitor's Center (1940), National Register of Historic Places – former town well dating back to the 1890s, remodeled by the WPA as a police station, starting point of Ridgeway Historic Walking Tour.
- Old Town Hall (1904), National Register of Historic Places – former Town Hall with bell tower, currently home of Olde Town Hall Restaurant and Pub
- Ruff Chapel (1873), National Register of Historic Places
- Old Ruff Store and Museum (1840), National Register of Historic Places
- The Thomas Company (1911), National Register of Historic Places – former two-story mercantile building, currently home of Laura's Tea Room
- Ruff Furniture Store (1900), National Register of Historic Places – former mercantile store, currently home to furniture, antique and collectibles shops
- Ruff & Company (1901), National Register of Historic Places – former mercantile store, currently home to Ruff Hardware
- Thomas Company Old Building (1875), National Register of Historic Places
- Thomas Company Store (1880), National Register of Historic Places, currently home of Over the Top Emporium
- Ridgeway Water Tower (circa 1920), this riveted finial ball 7,500-gallon tank behind the downtown shops features a classic conical top and the town's elevation, 635 feet, the highest point on the railroad between Augusta, Ga., and Charlotte, N.C. The Ridgeway tower is one of the last "Tin Man" style water towers still in use in South Carolina.

4.1 (d) Attractions/Recreational Resources

Ridgeway's major attraction to visitors is its downtown shopping district, with a variety of shops for furniture, antiques, collectibles, clothing and restaurants.

The "Walking Tour of Historic Ridgeway" brochure, available at the World's Smallest Police Station visitors center, provides an informational map of 56 historic sites within three blocks of Ridgeway's downtown.

Ridgeway Park, a public park including a playground, picnic tables and a ballfield, is located one block east of Palmer Street at Church and Means streets.

The park includes the Ridgeway Arch (circa 1920), a brick entrance archway for the former Ridgeway School building, and the Teacherage, a brick two-story house that was home to the teachers at the school. The Ridgeway Arch is frequently used as a backdrop for photos.



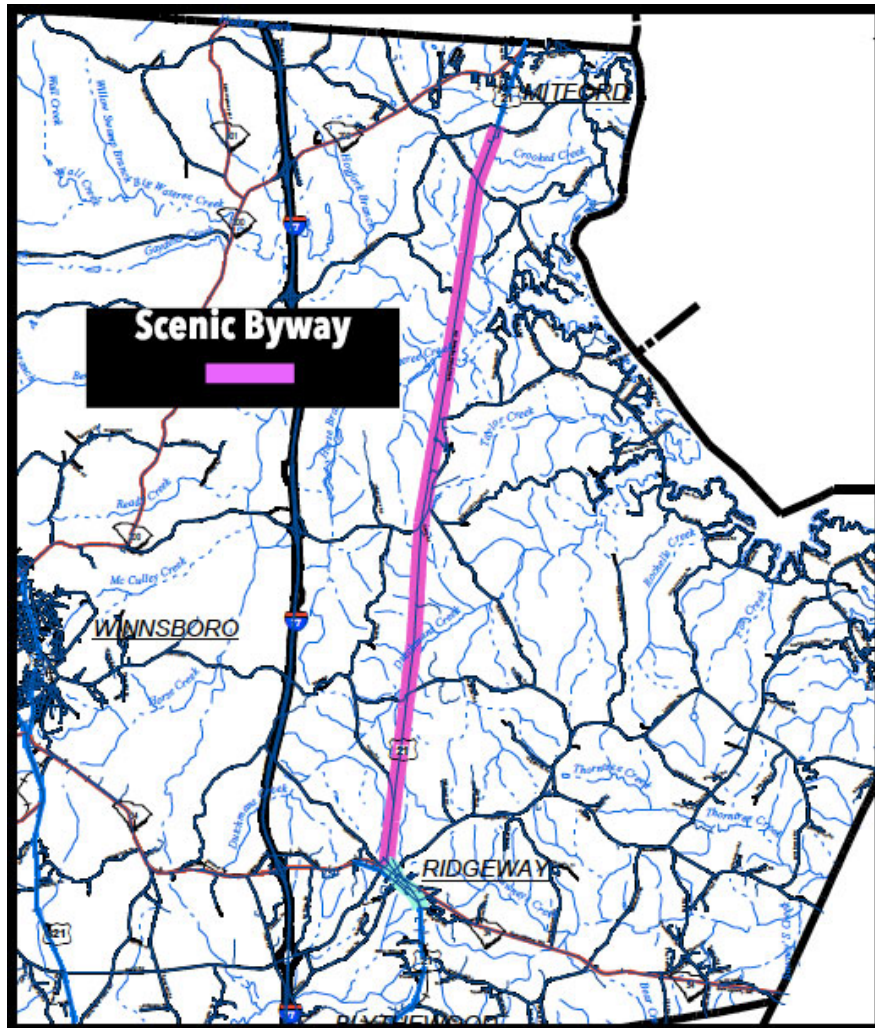
Built in the 1920s, Ridgeway's "Tin Man"-style water tower is visible from the shops of the downtown.



Historic homes in Ridgeway include the Thomas House and Charles Wray House.

4.2 Segment 2 - U.S. 21 North

Figure 5: U.S. 21 North



4.2 (a) Description

Segment 2 begins at the intersection of Palmer Street and Thomas Street (S.C. 34) and continues 15 miles north on U.S. 21, ending at the intersection with Camp Welfare Road (S-20-20).

U.S. 21 North passes through heavily wooded hills and valleys on the route to the town of Great Falls in southeastern Chester County. Fewer than a dozen homes and no active businesses are located on this segment, except for various timber harvesting operations. Vehicles on U.S. 21 typically include logging trucks, vehicles with boats in tow on the way to and from Lake Wateree, and motorists looking for a scenic alternative to I-77 to reach Great Falls, Lancaster, Rock Hill and Charlotte, N.C.

4.2 (b) Scenic and Natural Resources

One of the notable scenic features of U.S. 21 North is its remoteness, with the qualities of a less-traveled back country road. The majority of this sparsely populated segment is heavily wooded on both sides of the highway, and it intersects only 4 paved roads over the 15-mile segment. The most striking characteristic of the road is the way it was designed – almost perfectly straight for about 12 miles except for a slight bend north of Ridgeway. This straight segment of U.S. 21 North creates several scenic vistas as it crosses Dutchman Creek, Wateree Creek and 11 minor tributaries, giving the road an undulating quality as it cuts straight through rolling hills and valleys, increasing in elevation as it approaches Great Falls. These changes in topography signify the transition from the Sandhills Region to the Piedmont Region of South Carolina. While it's a relatively short distance, this hilly country played a factor in the isolation of the original Indian tribes and later Upstate settlements.

The most impressive vista, located 1 mile north of the River Road, is referred to locally as the "18-Mile View." At the top of a hill facing northward, visitors are rewarded by a breathtaking view of U.S. 21 cutting straight across the hills to the outskirts of Great Falls (about 8 miles north). The southward view also includes a straight swatch of highway cutting through the forest.

4.2 (c) Cultural and Historic Resources

Parts of U.S. 21 most likely began as American Indian paths for hunting and trading along the Catawba-Wateree rivers, which are named for the original inhabitants of the area. An early 19th century map depicts earthen mounds scattered in the river bottoms along the Wateree River that were once used for chiefs' homes and served as the center of administrative and residential areas, surrounded by corn fields. The construction of Lake Wateree in 1919 flooded that prehistoric landscape. By the 1700s, the route of Segment 2 became a major thoroughfare between present-day Charlotte and Camden. Designated in 1926 as a U.S. highway, U.S. 21 originally connected Cleveland, Ohio, and Yemassee, South Carolina. In 1935 it was extended to Beaufort, South Carolina, and again in 1953 to its current southern terminus at the Atlantic Coast at Hunting Island State Park. Prior to the interstate highway system, it was one of the few north-south routes to cross the Appalachian Mountains, providing a major thoroughfare between Ohio, Pennsylvania and New York with the Carolinas, with connections to eastern Georgia and Florida. The completion of I-77 between Columbia and Charlotte in 1982 diverted a majority of that traffic from U.S. 21.

Revolutionary War Battles

During the Revolutionary War, two skirmishes took place between Patriot and Loyalists soldiers in the area. Neither site has an official historic roadside marker, although there is a private granite marker at the site of Rocky Mount.

Ambush at Dutchmans Creek

On March 21, 1781, a detachment of New York Volunteers (Provincials), commanded by Capt. William Gray, set up an ambush near Dutchman's Creek, "about ten miles east of Winnsborough." The battle site is believed to be about 2 miles east of U.S. 21 North along Dutchman's Creek, near the impoundment of present-day Lake Wateree. Gray's mission was to attack and destroy Capt. Benjamin Land and his organizing militia. About two weeks earlier, Land's man had just killed Loyalist Lt. Lewis Yarborough in a failed attempt to surprise the Patriots at Rocky Creek Settlement.

At Dutchman Creek, Capt. Benjamin Land and his militia entered the ambush site, and the NY Volunteers opened fire on them. The Patriot force was routed and lost 18 men killed and 18 captured. After Capt. Land was captured, he was killed because of the death of Lt. Yarborough, on March 3. Also killed were Ben Adair and James Boyd.

Battle of Rocky Mount

The British had a post at Rocky Mount, a strong position on the summit of a small hill of present-day Great Falls, located 4 miles northeast of the byway in Fairfield County. It included two log houses with a frame building loop-holed for defense, surrounded by a ditch and abatis. Lt. Col. George Turnbull had about 300 Provincials and Loyalists to defend the post.

Col. Thomas Sumter's informants claimed the frame structure only had clapboard siding, easily pierced by rifle balls. However, unbeknownst to the informant, the British had added another wall inside the building and filled in the intervening space with clay, making it impervious to gunfire.

Taking about 500 men, Col. Sumter moved against Rocky Mount on Sunday morning, July 30, 1780, and sent a summons to Lt. Col. Turnbull, who had about 300 Provincials and militia to defend his post. Lt. Col. Turnbull refused to surrender and Col. Sumter began his attack.

After multiple attempts to approach the buildings, two soldiers wrapped their bodies in wooden billets and hid behind a large boulder try to set fire to them. They were repelled by a bayonet attack but soon returned, started a fire and began hurling flaming lightwood brands onto the buildings. Several small fires flared up, but a sudden rainstorm came up and doused the flames.

The battle had lasted eight hours and cost the British one officer killed, another wounded, and ten other men dead or wounded. Col. Sumter's casualties were not reported. Col. Sumter withdrew and met two parties of the enemy marching to reinforce the post. In the following skirmishes, Col. Sumter lost 20 men but is said to have killed 60 of the enemy.

4.2 (d) Attractions/Recreational Resources

Located 4 miles east of U.S. 21 North, Lake Wateree is the largest of the Catawba-Wateree lakes in South Carolina with 13,025 acres. It has 216 miles of shoreline (including islands) and includes Lake Wateree State Park, a bird refuge, and Shaw Air Force Base Recreation center. Lake Wateree has 14 access points. Duke Energy and the S.C. Department of Natural Resources maintain eight public boat access areas on the lake and one below the dam.

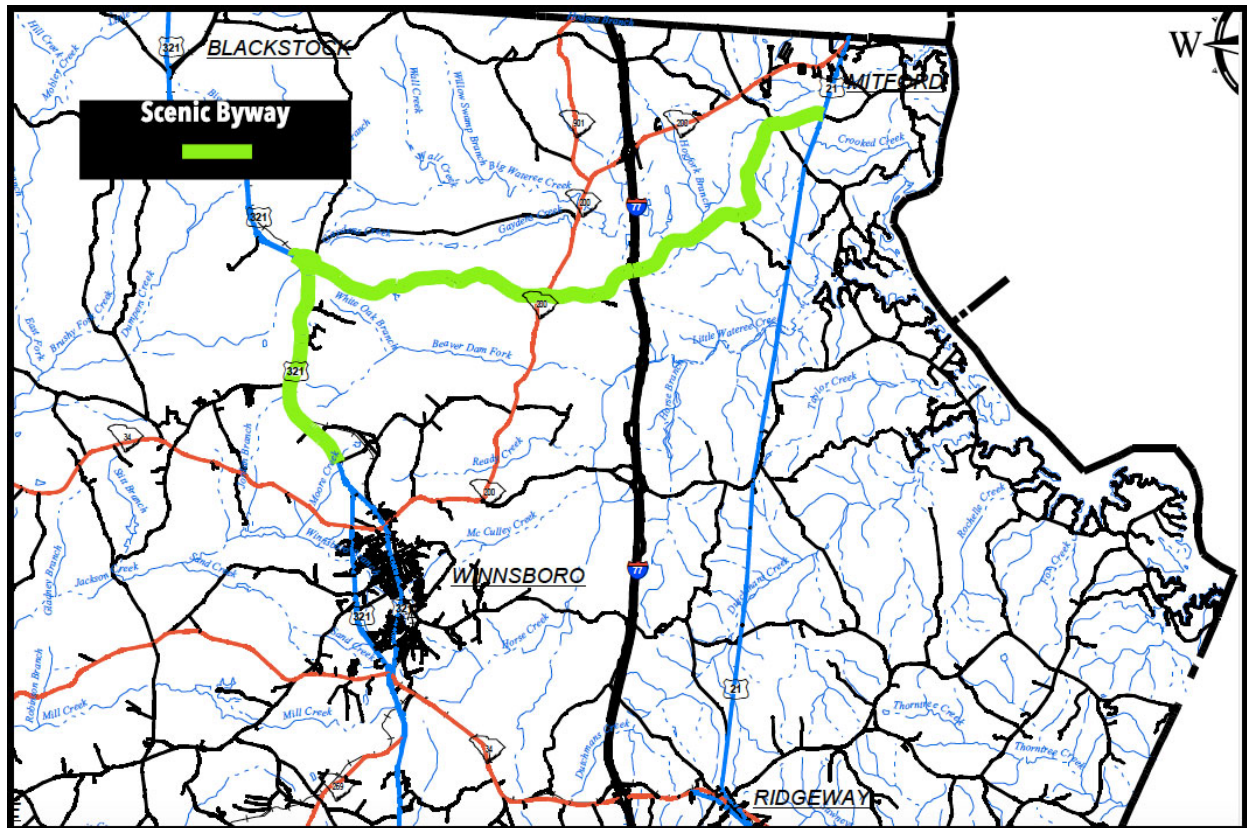
About 175,000 people a year visit Lake Wateree State Park, which offers boating and bank fishing access, and campground facilities. The DNR manages the lake for recreational fishing and maintains 17 fish attractors. Popular sport fish on Lake Wateree include black crappie, striped bass, largemouth bass and catfish. The DNR monitors these species on a regular basis and also stocks striped bass regularly, to maintain a healthy population. Lake Wateree State Park hosts several fishing tournaments each year for crappie and catfish.



Fishing and boating on Lake Wateree

3.3 Segment 3 – S-20-20 and U.S. 321

Figure 6: Segment 3 – S-20-20 and U.S. 321



3.3 (a) Description

Segment 3 is a 17-mile section that forms the northern and western routes of the byway loop. The segment byway begins at the intersection of Camp Welfare Road (S-20-20) and U.S. 21 and travels west across I-77 and S.C. 200, where it becomes Mobley Highway (S-20-20). The segment turns north on Patrick Road for one block and then west on White Oak Road, ending at the intersection of Patrick Road and U.S. 321. The segment continues south on U.S. 321 to the intersection with Smallstown Road (S-20-441) near the outskirts of Winnsboro.

Traffic on Camp Welfare Road consists of mostly local traffic and visitors to Carolina Adventure World. After crossing I-77, Camp Welfare Road becomes Mobley Highway at the intersection with S.C. 200. Mobley Highway is more heavily traveled with wider shoulders and gradual curves, with the characteristics of a traditional farm-to-market state road. The only two intersections with paved roads along the 5-mile section are the terminal points at S.C. 200 and Patrick Road.

Patrick Road turns north and then west for 1 mile through the White Oak community before terminating on U.S. 321. At White Oak, U.S. 321 is part of a 10-mile section of four-lane divided highway between Blackstock Road and Rosewood Lane north of Winnsboro. This entire segment parallels the Norfolk Southern railroad.

3.3 (b) Scenic and Natural Resources

In contrast to the remarkably straight highway segment of U.S. 21, Camp Welfare Road (S-20-20) is an upland road that meanders along a ridge line for several miles, gains elevation, crosses two creeks and yields brief vistas of woodlands and farm land. Camp Welfare Road crosses I-77 and then becomes Mobley Highway (S-20-20) at the intersection with S.C. 200. Mobley Highway travels east-west across the county, connecting S.C. 200 and U.S. 321 at the White Oak community.

Mobley Highway is a typical farm-to-market road with farmland, pastures and woodlands on either side of the road until passing the White Oak Conference center at Patrick Road. The byway continues north on Patrick Road for one block before turning left of Patrick Road toward U.S. 321.

On U.S. 321, the byway proceeds along a four-lane divided highway, paralleling the railroad line with farmland, residences and churches on either side of the road. Segment 3 the road narrows to two lanes north of Adger and ends on the outskirts Winnsboro. Most of Segment 3 is remarkably rural and undeveloped, even along the four-lane section of U.S. 321, showcasing Fairfield County's rich agricultural history. According to local history, the name "Fairfield County" was given by British Gen. Lord Cornwallis, who occupied the village of Winnsborough in 1780-81 and remarked about the area's "fair fields."

3.3 (c) Cultural and Historic Resources

This segment includes a number of historic sites, highlighting parts of Fairfield County's history from the Revolutionary War to late 1800s. Located two miles west of U.S. 21 Camp Welfare is a religious camp founded by slaves in the 1800s and listed in the National Register of Historic Places in 1984. Described by one journalist as "picturesque, rugged, simple, with an overhanging air of festivity," Camp Welfare has hosted an annual camp meeting since 1876; slaves had worshipped here since before the Civil War. The site was purchased in 1879 by trustees Carter Beaty, Charles Green, Jeff Gaither, Henry Hall, and John Hall. It was deeded to Camp Wellfair A.M.E. Zion Church in 1925.

The small wood-frame or cinder-block houses at Camp Welfare are typical of "tents" at church camp grounds. An early 20th century one-room school stood here until it closed in 1955. The site also includes Camp Wellfair A.M.E. Zion Church (built about 1930), an open-air arbor, and a cemetery.

The area of Patrick Road at U.S. 321 is known as the White Oak Historic District, added to the National Register of Historic Places in 1984, "as a very intact example of a late nineteenth to early twentieth century rural community whose development centered around the Patrick family in the 1870s. It serves as an example of the importance of a trading community in rural areas after the Civil War through the early twentieth century. The district consists of nine properties constructed between ca. 1876 and ca. 1925, and includes three large frame residences (including a manse), a frame church with steeple, two frame store buildings, a cotton warehouse, and two vacant, wooded lots, some of which reflect Victorian stylistic influences. Prior to the 1870s the community was known as Cockrell's or Cockrell's Lane, named after a prominent family that resided there until immediately after the Civil War. The Patrick family moved to the area from York County around 1870 and was instrumental in developing the community by building houses, stores, and a church. The village was relatively prosperous around the turn of the century with a cannery, at least two stores, and a school. Thomas G. Patrick opened a general merchandise store around 1876 which served the surrounding rural area."

This section of U.S. 321 is possibly one of the oldest major roads in Fairfield County. The county's first village was settled in the 1770s and known as Winnsborough for one of its prominent families and famous Revolutionary War General Richard Winn. A map of South Carolina in 1773 shows that the major north-south road through the central part of the county was called the "Road to Kings Mountain." It intersected with the "Road the Cherokees" in northern York County. In 1785, Winnsboro was incorporated and became the seat of Fairfield County, which had been part of the Camden district. By the 1800s, the main road north from Columbia passed through the county seats of Winnsboro, Chester and York paralleling the current path of U.S. 321. The four-lane section of U.S. 321, which extends north near Blackstock in southern Chester County, is a reminder of the important role that this highway played in the transportation between the Midlands and the Upstate South Carolina before the completion of U.S. 21 in the 1930s and I-77 in the 1980s.

Other points of interest include:

- Mount Olivet Church. Located on Mobley Highway near S.C. 200, a historical marker says this Presbyterian Church, organized before 1785, "was originally known as Wolf Pit Church, later as Wateree, and was finally named Mt. Olivet in 1800."
- Graveyard of the Richmond Covenant Church Reformed Presbyterian. Located 4 miles north of Mobley Highway, a historical marker located on SC 901 at intersection with Highway 52, says "A quarter mile east lie buried many of the Scotch Irish pioneers who in 1772, under the leadership of the Rev. William Martin, founded one of the first Covenant churches in upper South Carolina."
- Battle of Mobley's Meeting House. Located about 6 miles west of U.S. 321 in northwestern Fairfield County, a historical marker commemorates one of the first Patriot victories in the Revolutionary War after the fall of Charleston. "A body of Tories gathering at a Baptist meeting house in Mobley's settlement were attacked and dispersed by a band of Whigs under Col. Wm. Bratton, Maj. Richard Winn, and Capt. John McClure."
- Blair Mound, (location undisclosed) one of the significant remains of an important cultural development in South Appalachian Culture Province. This earthen mound is part of the widespread Mississippian culture pattern that spread from the Mississippi Valley to the south Atlantic Seaboard bringing with it cultural elements and ways of life that dramatically changed the prehistoric living patterns of the area. The Blair Mound represents a late phase of this pattern apparently existing in the period of A.D. 1300-

1400. In South Carolina these mounds occur along the central and lower Savannah River and along the Broad, Santee, and Wateree Rivers. Two more mounds, Harrison's Mound and Longtown Mound, are believed to be near the proposed route of the byway on the banks of Lake Wateree or submerged in the lake.

- The Skirmish of Rocky Creek Settlement took place on March 3, 1781, north of Mobley Highway. A group of 30 loyalists attacked a group of 8 patriot militia resting that the home of Capt. Benjamin Land. Loyalist Lt. Lewis Yarborough was mortally wounded and the loyalists force swiftly withdrew. Two weeks later, Capt. Land was captured by the British at Dutchman's Creek, where 18 Patriots were killed and 18 captured. Land died in captivity. There is no historic marker for this skirmish.



The outdoor sanctuary at Camp Welfare, the approach to White Oak historic district and Mt. Olivet Presbyterian Church

3.3 (d) Attractions/Recreational Resources

Located on Camp Welfare Road between U.S. 21 and I-77, Carolina Adventure World, a unique family ATV, UTV and dirt bike riding park, the largest in the southeast. Situated on 2,600 wooded acres of land, Carolina Adventure World has more than 100 miles of ATV and single-track trails of varying degrees of difficulty from "Green" nature trails to "Blue" trails for more experienced riders to "Black Diamond" trails.

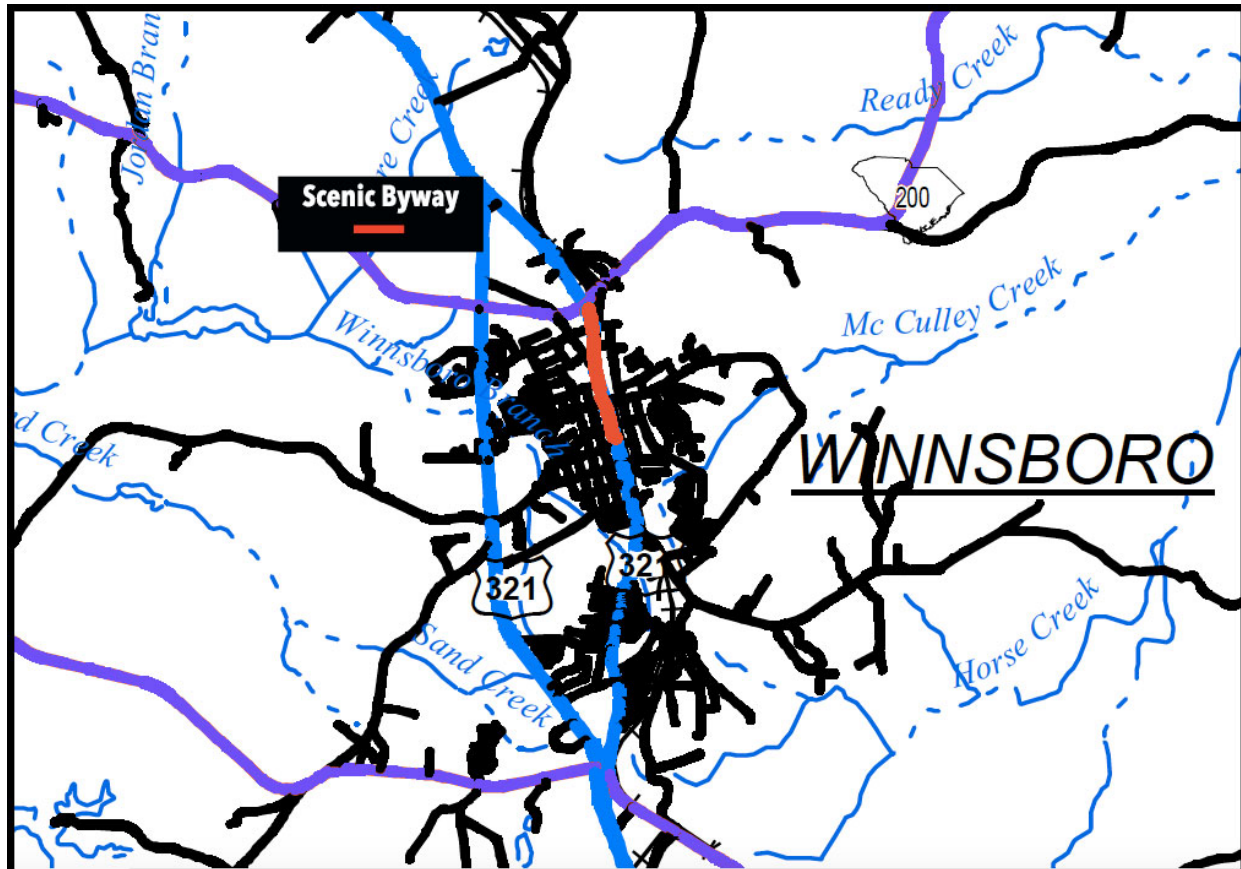
It also features a Motocross Area designed by Dirt Wurx U.S.A. that features a Championship Motocross course, a Vintage course for ATV competitors that love the "air time" and the thrills and chills of competition, plus an Enduro Course that challenges the skills and stamina of even the best of the best. The Welcome Center features wide verandas, swings, and rocking chairs, fans to keep cool, fireplaces for warmth, and Internet access. Horseback riding, log cabin rentals and a shower house.



On the ATV course at Carolina Adventure World

3.4 Segment 4 – Downtown Winnsboro

Figure 7 – Downtown Winnsboro



3.4 (a) Description

Segment 4 begins at the intersection of U.S. 321 and S.C. 200 and continues south on North Congress Street for 1 mile, ending at the intersection of U.S. 321 and Moultrie Street.

This segment begins near the Winnsboro town limits in a residential area before entering the downtown, where it widens to four lanes, with angled parking on both sides of the road. The route ends in the downtown near the Fairfield County Museum at West Moultrie Street. As the county seat of Fairfield, the downtown is the destination for a wide range of city, county and state services, as well as shops, restaurants and historical structures. This segment includes wide sidewalks that support pedestrian traffic.

3.4 (b) Scenic and Natural Resources

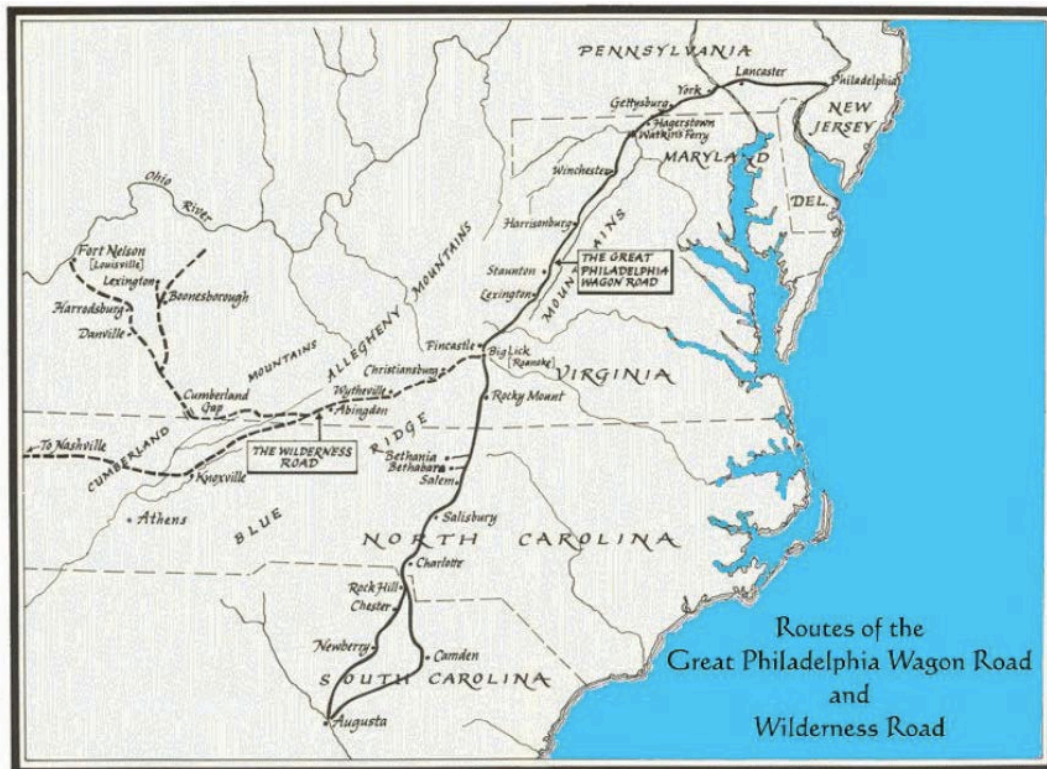
At the northern town limits, North Congress Street features numerous historic homes, with large yards, plantings and mature trees. Entering the downtown, this segment passes through the Winnsboro Historic District, including two of Fairfield County's most noted historic structures, the Winnsboro Town Clock and Robert Mills-designed County Courthouse.

3.4 (c) Cultural and Historic Resources

Like Camden, Winnsboro is one of a handful of towns in the Midlands of South Carolina that can trace its roots to the American Revolution. These fledgling towns grew up along the route of

Great Philadelphia Wagon Road, which brought Scots-Irish settlers to South Carolina from north and was an important trading route for Native American tribes and early traders. By the time of its occupation in 1780 by Lord Cornwallis following the defeat of the British and Loyalists at Kings Mountain, the village of Winnsborough had about 20 dwellings. It's likely that this segment of road was already in use prior to the war, but the roads were formally laid out and the village chartered in 1785 with the petition of Richard Winn, John Winn and John Vanderhorst. Richard Winn was a Revolutionary War colonel and later a general in from 1780 to 1783 and is said to have fought in more battles than any Patriot in South Carolina. John Winn was also colonel, from 1775 to 1780. The town was incorporated in 1832, and Winnsboro became a social, religious, and educational center of the area.

Figure 8: Historic trading and transportation routes



Parts of the byway were once connected with important trade and transportation routes.

The Winnsboro Historic District includes 33 historic buildings with a variety of architectural styles on the National Register of Historic Places, from early simple frame houses to Federal and Greek Revival. Many residences are typical upcountry frame houses, built in an L-shape with long piazzas running across the front. Notable structures include:

- Town Clock - brick rectangular building of two stories authorized by Act of the General Assembly, 1833. Structure is three bays wide with brick parapets and recessed arches. Tower contains old town clock.
- Fairfield County Court House - Greek Revival style of two stories built in 1822 under supervision of Robert Mills - large Doric columns semi-circular window in pediment. Renovated in 1939 with addition of two rear wings and flying stairways.

- Ketchin Building - highly unusual Federal style for Up-Country, superior brickwork, large granite foundation, blocks, with hand-carved woodwork, mantels and cornices, serving as the home to the Museum of Fairfield County.
- McCreight House - built 1774, probably first frame structure in county, three stories with two large rooms on each floor, hand-hewn framing, boards handplaned and pegged. Simple interior woodwork and trim, original shutters.
- Rion House - built 1855. Exterior has hipped roof, fluted Corinthian columns supporting one story veranda, beautiful ballustrades. Exceptional front door side lights and transom, original glass imported by Tiffany.
- Site of Mount Zion Institute - founded by Mount Zion Society in last half of 18th century, one of first schools in Up-Country.
- Bratton Place - built before 1777, two story "L Shape"; wide, one-story porch across front of house, semielliptical fanlight over front door which is flanked by side lights with circular and diamond shapes. Handcarved mantels with sun bursts, ceiling-height paneling over mantel.
- Robert Brice House - "Mosquito cottage architecture," built in 1840s, two and one-half stories, thick masonry walls on ground floor. Long, wide veranda extends full length of front, covered by overhanging gable Halvern Hill - Two and one-half story frame house, circa 1884. Huge portico supported by Ionic columns added 1914. Home site of town's founder, Richard Winn.
- Cornwallis House - Two and one-half stories, original portion with massive masonry walls. Thought to have been used by Lord Cornwallis as his headquarters.

Other historical markers and structures include:

- Fairfield Institute, Marker SCHM 20-16, This grade school and normal institute for blacks was founded in 1869 during Reconstruction by the Northern Presbyterian Church. The Reverend Willard Richardson was principal. In 1880, one hundred of its students were studying to be teachers and twenty others to enter the ministry. The school closed in 1888 to merge with Brainerd Institute in Chester.
- First Methodist Church, Marker SCHM 20-18, First United Methodist Church was established in 1808 under the leadership of the Rev. James Jenkins, an early circuit-riding minister, and John Buchanan, a captain in the Revolution
- Kelly Miller, Marker SCHM 20-16, Born in Fairfield County, this renowned black educator attended Fairfield Institute, 1878-1880, and won a scholarship to Howard University, from which he graduated in 1886. After graduate work at Johns Hopkins, Miller received his A.M. and L.L.D. degrees (1901 and 1903) and was for many years professor and dean at Howard. His writings on race problems were widely read and used in major universities.
- William Porcher Dubose, Marker SCHM 20-4, noted author-theologian, born at this site April 11, 1836, educated at Mt. Zion Institute, The Citadel and the University of Virginia, served as an officer and as chaplain in the Civil War. He was rector in Winnsboro and Abbeville and in 1871 became chaplain and professor at the University of the South at Sewanee, Tenn.
- Bethel Church (1830), Marker SCHM 20-19, Associate Reformed Presbyterian Church
- Catharine Ladd House (circa 1852) Marker SCHM 20-14, born in Virginia in 1810, Ladd was a playwright, poet and educator, who married George Ladd, an artist who had studied with Samuel F.B. Morse. The Ladds owned this house from 1852 until 1862. Mrs. Ladd was principal of the Winnsboro Female Institute.
- Hunstanton (1850), historic plantation house, National Register of Historic Places

- Fortune Springs Park, this garden’s “ponds” and resident ducks offer a pleasant contrast to other historic sites. The land that the garden occupies was owned by Captain John Buchanan who gave it to his slave, Pompey Fortune, to show his appreciation for Pompey’s accompanying General Lafayette as a body servant during the Revolutionary War.

3.4 (d) Attractions/Recreational Resources

Fairfield County Historical Museum, located in the Ketchin Building (circa 1830), is a three-story, five bay, Federal-style brick building with a hipped roof. Museum includes full-service programs and exhibits of local artifacts and historical documents, also home to The Fairfield County Genealogical Research Room. Pine Tree Playhouse, a non-profit, community theater offering a wide range of classic, eclectic and new works in a casual, intimate space.



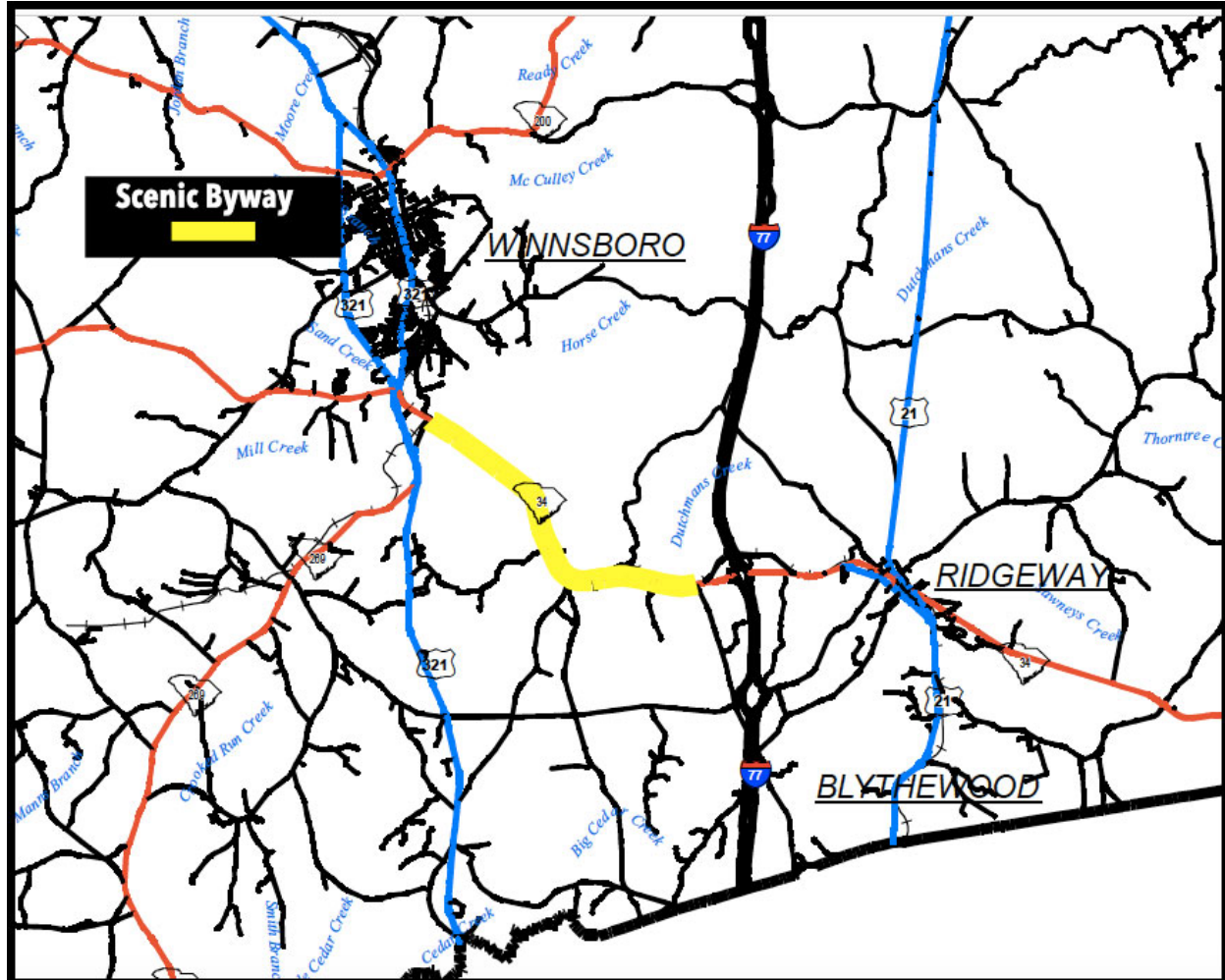
The Cornwallis House, the Town Clock and Fortune Springs Park in Winnsboro



The Oaks Plantation in Winnsboro

3.5 Segment 5 - S.C. 34

Figure 9: Segment 5 – S.C. 34



3.5 (a) Description

Segment 5 begins on S.C. 34 at Industrial Park Road (S.C. 20-20-34) and continues east for 4.5 miles, ending at the intersection of S.C. 34 and Cook Road (S-20-233).

This segment begins south of Winnsboro near the South Carolina Railroad Museum on S.C. 34 at Industrial Park Road and parallels the Norfolk Southern railroad line for most of the route. S.C. 34 is the main thoroughfare between Winnsboro and I-77 supporting a wide range of commuters and commercial vehicles. The community of Simpson is located on S.C. 34 about 2 miles west of I-77.

3.5 (b) Scenic and Natural Resources

This segment begins with sights of antique train engines and train cars at the South Carolina Railroad Museum. The significance of the railroad to the area is also highlighted by the railroad tracks running parallel to the route, surrounded by pastureland, woodlands and residential homes.

3.5 (c) Cultural and Historic Resources

Several significant historical sites are located along this segment that highlight prominent people and places, the role of the railroad in South Carolina's economy and the rich history of Winnsboro blue granite.

The area surrounding the South Carolina Railroad Museum is part of the 150-acre Rockton and Rion Historic District, which was added to the National Register of Historic Places in 1984. The Rockton and Rion Railroad Historic District is composed of forty-five properties located along the 12-mile stretch of the Rockton and Rion Railroad including the Anderson and Rion Quarry sites and associated structures and equipment. The district was the center of quarrying, finishing, and transporting of Winnsboro blue granite between ca. 1883 and ca. 1945. Blue granite was designated the state stone by a law approved by Governor Robert McNair on June 24, 1969. Legislators declared that "the blue granite stone of this State has been widely used to beautify all areas of South Carolina." The state is famed for Winnsboro blue granite, which was quarried for many years in Fairfield County. The stone is of light blue color and contains particles of mica, feldspar, and quartz. It is much prized in construction and decoration. Granite is a coarse-grained igneous stone produced by slow cooling and solidification of molten rock. Winnsboro blue has been used in the construction of churches, houses, gravestones, and fence posts since the early nineteenth century. The Winnsboro Granite Company quarried and shipped the "beautiful blue" for many years, and the stone acquired national renown as "the silk of the trade." It has been used in such structures as New York City's Flat-Iron Building, the old Charleston Post Office, and the great dry dock of the Charleston Naval Shipyard. It was used for the Jean Ribaut Monument at the U.S. Marine Corps Depot at Parris Island and for Charleston's John C. Calhoun Monument. The Fairfield granites won a medal and diploma at the World's Columbian Exposition in 1893. As early as 1820, the deposits of granite in this area of Fairfield County were being utilized for construction. Other area points of interest include:

- Tocaland (circa 1854), historic plantation house, National Register of Historic Places, north side of railroad tracks
- Thomas Woodward marker, located one-half mile east of the home of Thomas Woodward, a prominent leader of the South Carolina Regulator Movement, 1768-1769. He was a member of the First Provincial Congress and a charter member of the Mt. Zion Society. As captain of rangers in 1775-76 he led soldiers from this area in the Snow Campaign against Indians and Tories.
- Vaughan/Blair Stagecoach House, (circa 1820), on Barber Road off S.C. 34 a short distance on left from railroad crossing. This house is located on what used to be the Old Hwy 21 which winds through the countryside crossing over present day U.S. 21.
- Cedar Tree (circa 1853), on Van Exem Road, off S.C. 34, home to the first woman elected to Congress, Rep. Elizabeth Van Exem.



Tocaland Plantation near Winnsboro

3.5 (c) Attractions/Recreational Resources

South Carolina Railroad Museum operates on 5 miles of the former 11.5-mile Rockton and Rion Railroad, offering an hour-long train ride in a historical passenger car to the general public on every Saturday in June, July and August and other times in spring and fall. The museum has accumulated many pieces of rolling stock including the Guinard brick flat car, various diesel engines and a Baldwin steam engine 44. On walking tours, visitors can see display trains featuring a 100-year-old Norfolk business car, a Southern Post Office car and a Nickel Plate caboose. The museum gallery includes historical artifacts ranging from signals to photographs. Visitors may buy tickets for train rides and special events in advance online or in the museum gallery.

The line runs from the Norfolk Southern Railroad at the Rockton Station through the Rion community to Anderson Quarry, home of the world-famous blue granite. The South Carolina Railroad Museum, Inc. was established in 1973 and began the move to Fairfield County in 1983. The museum is listed on the National Register of Historic Places and is also a member of Fairfield County Chamber of Commerce, S.C. Federation of Museums, Confederation of S.C. Local Historical Societies, T.R.A.I.N., National Railway Historical Society, and the Association of Railway Museums.



The South Carolina Railroad Museum includes a 5-mile, hour-long train ride to the historic granite quarry.

4. Corridor Characteristics and Trends

The Piedmont Gateway Scenic Byway follows 48 miles of highways and state roads with a variety of transportation characteristics and land use patterns.

These road characteristics can be affected over time by trends in population, working and commuting patterns, and economic conditions. Understanding these trends supports the development of recommendations to achieve the goals of the Corridor Management Plan.

6.1 Transportation/Roadway Characteristics

Most of the rural segments of the Piedmont Gateway State Scenic Byway are two-lane roads, with 12-foot lanes and no median, except for the four-lane segments of U.S. 321 near White Oak and downtown Winnsboro.

Sections in Winnsboro and Ridgeway are lighted with curb and gutter, parking spaces, traffic signals and directional signage.

4.1 Average Daily Traffic Volume

I-77, S.C. 34 and U.S. 321 are the primary north-south and east-west traffic corridors in Fairfield County and they have the largest traffic volumes. I-77 is classified as a major arterial with an average daily traffic volume of 46,000 vehicles in 2018 at the S.C. 34 interchange, near the byway entrance in Ridgeway.

The traffic volume on I-77 is nearly 14 times higher than the volume on U.S. 321N and U.S. 21N combined, demonstrating the dramatic impact the interstate highway in diverting traffic off highways once served as major thoroughfares.

Today, S.C. 34 and U.S. 321 serve as minor arterials, with an average daily volume in 2018 of 7,500 vehicles on S.C. 34 between I-77 and Winnsboro, and 4,700 vehicles between I-77 and Ridgeway. Traffic volumes on U.S. 321 ranged from 7,400 at S.C. 34 in Winnsboro to 2,500 at S-30 (Patrick Road) in White Oak.

The lowest traffic volumes were on Mobley Highway (125), Camp Welfare Road (175) and U.S. 21N (900). S.C. 200, a north-south corridor between Winnsboro and I-77, crossing at Camp Welfare Road and Mobley Highway, had an average daily volume of 1,300 vehicles.

Between 2009 and 2018, traffic volumes grew from 18% to 22% along segments of I-77 in Fairfield County, while traffic volumes along the byway remained relatively flat, growing the most on S.C. 34 west of I-77 (15.4%) and east of I-77 near Ridgeway (4.4%). Traffic volume on U.S. 321 in Winnsboro declined slightly (1.3%), and were unchanged on U.S. 321 at White Oak and on U.S. 21N.

Figure 10: Traffic Volume 2009-2018

Road	Byway Segment	Road Section	2018 Ave. Daily Traffic	2009 Ave Daily Traffic	% change 2009-18	Posted max. speed limit
SC 34	Seg. 1 - Ridgeway	I- 77 (INTERSTATE 77) TO US 21 (PALMER ST), S- 3	4700	4500	4.44%	55 mph
US 21	Seg. 1&2 - Ridgeway & U.S. 21N	S- 262 (N PALMER ST) TO County Line - CHESTER	900	900	0.00%	25 - 55 mph
S- 20	Seg. 3 - Camp Welfare Road	S- 68 (RANGER LN), L- 1020 TO I- 77 (INTERSTATE 77)	175	150	16.67%	55 mph
S- 20	Seg. 3 - Mobley Highway	I- 77 (INTERSTATE 77) TO US 321 (US HIGHWAY 321 N)	125	150	-16.67%	55 mph
US 321	Seg. 3 - U.S. 321N	US 321 BUS (US HIGHWAY 321 N) TO S- 20 (PATRICK RD)	2500	2500	0.00%	55 mph
US 321	Seg. 4 - Winnsboro	SC 269 (HWY 269) TO US 321 BUS (US HIGHWAY 321 N)	7400	7500	-1.33%	35 - 55 mph
SC 34	Seg. 5 - S.C. 34	US 321 (US HIGHWAY 321 S) TO S- 34 (INDUSTRIAL PARK	7500	6500	15.38%	55 mph
I-77	Crosses Byway near Ridgeway	S- 30 (E PEACH RD) TO SC 34 (HWY 34 E)	46000	39000	17.95%	70 mph
I-77	Crosses Byway near Ridgeway	SC 34 (HWY 34 E) TO S- 41 (OLD RIVER RD)	44600	36500	22.19%	70 mph
I-77	Crosses Byway at Camp Welfare Road	S- 41 (OLD RIVER RD) TO S- 20 (CAMP WELFARE RD)	44200	36100	22.44%	70 mph
S.C. 200	Crosses Byway at Camp Welfare Road & Mobley Highway	S-41 TO I-77	1300	1400	-7.14%	55 mph

4.2 Road Conditions

The highways and state roads along the byway are maintained by the S.C. Department of Transportation and periodically resurfaced. Mobley Highway (S-20-20) is in need of resurfacing due to numerous potholes. The road was patched with asphalt in 2018 in numerous places along the route.

Posted maximum speed limits range from 25 to 55 mph, with a 25 mph speed limit in downtown Ridgeway and a 35 mph limit in the downtown Winnsboro. The majority of the roads forming the byway are also designated as approved truck routes.

4.3. Pedestrian and bicycle traffic

The only sidewalks with curb and gutter along the byway are in downtown Winnsboro and Ridgeway. There are no designated bicycle paths along the route. U.S. 21N and S-41 (River Road) near Lake Wateree are used occasionally by individuals and cycling clubs.

4.4 Public Transportation

Fairfield County has provided public transportation service to its residents since 1988. The Fairfield County Transit System is a department of County Government and operates both a demand response and a deviated fixed route transportation service, with routes in downtown Winnsboro and on S.C. 34 between Ridgeway and Winnsboro.

Transportation services are offered in varying frequencies. Some routes operate every weekday and the balance operates on selected weekdays. Service times vary by route, starting early morning through late afternoon. Route deviation service is available to the general public for an extra charge of \$0.25 or \$0.50, to the normal route fare. Fares range from \$0.75 to \$1.50.

4.5 Highway Safety

INFO TBD

4.6 Corridor Signage and Wayfinding

Wayfinding and signage are important aspect of any scenic byway, as are restrictions on outdoor advertising. Scenic byway signs direct travelers along the route and also highlight points of interest, improving the visitor experience.

4.7 Welcome Centers/Informational Kiosks

Two welcome centers are located on the route of the byway in Winnsboro at the Fairfield County Chamber of Commerce office at the Town Clock and in Ridgeway at the World's Smallest Police Station, which serves as the Ridgeway Visitor Center. Self-guided walking tour brochures for Winnsboro and Ridgeway are available at both locations.

4.8 Historical Markers

Historical markers help interpret the history and culture of the area to visitors. Fairfield County has 29 South Carolina Historical Markers, most of which are located on or near the byway. The South Carolina Historical Markers Program (SCHM) was authorized in 1905 "to have direction and control of the marking of historic sites, or houses, or localities." The South Carolina

Department of Archives and History is responsible for the approval of the inscriptions for all historical markers or other monuments erected on state highways or other state property. Without state funding, the program depends on the citizens of South Carolina to suggest, document, sponsor and pay for its historical markers, and to maintain them once erected.

Markers may be sponsored by historical, patriotic, civic, or other organizations, or by institutions such as church congregations or schools and colleges. Though individuals may not sponsor markers, they may propose and pay for them provided the marker is sponsored by an appropriate local organization or institution.

4.9 Outdoor Advertising Regulations

Both state and federal laws regulate off-premises outdoor advertising signs along state and federal highways. In South Carolina, the Department of Transportation manages the permitting process for outdoor advertising signs, which are defined as “an outdoor sign, display, device, figure, painting, drawing, message, plaque, poster, billboard, or other thing which is designed, intended, or used to advertise or inform.”

The federal government regulates outdoor advertising along scenic byways. In 23 U.S.C. 131(s) the erection of new billboards along a state or nationally designated scenic byways that are not in conformance with 23 U.S.C. 131(c) are not permitted. Existing signs are not affected when a highway is designated as a scenic byway.

The South Carolina General Assembly has established restrictions on outdoor advertising along byways. According to Article 10, Section 63-935 of the regulations, “No outdoor advertising sign will be allowed to be erected along any route designated as a “Scenic Byway” or “Local Byway.” Communities must show in their corridor management plan how this prohibition will be enforced prior to designation.”

The byway currently has no off-premises outdoor advertising signs along the route. Enforcement of sign regulations in Fairfield County is performed by the Fairfield County Community Development department, which is responsible for planning, building and zoning, and code enforcement. Fairfield County also performs these functions for the Town of Ridgeway under an intergovernmental agreement between the county and the town. Enforcement of sign regulations in the Town of Winnsboro is performed by the town’s Building and Zoning department, which is responsible for building, zoning and code enforcement. Permits are required for outdoor advertising signs under Fairfield County Zoning Ordinance, “Sign Regulations,” Section 5, Table V, in the Town of Ridgeway Zoning Ordinance, “Sign Regulations,” Section 611.1, and in the Town of Winnsboro Zoning Ordinance, “Regulation of Signs,” Article 8.2.

4.10 Byway Directional Signs

Scenic Byway signs are used to help motorists identify the boundaries of the scenic byway route and provide directional information. The Piedmont Gateway Scenic Byway was designed as a loop around eastern and central Fairfield County, however, three segments along the route will not be designated as a byway. Therefore, Scenic Byway signs will assist motorists in continuing through these sections to reach the next segment of the byway.

The placement of signs must be determined by local planning agencies for Fairfield County, Winnsboro and Ridgeway, in conjunction with the S.C. Department of Transportation. Scenic Byway signs are proposed for the following locations:

- S.C. 34 at Coleman Highway, Ridgeway
- Dogwood Avenue at Thomas Street, Ridgeway
- Dogwood Avenue at Ruff Street, Ridgeway (left turn)
- Palmer Street at Ruff Street, Ridgeway (left turn)
- U.S. 21N at Ridgeway town limits
- U.S. 21N at Camp Welfare Road (left turn)
- Mobley Highway at S.C. 200
- Mobley Highway at Patrick Road (right turn)
- White Oak Road west (left turn)
- U.S. 321 at White Oak Road (left turn)
- U.S. 321 (Congress Street) at S.C. 200
- U.S. 321 at S.C. 34 (left turn)
- S.C. 34 at Industrial Park Road

4.11 Historical Attraction Interstate Signs

The S.C. Department of Transportation's State Traffic Engineer is responsible for approving and installing Historical Attraction Signs (also called Brown Signs) on interstate highways. The DOT must evaluate the eligibility and placement of Historical Attraction Signs at interstate interchanges. Under the DOT regulations, the historic attraction must be of significant historical significance, it must have a welcome center or tourist information center, and it must be located within 3 miles of the interstate exit.

The DOT in 2019 evaluated a request for Historical Attraction Signs at I-77 and S.C. 34 for the Town of Ridgeway and determined that the town is eligible for a set of four "Historic Ridgeway" on northbound and southbound I-77 at S.C. 34. If implemented, these Historical Attraction Signs could also be used to promote the Piedmont Gateway Scenic Byway at these locations:

- Northbound I-77 at S.C. 34 (Exit 34)
- Southbound I-77 at S.C. 34 (Exit 34)

4.12 Resource Protection and Conservation

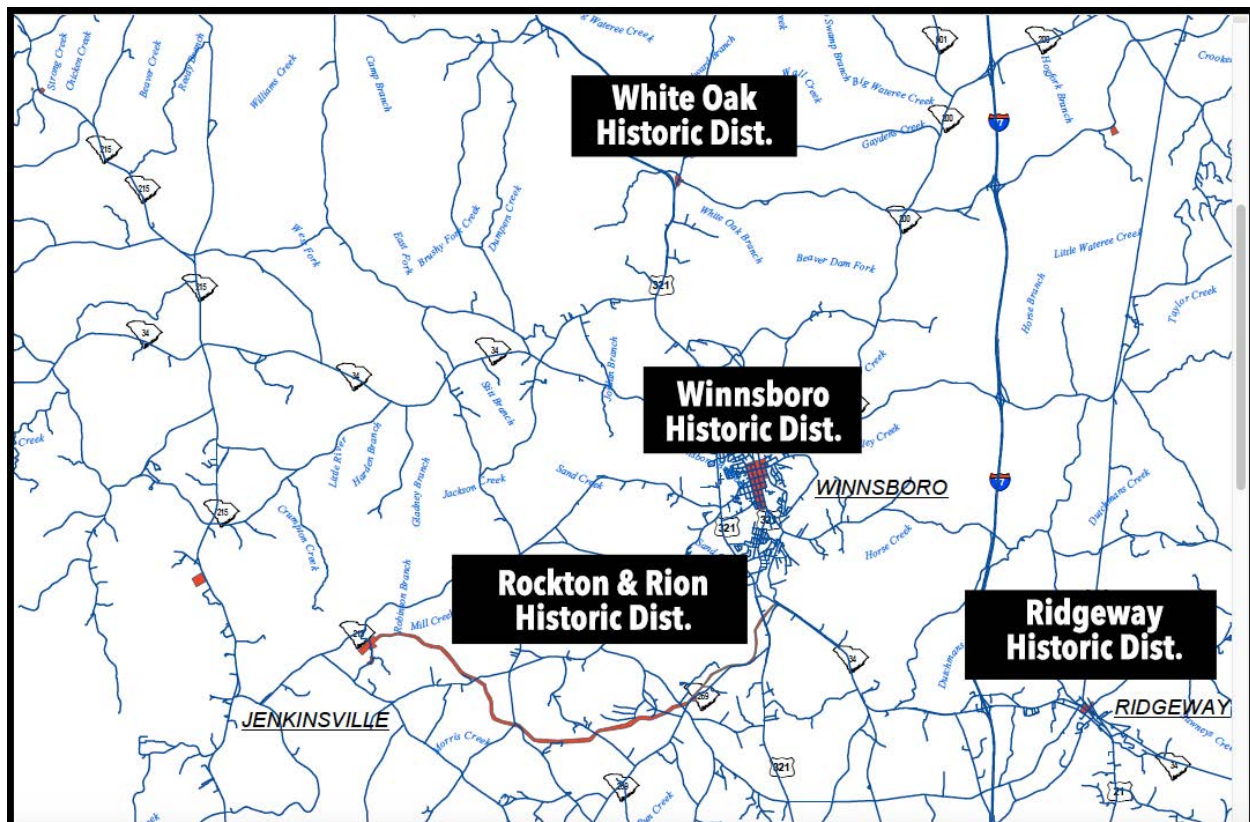
Historic resources are a major attribute of the Piedmont Gateway Scenic Byway. Historic resources are located along nearly every segment of the byway. The following agencies are responsible for identifying and promoting historic preservation along the byway.

National Register Historic Districts and Properties

The US Department of Interior's National Park Service administers the National Register Historic Districts program. Designations do not restrict the use of designated properties but provides recognition as well as associated tax benefits and incentives.

There are four National Register Historic Districts located on the byway for the Downtown Ridgeway Historic District, White Oak Historic District, Winnsboro Historic District and Rockton and Rion Historic District.

Figure 11: Fairfield County National Register of Historic Places Districts



The following organizations also support historic conservation and interpretation in Fairfield County.

Fairfield County Museum and Historical Society

Founded by the Fairfield County Historical Society in the 1970s, the Fairfield County Museum is located along the byway on Congress Street in Winnsboro. The museum's mission is to preserve the history of the county through the collection of significant artifacts and interpretation

of the personal stories of its citizens. The museum not only serves as a repository of the county's rich heritage but also as an active resource for the education and cultural enrichment of our county's citizens and visitors. Museum programs and exhibits represent elements of diverse cultural backgrounds. In addition, a staffed genealogy research facility assists visitors in uncovering their own connections between the past and the future. A well-rounded offering of services by Fairfield County Museum staff and volunteers helps cultivate important inroads into community improvement and development.

South Carolina State Historic Preservation Office

South Carolina's State Historic Preservation Office (SHPO) offers programs and resources to help identify, document and care for historic buildings. The SHPO conducts historic resource surveys, publishes information on National Register properties online, manages the South Carolina Historical Marker Program, administers preservation tax incentive programs and offers preservation program trainings to local governments. The SHPO also offers grants to local governments and non-profits that include:

- Survey and Planning Grants
- Planning for Historic Districts and Multiple Historic Properties
- Strengthening Local Government Historic Preservation Programs
- Preservation Education
- Planning for Individual Historic Properties

4. 13 Land Conservation

Land conservation is a strategy to preserve and enhance the byway's scenic and recreational resources. This section covers the existing land conservation efforts and organizations in the byway area.

South Carolina Conservation Bank

The South Carolina Conservation Bank was enacted by the South Carolina legislature in 2002 to fund purchasing important environmentally significant properties and open space needs across the state. Properties purchased include forests, wetlands, urban parks, farmland and historic properties. The South Carolina Conservation Bank accepts applications from local governments, land trusts and eligible state departments interested in seeking financial assistance in land conservation.

The Nature Conservancy

The Nature Conservancy is a global environmental nonprofit working to create a world where people and nature can thrive. Founded at its grassroots in the United States in 1951, The Nature Conservancy has grown to become one of the most effective and wide-reaching environmental organizations in the world. The Nature Conservancy has been helping to conserve land in South Carolina for more than 50 years.

4.14 Protected and Endangered Species

The S.C. Department of Natural Resources handles the management, protection, and conservation of the state's land and wildlife resources. Consideration of threatened and endangered plant and animal species is important to ensure that habitats and protected species are protected.

Figure 12: Fairfield County Endangered and Threatened Animals

Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
Cambarus spicatus	Broad River Spiny Crayfish	ARS*: Risk, priority	--	G3	S3
Danaus plexippus	Monarch Butterfly	ARS*: Risk, Priority	--	G4	SNR
Etheostoma collis	Carolina Darter	--	--	G3	SNR
Haliaeetus leucocephalus	Bald Eagle	--	ST: Threatened	G5	S2
Perimyotis subflavus	Tricolored Bat	ARS*: Risk, priority	--	G2G3	S1S2
Sciurus niger	Southern Fox Squirrel	--	--	G5	S3S4
Villosa delumbis	Eastern Creekshell	--	--	G4	S4

Figure 13: Fairfield County Endangered and Threatened Plants

Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
Carex oligocarpa	Eastern Few-fruit Sedge	--	--	G4G5	SNR
Dirca palustris	Eastern Leatherwood	--	--	G4	S2
Dodecatheon meadia	Shooting-star	--	--	G5	S1?
Frasera caroliniensis	Columbo	--	--	G5	S2
Isoetes piedmontana	Piedmont Quillwort	--	--	G4	S2
Minuartia uniflora	One-flower Stitchwort	--	--	G4	S3
Ophioglossum vulgatum	Adder's-tongue	--	--	G5	S2
Osmorhiza claytonii	Hairy Sweet-cicely	--	--	G5	S2
Philadelphus hirsutus	Streambank Mock-orange	--	--	G5	S2
Rhododendron eastmanii	May White	--	--	G2	S2
Scutellaria parvula	Small Skullcap	--	--	G4	S2S3
Sedum pusillum	Granite Rock Stonecrop	--	--	G3	S2
Symphyotrichum georgianum	Georgia Aster	ARS*: Risk, priority	--	G3	SNR

4.15 Existing Economic Conditions and Opportunities

Changes in population, employment and the local economy can impact the demand for development along the byway. At the same time, the presence of the byway potentially attracts visitors to the area and promotes tourism and economic development. This section examines current and future trends for economic development and opportunities to support existing efforts to promote tourism and economic growth.

Population and employment trends

According to the 2010 United States Census, 23,956 people, 9,419 households, and 6,578 families were living in Fairfield County. The resulting population density was 34.9 inhabitants per square mile, with 11,681 residential housing units with an average density of 17.0 per square mile.

Fairfield County's population is projected to have slightly declined (5.6%) from to 23,956 in 2010 to 22,607 in 2017, according to the Census Bureau. Population projections from 2020 to 2040 by Central Midlands Regional Council of Government (COG) project 6.6% population growth over the next two decades. This population growth projection is the lowest in the COG region,

which is expected to grow 64.3% between 2020 and 2040. Neighboring counties are projected to grow at faster rates: Richland (61.1%) and Newberry (13.6%)

Figure 14: Midlands Region Population Trends

County/ Region	Year 2010	Year 2020	Year 2030	Year 2040	% change Year 2003- 2014
Fairfield County	24,000	24,300	24,900	25,600	6.7%
Lexington County	262,400	289,000	388,500	476,500	81.6%
Newberry County	37,500	39,000	41,800	42,600	13.5%
Richland County	384,500	419,900	535,000	619,300	61.1%
CMCOG Region	708,400	772,200	990,200	1,164,000	64.3%

Source: 2010-2040 Population Projections for the Central Midlands Region, CMCOG Demographic Research Report

South Carolina's state average unemployment rate was 3.2% in February 2019. Fairfield County's unemployment rate was the sixth highest in the state at 5.1%.

Employment has improved significantly in the county since the recession of 2007-10. Unemployment hit a high of 16% in 2011 and was as high as 10% in 2017.

This period was marked by several business closings in Winnsboro, with the most noted job losses coming on July 31, 2017, with the announcement by Santee Cooper and SCE&G of plans to abandon the expansion of the V.C. Summer nuclear power plant in southwestern Fairfield County, expected to result in thousands of job losses.

Figure 15: Fairfield County Unemployment Trends



According to U.S. Census labor statistics from 2014, the majority of jobs in Fairfield County were in manufacturing (17.4%), healthcare and social assistance (13.1%), retail trade (11.5%), educational services (8.6%) and accommodations and food services (7.4%). Agricultural and mining jobs, among the county’s largest employers at the turn of the 20th century accounted for only 1% of employment in 2014.

Figure 16: Fairfield County Employment by Industry

Figure 48. Resident Employment by NAICS, 2014

NAICS Industry Sector	2014	
	Count	Share
Agriculture, Forestry, Fishing and Hunting	85	0.9%
Mining, Quarrying, and Oil and Gas Extraction	7	0.1%
Utilities	139	1.5%
Construction	373	4.0%
Manufacturing	1,636	17.4%
Wholesale Trade	377	4.0%
Retail Trade	1,083	11.5%
Transportation and Warehousing	275	2.9%
Information	123	1.3%
Finance and Insurance	342	3.6%
Real Estate and Rental and Leasing	94	1.0%
Professional, Scientific, and Technical Services	266	2.8%
Management of Companies and Enterprises	71	0.8%
Administration & Support, Waste Management and Remediation	724	7.7%
Educational Services	812	8.6%
Health Care and Social Assistance	1,226	13.1%
Arts, Entertainment, and Recreation	85	0.9%
Accommodation and Food Services	695	7.4%
Other Services (excluding Public Administration)	199	2.1%
Public Administration	779	8.3%

Source: US Census, “onthemap”, 2016

Largest Employers

Fairfield County's largest private employers are V.C. Summer Nuclear Station (781), BreakThrough Beverage (426) and MEKRA Lang (220).

Figure 17: Fairfield County Top Private Sector Employers

Top Private Sector Employers

COMPANY	INDUSTRY / PRODUCT	EMPLOYEES
VC Summer Nuclear Station	Utilities - Electricity generation	781
BreakThrough Beverage	Transportation - Logistics, Food product distribution	426
Element TV Company	Manufacturing - Televisions	134
PruittHealth - Ridgeway	Health Care - Skilled nursing and rehabilitation center	160
MEKRA Lang	Manufacturing - Industrial imaging equipment	220

4.16 Land use trends

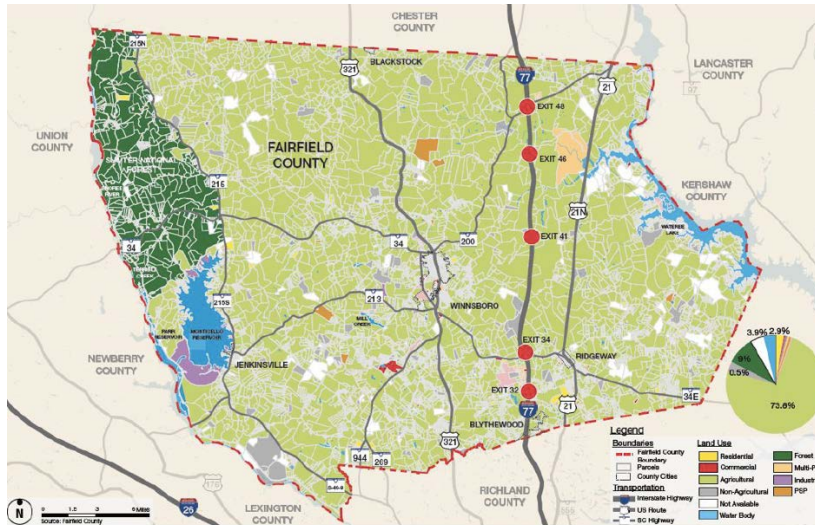
A majority of the existing land uses along the byway are agricultural (timber and farm products) and residential with limited commercial nodes in downtown Winnsboro and Ridgeway and on S.C. 34 near I-77.

Some industrial development is located near the byway on S.C. 34 near Winnsboro and I-77.

The commercial and residential areas in north and south Winnsboro on U.S. 321 and west of Ridgeway on S.C. 34 were not included in the request for byway designation.

In approving the designation in May 2019, the State Scenic Byway Steering Committee said those segments could be added to the byway in the future if they become more consistent with the character of other segments of the byway.

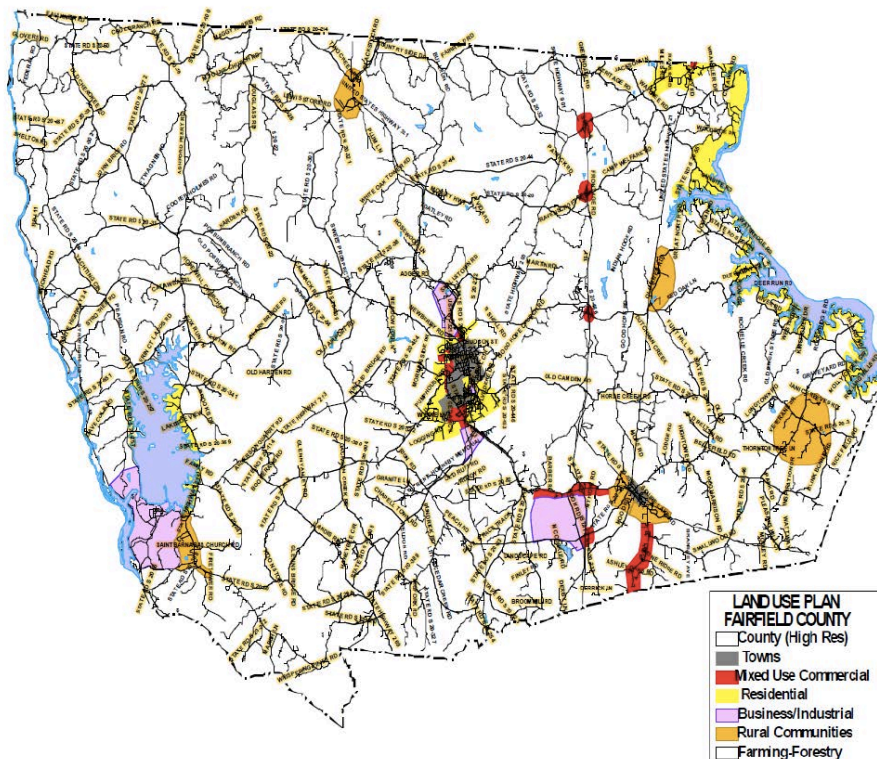
Figure 18: Fairfield County Existing Land Use



The Fairfield County Land Use Plan envisions that a majority of the land along the byway will be used for farming and forestry, with mixed commercial nodes along I-77 at S-20-30 (Peach Road), S.C. 34, S-20-41 (River Road), S-20-20 (Camp Welfare Road) and S.C. 200.

Additional mixed commercial nodes are located near U.S. 321/S.C. 34 and U.S. 321/S.C. 200 in Winnsboro. Ridgeway and White Oak areas are designated as rural communities.

Figure 19: Fairfield County Land Use Plan



5. Planning for the future

Like other rural South Carolina counties, Fairfield County is currently experiencing little to no growth in traffic, population, employment and commercial development, with the I-77 corridor exhibiting the highest potential for projected growth.

Sections of the byway near I-77 could be impacted by growth in the future. Increased commercial, industrial and residential growth along the I-77 corridor could result in development pressures on the outskirts of Ridgeway along S.C. 34, U.S. 21 and S-20-30 (Peach Road) and at the interchanges with S-20-41 (River Road) and S-20-20 (Camp Welfare Road).

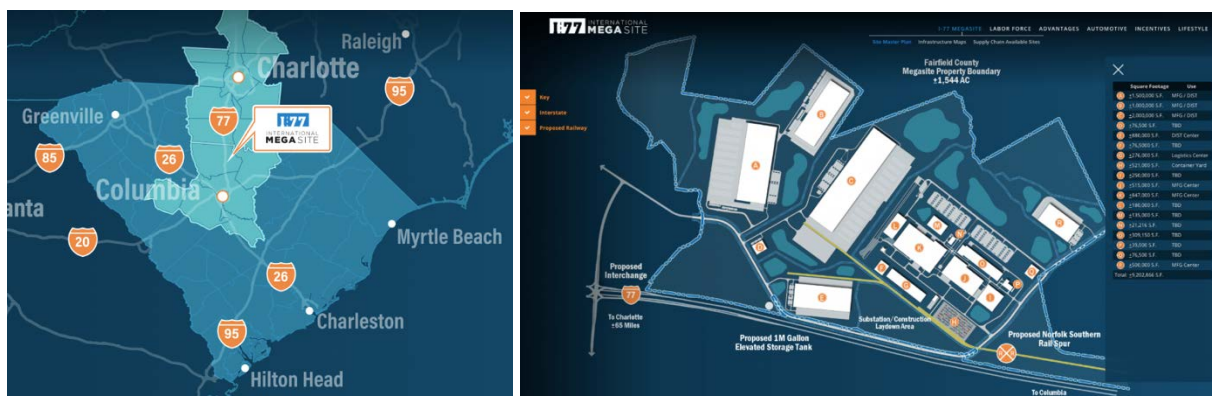
In contrast, the vast majority of the byway segments are currently facing little pressure for increased development or changes in land use. However, continued declines in population and economic conditions have the potential to impact the scenic character of both towns and surrounding rural communities along the byway.

5.1 Economic Development Plans

To address the challenges facing the area, Fairfield County government is working with the state and local agencies to increase economic growth and development with a wide range of strategies, from industrial site development to tourism promotion. The Piedmont Gateway supports the county's goals of attracting visitors to Fairfield County, attracting new residents and increasing tourism-related commerce. Positioning of Fairfield County as a tourism destination also supports the county's messages for attracting major businesses to the area.

The highest-profile economic development initiative in Fairfield County is the promotion of the 1,500-acre I-77 International Megasite. The project is being marketed for use by a single company, with more than 9-million square feet of manufacturing space under roof, along with a rail spur, electrical substation, and million-gallon water tank. If successful, this project would create thousands of jobs in the central part of South Carolina. Located 28 miles from Columbia, the site workforce of more than 1 million people within an hour's drive time

The southern border of the I-77 International Megasite extends to S.C. 34 near I-77, but a majority of the site is located on contiguous land 2 miles north of S.C. 34. A new I-77 interchange is proposed for the I-77 International Megasite. The proximity of this large commercial development to Ridgeway and parts of U.S. 21N could create new development pressures that could impact the corridor.



Location and proposed site plans for I-77 Megasite

5.2 Recreational Plans

Lake Wateree State Park Camping

Each year, 175,000 people flock to Lake Wateree State Park, including many campers. Several fishing tournaments are hosted at the park each year, and at Halloween the campground is full for the park's annual Creepy Campground event.

The park recently added 50 new campsites significantly increasing the number of available sites. There are 72 campsites on the island portion of the park. The new campsites, a \$1.1 million project, are on the peninsula leading to the island. About 30 percent of the new sites are on the waterfront, and the rest have views of the lake.

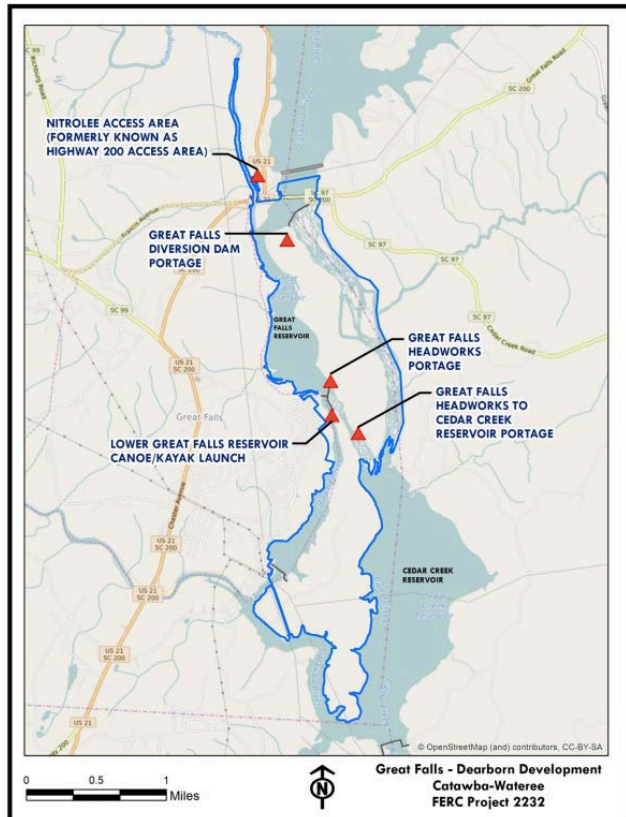
Duke Energy Recreation Enhancements

Over the next three years, Duke Energy will upgrade and add new recreation access areas at many of its Catawba-Wateree hydro reservoirs. New amenities include boat launches, canoe/kayak trails, picnic facilities, fishing piers, swim beaches, camping areas, trails, restrooms and parking. These enhancements are the result of commitments made by Duke Energy and 69 other stakeholders in the Comprehensive Relicensing Agreement signed in 2006 and required by the company's hydroelectric operating license issued in 2015 by the Federal Energy Regulatory Commission.

The company will upgrade 32 existing recreation sites and construct facilities at 26 new sites along the entire Catawba-Wateree chain of reservoirs, extending from Lake James in North Carolina to Lake Wateree in South Carolina.

Great Falls Reservoir

Figure 20 Duke Energy Recreation Plans for Great Falls Reservoir



Duke Energy is working with S2O Design, designer of Charlotte’s U.S. National Whitewater Center, and HDR Engineering to create two bypass channels for boater access and year-round navigation. S2O specializes in whitewater design and is led by three-time Olympic kayaker Scott Shipley. HDR provides engineering support to Duke Energy across the generation fleet.

The long bypass, about 1 1/2 miles, will gradually dissipate the released water's energy using switchbacks and deliver a challenging series of rapids with smaller, predictable waves. Farther south, the short bypass will have a larger drop and a significantly faster flow of water, creating a higher class of whitewater rapids. Each bypass will use notches and gates to regulate the water flow. Three boat put-ins are also part of the plan, dramatically increasing paddler access.

There are currently no existing Project Recreation Sites in the area of the Great Falls Dam and Reservoir; however, there are five Project Recreation Sites proposed to be developed within three years. These proposed Project Recreation Sites include: Nitrolee Access Area (formerly known as Highway 200 Bridge Access Area), Great Falls Diversion Dam Portage, Lower Great Falls Reservoir Canoe/Kayak Launch, Great Falls Headworks Portage, and the Great Falls Headworks-to-Cedar Creek Reservoir Portage.

- Nitrolee Access Area – canoe/kayak launch, restroom, parking, interpretive display of historic structure
- Lower Falls Reservoir (new site) – canoe/kayak launch

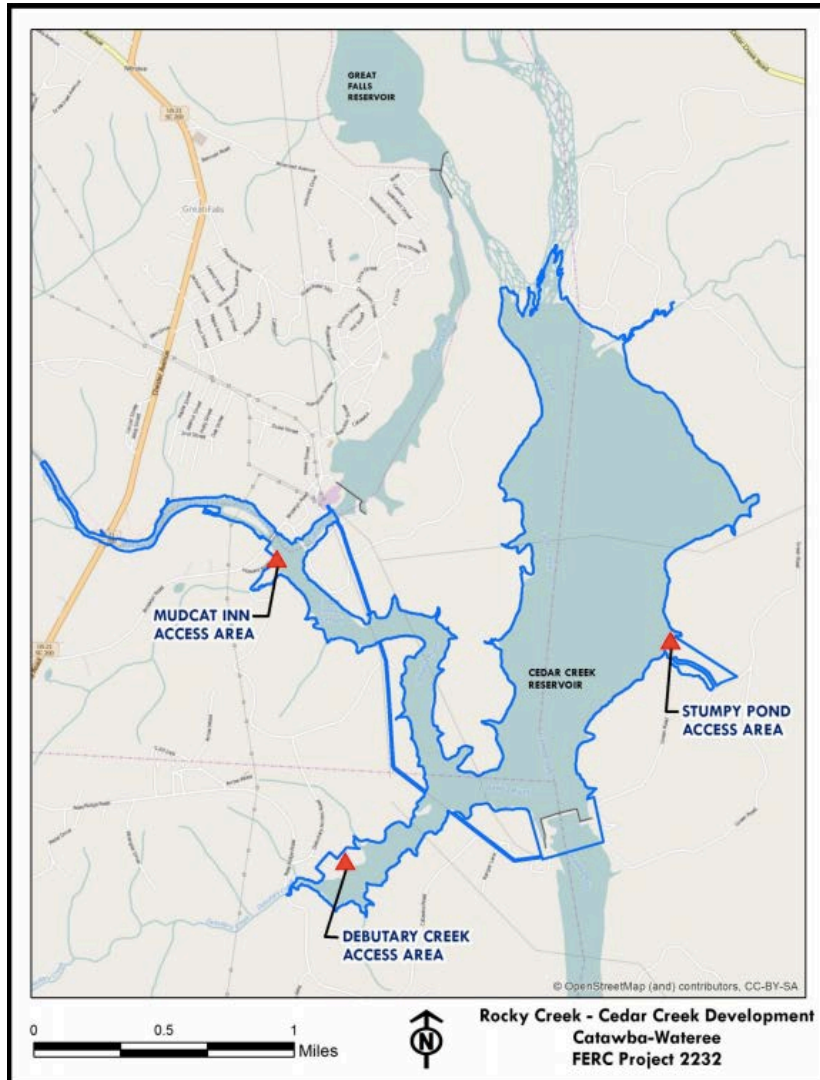
Dearborn Island state recreation area

As part of the relicensing agreement, Duke Energy will work with the S.C. Department of Parks, Recreation and Tourism to develop a state park on Dearborn Island, giving \$1 million. Duke Energy will build a pedestrian bridge to the island from the canoe and kayak launch and develop a trail to the bridge and trails on the island.

On the 650-acre island, created when the Great Falls dam was built, are ruins from the 19th-century Mount Dearborn Armory and Arsenal, a federal facility.

Cedar Creek Reservoir

Figure 21 Duke Energy Recreation Plans for Cedar Creek Reservoir



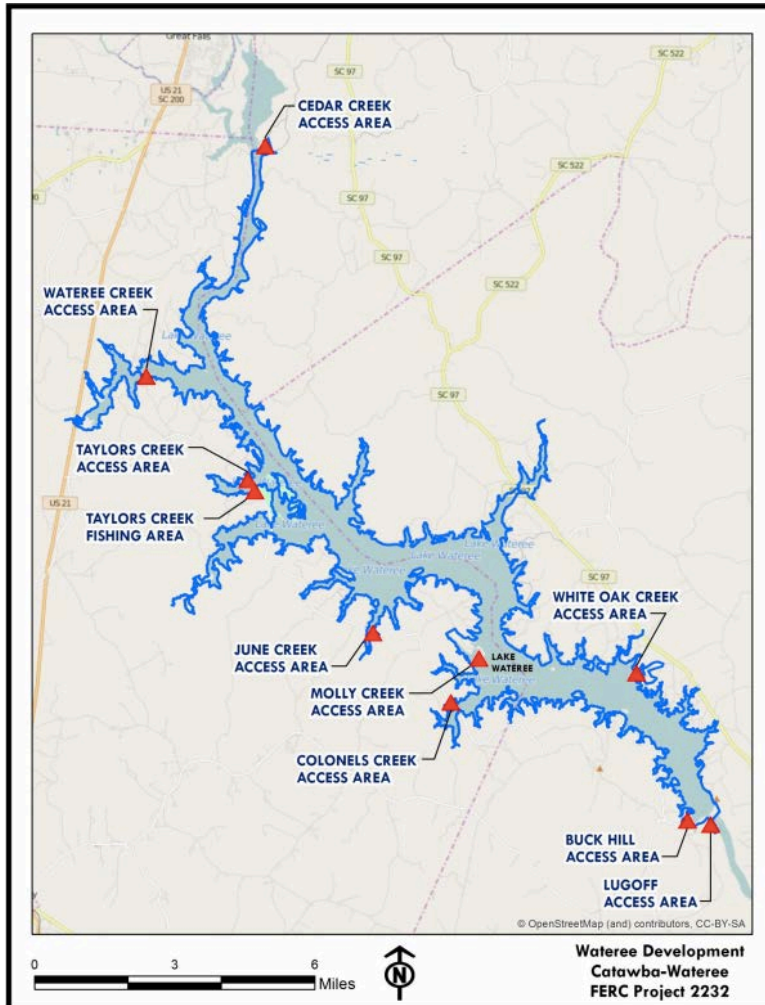
There are three Project Recreation Sites including two existing sites and one proposed site. The two existing Project Recreation Sites on Cedar Creek Reservoir include: Stumpy Pond Access Area and Debutary Creek Access Area. There is also an undeveloped proposed Project Recreation Site known as Mudcat Inn Access Area. There are no state or county recreation facilities or public marinas located on the Cedar Creek Reservoir.

Mudcat Inn Access Area is an undeveloped area located on Cedar Creek Reservoir in Chester County, South Carolina. This Duke Energy owned Project Recreation Site may be leased through the AAll program for future operation and maintenance activities. Duke Energy plans to enhance Mudcat Inn Access Area with a canoe/kayak access, approximately 10 gravel parking spaces, and wildlife viewing facility.

No enhancements are planned for Stumpy Pond Access Area and Debutary Creek Access Area.

Lake Wateree

Figure 22 Duke Energy Recreation Plans for Lake Wateree



Duke Energy is developing 10 Project Recreation Sites on Lake Wateree, including nine existing sites and one proposed site. The existing Project Recreation Sites on Lake Wateree include: Cedar Creek Access Area, Wateree Creek Access Area, Taylors Creek Access Area, June Creek Access Area, Colonels Creek Access Area, White Oak Creek Access Area, Buck Hill Access Area, and Lugoff Access Area. There are also the undeveloped proposed Project Recreation Sites known as Molly Creek Access Area that is to be developed with amenities within the first five years and Taylors Creek Fishing Area to be developed with amenities within the first 10 years after this RMP is approved.

In addition to the 10 Project Recreation Sites, there are state and county owned and managed recreation sites including: Lake Wateree State Park, Beaver Creek Landing, Highway 1 Landing, Billy Tolar Landing as well as more informal recreation sites. There are also public commercial marinas including Clearwater Marina, Dutchman's Creek Marina, Lake Wateree Marina, Lakeside Marina, Riverdeck Store and Grill, and Lake Wateree Campground.

- Wateree Creek Access Area – fishing pier, picnic facilities, restrooms, additional parking (coming in 2019)
- Molly Creek Access Area (new site) – boat ramps, swim beach, bank and pier fishing, picnic facilities, trails, restrooms, parking (construction starts in 2019)

- Colonel’s Creek Access Area – boat courtesy dock, swim area, picnic facilities, restrooms, additional parking



View of Wateree Creek Access Area, where Duke Energy plans fishing pier, picnic facilities, restrooms, additional parking.

5.3 Existing Tourism Resources

Several tourist attractions are located along the route including historic sites, museums, recreation and shopping:

- Downtown Ridgeway — Sightseeing, historic walking tour, shopping and dining
- Lake Wateree State Park — Boating, fishing, swimming and camping
- Carolina Adventure World — ATV and dirt bike racing and cabins
- White Oak Historic District — Sightseeing
- Downtown Winnsboro — Sightseeing, historic walking tour, shopping and dining
- S.C. Railroad Museum — Train rides, walking tour and museum gallery

Special Events

- **Rock Around the Clock** (September or October): Fairfield’s most popular festival is Rock Around the Clock, when a variety of bands and entertainers “rock” around the oldest continuously running clock in the nation, built in 1833 and located in historic downtown Winnsboro. The two-day festival hosts activities for all ages, including a parade, a street dance, a showcase of classic cars and motorcycles from all over the southeast, a 5K run, plus train rides and a climbing wall for kids!
- **South Carolina Ag + Art Tour** The South Carolina Ag + Art Tour is a free, self-guided tour of farms and farmers markets featuring local artisans at every stop. The tour is available across 10 South Carolina counties, including Fairfield County, every weekend in June.
- **Creepy Campout at Lake Wateree State Park.** Held annually on the Saturday before Halloween, the park’s Creepy Campout event includes decorations for Halloween by the park and campground campers. The park hosts carnival games, a costume contest, best

decorated golf cart contest. The campground is closed to vehicular traffic so kids can trick or treat through the campground.

- **Pig on the Ridge** (November): The town of Ridgeway hosts its annual Pig on the Ridge BBQ Cookoff, where teams from all over the southeast compete for prize money, trophies, and “best BBQ” bragging rights. Folks from all around South Carolina and neighboring states come to enjoy a weekend of food, fun, and festivities.
- **Arts on the Ridge** (May): During this lovely weekend, residents and visitors enjoy visual, performing, and literary arts showcased through live shows, performances, demonstrations, book signings, and more.
- **Wings & Wheels Air Festival** (May): Come take flight during the annual Wings & Wheels Air Festival at the Fairfield County Airport in Winnsboro. Enjoy plane or helicopter rides (for a fee), or if you’d rather stay on the ground, enjoy a classic plane exhibit and skydiving demos. Not to mention, there’s great food, music, arts and craft vendors, face painting, and more.
- **Fishing tournaments (various times)**: The Great Falls Shriners Club holds an annual crappie tournament at Lake Wateree and the Southeastern Catfish club holds olds multiple tournaments at the park each year.

Visitor Resources

The byway is currently home to a variety of lodging, dining, shopping and convenience store facilities, including the following:

Figure 23 Lodging and Camping

Name	Location	Additional Information
Americas Best Value Inn Winnsboro	1894 US Highway 321 Bypass Winnsboro, SC 29180	1 mile from Byway https://www.redlion.com/americas-best-value-inn/sc/winnsboro/americas-best-value-inn-winnsboro-sc
Fairfield Motel Winnsboro	56 US Highway 321 Bypass South, Winnsboro SC 29180	2 miles from Byway
Ramada Limited Ridgeway	70 Contractors Way, Ridgeway, SC 29130	1 mile from Byway
Ridgeway Inn	7448 SC-34 E, Ridgeway, SC 29130	1 mile from Byway
Songbird Manor Bed & Breakfast	116 North Zion Street Winnsboro, SC 29180	.5 mile from Byway https://www.bbonline.com/united-states/south-carolina/winnsboro/songbird.html

Whispering Willows Bed & Breakfast	2402 East Peach Rd. Ridgeway, SC 29130	3 miles from Byway http://www.whisperingwillowsbandb.com
Little Cedar Creek Campground	6140 East Peach Road Ridgeway, SC 29130	2 miles from Byway http://littlecedarcreekcampground.com/
Lake Wateree State Park Campground	881 State Park Rd, Winnsboro, SC 29180	4 miles from Byway https://southcarolinaparks.com/lake-wateree
Carolina Adventure World Cabins	1515 Arrowhead Rd, Winnsboro, SC 29180	On Byway http://www.carolinaadventureworld.net/

Figure 24 Dining Establishments

Name	Location	Additional Information
Italian Garden	21980 US-321, Winnsboro, SC 29180	On Byway
Road Runner Cafe	1153 Kincaid Bridge Rd, Winnsboro, SC 29180	2 miles from Byway
Barn Express	215 N Congress St, Winnsboro, SC 29180	1 mile from Byway
Banisters	1331 US-321 BYP, Winnsboro, SC 29180	1 mile from Byway
Winnsboro House of BBQ	141 N Congress St, Winnsboro, SC 29180	On Byway
Tierra Azul	1489 US-321 BYP, Winnsboro, SC 29180	1 mile from Byway
China Taste	1126 US-321 #1, Winnsboro, SC 29180	1 mile from Byway
Speedee Wok Chinese Restaurant	136 N Congress St, Winnsboro, SC 29180	On Byway
The Donut Guy	149 S Congress St, Winnsboro, SC 29180	1 mile from Byway
Sonic Drive-In	293 Us Hwy 321 Bypass, Winnsboro, SC 29180	1 mile from Byway
Pizza Hut	265 US Highway 321 Bypass, Winnsboro, SC 29180	1 mile from Byway
China Buffet	83 US-321, Winnsboro, SC 29180	1 mile from Byway
McDonald's	130 Fairfield St, Winnsboro, SC 29180	1 mile from Byway
KFC	182 US-321 Bypass, Winnsboro, SC 29180	1 mile from Byway
Subway Restaurant	867 US Hwy 321 South, Winnsboro, SC 29180	1 mile from Byway
Olde Town Hall Restaurant & Pub	140 S Palmer St, Ridgeway, SC 29130	On Byway

Waffle House	34 Contractors Way, Ridgeway, SC 29130	1 mile from Byway
Laura's Tea Room	105 N Palmer St, Ridgeway, SC 29130	On Byway
Millie's Restaurant	1643 US-21, Ridgeway, SC 29130	2 miles from Byway
The Retreat at Colonel Creek Restaurant	1643 US-21, Ridgeway, SC 29130	4 miles from Byway
Windmill	9145 Longtown Rd, Ridgeway, SC 29130	9 miles from Byway
Sarah-N-Geo's	200 S. Dogwood Ave, Ridgeway, SC 29130	On Byway

Figure 25 Farms and Produce

Name	Location	Additional Information
Meadow Lou Farm	53 Meadow Lou Lane Winnsboro, SC 29180	2 miles from Byway
Fairfield Farmers and Artisan Market	100 N Congress St, Winnsboro, SC 29180	On Byway
The Alpaca Experience at Hanna Hands Farm	3283 Longtown Road Ridgeway, SC 29130	5 miles from Byway
Triple J Farms	145 State Rd S-20-53, Winnsboro, SC 29180	3 mile from Byway
Our Table Farms	411 N Coleman St, Ridgeway, SC 29130	1 mile from Byway

Figure 26 Special Event Venues

Name	Location	Additional Information
The Farm at Ridgeway	3248 US Highway 21 S, Ridgeway SC	2 miles from Byway
Ivy Veranda	110 Ruff St, Ridgeway, SC 29130	On Byway
The Pearl at Monticello	5264 State Highway 15, Jenkinsville, SC 29065	10 miles from Byway

Figure 27 Shopping

Name	Location	Additional Information
The Artist Coop	127 N Congress St, Winnsboro, SC 29180	On Byway
Oldies & Goodies	158 S Congress St, Winnsboro, SC 29180	.5 mile Byway
Abba Sweet Treats & Gift Boutique	159 S Congress St, Winnsboro, SC 29180	.5 mile from Byway
Cato Fashions	721 US-321 BYP, Winnsboro, SC 29180	1 mile from Byway

Bella & Blue Boutique	150 S Dogwood Ave, Ridgeway, SC 29130	On Byway
FCAC Art Gallery	115 S Palmer Street, Ridgeway, SC 29130	On Byway
Over The Top Emporium	115 S Palmer Street, Ridgeway, SC 29130	On Byway
Laura's Tea Room	105 N Palmer St, Ridgeway, SC 29130	On Byway
Palmer Street Market	120 S. Palmer St, Ridgeway, SC 29130	On Byway
R. H. Lee & Co. Auctioneers	100 South Dogwood Street, Ridgeway, SC 29130	On Byway
Ruff Furniture	130 Palmer St., Ridgeway, SC 29130	On Byway
The 625 Exchange	120 Palmer Street, Ridgeway, South Carolina 29130	On Byway
Ivy Veranda	110 Ruff St, Ridgeway, SC 29130	On Byway
The Jewelry Lady	165-A North Palmer St, Ridgeway, SC 29130	On Byway
Ruff Hardware	165 N Palmer St, Ridgeway, SC 29130	On Byway

Figure 28 Convenience Stores and Service Stations

Name	Location	Additional Information
Cuz's Corner	419 S Congress St, Winnsboro, SC 29180	.1 mile from Byway
Pops	401 S Congress St, Winnsboro, SC 29180	2 miles from Byway
J & Co	462 W College St, Winnsboro, SC 29180	2 miles from Byway
Shell	300 S Congress St, Winnsboro, SC 29180	1 mile from Byway
SKS Foodmart LLC	1449 US-321, Winnsboro, SC 29180	1 mile from Byway
Pantry	799 Us Highway 321 Byp S, Winnsboro, SC 29180	1 mile from Byway
Shell	799 US-321 BUS, Winnsboro, SC 29180	1 mile from Byway
Gaz-Bah	239 S Congress St, Winnsboro, SC 29180	1 mile from Byway
Am Pm Food Mart	7140 SC-34, Ridgeway, SC 29130	1 mile from Byway
City Gas & Fuel	275 S Palmer St, Ridgeway, SC 29130	.5 miles from Byway

Grand Central I-77	11193 SC-200, Winnsboro, SC 29180	4 miles from Byway
Boone's Barn Inc	1249 US-321 BUS, Winnsboro, SC 29180	2 miles from Byway
Lebanon Mart	6058 Newberry Rd, Winnsboro, SC 29180	5 miles from Byway

5.4 Tourism Opportunities

The role of the highways and railroads on commerce and industry is an important part of the Piedmont Gateway State Scenic Byway story. Similarly, many of those same historical characteristics apply to the I-77 International Megasite including easy access to transportation networks, existing railroad infrastructure and proximity to urban areas.

Location is a key factor for the marketing of the site. Fairfield County is located just north of the State's capital and is minutes from one of the fastest growing residential areas in Columbia, while offering all of the benefits of a rural county. Located in the Midlands region of South Carolina, it is uniquely positioned halfway between New York and Miami, within 24-hour ground access to more than 75 percent of the U.S. market and a two-day's drive of two-thirds of the U.S. population.

These characteristics of a rural setting in a central location can also be used to increase usage of the Piedmont Gateway as a State Scenic Byway and increase tourism visits to Fairfield County. Potential markets for visitors include:

- Day trip visitors from Columbia and surrounding communities, and upstate areas including Lancaster, Rock Hill, Fort Mill and south Charlotte, N.C.
- Boating, fishing and camping enthusiasts interested in Lake Wateree
- ATV and dirt bike riders interested in Carolina Adventure World
- Train enthusiasts, families and educational groups interested in riding trains at the S.C. Railroad Museum
- Bicyclists and cycling clubs
- History-oriented groups, focused on the Revolutionary War in South Carolina
- (Future) Canoe and kayaking enthusiasts visiting the Great Falls Reservoir
- (Future) Hikers and nature enthusiasts visiting Dearborn Island park

Communication and marketing to these groups will be key to the success of the Piedmont Gateway Scenic Byway. The byway offers opportunities to cross-promote a variety of existing attractions with the shared goal of increasing visitors to Fairfield County.

6. Corridor Management Plan Recommendations

The following recommendations reflect the Piedmont Gateway State Scenic Byway Vision Statement and are organized by the Goals set forth in section 2.2:

1. Promote the byway to attract visitors and position Fairfield County as a scenic destination and a great place to live and work.

Recommendation	Owner(s)	Timeframe
----------------	----------	-----------

Coordinate with local and state agencies and other organizations to promote the byway.	TBD	
Include the byway story in economic development efforts.	TBD	

2. Preserve the scenic, cultural, historic, natural, recreational and archaeological resources along the byway and across Fairfield County for future generations.

Recommendation	Owner(s)	Timeframe
Coordinate efforts between Fairfield County, Winnsboro and Ridgeway to support the Corridor Management Plan goals.	TBD	TBD

3. Interpret the rich history of Fairfield County and use the byway to help tell the story.

Recommendation	Owner(s)	Timeframe
Create an online tour guide and printed brochure to interpret history along the byway.	TBD	TBD

4. Identify ways to enhance and potentially expand the byway.

Recommendation	Owner(s)	Timeframe
Create a scenic turnout/picnic area on U.S. 21 at the 18-Mile View.	TBD	TBD
Install byway directional signage.	TBD	TBD

Install Ridgeway brown historical attraction signs on I-77 promoting downtown Ridgeway and the Scenic Byway		

END