



Alternatives 2, 6, and 8 would impact the Floydale community as defined by the survey. The alternative corridor is located approximately one mile west of the central portion of the Floydale community and residential areas to the west of Floydale would be affected.

Alternatives 2, 6, and 8 would intersect Road S-45 (Friendship Road); creating cul-de-sacs and a physical barrier that would eliminate direct access between the two sides (refer to Figure 3-14). However, while this may be considered inconvenient, access would still be maintained via several other roads in the vicinity (S-23/Haymount Road, S-71/Judge Road). Therefore, residents would

not be isolated from the rest of the community and social interaction between neighbors along Road S-45 could still occur.

With the exception of Road S-45, travel patterns and accessibility are not likely to be affected and no other streets within the community would be bisected. Most stores, public services, schools, and other facilities for the community are located to the north, near the downtown Dillon area, and access to Dillon would not be affected. A few businesses and the Floydale Volunteer Fire Department are located in the community on S.C. Route 57, east of the proposed alternatives. Vehicular access to these areas would not be hindered, nor would routing of emergency vehicles. None of the alternatives would result in the displacement of any residences or businesses in the Floydale community.

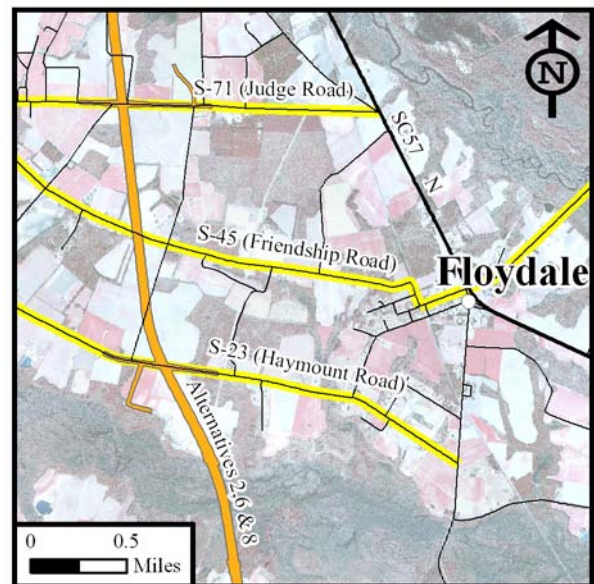


Figure 3-14: Floydale

Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in this portion of Floydale and should not be impacted by the alternatives.

#### Summary of impacts

For all the Build Alternatives there would be no relocations and no noise impacts. Alternatives 2, 6, and 8 would have one road bisected. No additional growth from the project is anticipated in the community, since an interchange would not be in close proximity to the Floydale community and based on the land use model results. Therefore, no indirect or cumulative impacts would occur to Floydale.



### *3.3.7 What are the characteristics of Marion County and how would it be impacted?*

Marion County covers approximately 493 square miles. This area of the state was first settled by the Peedee, Cheraw, and Waccamaw Indians. Native Americans were attracted to the many resources provided by the nearby Little Pee Dee and Great Pee Dee Rivers. English settlers followed, migrating inland from the coast, and by the late 1700's, the communities that eventually became Marion, Mullins, Nichols, and Sellers began to prosper. In 1798, the county was named Marion in honor of General Francis Marion, the "Swamp Fox" of the Revolutionary War.<sup>53</sup> The demographic and economic characteristics of the communities in Marion County are shown in Tables 3.8 and 3.9, pages 3-35 and 3-36, respectively.

Much of Marion County is rural in character, consisting of scattered low density residential development. Higher density residential development, commercial and industrial land uses are concentrated within and surrounding the incorporated urbanized areas of the Cities of Marion and Mullins, and the Town of Nichols.

All of the alternatives would traverse the central portion of Marion County between the communities of Marion and Mullins. The opinions about the project varied greatly among respondents, with 45 percent supporting the project being built in their community, and 27 percent not supporting it.

As explained in Chapter 1, Marion County has also experienced little growth in its population and economy over the last 20 years. Respondents in the urbanized portions of Marion County, such as Marion and Mullins, showed the strongest support for the project. Respondents living in rural areas were more concerned about potential impacts the project could have on their communities.

A public information meeting was held at the Marion Technical Education Center on May 3, 2005, with 263 people in attendance. Of the 39 comments received during the meeting, many expressed approval of the project based on the potential of economic development opportunities. Respondents were also concerned about impacts to or loss of property. Comments, through survey response, submitted during public meetings, or in letters to SCDOT indicated that urban area respondents thought that economic growth, job creation, and improvements related to additional tax revenue were needed in their communities. The overall impression from respondents was that once the project was constructed, it could have the potential to create more opportunities for new and better jobs, along with economic stimulation and advancement. Residents of the smaller communities were concerned that the project would affect their way of life.

It is expected that 17,108 acres of new development will occur through 2030 in Marion County with the No-build Alternative, regardless of the project (refer to Section 3.1, Land Use). More than 16,000 acres of this development is occurring as a result of an inland port, located north of the City of Marion. The eight Build Alternatives are anticipated to bring additional acres of development to the county, ranging from 570 acres to 779 acres, depending on alternative (Table 3.11, page 3-46).

<sup>53</sup> Marion County website. <http://www.co.marion.sc.us/cohistory.html> Last accessed March 13, 2006.



**Table 3.11**  
**Marion County and Communities Projected 2030 Development by Acres**  
**Interstate 73 EIS: I-95 to the Myrtle Beach Region**

County/Community/ Neighborhood	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8
<b>Marion County</b>								
Induced Development	766	746	570	709	708	625	632	779
Cumulative Development	17,874	17,854	17,678	17,817	17,816	17,733	17,740	1,7887
<b>Marion County Communities</b>								
<b>Marion</b>								
Induced Development	188	198	180	240	198	219	198	214
Cumulative Development	395	405	387	447	405	426	405	421
<b>Mullins</b>								
Induced Development	303	285	221	237	269	237	201	303
Cumulative Development	435	417	354	368	401	368	333	435
<b>Gapway</b>								
Induced Development	21	13	0	0	0	0	0	21
Cumulative Development	33	25	12	12	12	12	12	33
<b>Zion</b>								
Induced Development	10	10	0	0	10	0	0	10
Cumulative Development	10	10	0	0	10	0	0	10
<b>Temperance Hill</b>								
Induced Development	30	30	0	30	30	30	30	30
Cumulative Development	30	30	0	30	30	30	30	30
<b>Spring Branch</b>								
Induced Development	21	21	21	21	21	21	21	21
Cumulative Development	21	21	21	21	21	21	21	21
<b>Rains</b>								
Induced Development	30	30	0	0	0	0	0	30
Cumulative Development	30	30	0	0	0	0	0	30

**3.3.8 What are the characteristics of Cities and Towns located within Marion County and how would they be impacted?**

**Marion**

The City of Marion, the county seat, covers approximately 4.3 square miles and is located in the northern-central portion of Marion County at the intersection of U.S. Route 76 and U.S. Route 501. Marion’s growth boomed with the construction of the Wilmington to Manchester Railroad, completed in 1854. Stock-raising, cotton and tobacco farming have been important to the city since the late 1800’s.



**Main Street in Marion**

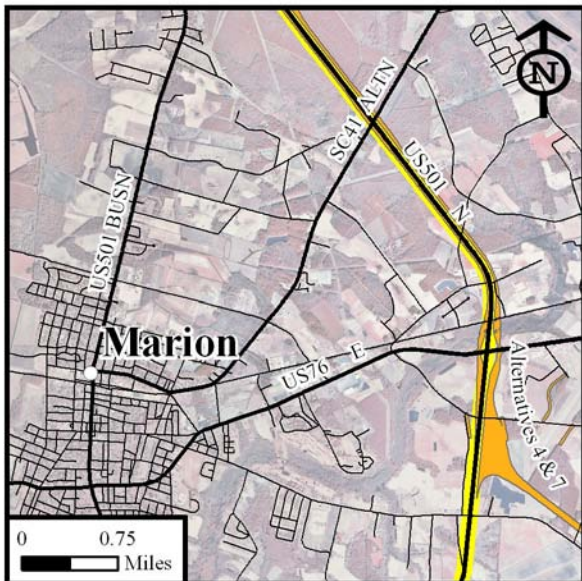


The City of Marion offers many community services and facilities including the Marion Chamber of Commerce, the Marion County Museum, and the Marion Historic District, listed on the National Register of Historic Places (NRHP). There are six recreation facilities in the City of Marion. The community is serviced by the City of Marion Fire Department, which provides fire and rescue to approximately 7,600 citizens of Marion. The Marion Public Library was established in 1898 as the first tax-supported public library in South Carolina. Health care is provided by the Marion County Medical Center, located on U.S. Route 76 between Marion and Mullins, and serves the respondents of Marion and Marion County.



**Marion Old Town Hall and Opera House 1892**

Based on survey results, the majority of respondents interact with their neighbors and plan to stay in the community long-term. The average length of residency for survey respondents is 12 years (individual surveys ranged from six months to 69 years). The majority of respondents supported the project and the possible creation of jobs during construction, as well as long-term employment opportunities, new stores and restaurants. A respondent expressed concern that the project could direct traffic away from businesses in the city, while another expressed concern that it could impact Marion County’s wildlife. Other comments received expressed that the project could bring more business and job opportunities, which would help the declining economy. Some respondents requested that the project be located close to downtown, hoping that improved access would increase tourism and revitalize the City of Marion. Others thought the interstate would be detrimental to the community because people would lose land or generational family farms may be divided.



**Figure 3-15: Marion**

Alternatives 4 and 7 would pass through the eastern part of the City of Marion following the existing alignment of U.S. Route 501 Bypass (refer to Figure 3-15), while the other Build Alternatives would be farther away. The project would not change travel patterns within the downtown area or to the west towards Florence. Access to property and businesses along U.S. Route 501 would be maintained with one-way frontage roads on either side of the project, which would change local travel patterns. Motorists may have to go in the opposite direction of travel for a short distance in order to reach an overpass with access to the direction they want to travel.



No new physical barriers would be introduced to impact community cohesion in Marion. The areas to the east of Alternatives 4 and 7 would be primarily commercial and industrial, and access between downtown and these businesses would remain essentially unchanged. During the summer months, the City of Marion has tourist traffic that frequently stops for services throughout the city. Alternatives 4 and 7 could cause traffic to bypass the city and could impact revenue generated by this tourist traffic.

Special populations, such as elderly, handicapped, non-drivers, transit-dependent, or minority social groups were not identified in this portion of Marion and thus, should not be impacted by the proposed alignments.

Alternatives 4 and 7 would require the relocation of two houses and three businesses, including Datwyler Rubber (which has 143 employees and is the fifth largest employer in Marion County), Ken Baker Originals Auto Repair, and Swamp Fox Used Car Parts.

The land use model identified U.S. Route 76, adjacent to the interchange, as a prime corridor for economic development (refer to Section 3.1, Land Use). Development along U.S. Route 76 could result in land use changes in the area; however, this growth is expected to occur with the No-build Alternative, regardless of the project. The land use model predicted that an additional 207 acres of development would occur in the Marion community regardless of the proposed project, due to growth through 2030 and from the inland port. The eight Build Alternatives would bring an additional amount of development, between 180 and 240 acres, depending on alternative (Table 3.11, page 3-46).

#### Summary of impacts

Alternatives 4 and 7 would have two residential and three business relocations. They would have no noise impacts with any of the Alternatives. The accessibility would be affected by one-way frontage roads with these alternatives. Alternatives 1, 2, 3, 5, 6, and 8 would have no relocations, no noise impacts, and no changes in accessibility.

#### Mullins

The City of Mullins covers approximately three square miles and is located in the northeastern portion of Marion County, five miles east of the county seat of Marion. Mullins is named for the



**Main Street in Mullins**

<sup>54</sup>City of Mullins website. <http://www.mullinssc.us/history.html> Last accessed March 13, 2006.



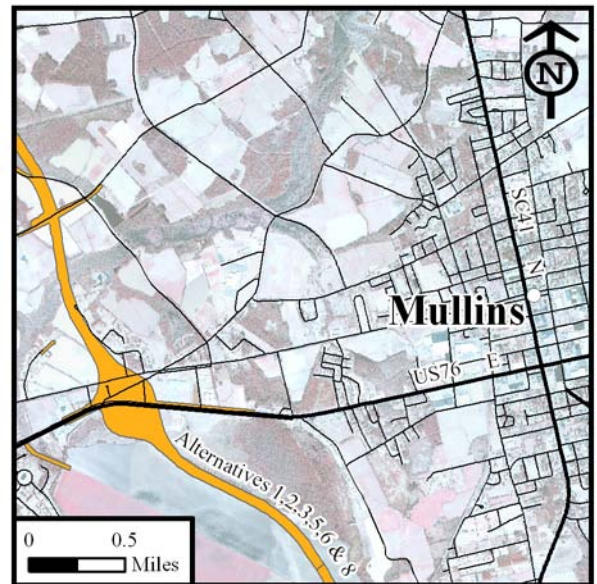
second president of the Wilmington to Manchester railroad. Mullins grew from a railroad depot to become the largest tobacco center in South Carolina in the 1890's.<sup>54</sup>

Mullins has many community services and facilities to offer including the Greater Mullins Chamber of Commerce, the South Carolina Tobacco Museum, the Mullins Public Library, and the Gapway Recreational Complex and Miles Recreational Center, which offers senior activities. The citizens of Mullins are serviced by the Mullins Fire Department and Mullins Police Department.



**The S.C. Tobacco Museum in Mullins**

Comments received from the surveys indicated that the majority of respondents interact regularly with their neighbors and have other family members living in Mullins. Average length of residency for survey respondents is nine years, although individual surveys ranged from one year to 40 years. Survey respondents were supportive of long-term jobs and thought the project was needed to bring more jobs and growth to the area. Many stated that any development around Mullins would be a boost to the economy, and improved access brought by the interstate would produce positive changes. Other respondents thought the project could be a tool to recruit businesses and industry to the area, creating much needed jobs. Respondents were also concerned about impacts to their farms and land, and several favored a corridor that closely followed U.S. Route 501.



**Figure 3-16: Mullins**

Alternatives 1, 2, 3, 5, 6, and 8 would pass just west of the City of Mullins (refer to Figure 3-16), while Alternatives 4 and 7 would be farther west. Alternatives 3 and 6 would continue south, adjacent to S.C. Route 917, while Alternatives 1, 2, 5, and 8 would travel southwest to cross the Little Pee Dee River near the existing U.S. Route 501 crossing. The impacts to Mullins would be equal for all the Build Alternatives, with the exception of relocations.

The Build Alternatives were shifted west of Mullins to minimize separation of neighborhoods and schools from the downtown area. The Williams Park neighborhood would be located to the west of the project; however, no physical barriers would exist to prevent access from the neighborhood



to Mullins. As such, travel patterns within the City of Mullins would not be impacted. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in this portion of Mullins and should not be impacted by the alternatives.

Alternatives 1, 2, 5, and 8 would require the relocation of 26 residences, including 21 houses and five mobile homes, along with two business relocations, the S&H Quick Stop and Smith Rogers Oil. Alternatives 3 and 6 would relocate 19 residences, including 17 houses and two mobile homes, along with three businesses, the S&H Quick Stop, Smith Rogers Oil, Sawyers Heating and Oil, and one vacant business.



Mullins Park

The interchange at U.S. Route 76 would encourage development and this location has been identified as a prime corridor for economic growth, which could have positive impacts on the city in terms of new businesses and the creation of jobs (refer to Section 3.1, Land Use). The land use model predicted that 132 acres of development would occur in Mullins due to the No-build Alternative through 2030. The eight Build Alternatives were projected to add between 201 and 303 acres of new development depending on alternative (Table 3.11, page 3-46).

#### Summary of impacts

Alternatives 1, 2, 5, and 8 would have 26 residential and 2 business relocations. There would be no changes in accessibility. Alternative 1 would have 5 impacted noise receivers, Alternative 2 would impact 2, Alternative 5 would impact 4, and Alternative 8 would have 1 impacted noise receiver. Alternatives 3 and 6 would have 19 residential and 3 business relocations, 11 impacted noise receivers, and no changes in accessibility. Alternatives 4 and 7 would have no relocations, no noise impacts, and no changes in accessibility.

### ***3.3.9 What neighborhoods and rural communities are located within Marion County and how would they be impacted?***

#### Gapway

Gapway is a rural residential area approximately three miles south of Mullins, along S.C. Route 41 at Road S-19. This community developed around Gapway Baptist Church, originally organized in 1775, and located at its present site since 1812.

Survey responses indicated a close-knit community with a very high quality of life and a feeling of safety in their community. All respondents reported having family in the area and interacting often