



with their neighbors. Average length of residency for surveys was 31 years. The main concerns of respondents were the impact to farms and the related loss of livelihood in the area, the possibility of family and friends moving out of the community, changes to their rural way of life, more air pollution and noise, increased traffic in the neighborhood, and living too close to an interstate. Issues such as faster routes to the area and bringing in new jobs during construction were of low importance to respondents.

Gapway would be affected by Alternatives 1, 2, 3, 5, 6, and 8, while Alternatives 4 and 7 would be farther removed. Alternatives 3 and 6 would pass to the west of Mullins, cross through Gapway and then would continue south adjacent to S.C. Route 917. After passing Mullins, Alternatives 1, 2, 5, and 8 would proceed west of Mullins and traverse to the west of the Gapway community.

Alternatives 3 and 6 would pass through Gapway, as defined by the community survey. However, the alternatives would pass about 0.75 mile northeast of the community center, which was identified as Gapway Baptist Church. The main residential areas of the Gapway community would remain intact to the southwest of Alternatives 3 and 6, and interaction between neighbors should not be affected. Since the character of Gapway is rural and agricultural, construction of the interstate could have impacts on the character of the area with regards to visual landscapes and noise. Local access to businesses and services in Mullins via S.C. Route 41 and Road S-19 (Bluff Road) and access south on S.C. Route 917 would be maintained and travel patterns would not be altered. Pedestrian travel in the community should not be affected, nor should emergency vehicle access. No interchanges would be located near Gapway so induced development in the immediate area is expected to be limited. Two residences within the Gapway community boundary would be relocated due to Alternatives 3 and 6.

Alternatives 1, 2, 5, and 8 would proceed along the western edge of the Gapway community near Road S-19 (Bluff Road) (refer to Figure 3-17). The alternatives veer away from Gapway approximately 1.4 miles from the center of the community. The main residential areas of Gapway would remain to the east of the proposed interstate and community cohesion is not likely to be affected. Access towards Marion via Road S-19 would be maintained across the interstate, and access to Mullins would remain unchanged. The alternatives may have similar noise and visual impacts as those for Alternatives 3 and 6, but to a lesser extent because these alternatives would be further from the main residential areas of the community. Within the

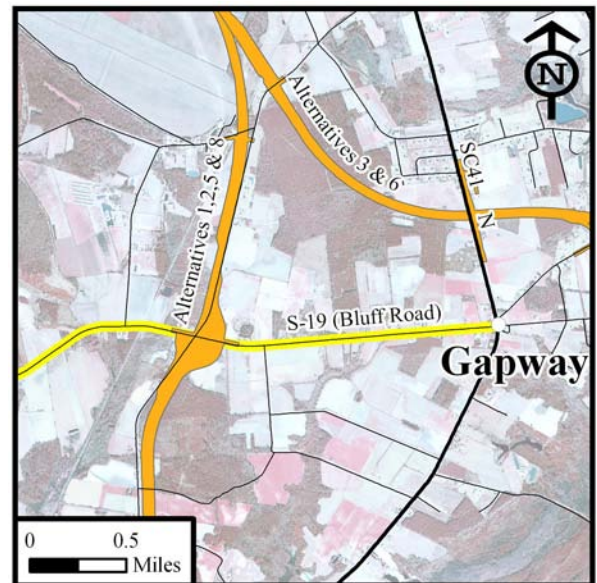


Figure 3-17: Gapway



Gapway community, as defined by the survey, six residences and one vacant business building would be relocated due to Alternatives 1, 2, 5, and 8.

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

The land use model projected approximately 12 acres of development in the Gapway community, by the Year 2030, as a result of the No-build Alternative (refer to Section 3.1, Land Use). Alternatives 1, 2, and 8 were predicted to result in an additional 13 to 21 acres of new development, while Alternatives 3, 4, 5, 6, and 7 were predicted to result in no additional development to Gapway (Table 3.11, page 3-46).

Summary of impacts

Alternatives 1, 2, 5, and 8 would have six residential relocations and no changes in accessibility. Alternatives 1 and 5 would have 6 impacted noise receivers, Alternatives 2 and 8 would have one impacted noise receiver. Alternatives 3 and 6 would have 2 residential 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.

Pecan Pointe

This is a residential subdivision located north of Gapway and approximately two miles south of Mullins along S.C. Route 41. The neighborhood was developed between the years 2000-2002. No comment forms or surveys specifically identifying Pecan Pointe have been received. Pecan Pointe was included in the study because it was mentioned during several interviews with local officials and due to its proximity to the Build Alternatives.

Alternatives 3 and 6 would pass to the southwest side of the Pecan Pointe neighborhood, and it would not be separated from Mullins by the proposed project. Pecan Pointe is a residential neighborhood and community cohesion within the neighborhood would not be affected by the project. Pedestrian access would not be impacted. Travel patterns would also not be affected within the community or direct access to services and businesses in Mullins via S.C. Route 41. Road S-749 (Virginia Drive) would become cul-de-sacs, but overall, regional travel patterns should not be affected (refer to Figure 3-18). Emergency services would not be affected. Since Pecan Pointe is located in a rural area just south of Mullins, the project may change the landscape surrounding the neighborhood. Visual impacts and increased noise may occur, however, no relocations would occur within the

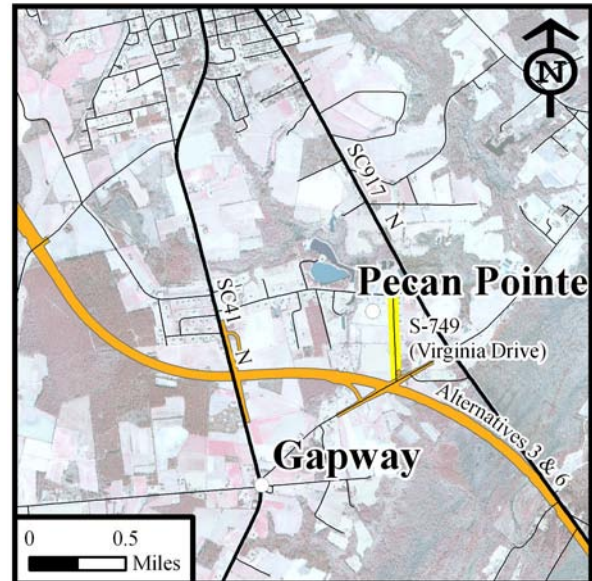


Figure 3-18: Pecan Pointe



Pecan Point

neighborhood. No surveys were received from Pecan Point; therefore, it is unknown at this time how the residents view this project.

Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in Pecan Point and should not be impacted by the Build Alternatives.

Summary of impacts

There would be no relocations, no noise impacts, no changes in accessibility, and no indirect or cumulative impacts.

Rains

Rains is a small, residential area approximately seven miles south of the City of Marion, just off the intersection of U.S. Route 501 and Grady Road. The town received the name Rains in 1914 when the Seaboard Coast Railroad track was being built through the community and rain fell almost continuously during construction.⁵⁵

Rains is serviced by the Rains Volunteer Fire Department, located on U.S. Route 501. The Rains Centenary/Pleasant Grove Elementary School is also located off of U.S. Route 501. There are five churches in the community: New Faith Apostolic; New Life Holiness Church; New Hope Holiness Church; Rains Freewill Baptist Church; and the Bethlehem AME Church.



Rains-Centenary Elementary School

Based on the surveys received from Rains, respondents stated they feel safe in their community and that it is close-knit, with the majority of respondents having other family members living in Rains and planning to stay in the community long-term. Average length of residency for survey respondents is 24 years (individual surveys ranged from six years to 45 years). Respondents from Rains were interested about long-term jobs and jobs during construction, new stores and restaurants, and providing a faster route to nearby communities. Issues like the potential for more air pollution and noise, and changes to their rural way of life were less important to the respondents. No direct comments about the project were received from the community of Rains.

⁵⁵ Palmetto Place Names (Writers' Program. South Carolina.)

Alternatives 1, 2, 5, and 8 would pass through the eastern part of Rains, at the edge the municipal boundary of the community. Alternatives 4 and 7 would pass through the extreme eastern portion of the Rains community, as defined by the survey. Alternatives 3 and 6 would be approximately four miles east and would not impact the community of Rains.

Due to the location of Alternatives 1, 2, 4, 5, 7, and 8, no physical barriers would be created within Rains. The proposed alternatives would be located along the eastern edge of the community and travel patterns within Rains would remain unchanged (refer to Figure 3-19). As a result, residents would not be divided or isolated and community cohesion would not be affected. Most stores, public services, schools, and other facilities are located in Marion or Aynor, and access to the areas would be maintained. All potential alternatives near Rains would maintain routes to the east towards Mullins via an overpass at S.C. Route 41. Interchanges would be located to the north of Rains at U.S. Route 76 near Marion and to the south of Rains near Aynor. Alternatives 1, 2, 5, and 8 would require the relocation of one residence in Rains. No emergency services would be affected. Pedestrian access and emergency services would not be affected. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in this portion of Rains and should not be impacted by the alternatives.

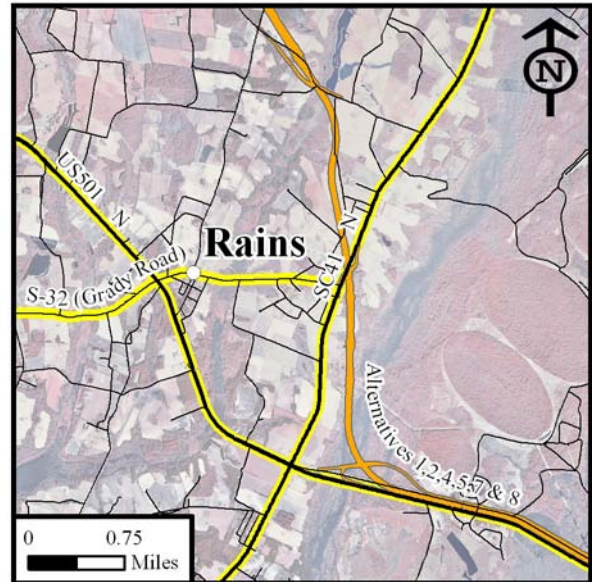


Figure 3-19: Rains

Although growth would be anticipated due to normal increases in population, the land use model predicted no new development due to the No-build Alternative in Rains (refer to Section 3.1, Land Use). Alternatives 1, 2, and 8 were projected to have 30 acres of new development within the community while Alternatives 3, 4, 5, 6, and 7 were projected to add no additional growth (Table 3.11, page 3-46).

Summary of impacts

Alternatives 1, 2, 5, and 8 would have one residential relocation and no changes in accessibility. Alternatives 1 and 8 would have no noise impacts. Alternatives 2 and 5 would have two impacted noise receivers. Alternatives 3, 4, 6, and 7 would have no relocations, no noise impacts, and no changes in accessibility.



Temperance Hill

This rural community has grown up around an agriculture-based, family-farm, crossroads area of northern Marion County located near the triangular intersection of Carroll Road (Road S-37), Dudley Road (Road S-22), and Temperance Hill Road (Road S-23). The community has three active churches (Ebenezer Southern Methodist, Union Baptist Church, and Bethlehem Freewill Baptist Church), a community store, and a volunteer fire department that services over 400 homes in Zion, Sellers, Meadow Hill, and Spring Branch Communities.



**Ebenezer Southern Methodist Church
in Temperance Hill**

The majority of respondents from Temperance Hill felt that it is a very safe, close-knit community where neighbors often interact and have other family members living within the same community. Average length of residency for survey respondents is 46 years (individual surveys ranged from one year to 79 years). Survey data showed that the majority of the respondents did not support the project and thought it could have a negative impact on the community. The main concerns of respondents were related to the possible negative impacts that the project could have on their community, such as community members having to move, change in rural way of life, more air pollution and noise, additional traffic, and having to live close to an interstate. The possible benefits of an interstate, such as faster routes, more jobs, and new stores were not important to many of the respondents. Other comments received indicated a strong sense of community, with many living there for generations on family farms. Some respondents thought that the proposed project would not benefit their community and could destroy the culture of the community.

Two petitions, with 161 and 43 signatures, were received from residents of Temperance Hill expressing their concerns with the project. The community was concerned that all of the alternatives would come through a portion of their community, possibly impacting homes and land. The residents also thought that the alternatives that crossed just north of the community would be the most detrimental, and supported “the easternmost route that takes I-73 between Latta and Dillon.”⁵⁶

All eight of the proposed Build Alternatives would impact Temperance Hill to some extent. Alternatives 1, 3, and 5 cross through the community boundary, as defined by survey response, while the other alternatives pass just outside of the Temperance Hill community boundary. Mullins, Latta, and Dillon were the places most often listed by survey respondents to shop, bank, and conduct business. S.C. Route 917, S.C. Route 41 and Road S-23 (Temperance Hill Road) to U.S. Route 501 are the primary routes between Temperance Hill and these cities. None of the proposed Build Alternatives would impede access to those locations.

⁵⁶ Petition from Residents and Citizens Concerning I-73 Routing Through Temperance Hill.



Alternatives 1, 3, and 5 would cross the northeastern portion of the community boundary, approximately 0.5 mile from the community center. The main residential areas and churches of the community would remain intact. Access on S.C. Route 27 would be maintained via an overpass, which should not hinder local transportation after construction is complete. Existing Road S-22 (Dudley Road) would be bisected by the interstate; however, connectivity would be maintained by reconfiguring Road S-22 to connect with Road S-242 (Dew Road, refer to Figure 3-20). Road S-198 (Carroll Road) would also be bisected and have cul-de-sacs, which would separate a small group of houses from the community center, but access to the community would be maintained via an overpass at Road S-197 (Old Ebenezer Road).

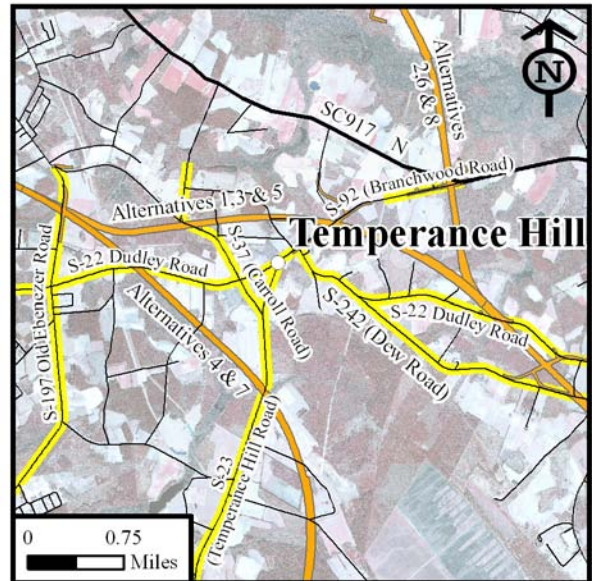


Figure 3-20: Temperance Hill

Alternatives 1, 3, and 5 would require the relocation of four residences, including three houses and one mobile home, and one business, the R&J Quick Store, which is the only convenience store in the area. Overall community cohesion would not be affected.

Alternatives 4 and 7 pass approximately 0.10 mile from the western boundary and approximately one mile to the southwest of the center of the Temperance Hill community. The cohesion of the community would remain unaffected. Road S-22 (Dudley Road) and Road S-23 (Temperance Hill Road) would be bisected by the interstate, and would require local traffic to use alternate routes. Access over the interstate would be maintained on Road S-197 (Old Ebenezer Road), which provides access to Latta and Dillon and to U.S. Route 501 towards Marion. For these alternatives, the closest access for both interstate and local traffic would be at the proposed interchange at U.S. Route 501, three miles northwest of the community center.

Alternatives 2, 6, and 8 would pass within 0.25 miles of the eastern boundary of the Temperance Hill community and approximately 1.5 miles to the east of the community center. Road S-22 (Dudley Road) would be bisected by the proposed interstate and access across the interstate would be located at Road S-242 (Dew Road). Traffic along S.C. Route 917 would be re-routed for a short distance along existing Road S-92 (Branchwood Road) and would then pass under I-73, maintaining connectivity for S.C. Route 917 towards Mullins. Travel to Latta would not be affected by these alternatives and they would have the overall least impact on local travel patterns. These routes join the proposed routes for Alternatives 1, 3 and 5 and would have the same effects as those roads from Road S-22 southward. The primary land uses in the area are residential and agricultural.

For all of the proposed Build Alternatives, changes to the visual landscape and/or noise impacts may occur, but community cohesion would not be affected. Pedestrian travel should not be hindered



and emergency service routes may have to be altered but access to all areas of the community will be maintained. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in this portion of Temperance Hill and should not be impacted by the Build Alternatives.

Although growth would be anticipated due to normal increases in population, land use modeling predicted that no development from the No-build Alternative is likely to occur in the community (refer to Section 3.1, Land Use). With the exception of Alternative 3, which would provide no new development, all alternatives would result in approximately 30 acres of new development in Temperance Hill (Table 3.11, page 3-46). Potential new development predicted by the land use model is further explained in Section 3.1.

Summary of impacts

Alternatives 1, 3, and 5 would have four residential and one business relocation, 1 impacted noise receiver, and one road bisected. Alternatives 2, 4, 6, 7, and 8 would have one road bisected.

Spring Branch

This rural crossroads community is an agriculture-based, family-farm area in northern Marion County, located on high ground west of Grassy Bay and just north of Marion. The community consists of residential areas, including the neighborhood of Ellerby Heights, and several churches: Spring Branch Church, Saint Stevens Baptist Church, Fork Chapel AME and St. Phillips United Methodist Church.



S-263 in Spring Branch

Based on surveys received from Spring Branch, the majority of respondents interacts regularly with their neighbors, but do not feel that it is a close-knit community or have other family members living in the areas. Average length of residency for survey respondents is 16 years (individual surveys ranged from three to 40 years). The majority of Spring Branch respondents thought that the project would improve the community. The levels of importance assigned by respondents to various concerns related to the project ranged widely. Least important to respondents was the likelihood of themselves or their neighbors having to move and an increase in neighborhood traffic. Most important were the creation of both construction related and long-term jobs, and the possibility of bringing in new businesses. Respondents voiced a need for an uplift of the economy with new jobs and economic growth, along with the construction of community and art centers.