



### Poplar Hill Direct Impacts

The Preferred Alternative would be anticipated to have the following impacts to the Poplar Hill community:

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

### Access and Travel Patterns

Local travel routes to Aynor, Conway, and Mullins would be maintained via overpasses at Road S-26-75 (Valley Forge Road) and Road S-26-569 (Good Luck Road) (refer to Figure 3-16). Henry Road would be converted to cul-de-sacs, but residents to the west of the interstate would maintain direct access to Road S-26-569 (Good Luck Road), while access for the three residences east of the interstate would be determined during the right-of-way acquisition process. Pedestrian access and emergency travel routes would not be impacted within the community.

### Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

### Projected Development

Historically a minimal amount of development has occurred in the Poplar Hill area. Land use modeling predicted that 16 new acres of development would be expected to occur in the community from the No-build Alternative by 2030 (refer to Table 3.11, page 3-39). The Preferred Alternative was anticipated to create no new additional development within Poplar Hill.

### Projected Development in Poplar Hill

- No-build Alternative: 16 acres of induced development**
- Preferred Alternative: 0 acres of induced development**
- Cumulative Effect: 16 acres of induced development**

### Summary

The Preferred Alternative would cross through the northeastern portion of the community, in mainly wooded areas. No relocations, noise impacts, impacts to community cohesion, or to the visual landscape of Poplar Hill would result. Access and travel patterns would be maintained throughout the community. The No-build Alternative would result in 16 acres of new development in the community, while the Preferred Alternative would result in no new additional development.



**Figure 3-17: Marion County**

### 3.2.8 What are the characteristics of Marion County and how would it be impacted by the Preferred Alternative?

Marion County covers approximately 493 square miles, borders both the Little Pee and Great Pee Dee Rivers and is located south of Dillon County (refer to Figure 3-17). 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>30</sup> The demographic and economic characteristics of the communities in Marion County are shown in Table 3.12. Based on 2000 U.S. Census Data, Marion County has a population of 35,466 residents, with 58 percent being

minorities and 12 percent being over the age of 65.<sup>31</sup> The median household income is approximately \$26,500, and 23 percent of the population lives below the poverty level.

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.

The Preferred Alternative would traverse the central portion of Marion County between the cities of Marion and Mullins. The opinions about the proposed project varied greatly among respondents, with 45 percent supporting the proposed 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 proposed project. Respondents living in rural areas were more concerned about potential impacts the proposed 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 proposed project based on the potential of economic development opportunities. Respondents were also concerned about impacts to or loss of property. Comments, through survey responses, submitted

<sup>30</sup> Marion County Government, History Webpage, <http://www.co.marion.sc.us/cohistory.html> (September 21, 2007).

<sup>31</sup> U.S. Census Bureau, 2000 U.S. Census.



**Table 3.12**  
**Demographic and Economic Characteristics of Communities in Marion County**  
**portion of CIA Study Area**  
**Interstate 73 FEIS: I-95 to the Myrtle Beach Region**

<b>DEMOGRAPHIC CHARACTERISTICS</b>				
	<b>Population</b>	<b>% Minority</b>	<b>% over 65</b>	<b>% Households w/ school-age children</b>
<b>Marion County</b>	35,466	58%	12%	32%
Marion	7,042	68%	15%	30%
Mullins	5,029	63%	17%	36%
Gapway / Pecan Pointe	1,041	21%	15%	44%
Spring Branch/ Temperance Hill	1,943	53%/24%*		
Zion	964	60%	12%	56%
<b>ECONOMIC CHARACTERISTICS</b>				
	<b>Median Household Income</b>	<b>% below Poverty level</b>	<b>Household w/ no vehicle</b>	<b>Median value of owner occupied homes</b>
<b>Marion County</b>	\$26,526	23%	16%	\$63,500
Marion	\$24,265	27%	23%	\$58,500
Mullins	\$20,154	29%	25%	\$60,800
Gapway / Pecan Pointe	\$36,779	15%	1%	\$84,100
Spring Branch/ Temperance Hill	\$31,172	22%	7%	\$43,900
Zion	\$21,488	26%	26%	\$65,200
*Although these communities are within the same block group, field surveys indicated substantial differences in their racial composition. Therefore, block data was used to reflect a more accurate portrayal of the minority population. 53% minority population for Spring Branch and 24% for Temperance Hill. Source: U.S. Census Bureau, 2000 U.S. Census.				

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 proposed 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 proposed project would affect their way of life.

A Public Hearing was held in Marion County on June 20, 2006, at the Marion County Vocational Educational Center. Approximately 636 individuals attended, and 60 comments were received at the Public Hearing. Of the written comments received, 14 (23 percent) were in favor of the Preferred Alternative. Fifteen comments were received from those living in the Zion and Temperance Hill communities expressing concern that their respective community would be divided and that families would be split. Nine comments were from people living in the Pecan Pointe neighborhood concerned that the proximity of the Preferred Alternative would lower their property values.



Marion County is expected to see 17,108 acres of new development by 2030 with the No-build Alternative, based on land use modeling (refer to Section 3.1, Land Use). An additional 570 acres of development would be expected to occur in Marion County due to the Preferred Alternative (refer to Table 3.13), for a total of approximately 17,678 acres of cumulative development.

The Cities of Marion and Mullins, along with the communities of Gapway, Pecan Pointe, Spring Hill, Temperance Hill, and Zion would be impacted by the No-build and/or Preferred Alternative. The community of Rains was previously discussed in the Draft EIS, but will not be impacted due to its distance from the Preferred Alternative. Therefore, it will not be discussed in this section. More information about the Rains Community can be found in Appendix C of this document.

### 3.2.9 What are the characteristics of cities and towns located within Marion County and how would they be impacted by the Preferred Alternative?

#### 3.2.9.1 City of Marion

##### Location, History, and Community Characteristics

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 (refer to Figure 3-18). 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.

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 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, which is located on U.S. Route 76 between Marion and Mullins. According to the 2000 U.S. Census, the City of Marion had a population of over 7,000 people; with 68 percent being minority and 15 percent being over the age of 65 (refer to Table 3.12, page 3-62). The median household income for Marion is approximately \$24,000, while 27 percent live below the poverty threshold.

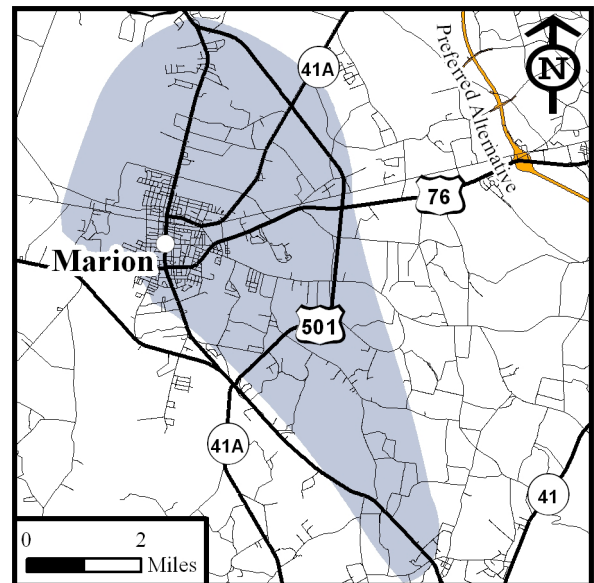


Figure 3-18: City of Marion



<b>Table 3.13                      Marion County and Communities Projected 2030                      Development by Acreage                      Interstate 73 FEIS: I-95 to the Myrtle Beach Region</b>	
<b>County/Community/Neighborhood</b>	<b>Preferred Alternative</b>
<b>Marion County*</b>	
No-build Alternative	17,108
Preferred Alternative	570
Cumulative Development	17,678
<b>Marion County Communities/Neighborhoods**</b>	
<b>Marion</b>	
No-build Alternative	207
Preferred Alternative	180
Cumulative Development	387
<b>Mullins</b>	
No-build Alternative	132
Preferred Alternative	221
Cumulative Development	353
<b>Gapway</b>	
No-build Alternative	12
Induced Development	0
Cumulative Development	12
<b>Spring Branch</b>	
No-build Alternative	0
Preferred Alternative	21
Cumulative Development	21
<b>Temperance Hill</b>	
No-build Alternative	0
Preferred Alternative	0
Cumulative Development	0
<b>Zion</b>	
No-build Alternative	0
Preferred Alternative	0
Cumulative Development	0
Due to the lack of a survey-defined community boundary, projected growth calculations were not determined for Pecan Pointe. *Accounts for projected development within the Marion County portion of the project study area. **Due to some community boundaries overlapping (refer to Figure 3-4, page 3-26) some predicted development areas maybe counted more than once.	

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).



### Community Respondents' Opinions on Proposed Project

The majority of respondents supported the proposed 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 proposed 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 proposed project could bring more business and job opportunities, which would help the declining economy. Some respondents requested that the proposed 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.



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

### Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass three miles east of the Marion community, as defined by the community survey (refer to Figure 3-18, page 3-63). No new physical barriers would be introduced to impact community cohesion in Marion. No residences or businesses within Marion would be relocated, and no noise or visual impacts are anticipated from the Preferred Alternative.

### Access and Travel Patterns

Due to its distance from the Preferred Alternative, traffic patterns and pedestrian access within the community would not be disrupted, nor would emergency vehicle routing.

#### **Marion Direct Impacts**

**The Preferred Alternative would not directly impact the City of Marion.**

### Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative due to its distance from the community.

### Projected Development

The City of Marion, as the county seat, is the largest population center in the County. Businesses, government services, and shopping services as well as major employers, including Blumenthal Mills Inc., Arvin Meritor, Beneteau USA, Precision Southeast Inc., and Datwyler Rubber & Plastics Inc.



### Projected Development in Marion

**No-build Alternative: 207 acres of induced development**

**Preferred Alternative: 180 acres of induced development**

**Cumulative Effect: 387 acres of induced development**

are located within the community. Two-hundred and seven acres of new development is expected to occur in Marion by 2030 from the No-build Alternative. The U.S. Route 76 corridor between Marion and Mullins is a prime area for current and future development, due to its proximity to both major population centers in the County (refer to Section 3.1,

Land Use, page 3-1 and Table 3.13, page 3-64). The Preferred Alternative is anticipated to generate an additional 180 acres of development to Marion, based on land use modeling.

#### Summary

The Preferred Alternative would be located three miles east of the City of Marion, and no relocations, noise, or visual impacts are anticipated. Community cohesion and travel patterns would not be impacted. Based on land use modeling, 207 acres of new development is anticipated from the No-build Alternative, while an additional 180 acres of development is projected to occur due to the Preferred Alternative. This would result in approximately 387 acres of cumulative development to the community.

#### 3.2.9.2 Mullins

##### Location, History, and Community Characteristics

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 (refer to Figure 3-19). Mullins is named for the 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>32</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. According to the 2000

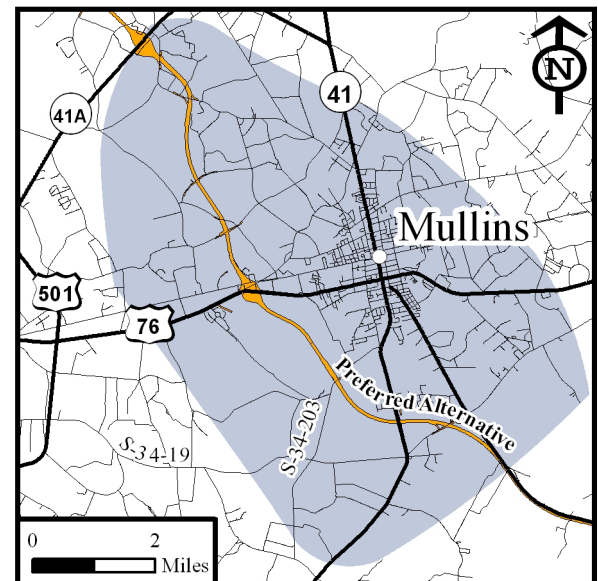


Figure 3-19: Mullins

<sup>32</sup> City of Mullins Government, History Webpage, <http://www.mullinssc.us/history.html> (September 21, 2007).



Mullins Park

U.S. Census, the population of Mullins is 5,029, with 63 percent being minority, and 17 percent of the population being over the age of 65 (refer to Table 3.12, page 3-62). The median household income is approximately \$20,000 and 29 percent of the population lives below the poverty level.<sup>33</sup>

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.

Community Respondents’ Opinions on Proposed Project

Survey respondents were supportive of long-term jobs and thought the proposed 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 proposed 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.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

**Mullins Direct Impacts**

The Preferred Alternative would be anticipated to have the following impacts to the Mullins community:

- 22 residential relocations
- 1 business relocation
- 6 noise receivers impacted
- Potential visual impacts
- Minor impacts to community cohesion
- Minor changes to accessibility/travel patterns

The Preferred Alternative would pass approximately 1.4 miles west of the municipal boundary of Mullins, through the western portion of the survey-defined community (refer to Figure 3-19, page 3-66). An interchange would be located on U.S. Route 76, just west of the city. The Preferred Alternative was shifted west of downtown Mullins to minimize impacts to community cohesion and separation of neighborhoods from local schools. The Williams

Park neighborhood would still be separated from the City of Mullins by the Preferred Alternative; however, no physical barriers would exist to prevent access from the neighborhood to the City via U.S. Route 76. Therefore, minor impacts to community cohesion in Mullins are anticipated from the Preferred Alternative.

<sup>33</sup> U.S. Census Bureau, 2000 U.S. Census.





Twenty-two residences, including 15 houses and seven mobile homes, as well as one business, the S&H Quick Stop, would be relocated due to the Preferred Alternative. Noise impacts would occur to six receivers (residences) from the Preferred Alternative; for more information, please refer to Section 3.8, Noise (page 3-107). The Preferred Alternative may impact the visual landscape of the outlying areas of the Mullins community.

### Access and Travel Patterns

South of Mullins, access along Road S-34-203 (Mack Arthur Road) would be impacted. However, residents in the area could still travel to Mullins using Road S-34-19 (Bluff Road) and S.C. Route 41 (refer to Figure 3-19, page 3-66). The traditional travel routes of S.C. Route 41 and U.S. Route 76 into Mullins would be maintained. Pedestrian access to community services or facilities would not be altered or hindered, nor would the routing of emergency vehicles in the community. The interchange at U.S. Route 76 would provide interstate access for those living in the area.

### Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

### Projected Development

Mullins is a major population center within the County, providing a variety of businesses and services to residents in the area. SOPAKO Packaging, SLI Lighting Product Inc., American Light Bulb, and Southeastern Millwork Inc. (SEMCO) are some of the major employers in the Mullins area. Land use modeling projected that 132 acres of new development would occur in Mullins with the No-build Alternative through 2030. The Preferred Alternative would be anticipated to bring an additional 221 new acres of development, resulting in a cumulative impact of 353 acres to the community (refer to Table 3.13, page 3-64). The interchange at U.S. Route 76 could encourage development in this area, such as tourist-oriented services. Additionally, the U.S. Route 76 corridor has been identified as a prime corridor for economic growth in the county, and interstate access to it could have positive impacts on Mullins in terms of new businesses and creation of jobs (refer to Land Use, Section 3.1, page 3-1).

Projected Development in Mullins
<b>No-build Alternative: 133 acres of induced development</b>
<b>Preferred Alternative: 221 acres of induced development</b>
<b>Cumulative Effect: 353 acres of induced development</b>

### Summary

The Preferred Alternative would pass through the western portion of the survey-defined community, relocating 22 residences and one business. Six receivers would be impacted by noise and visual

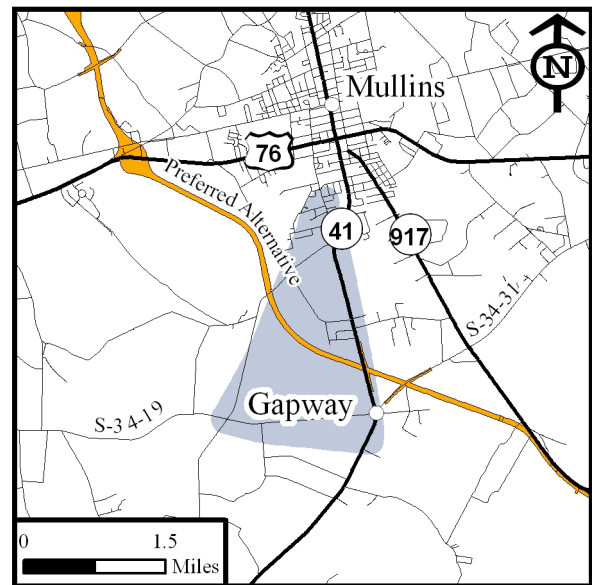
landscape impacts may result. Community cohesion would not be hindered as traditional travel routes would be maintained within the community. The No-build Alternative would result in 132 acres of new development in the community, while the Preferred Alternative is projected to add 221 additional acres of development, for a net 353 acres of new development in the community.

### 3.2.10 What neighborhoods and communities are located within Marion County and how would they be impacted by the Preferred Alternative?

#### 3.2.10.1 Gapway

##### Location, History, and Community Characteristics

Gapway is a rural residential area approximately three miles south of Mullins, along S.C. Route 41 at Road S-34-19 (Bluff Road) (refer to Figure 3-20). This community developed around Gapway Baptist Church, originally organized in 1775, and located at its present site since 1812. The U.S. Census Bureau combined information from Gapway with a residential area to the north, Pecan Pointe (refer to Section 3.2.10.2, page 3-71). Based on 2000 U.S. Census Data, the population in the Gapway/Pecan Pointe area was 1,041, with a minority population of 21 percent and 15 percent of the population over the age of 65 (refer to Table 3.12, page 3-62).<sup>34</sup> The median household income is almost \$37,000, and only 15 percent of the population lives below the poverty level.



**Figure 3-20: Gapway**

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 with their neighbors. Average length of residency for surveys was 31 years.

##### Community Respondents' Opinions on Proposed Project

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.

<sup>34</sup> *Ibid.*



### Gapway Direct Impacts

The Preferred Alternative would be anticipated to have the following impacts to the Gapway community:

- 3 residential relocations
- No noise impacts
- Potential visual impacts
- Minor impacts to community cohesion
- Minor changes to accessibility/travel patterns

### Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would cross through Gapway as defined by the community survey, 0.4 mile northeast of the Gapway Baptist Church, and continue south running parallel to S.C. Route 917 (refer to Figure 3-20). The Preferred Alternative was shifted near the Gapway community to avoid impacting an FRPP easement located along Road S-34-31 (Old Stage Road) (for more information please refer to Chapter 2, Section 2.8.2, page 2-

78). This shift resulted in the alignment being moved 200 feet to the south at the S.C. Route 41 overpass. The main residential areas of Gapway would remain intact to the southwest of the Preferred Alternative, and interaction between neighbors should not be affected.

Three residences in the Gapway community would be relocated as a result of the Preferred Alternative. While no noise impacts are anticipated, the construction of the interstate could change the visual character of this rural community.

### Access and Travel Patterns

Local travel routes to businesses and services in Mullins via S.C. Route 41 and Road S-34-19 (Bluff Road) would be maintained, and an overpass would be constructed at Road S-34-31 (Old Stage Road). Travel patterns and pedestrian access would not be altered in Gapway, nor would the routing of emergency vehicles.

### Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

### Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Gapway community, and it has remained a rural and agricultural area. By 2030, it is anticipated that the No-build Alternative would generate 12 acres of new

### Projected Development in Gapway

**No-build Alternative: 12 acres of induced development**

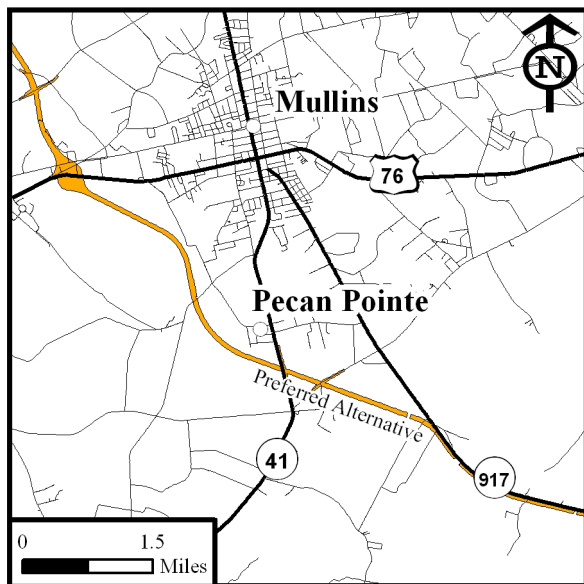
**Preferred Alternative: 0 acres of induced development**

**Cumulative Effect: 12 acres of induced development**

development in the community based on land use modeling (refer to Table 3.13, page 3-64). The land use model indicated that no additional development would occur in the community as a result of the Preferred Alternative.

Summary

The Preferred Alternative would cross through the survey-defined community of Gapway, and result in three residential relocations. No noise impacts are anticipated; however, the rural visual landscape may be altered due to the construction of the Preferred Alternative. The main residential areas of the community would remain intact, and interaction between neighbors would not be affected. The No-build Alternative is anticipated to bring 12 acres of new development to the community, while the Preferred Alternative is projected to result in no additional development.



**Figure 3-21: Pecan Point**

**3.2.10.2 Pecan Pointe**

Location, History, and Community Characteristics

Pecan Pointe is a residential subdivision located north of Gapway and approximately two miles south of Mullins along S.C. Route 41 (refer to Figure 3-21). The neighborhood was developed in 1988. While no comment forms or community survey response forms specifically identifying Pecan Pointe were received prior to the announcement of the Preferred Alternative, it was initially included in the CIA because it was mentioned during several interviews with local officials, and due to its proximity to the Preferred Alternative. The demographic and economic information for this area combined with Gapway is shown in Table 3.12 (refer to page 3-62) and previously discussed in the Gapway Section 3.2.10.1 (refer to page 3-69).

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass to the southwest side of the Pecan Pointe neighborhood (refer to Figure 3-21). Community cohesion would not be impacted in Pecan Pointe, since it would not be separated from Mullins, and no physical barrier would be created within the neighborhood itself. During the Public Hearing, many residents in the Pecan Pointe neighborhood asked the Project Team to shift the Preferred Alternative away from their area. Due to the many design constraints in the area, including the interchange at U.S. Route 76, avoiding additional relocations in Pecan Pointe and Gapway, avoiding Nazarene Baptist Church, wetlands in the area, and the design approach to the Little Pee Dee River



## Pecan Pointe Direct Impacts

The Preferred Alternative would be anticipated to have the following impacts to the Pecan Pointe community:

- No residential relocations
- No noise impacts
- Potential visual impacts
- No impacts to community cohesion
- No changes to accessibility/travel patterns

crossing, it was determined not feasible to completely shift away from the neighborhood. The Preferred Alternative was shifted 400 feet south at S.C. Route 41, which resulted in the Preferred Alternative being moved away from the neighborhood by approximately 200 feet (refer to Chapter Two, Development of Alternatives, page 2-1 for more information). No relocations or noise impacts would occur in Pecan Pointe, although the visual landscape would be altered due to the presence of the Preferred Alternative.

### Access and Travel Patterns

Travel routes and pedestrian access would not be impacted in the neighborhood, as residents would still have access to Mullins via S.C. Route 41. Emergency travel routes would be maintained.

### Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

### Projected Development

Historically there has not been an appreciable amount of development that has impacted the Pecan Pointe neighborhood, and it has remained a mainly rural area. Because no community surveys were received from the Pecan Pointe neighborhood, no defined boundaries existed for the community. Therefore, land use modeling was not used to project development in Pecan Pointe.



**Pecan Pointe**

### Summary

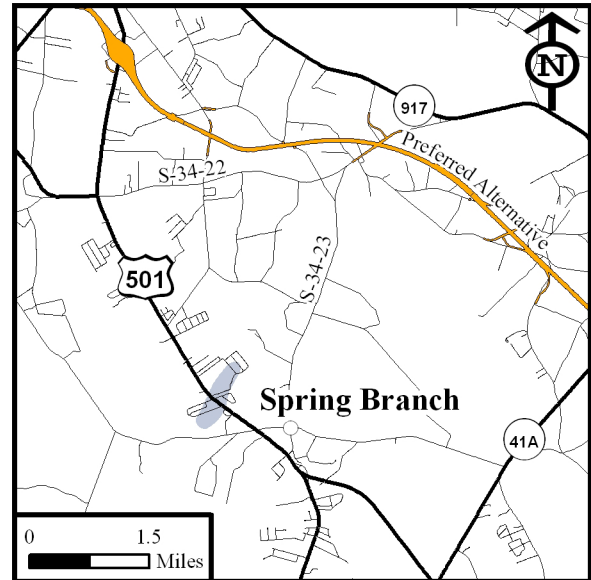
The Preferred Alternative would pass to the southwest of Pecan Pointe. No relocations, noise impacts, changes in travel patterns, or access in the neighborhood would be impacted. Construction of the Preferred Alternative would change the visual landscape of the community. Since the community was not defined by survey, land use modeling was not used to determine the amount of projected growth within the neighborhood.

### 3.2.10.3 Spring Branch

#### Location, History, and Community Characteristics

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 (refer to Figure 3-22).

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. Based on 2000 U.S. Census Bureau information, the block group in which Spring Branch is located has a population of 1,943 people, with 53 percent being minority and eight percent being over the age of 65.<sup>35</sup> Economic information for the community was combined with Temperance Hill by the U.S. Census Bureau. The median household income for the Spring Branch/Temperance Hill area was approximately \$31,000, and 22 percent of the population live below the poverty level (refer to Table 3.12, page 3-62).



**Figure 3-22: Spring Branch**



**Spring Branch**

Based on surveys received from Spring Branch, the majority of respondents regularly interact 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). Road S-34-22 (Methodist Church Road) and Road S-34-23 (Temperance Hill Road) are the primary routes between Spring Branch, Marion, and Latta, where Spring Branch respondents reported shopping, banking and conducting business (refer to Figure 3-22).

#### Community Respondents' Opinions on Proposed Project

The majority of Spring Branch respondents thought that the proposed project would improve the community. The levels of importance assigned by respondents to various concerns related to the proposed project ranged widely. Least important to respondents was the likelihood of

<sup>35</sup> *Ibid.*



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.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass approximately four miles to the east of Spring Branch, as defined by the community survey (refer to Figure 3-22). No relocations, noise impacts, or visual impacts are anticipated, and community cohesion would not be affected.

**Spring Branch Direct Impacts**  
 The Preferred Alternative would not directly impact the Spring Branch community.

Access and Travel Patterns

Traditional travel routes in the community, Roads S-34-22 (Methodist Church Road) and Road S-34-23 (Temperance Hill Road), would not be impacted by the Preferred Alternative. Pedestrian access in the community and emergency travel routes would not be impacted.

Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative due to its proximity to the community.

Projected Development

Historically, there has not been an appreciable amount of development that has occurred in the Spring Branch community, and it has remained a mainly rural and agricultural area. Based on land use modeling, no additional development is anticipated in Spring Branch from the No-build Alternative. The Preferred Alternative is projected to have 21 acres of new development in the Spring Branch community (refer to Table 3.13, page 3-64).

**Projected Development in Spring Branch**  
No-build Alternative: 0 acres of induced development  
Preferred Alternative: 21 acres of induced development  
Cumulative Effect: 21 acres of induced development

Summary

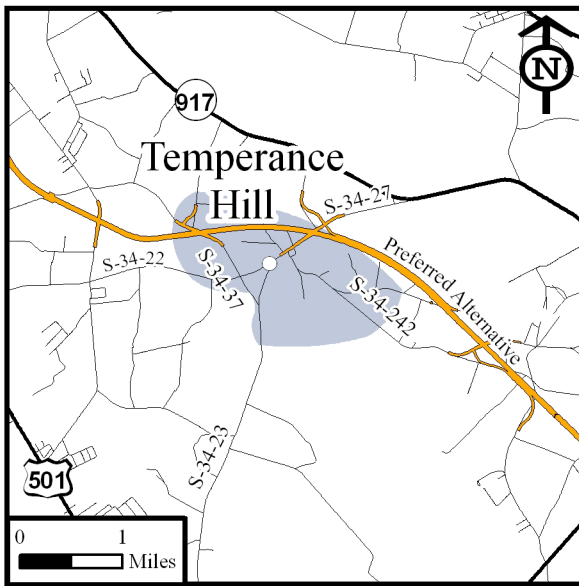
The Preferred Alternative would pass four miles east of the community and would not impact community cohesion. No relocations, noise impacts, visual impacts, or changes in travel patterns or access would occur to the community. No new development is anticipated in the neighborhood from the No-build Alternative, while 21 acres of new development is projected for the Preferred Alternative.

**3.2.10.4 Temperance Hill**

Location, History, and Community Characteristics

Temperance Hill is a rural community that has grown up around an agriculture-based, family-farm, crossroads area of northern Marion County located near the triangular intersection of Road S-34-37 (Carroll Road), Road S-34-22 (Dudley Road), and Road S-34-23 (Temperance Hill Road) (refer to Figure 3-23).

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. Based on 2000 U.S. Census Bureau information, Temperance Hill has a population of 1,943 people, with 24 percent minority population and eight percent being over the age of 65. The



**Figure 3-23: Temperance Hill**

U.S. Census Bureau combined economic information from Temperance Hill with Spring Branch, which is discussed previously in the Spring Branch Section 3.2.10.3 (refer to page 3-73) and is shown in Table 3.12 (refer to page 3-62).

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. The average length of residency for survey respondents is 46 years (individual surveys ranged from one year to 79 years). 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-34-23 (Temperance Hill Road) to U.S. Route 501 are the primary routes between Temperance Hill and these cities (refer to Figure 3-23).



**Ebenezer Southern Methodist Church  
in Temperance Hill**





### Community Respondents’ Opinions on Proposed Project

Survey data showed that the majority of the respondents did not support the proposed project and thought it could have a negative impact on the community. The main concerns of respondents were related to the possible negative impacts, 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 their culture.

Two petitions, with 161 and 43 signatures, were received from residents of Temperance Hill expressing their concerns with the proposed 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.”<sup>36</sup>

### Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would cross the northeastern portion of the survey-defined community boundary, approximately 0.2 mile from the community center (refer to Figure 3-23). The Preferred Alternative would create a physical barrier within the community; however, interaction between residents in the community would be maintained through overpasses. Road S-34-22 (Dudley Road) would be bisected by the interstate, but connectivity would be maintained by reconfiguring Road S-34-22 (Dudley Road) to connect with road S-34-242 (Dew Road). Overpasses would be located on S.C. Route 27 and Road S-34-37 (Carroll Road). The Preferred Alternative would relocate seven residences, including six houses and one mobile home. While no noise impacts are anticipated, the visual landscape of the rural community may be altered due to the construction of the Preferred Alternative.

#### **Temperance Hill Direct Impacts**

**The Preferred Alternative would be anticipated to have the following impacts to the Temperance Hill community:**

- 7 residential relocations
- No noise impacts
- Potential visual impacts
- Minor impacts to community cohesion
- Minor changes to accessibility/travel patterns

Public comments received after the Public Hearings requested a shift in the alignment that would have moved the Preferred Alternative closer to the Dillon County/Marion County line to avoid the community and maintain community cohesion, refer to Chapter 2, Section 2.8.2 (page 2-72). After the evaluation

<sup>36</sup> Petition from Residents and Citizens Concerning I-73 Routing Through Temperance Hill.



of these two potential shifts to the alignment, it was decided to keep the original alignment of the Preferred Alternative that was shown at the Public Hearings, but to provide an overpass at Road S-34-37 (Carroll Road) to maintain community connectivity.

### Access and Travel Patterns

Major travel routes to Mullins, Latta, and Dillon including Road S-34-23 (Temperance Hill Road), S.C. Route 917, and S.C. Route 41 would not be altered by the Preferred Alternative. As mentioned previously, Road S-34-22 (Dudley Road) would be bisected and become cul-de-sacs on both sides of the interstate; however, access would be maintained in the area with Road S-34-22 being reconfigured to connect to Road S-34-242 (Dew Road) (refer to Figure 3-23, page 3-75). An overpass would be located on S.C. Route 27 to maintain access to both sides of the community at this location. Road S-34-37 (Carroll Road) was originally to be converted to a cul-de-sac on both sides of the road. However, based on public comments received from the community, respondents were concerned with the routing of emergency response vehicles to that area and access to a local church. An overpass was added at Road S-34-37 (Carroll Road) to address these concerns and provide further connectivity to the community. With the addition of the overpass on Road S-34-37 (Carroll Road), emergency vehicle routes would not be hindered within Temperance Hill, nor would pedestrian access. During construction, local travel patterns may be affected temporarily to construct overpasses and reconfigure roads.

### Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups were not identified in this portion of Temperance Hill, and therefore, would not be impacted by the Preferred Alternative.

### Projected Development

Historically, there has not been an appreciable amount of development that has impacted Temperance Hill, and it has remained a mainly rural area. The R&J Quick Store is located at the center of the community. Based on land use modeling, no additional development is anticipated in Temperance Hill from either the No-build Alternative or the Preferred Alternative.

#### **Projected Development in Temperance Hill**

**The No-build Alternative and the Preferred Alternative would not be anticipated to create any new development in the community of Temperance Hill.**



## Summary

The Preferred Alternative would relocate seven residences within Temperance Hill, but would have no noise impacts. Travel patterns and community cohesion would be maintained via overpasses and reconfigurations of local roads. Visual landscape impacts may occur to the rural area due to construction of the Preferred Alternative. Land use modeling predicted no new development in the Temperance Hill community as a result of the No-build or Preferred Alternatives.

### 3.2.10.5 Zion

#### Location, History, and Community Characteristics

Zion is a small residential area approximately four miles north of Mullins at the intersection of S.C. Route 41A and Road S-34-22 (Zion Road) (refer to Figure 3-24).

Within the Zion community, there are several residential areas, a community store, and two churches, the Mt. Zion AME and Everbee Baptist. Currently, the Zion area is primarily rural and residential. Based on 2000 U.S. Census data, the block group containing the community of Zion has a population of 964 people, 60 percent of which are minorities, and 12 percent who are over the age of 65.<sup>37</sup> The median household income was \$21,488, and 26 percent of the population lives below the poverty level (refer to Table 3.12, page 3-62).

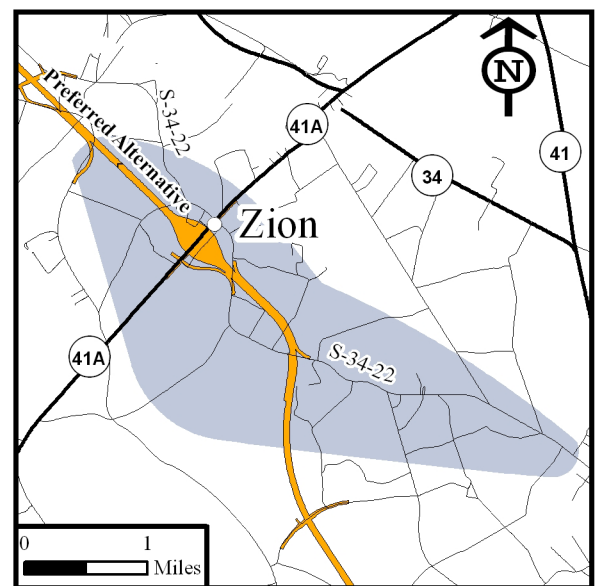


Figure 3-24: Zion

Comments from the surveys received from Zion show that respondents feel very safe in their community, and the majority felt that it is a close-knit community where neighbors regularly interact with one another, and have other family members living in Zion. Average length of residency for survey respondents is 33 years (individual surveys ranged from nine years to 77 years).

#### Community Respondents' Opinions on Proposed Project

The main concerns of respondents were jobs during construction and long-term jobs, new stores and businesses in the area, family or friends moving away, and changes to their rural way of life. Other important issues varied among respondents; however, several mentioned the importance of preserving the character of their community.

<sup>37</sup> U.S. Census Bureau. 2000 U.S. Census.



### Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass through the center of Zion, as defined by the community survey (refer to Figure 3-24, page 3-78). An interchange would be located just west of the community's center, near the intersection of S.C. Route 41A and Road S-34-22 (Zion Road). A physical barrier would be created dividing residences west of Zion from the community center, including the Zion Grocery Store, local churches, and main residential areas. S.C. Route 41A would remain intact and Road S-34-22 (Methodist Church Road/Zion Road) would be reconfigured to maintain connectivity within the community. Ten residences, including eight houses and two mobile homes, would be relocated due to the Preferred Alternative, and there would be one receiver impacted by noise (refer to Section 3.8, Noise, page 3-107 for more information). The rural visual landscape of the Zion community would be altered by construction of the Preferred Alternative.



Zion Grocery

#### Zion Direct Impacts

The Preferred Alternative would be anticipated to have the following impacts to the Zion community:

- 10 residential relocations
- 1 noise receiver impacted
- Potential visual impacts
- Minor impacts to community cohesion
- Minor changes to accessibility/travel patterns

### Access and Travel Patterns

Travel patterns would be altered in the Zion community. Road S-34-22 (Methodist Church Road/Zion Road) would be reconfigured and connected at the interchange via frontage roads to S.C. Route 41A (refer to Figure 3-24, page 3-78). An interchange would be located at S.C. Route 41A, which would provide residents access to the interstate. Due to the reconfiguration of Road S-34-22 (Methodist Church Road/Zion Road), travel patterns may be temporarily affected during construction. Pedestrian access and emergency vehicle route would be maintained in the community.

### Special Populations

Special populations including the elderly, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative. U.S. Census data showed a high percentage of persons with a disability in the block group encompassing the community; however, based on a field review, it does not appear that any of the relocations in Zion would affect disabled persons.



### Projected Development

Although the community has one convenience store, Zion Grocery, historically there has not been an appreciable amount of development that has affected Zion, and it has remained a mainly rural area. Land use modeling predicted that no new development would occur as a result of the No-build Alternative, although development would be expected to occur due to normal increases in population (refer to Section 3.1, Land Use, page 3-1). The Preferred Alternative is not anticipated to result in any additional growth in Zion. However, the interchange at S.C. Route 41A may encourage new development.

### Projected Development in Zion

The No-build Alternative and the Preferred Alternative would not be anticipated to create any new development in the Zion community.

### Summary

The Preferred Alternative would cross through the center of the Zion community and result in ten residential relocations, one impacted noise receiver, and visual impacts to the rural landscape of the community. Community cohesion would be maintained with the reconfiguration of Road S-34-22 (Methodist Church Road/Zion Road) and S.C. Route 41A. Travel patterns would be altered and temporarily affected during construction, but not permanently impacted in the community. Land use modeling anticipated no new development in the Zion community from the No-build Alternative or Preferred Alternative.

### **3.2.11 What are the overall impacts to cities, towns, and communities in the project study area?**

Table 3.14 (refer to pages 3-81 to 3-82) summarizes the impacts anticipated to communities within the project study area.

### **3.2.12 How many residences and businesses would be relocated within the project study area, and how will relocations be addressed?**

Table 3.15 (refer to page 3-83) summarizes the number of relocations within the project study area due to the Preferred Alternative. The relocation process will be conducted in accordance with the *Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended (P.L. 91-646, as amended by 100-17; 49 CFR Part 24.205(A)-(F)). The program is designed to assist displaced persons in finding replacement property in which to live or to do business. Displaced persons will be offered to relocate in areas at least as desirable as their original property with respect to public utilities and commercial facilities. Rent and sale prices of replacement property offered to those displaced



**Table 3.14**  
**Summary of Impacts to Communities**  
**in the Project Study Area from the Preferred Alternative**  
**Interstate 73 FEIS: I-95 to the Myrtle Beach Region**

	<b>Community Cohesion, Relocations, Noise Impacts, and Visual Impacts</b>	<b>Access and Travel Patterns</b>	<b>Special Populations</b>	<b>Projected Development (in acres)</b>
<b>Dillon County</b>				
<b>Dillon</b>	-No impacts anticipated	-No impacts anticipated	-No impacts anticipated	Indirect: 51 Cumulative: 79
<b>Emanuelville</b>	-No impacts anticipated	-No impacts anticipated	-No impacts anticipated	Indirect: 1.4 Cumulative 1.4
<b>Latta</b>	-4 residential relocations -2 business relocations -No noise impacts -Potential visual impacts -Minor impacts to community cohesion	-Road S-17-151 would be bisected -Minor changes to accessibility/travel patterns	-No impacts anticipated	Indirect: 104 Cumulative: 122
<b>Horry County</b>				
<b>Aynor</b>	-No impacts anticipated	-No impacts anticipated	-No impacts anticipated	Indirect: 183 Cumulative: 1,570
<b>Bakers Chapel</b>	-No relocations -No noise impacts -Potential visual impacts -Impacts to community cohesion	-Road S-26-843 would be bisected -Minor changes to accessibility/travel patterns	-No impacts anticipated	Indirect: 1 Cumulative: 81
<b>Cool Spring</b>	-5 residential relocations -No noise impacts -No visual impacts -No impacts to community cohesion	-No impacts anticipated	-No impacts anticipated	Indirect: 0 Cumulative: 0
<b>Dog Bluff</b>	-No impacts anticipated	-No impacts anticipated	-No impacts anticipated	Indirect: 0 Cumulative: 81
<b>Galivants Ferry</b>	-No impacts anticipated	-No impacts anticipated	-No impacts anticipated	Indirect: 171 Cumulative: 931
<b>Joiner</b>	-2 residential (1 vacant) relocations -2 impacted noise receivers -Potential visual impacts -Minor impacts to community cohesion	-Goff Road, Methodist Rehobeth Road, and J.H. Martin Road would be bisected and/or re-aligned -Minor changes to accessibility/travel patterns	-No impacts anticipated	Indirect: 0 Cumulative: 0
<b>Ketchuptown</b>	-1 residential relocation -No noise impacts -Potential visual impacts -No impacts to community cohesion	-No impacts anticipated	-No impacts anticipated	Indirect: 0 Cumulative: 0



**Table 3.14, continued**  
**Summary of Impacts to Communities**  
**in the Project Study Area from the Preferred Alternative**  
**Interstate 73 FEIS: I-95 to the Myrtle Beach Region**

	<b>Community Cohesion, Relocations, Noise Impacts, and Visual Impacts</b>	<b>Access and Travel Patterns</b>	<b>Special Populations</b>	<b>Projected Development (in acres)</b>
<b>Horry County</b>				
<b>Methodist Rehobeth</b>	-2 residential relocations -No noise impacts -Potential visual impacts -Minor impacts to community cohesion	-Quail Drive and Sycamore Circle would be bisected -Minor changes to accessibility/travel patterns	-No impacts anticipated	Indirect: 0 Cumulative: 0
<b>Poplar Hill</b>	-No impacts anticipated	-Henry Road would be bisected -Minor changes to accessibility/travel patterns	-No impacts anticipated	Indirect: 0 Cumulative: 16
<b>Marion County</b>				
<b>Marion</b>	-No impacts anticipated	-No impacts anticipated	-No impacts anticipated	Indirect: 180 Cumulative: 387
<b>Mullins</b>	-22 residential relocations -1 business relocation -6 noise receivers impacted -Potential visual impacts -Minor impacts to community cohesion	-Road S-34-203 would be bisected -Minor changes to accessibility/travel patterns	-No impacts anticipated	Indirect: 221 Cumulative: 353
<b>Gapway</b>	-3 residential relocations -No noise impacts -Potential visual impacts -Minor impacts to community cohesion	-No impacts anticipated	-No impacts anticipated	Indirect: 0 Cumulative: 12
<b>Pecan Pointe</b>	-No relocations -No noise impacts -Potential visual impacts -No impacts to community cohesion	-No impacts anticipated	-No impacts anticipated	Indirect: 0 Cumulative: 0
<b>Spring Branch</b>	-No impacts anticipated	-No impacts anticipated	-No impacts anticipated	Indirect: 21 Cumulative: 21
<b>Temperance Hill</b>	-7 residential relocations -No noise impacts -Potential visual impacts -Minor impacts to community cohesion	-Road S-34-22 would be bisected -Minor changes to accessibility/travel patterns	-No impacts anticipated	Indirect: 0 Cumulative: 0
<b>Zion</b>	-10 residential relocations -1 noise receiver impacted -Potential visual impacts -Minor impacts to community cohesion	-Road S-34-22 would be reconfigured -Minor changes to accessibility/travel patterns	-No impacts anticipated	Indirect: 0 Cumulative: 0



**Table 3.15**  
**Summary of Relocations within the Project Study Area**  
**Interstate 73 FEIS: I-95 to the Myrtle Beach Region**

	Residences	Businesses	Other
<b>Dillon County</b>			
Latta	4	2	None
Not within community boundary	4		None
<b>Horry County</b>			
Cool Spring	5	None	None
Ketchuptown	1	None	None
Joiner	2	None	None
Methodist Rehobeth	2	None	None
Not within community boundary	8	None	1
<b>Marion County</b>			
Mullins	22	1	None
Gapway	3	None	None
Temperance Hill	7	None	None
Zion	10	None	None
Not within community boundary	6	None	None
<b>TOTAL</b>	<b>74</b>	<b>3</b>	<b>1</b>

will be within their financial means, and replacement property will be within reasonable access to displaced individuals' places of employment. According to 49 CFR Part 24.205(A)-(F), relocation planning and service will be provided to businesses. These relocation services include the following:

- Site requirements, current lease terms, and other contractual obligations;
- Providing outside specialists to assist in planning and move, assistance for the actual move, and the reinstallation of machinery and other personal property;
- Identification and resolution of personalty/realty issues;
- An estimate of time required for the business to vacate the site;
- An estimate of the anticipated difficulty in locating replacement property; and,
- An identification of any advance relocation payments required for the move.

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

The Last Resort Housing Program is available when normal relocation housing payments are inadequate to provide comparable DS&S housing or when the owner/occupant is unable to secure financing for a





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

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

### 3.2.13 What considerations have been evaluated relating to pedestrians and bicyclists?

The USDOT has developed policies to ensure that pedestrians and bicyclists are taken into consideration when planning to widen existing roadways or for new road construction projects. “Accommodating Bicycle and Pedestrian Travel: A Recommended Approach” is a policy statement adopted by the USDOT to guide the integration of bicycling and walking facilities into the transportation mainstream.<sup>38</sup> Along with input from public agencies, professional associations, and advocacy groups, the USDOT drafted the policy statement in response to Section 1202(b) of the TEA-21. The policy statement states that facilities for bicyclists and pedestrians in urbanized areas should be established in new construction and reconstruction projects, unless bicyclists and pedestrians are prohibited by law from using the roadway, as they would be for the proposed project.

The SCDOT recognizes the need to consider bicyclists and pedestrians during the planning phases of roadway projects. On January 14, 2003, the SCDOT Commission passed a resolution stating, “bicycling and walking accommodations should be a routine part of the department’s planning, design, construction and operating activities, and will be included in the everyday operations of our transportation system.” It further stated that the SCDOT Transportation Commission “requires South Carolina counties and municipalities to make bicycling and pedestrian improvements an integral part of their transportation planning and programming where State or Federal highway funding is utilized.”<sup>39</sup>

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<sup>38</sup> USDOT Design Guidance, *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*, <http://www.fhwa.dot.gov/environment/bikeped/design.htm> (September 11, 2007).

<sup>39</sup> SCDOT Transportation Commission, January 14, 2003, Bike Resolution, [http://www.scdot.org/getting/pdfs/bike\\_resolution.pdf](http://www.scdot.org/getting/pdfs/bike_resolution.pdf) (September 11, 2007).



The proposed project would provide facilities for bicyclists and pedestrians where bridges are constructed to elevate roadways over the interstate. The bridges constructed at these locations would have 10-foot shoulders, which would accommodate pedestrian and bicyclists more safely. The existing road system within the project study area is comprised primarily of secondary roadways including U.S. Route 501, U.S. Route 76, S.C. Route 41, and S.C. Route 22. The secondary roadways have limited or no shoulders making it difficult to accommodate pedestrians or bicyclists.

Due to the fact that access to the facility would be fully-controlled, in designated locations secondary roadways would be elevated and constructed over the interstate. The frontage roadways would be considered for bike and pedestrian facilities based on SCDOT policies. Although the proposed project would require the modification of several local roads, it would not reduce the routes available for travel by pedestrians or bicyclists. The proposed project is not anticipated to affect pedestrian or bicycle traffic.