



survey respondents was 34 years (individual surveys ranged from 1 to 78 years). The majority of respondents did not support the project being built in this area and thought that it could have a negative impact on their community. The main concerns of respondents were possible changes to their rural way of life, living too close to an interstate, and creating dangerous routes for children to get to school. Other major issues that were noted include the potential change of school districts, separating families that live in the community, and separating churches from the community. Issues such as faster travel routes and bringing in new businesses were of low importance to the respondents.

The community of Joyner would be impacted by Alternatives 2, 3, 5, 6, and 7. Alternatives 3 and 6 cross through the center of the community boundary, as defined by the community surveys. An interchange would be located at Road S-308 (McQueen Road), to the north of the Joyner community (refer to Figure 3-28). Alternatives 2, 5, and 7 would cross through the southernmost portion of the community and an interchange would be located at Road S-23 (Nichols Highway), within the Joyner community. Alternatives 1, 4, and 8 would be over four miles to the west of Joyner.

Residential development is widely scattered throughout the community with some concentration along Road S-45. Connectivity of the existing roads in this area would remain intact and local travel patterns would remain the same. Interaction among the residents in the community would not be hindered. Development around the interchanges at Road S-308 or Road S-23 would more than likely be limited to the immediate area since they would be in isolated areas and are not near any existing development. Infrastructure such as water, electricity, and sewer are not readily available and the cost to supply this would be considerable.

This area is primarily wooded swamp, rural and residential. Construction of an interstate in this area could affect the visual landscape and the character of the area. Noise impacts could also occur in the area.

Alternatives 3 and 6 would relocate three residences, including one house and two mobile homes. Alternatives 2, 5 and 7 would require the relocation of several residential outbuildings such as garages, barns, and sheds, but no homes would be relocated. No emergency services would be affected. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in Joyner and would not be impacted by the alternatives.

Although growth would be anticipated due to normal increases in population, the land use model predicted no new development in the Joyner community due to the No-build Alternative. In addition,

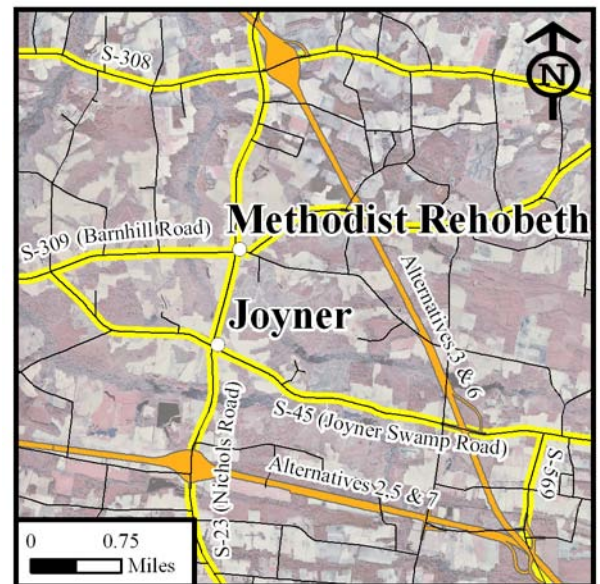


Figure 3-28: Joyner



no new development was predicted from any of the alternatives. Although the land use model did not predict any new development in the Cool Spring Industrial Park as a result of the project, Alternatives 2, 5, and 7 would provide convenient access to the Park with the interchange at Road S-23. This improved access could potentially encourage new development in the industrial park.

Summary of Impacts

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

Bakers Chapel

Bakers Chapel is a rural area located approximately 11 miles southeast of Aynor and approximately 10 miles north of Conway. It is located just north of the Conway Bypass along Road S-97, (Bakers Chapel Road) between S.C. Route 319 and U.S. Route 701. Local churches in the area include Cool Spring Southern Methodist Church, Salem Baptist Church, and Bakers Chapel Mission Baptist Church.

As noted in the responses from the surveys received, respondents of the Bakers Chapel area commented that they enjoy a very high quality of life and like living in a safe, quiet, country neighborhood. The majority of the respondents feel that the community is close knit, have family in the community, and interact often with their neighbors. The average length of residency for respondents is 22 years. The majority of responses received did not support the project being built in the area and thought it would have a negative impact on the community. Important issues reported through the survey included the potential for more air pollution and noise, friends or family having to move, and more traffic in the neighborhood. The respondents from Bakers Chapel considered faster travel routes within the community or regionally, construction related jobs or bringing in new stores and restaurants to be of lesser importance. Other concerns included dividing the school district, the affordability of replacement housing, impacts to property values, and an increase in speeding and crime in the area.

Alternatives 2, 3, 5, 6, and 7 would cross through the western portion of the Bakers Chapel, as defined by the community survey. A small residential area of approximately 10 to 12 houses along Road S-843 (Gasque Road) would be separated from the larger community by the interstate. This separation could potentially hinder interaction between residents, impacting the cohesion of the community. Access to other residential areas in the community would be changed. Residents would have to travel Road S-569 (Moores Mill Road) to S.C. Route 319 to Road S-97 (Bakers Chapel Road) to access the eastern portion of Road S-843, which could be viewed by residents as another division of their community (refer to Figure 3-29). Access to businesses and public services

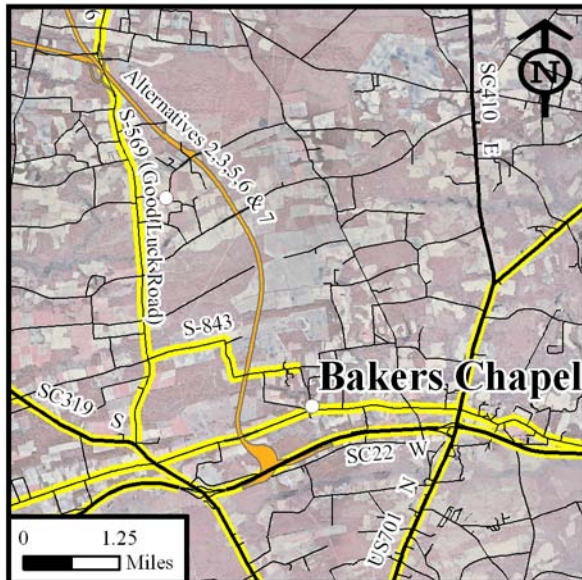


Figure 3-29: Bakers Chapel

in Conway via Road S-97 would be maintained with an overpass and no emergency services would be affected. Since this area is primarily rural and residential, the proposed project could impact the visual landscape of the area and create noise impacts.

As proposed, the existing S.C. Route 22 (Conway Bypass) would become part of Interstate 73. A fully controlled access interchange at S.C. Route 22 would be constructed to maintain access along S.C. Route 22 to Conway. No residential or business relocations are anticipated in the Bakers Chapel community. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in Bakers Chapel and would not be impacted by the alternatives.

Based on the land use model, approximately 80 acres of new development is predicted to occur in the Bakers Chapel community with the No-build Alternative, regardless of this project (refer to Section 3.1, Land Use). Alternatives 1 and 4 would result in no additional development to the community, while Alternatives 2, 3, 5, 6, 7, and 8 would result in additional development, ranging from one to 107 acres, depending on alternative (Table 3.12, page 3-62).

Comments received from Bakers Chapel during the CIA process expressed that the community had been impacted previously due to the construction of S.C. Route 22, and that interactions between neighbors had been impacted due to the barrier of the road. Another controlled access facility routed through the community may further impact community interaction and cohesion in Bakers Chapel.

Summary of impacts

Alternatives 2, 3, 5, 6, and 7 would have no relocations, and no noise impacts, with one road bisected. Alternatives 1, 4, and 8 would have no relocations, no noise impacts, and no changes in accessibility.

Dog Bluff

Dog Bluff is a crossroads community located southwest of Aynor, between U.S. Route 501 and the Little Pee Dee River. It began in the middle of the 1700's as the Dimery Settlement at Dog Bluff Township near Brunson Swamp southwest of Aynor. Dog Bluff is reported to be the ancestral home of the Waccamaw Indian People, who acquired tribal grounds for their community along Bluewater Road.⁶²

⁶² Horry County Historical Society, www.hchsonline.org/places/dimery.html Last accessed March 13, 2006.

There is one recreational facility, the Dog Bluff Community Park, which has basketball and tennis courts. Local churches include the Holly Hill Free Will Baptist Church, Rehobeth Baptist Church, Mt. Herman Baptist Church, and the Pisgah Methodist Church.

Based on comments from the surveys received from Dog Bluff, respondents feel they have a good quality of life in the area and feel safe in their community. The majority of respondents interact with their neighbors, have family in the area, and feel the community is close-knit. Average length of residency is 21 years. Important issues reported through the survey included concerns of friends or family having to move because of the project, increased traffic in the neighborhood, and the possibility of bringing new long-term jobs and businesses into the area. Other comments included concerns about an increase in tourist traffic if the project were built in the area, which could make local travel to churches, jobs, and other facilities more difficult.

Alternatives 1, 4, and 8 pass to the east of the Dog Bluff community boundary, as defined by the survey, along U.S. Route 501. As such, Alternatives 1, 4, and 8 would not affect community cohesion.

Travel within the community would not be affected by the alternatives. Access to Aynor would be maintained with overpasses on the main roads, such as Road S-24 (Jordanville Road) and Road S-128 (Frye Road), (refer to Figure 3-30). U.S. Route 501 would function as a frontage road in this area. However, accessing both directions of travel on U.S. Route 501 would not be available at every overpass. Motorists may have to travel in the opposite direction they want to go in order to reach an overpass with access to the direction in which they want to travel. There would be no residential relocations in the Dog Bluff area, nor would any businesses or public facilities be impacted. In addition, emergency services should not be affected. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in Dog Bluff and would not be impacted by the alternatives.

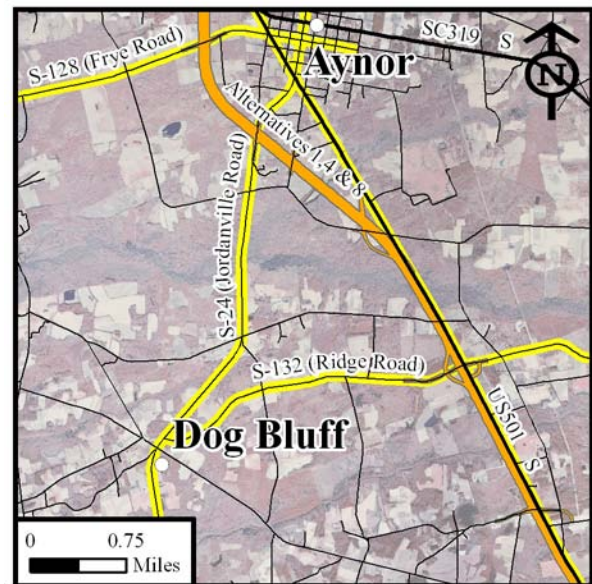


Figure 3-30: Dog Bluff

Potential for commercial development related to the interstate could occur at the proposed interchange at U.S. Route 501 and Road S-132 (Ridge Road), adjacent to the community. However, the land use model predicted that no new development would occur as a result of the project (refer to Section 3.1, Land Use). General growth in the area was predicted to result in 81 new acres of development, with the No-build Alternative.



Summary of impacts

Alternatives 1, 2, 3, 4, 5, 6, 7, and 8 would have no relocations, no noise impacts, and no changes in accessibility.

Methodist Rehobeth

Methodist Rehobeth is a rural, agriculture-based, family-farm area of western Horry County located between Joyner Swamp and Lake Swamp. The community takes its name from the Rehobeth United Methodist, Gethsemane Baptist, and Rehobeth Zoan United Methodist Churches, which are centrally located in the community. The nearest convenience store is Vaught's Grocery located on Road S-23 (Nichols Highway) at Road S-308 (McQueen Crossroads), which has served the community for several decades.



Gethsemane Baptist Church

Surveys received from Methodist Rehobeth indicate a close-knit community, with many respondents living here on farms that have been in their families for many generations. Respondents reported having a high quality of life and feeling safe in their community. The majority of respondents reported having family in the area and interacting with their neighbors. Average length of residency from survey responses was 43 years, with individual surveys ranging from 23 to 82 years. The majority of respondents did not support the project being built in the area and thought it would have a negative impact on their community. Changes to the rural way of life, living close to an interstate, more traffic in the neighborhood and more air pollution and noise were reported as important issues to the respondents. Of lesser concern to respondents were faster routes within the community or regionally and potential of jobs during road construction. Other comments received included concerns that the loss of farms could have a negative economic impact and the loss of churches which could hurt the community's heritage.

Methodist Rehobeth would be affected by Alternatives 3 and 6, which cross through the middle of the community boundary, as defined by the survey. The other Build Alternatives would be over four miles from Methodist Rehobeth.

Connectivity of the existing roadways in the area would remain intact and local traffic patterns would remain the same. Residential development is widely scattered throughout the area and interaction among the residents in the community should not be hindered. Overpasses at Road S-308 (McQueen Road) and Road S-309 (Barnhill Road) would maintain accessibility between Conway and Aynor, as such travel patterns would not be altered (refer to Figure 3-31, page 3-76). Both alternatives would include an interchange at Road S-308 within the community boundary. Although there is some potential for commercial development related to the project at the proposed interchange

at Road S-308, the location is not close to any existing development, nor is infrastructure currently available. Locally-owned businesses that serve the community near the proposed interchange, like Vaught’s Grocery, may have to compete with any potential development at the interchange.

Both Alternatives 3 and 6 would relocate three residences, including one house and two mobile homes within the community. No emergency services would be affected. Since the area is primarily rural and residential, construction of an interstate could affect the visual landscape and the character of the area and noise impacts could also occur. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in Methodist Rehobeth and would not be impacted by the alternatives (refer to Section 3.1, Land Use). Although growth would be anticipated due to normal increases in population, the land use model predicted no new development in the Methodist Rehobeth community due to the No-build Alternative. In addition, no new development was predicted from any of the Build Alternatives. Therefore, no indirect or cumulative impacts are anticipated to Methodist Rehobeth.

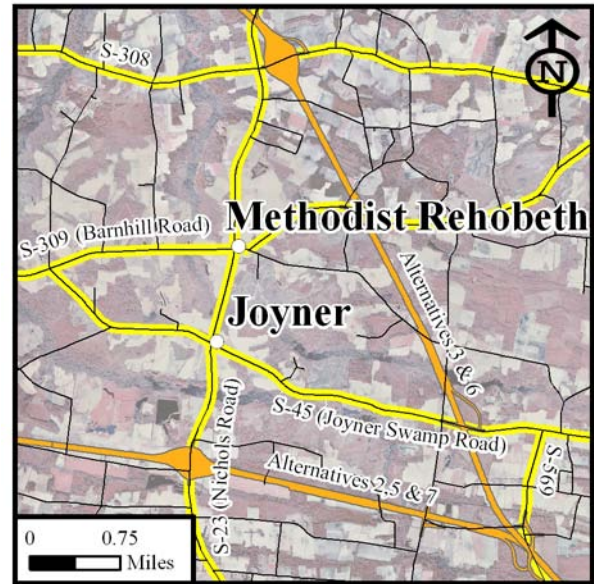


Figure 3-31: Methodist Rehobeth

Summary of impacts

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