



## C.2 COMMUNITIES

### C.2.1 How would the No-build Alternative affect communities in the CIA study area?

The No-build Alternative would not change the current conditions that exist in any of the communities including travel patterns and accessibility and changes to emergency response times. The No-build Alternative would not cause any positive or negative direct impacts to communities in the CIA study area.

**A Community Impact Assessment is a process to evaluate the effects of a transportation action on communities and their quality of life – the human environment.\***

**\*FHWA's Community Impact Assessment  
A Quick Reference for Transportation**

Growth and development are likely to occur throughout the CIA study area (refer to Figure C-9, page C-23), regardless of the proposed project, due to future population growth in the counties. Based on projections from land use modeling and what is known about future projects in the three-county area, a total of 18,679 acres is likely to be developed, including over 16,000 acres being developed as an inland port in Marion County (refer to Section 1, Land Use, page C-1). This amount of development was used as the baseline condition for determining the indirect and cumulative impacts that the Build Alternatives would have on the CIA study area.

### C.2.2 How would Dillon County be impacted?

Approximately 46 acres of development would occur in Dillon County as a result of the No-build Alternative through 2030 (refer to Section 1, Land Use, page C-1). Based on the land use model, the alternatives would provide additional development in the County, ranging from 94 to 129 acres (Table C.8, page C-22) beyond the growth anticipated from the No-build Alternative. Development that was commercial or business in nature would benefit the county by bringing in new employment opportunities in the area while adverse impacts such as increased traffic or noise could affect residents.

### C.2.3 How would Cities and Towns located within Dillon County be impacted?

#### C.2.3.1 Dillon

Alternatives 2, 6, and 8 would cross the southern portion of the Dillon community (refer to Figures C-9 and C-10, pages C-23 and C-24, respectively). The other Build Alternatives would be approximately five miles west of Dillon. The proposed alternatives are not expected to impact community cohesion in Dillon. The potential alternatives would be located along the southwestern edge of the community, and are not likely to create a physical barrier that would divide or isolate neighborhoods or residents.

Travel patterns are not expected to change since the proposed alternatives pass through an area that is predominantly rural and agricultural. Most stores, public services, schools, and other facilities are located to the north of Alternatives 2, 6, and 8, near the downtown area. Vehicular and pedestrian access to these services and facilities would not be altered or hindered, nor would routing of emergency vehicles.



**Table C.8  
Dillon County and Communities Projected 2030 Development by Acreage  
Interstate 73 EIS: I-95 to the Myrtle Beach Region**

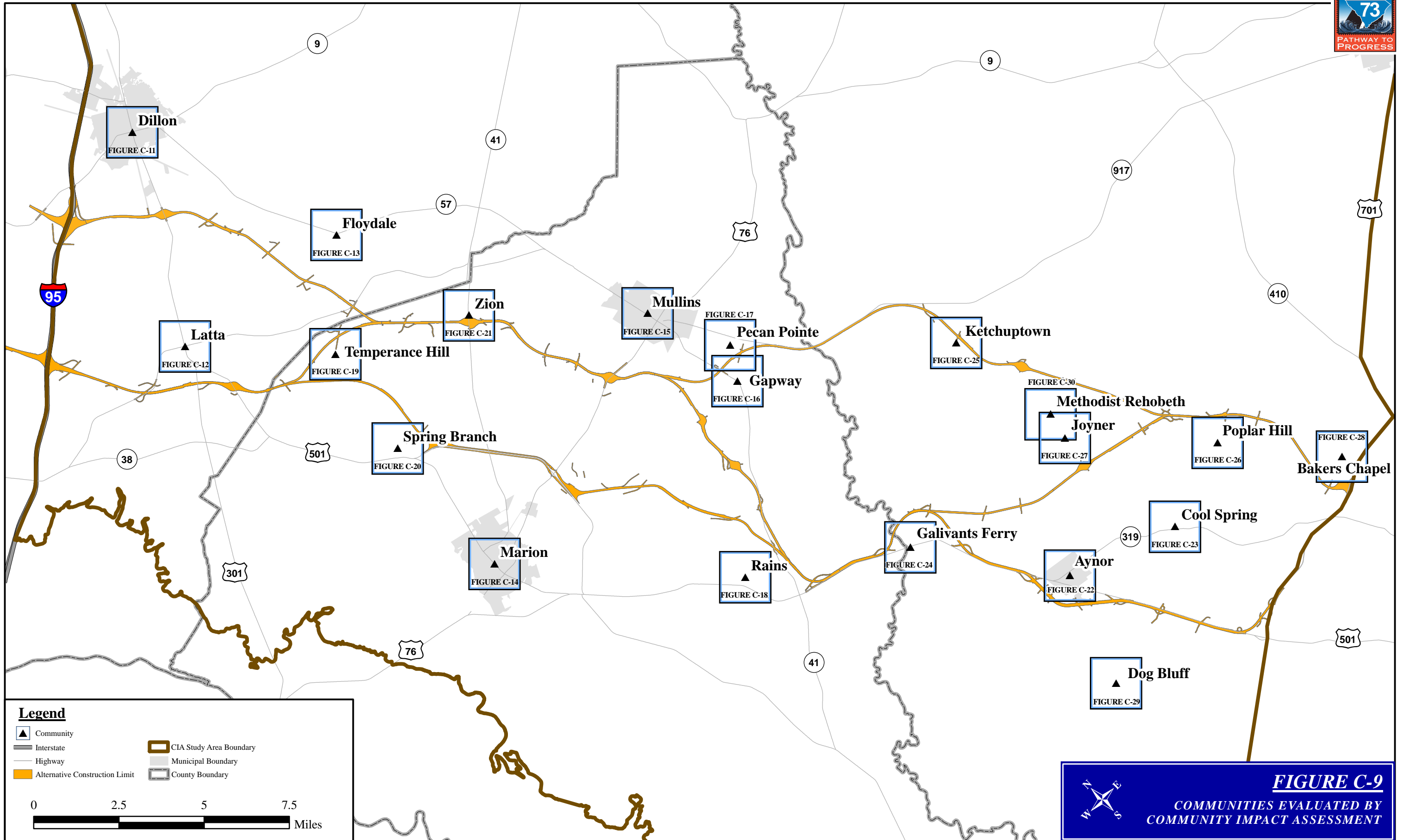
County/Community/Neighborhood	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8
<b>Dillon County</b>								
Induced Development	129	126	94	117	111	105	100	111
Cumulative Development	175	172	140	163	157	151	146	157
<b>Dillon County Communities</b>								
<b>Dillon</b>								
Induced Development	73	84	51	66	60	68	54	69
Cumulative Development	101	112	79	94	88	96	82	97
<b>New Town</b>								
Induced Development	0	0	0	0	0	0	0	0
Cumulative Development	0	0	0	0	0	0	0	0
<b>Riverdale</b>								
Induced Development	0	0	0	0	0	0	0	0
Cumulative Development	0	0	0	0	0	0	0	0
<b>Emanuelville</b>								
Induced Development	1.4	1.8	1.4	1.4	1.4	1.8	1.4	1.8
Cumulative Development	1.4	1.8	1.4	1.4	1.4	1.8	1.4	1.8
<b>Latta</b>								
Induced Development	117	16	104	112	112	16	107	16
Cumulative Development	135	34	122	130	130	34	125	34
<b>Floydale</b>								
Induced Development	0	0	0	0	0	0	0	0
Cumulative Development	0	0	0	0	0	0	0	0

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

Only three of the Build Alternatives would impact Dillon. Alternatives 2, 6, and 8 would displace the following in the Dillon Community:

- Five residences, including three occupied houses, one vacant house, and one occupied mobile home;
- Two churches, the Dothan Baptist Church and the New Memorial Temple of Christ;
- Three businesses, the Merita Bread Company with ten employees, Coastal Agro Business, and All-Star Self Storage; and
- One vacant commercial building.

Approximately 28 acres of growth is expected to occur in the City of Dillon by the Year 2030, for the No-build Alternative (refer to Section 1, Land Use, page C-1). The eight Build Alternatives would be expected to bring between 51 and 84 additional acres of development, depending on alternative (refer to Table C-8).

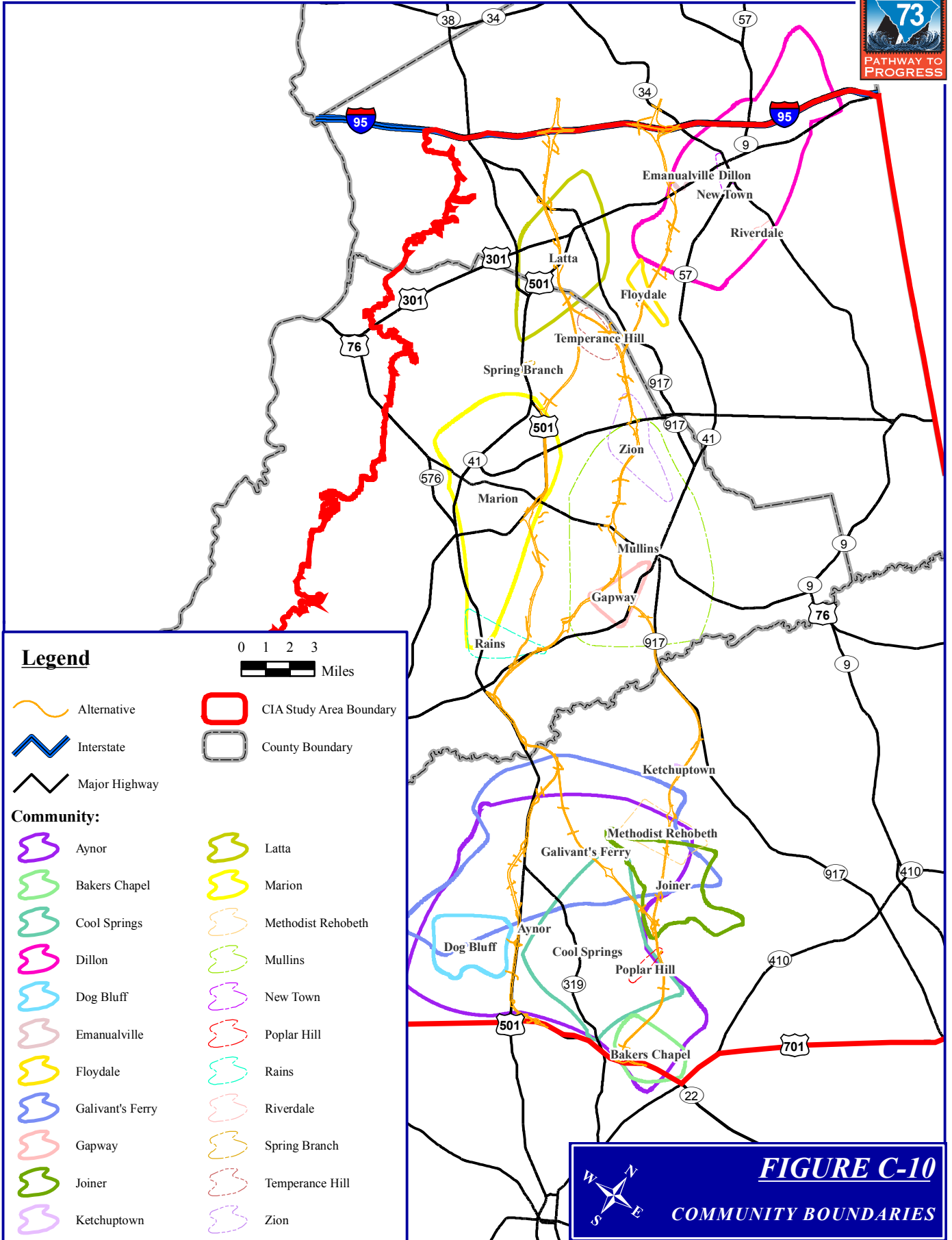


**Legend**

- ▲ Community
- Interstate
- Highway
- Alternative Construction Limit
- CIA Study Area Boundary
- Municipal Boundary
- County Boundary

0 2.5 5 7.5 Miles

**FIGURE C-9**  
COMMUNITIES EVALUATED BY  
COMMUNITY IMPACT ASSESSMENT





During the summer months, the City of Dillon has high volumes of tourist traffic. Many tourists frequently stop for services throughout the city. Alternatives 1, 3, 4, 5, and 7 could cause a loss of revenue generated by tourist traffic due to their distance from the City of Dillon.

Within the Dillon Urban Cluster, there are three neighborhoods that have been identified by the survey: New Town, Riverdale, and Emanuelville (refer to Figure C-11, page C-27, and *Community Impact Analysis Technical Memorandum*). An Urban Cluster is a defined census boundary that includes a densely settled core created from block groups or census blocks, and the adjacent densely settled surrounding territory (with a density of 500 people per square mile) that together have a minimum of 2,500 people but fewer than 50,000 people.

In summary, the City of Dillon would be impacted by the alternatives in the following manner:

- Alternatives 2, 6, and 8 would result in four residences, three businesses, and one church being relocated.
- Alternatives 1, 3, 4, 5, and 7 would have no relocations, noise impacts, or changes in accessibility.
- Alternative 1 would have 73 acres of induced development and 101 acres of cumulative development.
- Alternative 2 would have 84 acres of induced development and 112 acres of cumulative development.
- Alternative 3 would have 51 acres of induced development and 79 acres of cumulative development.
- Alternative 4 would have 66 acres of induced development and 94 acres of cumulative development.
- Alternative 5 would have 60 acres of induced development and 88 acres of cumulative development.
- Alternative 6 would have 68 acres of induced development and 96 acres of cumulative development.
- Alternative 7 would have 54 acres of induced development and 82 acres of cumulative development.
- Alternative 8 would have 69 acres of induced development and 97 acres of cumulative development.

#### *C.2.3.1.1 New Town*

None of the alternatives would directly impact New Town. The closest alternatives to New Town, Alternatives 2, 6, and 8, would be located approximately two miles to the southwest of the neighborhood. One respondent from New Town commented that the project would not have much of an effect on the neighborhood. Although growth would be anticipated due to normal increases in population, based on the land use model, no development is projected under the No-build or any of the Build Alternatives in this community. Therefore, no indirect and cumulative impacts would be expected to New Town.

#### *C.2.3.1.2 Riverdale*

None of the alternatives would directly impact Riverdale. Alternatives 2, 6, and 8 would be located closest to Riverdale, approximately three miles to the southwest. Although growth would be anticipated due to normal increases in population, based on the land use model, no development is projected under the No-build or any of the alternatives in this community. During the summer months Riverdale has tourist traffic that frequently stop for services. Alternatives 2, 6, and 8 could cause a slight loss of revenue generated by tourist traffic due to their distance from Riverdale. Therefore, indirect and cumulative impacts would be expected to be minimal to Riverdale.





### *C.2.3.1.3 Emanuelville*

Alternatives 2, 6, and 8 would run parallel to S-423 (West Fairfield Road), approximately 0.25 mile southwest of the community of Emanuelville (refer to Figure C-11). Because the alternatives would be located along the periphery of Emanuelville, a physical barrier is not likely to divide this community and should not impact community cohesion. Access to and from Dillon, Latta, and I-95 should not be impacted and travel patterns are not likely to be affected. No cross streets within or in the vicinity of Emanuelville would be bisected. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would routing of emergency vehicles.

Alternatives 2, 6, and 8 would not result in the displacement of any residences or businesses in the Emanuelville community; however, the New Memorial Temple of Christ Church would be relocated. Often churches are the cornerstones of small communities and their relocation could affect the cohesion of the area. Depending on where the church relocates, travel patterns to and from the church could be changed, impacting travel times, accessibility or the ability of some members to continue to attend.

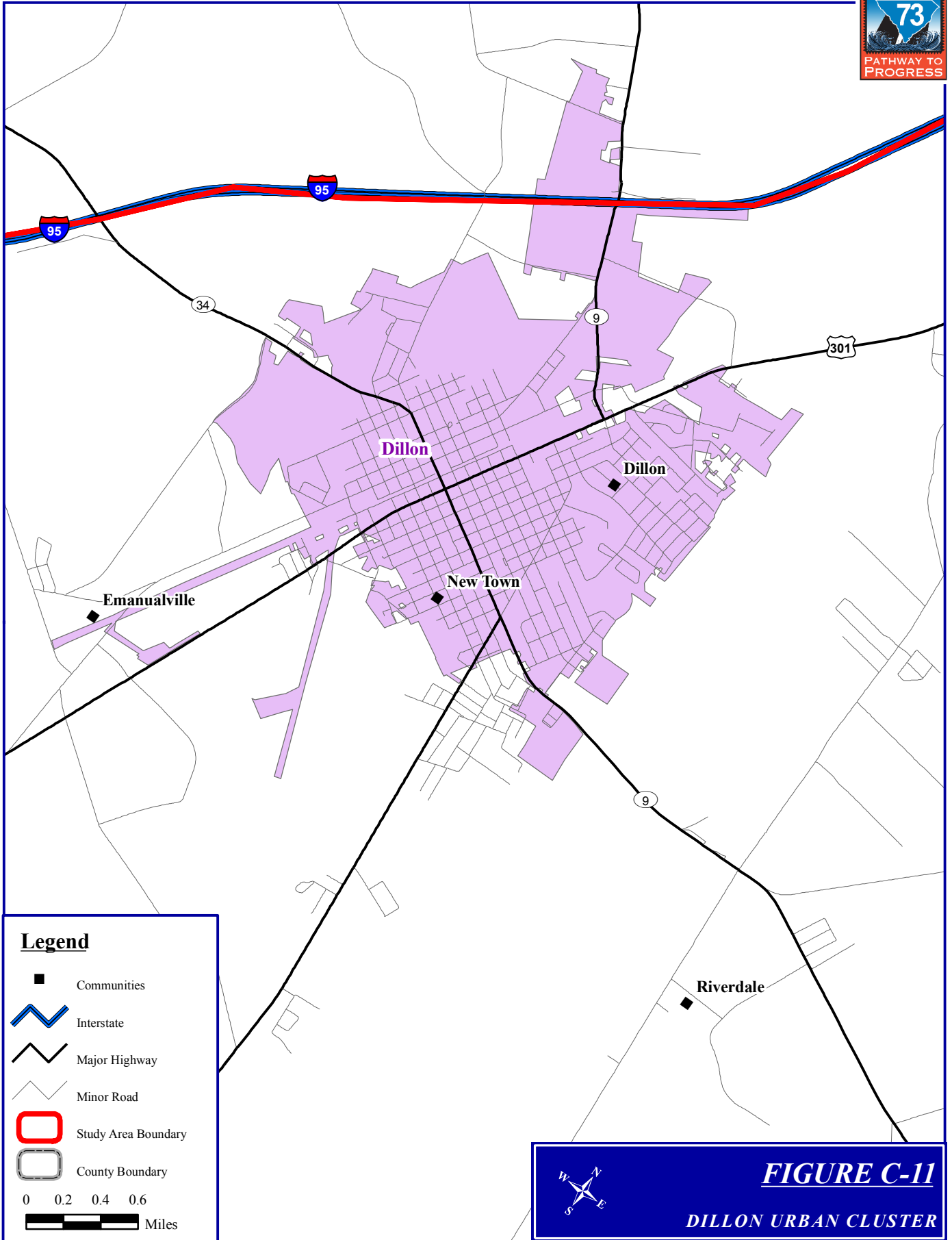
If the proposed interchange at U.S. Route 301/501 results in increased development and traffic in the vicinity of Emanuelville, it could affect the rural atmosphere of the community. Although growth would be anticipated due to normal increases in population by the Year 2030, the land use model projected that no development was expected to occur with the No-build Alternative in the Emanuelville community. Even though Alternatives 2, 6, and 8 would parallel the community boundary of Emanuelville, all eight Build Alternatives would result in small amounts of development, ranging from 1.4 to 1.8 acres depending on alternative (refer to Section 1, Land Use, page C-1).

#### *Summary of impacts*

- Alternatives 2, 6, and 8 would have one church relocation, no noise impacts and no changes in accessibility.
- Alternatives 1, 3, 4, 5, 7 would have no relocations, no noise impacts, and no changes in accessibility.
- Alternatives 1, 3, 4, 5, 6, and 7 would have 1.4 acres of induced development and 1.4 acres of cumulative development.
- Alternatives 2 and 8 would have 1.8 acres of induced development and 1.8 acres of cumulative development.

### *C.2.3.2 Latta*

Alternatives 1, 3, 4, 5, and 7 would pass the closest to the Town of Latta, within 0.5 mile of the western municipal boundary (refer to Figure C-12, page C-28, and Figure C-10, page C-24). Neighborhoods in downtown Latta would not be affected. The Build Alternatives would essentially bisect the community boundary that was developed based on survey responses. The alternatives would separate residential areas to the west and southwest from downtown Latta. However, access between neighborhoods and to downtown would be maintained along U.S. Route 301 and interactions between residents should not be

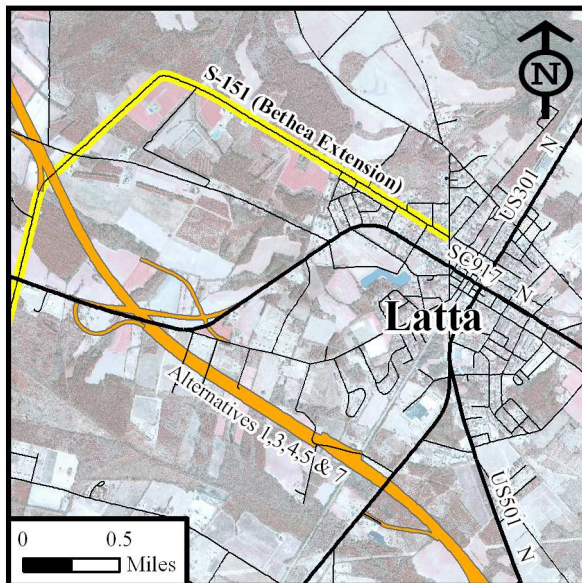




hindered. Northwest of Latta, Road S-151 (Bethea Extension) would be converted to a cul-de-sac at the interstate; however, direct access to Latta would be maintained via S.C. Route 917 (refer to Figure C-12). Travel patterns within downtown Latta would not be altered and pedestrian access should not be affected. Emergency vehicles routes may have to be revised but access to areas on the other side of the interstate would not be hindered. Alternatives 1, 3, 4, 5, and 7 would result in the relocation of 11 residences, including seven occupied houses, one vacant house, and three occupied mobile homes, along with one business, Signode.

**Community cohesion is a term that describes the social network and actions that provide satisfaction, security, camaraderie, support and identity to members of a community or neighborhood.\***

*\*Effective methods for Environmental Justice Assessment by David Forkenbrock and Jason Sheeley*



**Figure C-12: Latta**

Survey respondents most often listed Dillon and Marion as places where they shop, bank, and conduct business. U.S. Route 301/501 to Marion and U.S. Route 301 to Dillon provide direct routes to these locations. While there may be short-term impacts to travel from construction, depending on the Preferred Alternative, none of the proposed alternatives would impede travel to these locations once construction was completed.

Special populations, such as elderly, handicapped, non-drivers, or transit-dependent groups were not identified in this portion of Latta and thus, would not be impacted by the proposed alternatives.

The No-build Alternative is expected to result in 18 acres of new development (refer to Section 1, Land Use, page C-1).

The eight Build Alternatives are also anticipated to result in

additional development in the Town, ranging anywhere from 16 to 117 acres, depending on alternative (refer to Table C.8, page C-22). Additionally, induced development could occur in the area of the proposed interchanges at S.C. Route 917 and U.S. Route 501 associated with Alternatives 1, 3, 4, 5, and 7.

A group of concerned citizens in Latta along Alternatives 1, 3, 4, 5, and 7 have sent a petition of 20 signatures in support of Alternatives 2, 6, and 8.<sup>2</sup> In addition, a group of concerned citizens sent a petition of 42 signatures in support of Alternatives 1, 3, 4, 5, and 7.<sup>3</sup>

Summary of impacts

- Alternatives 1, 3, 4, 5, and 7 would have ten 10 residential and one business relocations, no noise impacts, and one road bisected.
- Alternatives 2, 6, and 8 would have no relocations, no noise impacts, and no changes in accessibility.

<sup>2</sup> The Citizens of the Southern Route petition.

<sup>3</sup> The Citizens of the Northern Route petition.





## C.2.4 How would neighborhoods and rural communities that are located within Dillon County be impacted?

### C.2.4.1 Floydale

Alternatives 2, 6, and 8 would impact the Floydale community as defined by the survey (refer to Figure C-13). The alternative corridor is located approximately one mile west of the central portion of the Floydale community and residential areas to the west of Floydale would be affected.

Alternatives 2, 6, and 8 would intersect Road S-45 (Friendship Road); creating cul-de-sacs and a physical barrier that would eliminate direct access between the two sides (refer to Figure C-13). However, while this may be considered inconvenient, access would still be maintained via several other roads in the vicinity (S-23/Haymount Road, S-71/Judge Road). Therefore, residents would not be isolated from the rest of the community and social interaction between neighbors along Road S-45 could still occur.

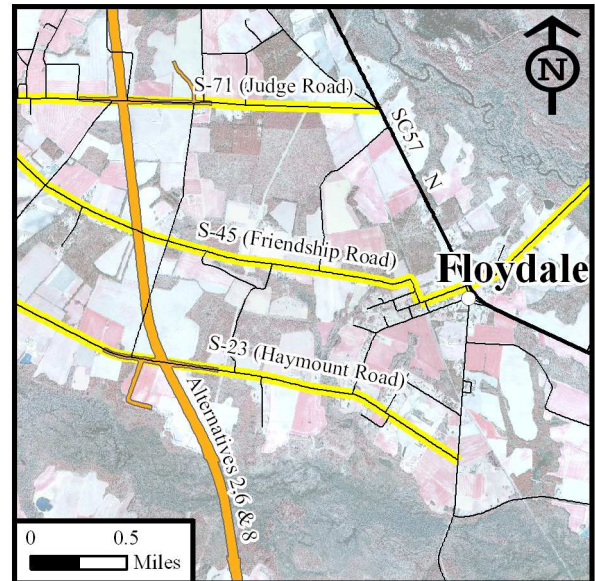


Figure C-13: Floydale

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

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

#### Summary of impacts

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

## C.2.5 How would Marion County be impacted?



It is expected that 17,108 acres of new development will occur through 2030 in Marion County with the No-build Alternative, regardless of the project (refer to Section 1, Land Use, page C-1). More than 16,000 acres of this development is occurring as a result of an inland port, located north of the City of Marion. The eight Build Alternatives are anticipated to bring additional acres of development to the county, ranging from 570 acres to 779 acres, depending on alternative (refer to Table C.9, page C-32).

## C.2.6 What are the characteristics of Cities and Towns located within Marion County and how would they be impacted?

### C.2.6.1 Marion

Alternatives 4 and 7 would pass through the eastern part of the City of Marion following the existing alignment of U.S. Route 501 Bypass (refer to Figure C-14), while the other Build Alternatives would be farther away. The project would not change travel patterns within the downtown area or to the west towards Florence. Access to property and businesses along U.S. Route 501 would be maintained with one-way frontage roads on either side of the project, which would change local travel patterns. Motorists may have to go in the opposite direction of travel for a short distance in order to reach an overpass with access to the direction they want to travel.

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

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

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

The land use model identified U.S. Route 76, adjacent to the interchange, as a prime corridor for economic development (refer to Section 1, Land Use, page C-1). Development along U.S. Route 76 could result in

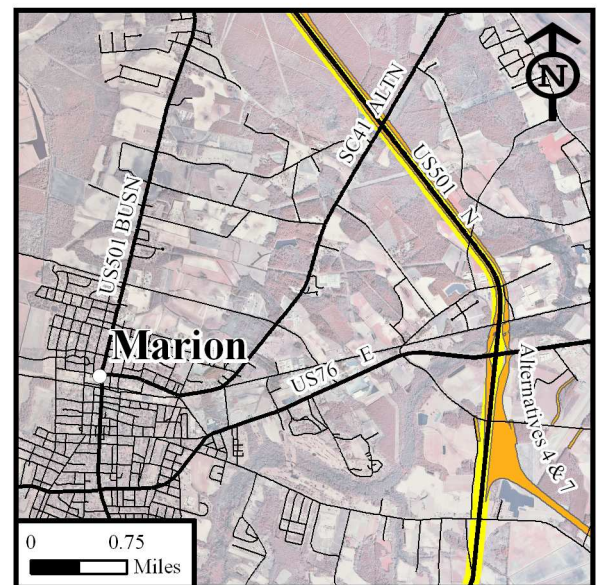


Figure C-14: Marion





land use changes in the area; however, this growth is expected to occur with the No-build Alternative, regardless of the project. The land use model predicted that an additional 207 acres of development would occur in the Marion community regardless of the proposed project, due to growth through 2030 and from the inland port. The eight Build Alternatives would bring an additional amount of development, between 180 and 240 acres, depending on alternative (refer to Table C.9).

### Summary of impacts

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

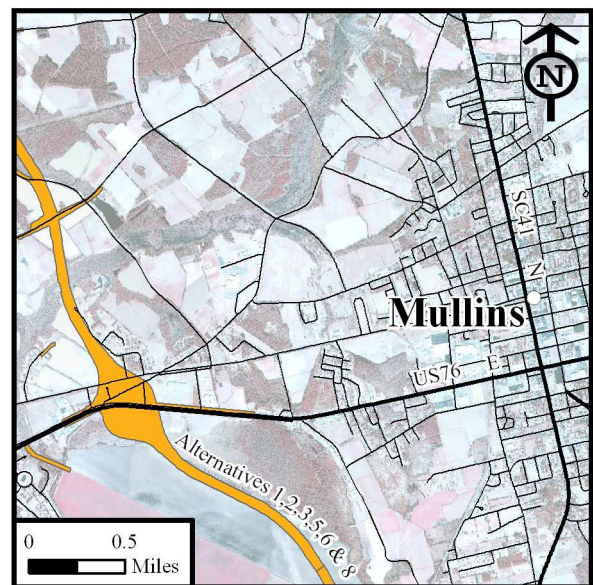


**Main Street in Marion**

### **2.3.6.2 Mullins**

Alternatives 1, 2, 3, 5, 6, and 8 would pass just west of the City of Mullins (refer to Figure 3-15), while Alternatives 4 and 7 would be farther west. Alternatives 3 and 6 would continue south, adjacent to S.C. Route 917, while Alternatives 1, 2, 5, and 8 would travel southwest to cross the Little Pee Dee River near the existing U.S. Route 501 crossing. The impacts to Mullins would be equal for all the Build Alternatives, with the exception of relocations.

The Build Alternatives were shifted west of Mullins to minimize separation of neighborhoods and schools from the downtown area. The Williams Park neighborhood would be located to the west of the project; however, no physical barriers would exist to prevent access from the neighborhood to Mullins. As such, travel patterns within the City of Mullins would not be impacted. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in this portion of Mullins and should not be impacted by the alternatives.



**Figure C-15: Mullins**

Alternatives 1, 2, 5, and 8 would require the relocation of 26 residences, including 21 houses and five mobile homes, along with two business relocations, the S&H Quick Stop and Smith Rogers Oil. Alternatives



**Table C.9  
Marion County and Communities Projected 2030 Development by Acres  
Interstate 73 EIS: I-95 to the Myrtle Beach Region**

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

3 and 6 would relocate 19 residences, including 17 houses and two mobile homes, along with three businesses, the S&H Quick Stop, Smith Rogers Oil, Sawyers Heating and Oil, and one vacant business.

The interchange at U.S. Route 76 would encourage development and this location has been identified as a prime corridor for economic growth, which could have positive impacts on the city in terms of new businesses and the creation of jobs (refer to Section C.1, Land Use, page C-1). The land use model predicted that 132 acres of development would occur in Mullins due to the No-build Alternative through 2030. The eight



**Mullins Park**



Build Alternatives were projected to add between 201 and 303 acres of new development depending on alternative (refer to Table C.9, page C-32).

### *Summary of impacts*

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

## **C.2.7 How would neighborhoods and rural communities that are located within Marion County be impacted?**

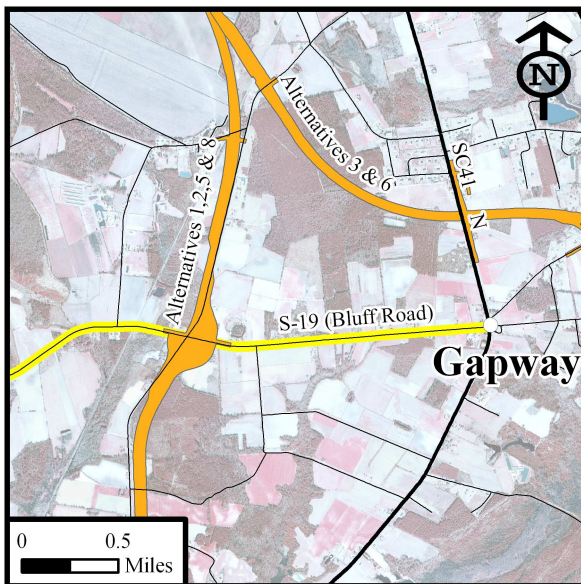
### *C.2.7.1 Gapway*

Gapway would be affected by Alternatives 1, 2, 3, 5, 6, and 8, while Alternatives 4 and 7 would be farther removed (refer to Figure C-16). 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 C-16). The alternatives veer away from Gapway approximately 1.4 miles from the center of the



**Figure C-16: Gapway**





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 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 C.1, Land Use, page C-1). 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 (refer to Table C.9, page C-32).

*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 six impacted noise receivers, Alternatives 2 and 8 would have one impacted noise receiver. Alternatives 3 and 6 would have two 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.

**C.2.7.2 Pecan Pointe**

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 (refer to Figure C-17). 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 C-17). 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

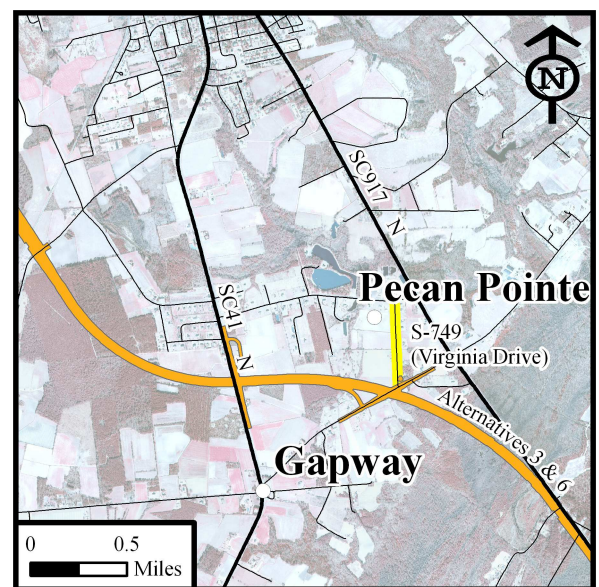


Figure C-17: Pecan Pointe



occur within the neighborhood. No surveys were received from Pecan Pointe; 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 Pointe and should not be impacted by the Build Alternatives.

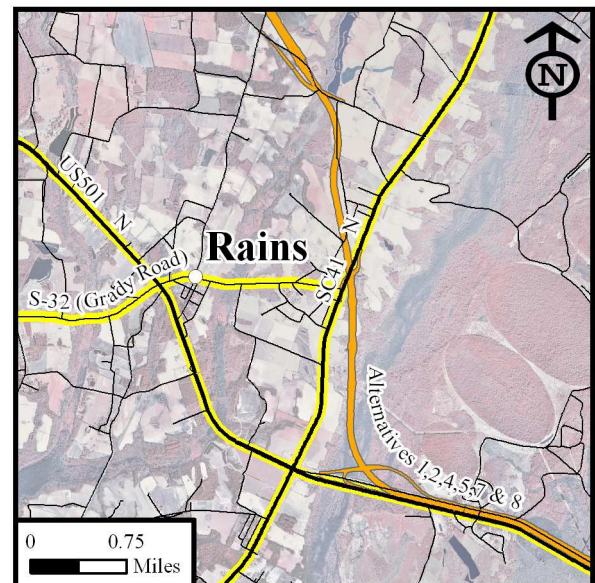
### Summary of impacts

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

### **C.2.7.3 Rains**

Alternatives 1, 2, 5, and 8 would pass through the eastern part of Rains, at the edge the municipal boundary of the community (refer to Figure C-18). 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 C-18). 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 C-18: 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 C.1, Land Use, page C-1). 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 (refer to Table C.9, page 3-32).





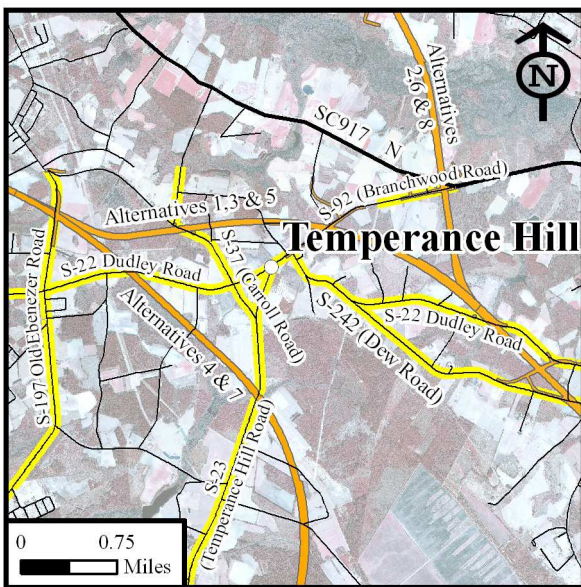
Summary of impacts

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.

**C.2.7.4 Temperance Hill**

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 (refer to Figure C-19), 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.

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 C-19). Road S-



**Figure C-19: Temperance Hill**

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).

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.



**Ebenezer Southern Methodist Church  
in Temperance Hill**



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 C.1, Land Use, refer to page C-1). 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 (refer to Table C.9, page C-32). 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, one impacted noise receiver, and one road bisected. Alternatives 2, 4, 6, 7, and 8 would have one road bisected.

#### ***C.2.7.5 Spring Branch***

Although the alternatives do not affect the community boundary, as defined by the survey, and are not anticipated to affect community cohesion, Alternatives 4 and 7 pass within 0.8 miles of Spring Branch (refer to Figure C-20). An overpass is proposed for Road S-263 (Sellers Road) east of the community and an interchange would be located at U.S. Route 501, approximately one mile to the southeast.

Road S-223 and Road S-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 C-20). Development may be expected to occur in the area of the proposed U.S. Route 501 interchange; however, based on community input, development could have a positive impact on the Spring Branch community. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in this portion of Spring Branch and would not be impacted by the alternatives.

There are no commercial or residential relocations associated with the Spring Branch community for any of the proposed alternatives, and no emergency services would be affected. Although growth would be anticipated due to normal increases in population, the land use model predicted no development due to the No-build Alternative in the community (refer to Section C.1, Land Use). However, all of the alternatives were projected to bring 21 acres of new development to Spring Branch (refer to Table C.9, page C-32).

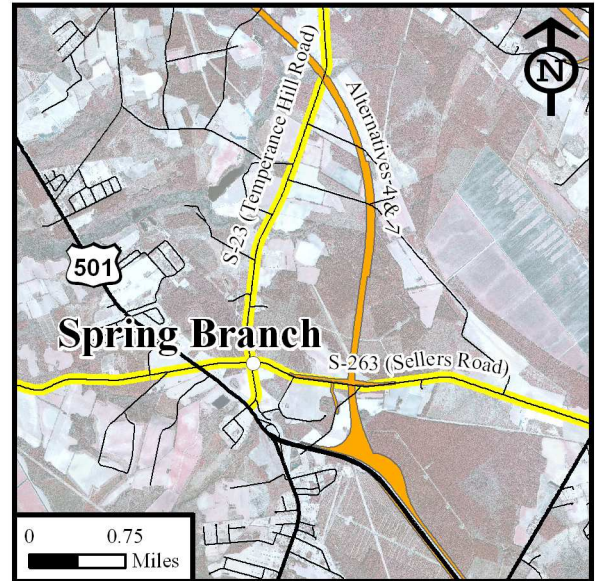


Figure C-20: Spring Branch

Summary of impacts

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

**C.2.7.6 Zion**

Zion would be affected by Alternatives 1, 2, 3, 5, 6, and 8, which pass through the Zion community, as defined by the survey (refer to Figure C-21). An interchange at S.C. Route 41 would be located just to the west of the community’s center. Alternatives 4 and 7 would not impact Zion, as it would be over three miles farther to the west.

The construction of the interstate would separate residences west of Zion from the community center, including the store, local churches, and the main residential areas. However, access would be maintained and connectivity of the existing roads in this area would remain intact. As a result, travel patterns would not be affected and would not prevent residents from interacting and pedestrian access would not be impacted. Road S-22 (Methodist Church Road) is the primary access from Zion

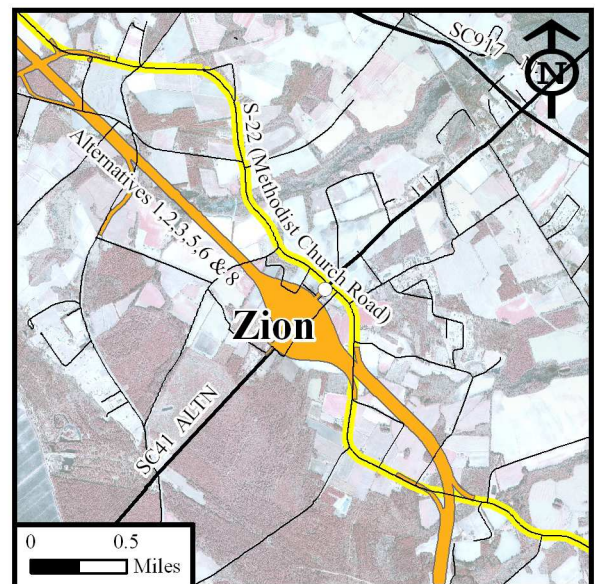


Figure C-21: Zion