



Based on comments received from the community, the respondents of Cool Spring commented on the high quality of life and safety in this quiet and peaceful rural area. The majority of respondents has family in the area, feel their community is close-knit, and interact regularly with their neighbors. Average length of residency for Cool Spring surveys is 27 years, with individual surveys ranging up to 79 years. Survey data show that 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 included changes to their rural way of life, living too close to an interstate, and creating dangerous routes for children to get to school. Issues such as faster travel routes and bringing in new businesses appeared to be of low importance. Other concerns from the community included impacts to quality of life, safety, losing neighbors and splitting their neighborhood.

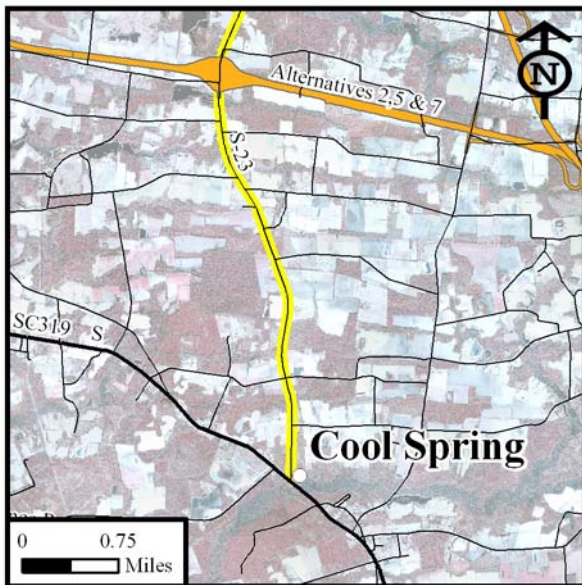


Figure 3-24: Cool Spring

The community of Cool Spring would be impacted by Alternatives 2, 3, 5, 6, and 7, which impact the easternmost section of the community, as defined by the survey. For Alternatives 2, 5, and 7, an interchange would be constructed at Road S-23 (Nichols Highway), (refer to Figure 3-24).

The main residential areas of Cool Spring are located near the intersections of S.C. Route 319, Road S-131 (Edwards Road), Road S-75 (Valley Forge Road) and Isaac Gerald Road. The alternatives would not impact community cohesion or the interaction of residents. Connectivity of the existing roads in this area would remain intact and travel patterns would remain the same. Pedestrian access and emergency services would not be impacted. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in this portion of Cool Spring and would not be impacted by the alternatives.

Alternatives 2, 5, and 7 would relocate eight residences, including six houses, one mobile home, and one vacant residence. Alternatives 3 and 6 would require the relocation of three residences, two houses and one vacant residence.

Construction of the Road S-23 interchange would provide convenient access to the Cool Spring Industrial Park located on S.C. Route 319. Improved access could potentially help the development of the industrial park and in turn, provide additional jobs for this area. The land use model predicted that 462 acres of development would occur with the No-build Alternative in the Cool Spring community (refer to Section 3.1, Land Use). Alternatives 1, 4, 7, and 8 were predicted to result in an additional 10 acres of development in the community, while Alternatives 2 and 5 would result in



an additional 28 acres of development. Alternatives 3 and 6 are not predicted to result in any new development in the Cool Spring community (Table 3.12, page 3-62).

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 two residential relocations, one impacted noise receiver, and no changes in accessibility. Alternatives 2, 5, and 7 would have seven residential relocations, one impacted noise receiver, and no changes in accessibility.

Galivants Ferry

Galivants Ferry is located north of Aynor, paralleling the Little Pee Dee River. This was the location of Galivant's ferry to cross the river until a bridge was constructed in the 1890's. In the late 1800's, state and local Democratic candidates began coming to Pee Dee Farms General Store in May to give political speeches at the Galivants Ferry Stump meeting. The original general store is now a convenience store, located on U.S. Route 501 at the Little Pee Dee River crossing. Because of its history, portions of Galivants Ferry have been designated a NRHP historic district. Area churches include: Galivants Ferry Baptist Church, Zion Methodist, Red Hill Southern Methodist, Union Chapel AME Church, Gethsemane Pentecostal Church, and Antioch Baptist Church.

Comments received indicate that respondents report a very good quality of life and feeling safe in the community. The majority of survey respondents has family in the area, feel their community is close-knit, and interact with their neighbors regularly. The slight-majority of those surveyed did not support the project being built in the area. Important issues to the residents of Galivants Ferry include changes to their rural way of life, living too close to an interstate, more traffic in the area, and the potential for more air pollution and noise. Other issues raised included concerns about safety, the relocation of homes and families that have been in the community



Galivants Ferry Stump



Galivants Ferry Convenience Store



for generations, and churches. Several residents suggested that a more southerly route would not disrupt as many homes and the community.

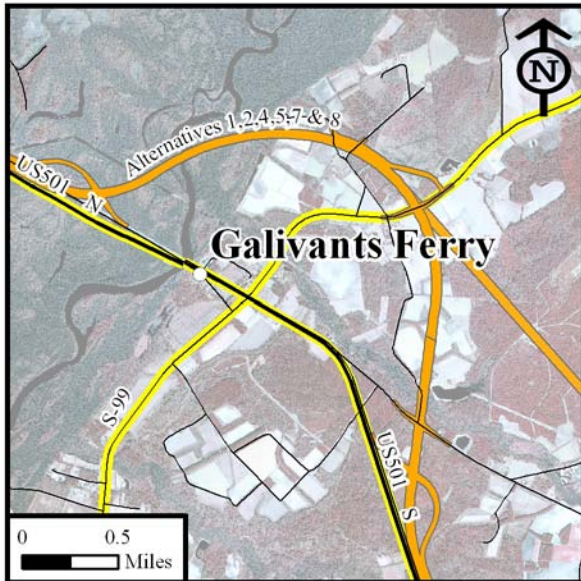


Figure 3-25: Galivants Ferry

Alternatives 1, 2, 4, 5, 7, and 8 enter the Galivants Ferry community north of the community center near the U.S. Route 501 crossing of the Little Pee Dee River (refer to Figure 3-25). The alternatives then shift away from U.S. Route 501 at this location to avoid the Galivants Ferry Historic District. Alternatives 1, 4 and 8 rejoin U.S. Route 501 south of the junction with S.C. Route 129 and continue south toward Aynor while Alternatives 2, 5, and 7 continue eastward through the community, as defined by the survey.

Accessing the main roads in the area would be maintained with overpasses, which would allow travel patterns not to be impacted. However, with Alternatives 1, 4, and 8, one-way frontage roads on each side of the proposed interstate would be planned for this area. Access to both directions of travel on

U.S. Route 501 would not be available at every overpass. Motorists would be required to travel in the opposite direction for a short distance in order to reach an overpass to allow them to travel in the direction they wanted. Access to U.S. Route 501 in both directions of travel would not be altered with Alternatives 2, 5, and 7, and emergency service routes are not likely to be affected. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in this portion of Galivants Ferry and would not be impacted by the alternatives.

Alternatives 1, 4, and 8 would result in the relocation of seven residences, and two produce stores, the Winburn Produce and PoBoy Produce. Local businesses, including the Pee Dee Farms General Store, are located on U.S. Route 501, and the alternatives could reduce the tourist traffic passing by these establishments.

Based on the land use model predictions, approximately 760 acres of new development is predicted to occur in the Galivants Ferry community boundary, due to the No-build Alternative. All the alternatives would add an additional amount of new development to the community, ranging from 171 to 312 acres, depending on alternative (Table 3.12, page 3-62).

Summary of impacts

Alternatives 1, 4, and 8 would have 7 residential and 2 business relocations, 1 impacted noise receiver, and accessibility affected by one-way frontage roads. Alternatives 3 and 6 would have no relocations, 1 impacted noise receiver, and no changes in accessibility. Alternatives 2, 5, and 7 would have no relocations, 2 impacted noise receivers, and no changes in accessibility.