



Community Respondents' Opinions on Proposed Project

Approximately 84 percent of respondents in Aarons Temple supported I-73 being built in the area, while one respondent did not, and the remainder was undecided or did not answer. One respondent felt the proposed project would have a negative impact on the community, while 52 percent felt it would improve the area. Respondents were very concerned about the potential for increased air pollution and noise, as well as safe routes to school for children. Some respondents were also concerned with living too close to an interstate. Most however, commented that I-73 is needed to bring more jobs and an economic boost to the area both during and after construction.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Alternative 1 would be located near the eastern boundary of the community, while Alternatives 2 and 3 are farther to the east of the community and would not directly impact it (refer to Figure 3-7, page 3-34). During field visits, it was noted that Alternative 1 would directly impact the community of Aarons Temple. Recognizing this, Alternative 1 was shifted away from the community and a stand of existing trees was used to naturally buffer potential noise and visual impacts. This minimized separation of neighborhoods and schools from the more populated areas of Aarons Temple. Alternative 1 may still affect the visual landscape and rural character of the outskirts of the community. Impacts such as separation of neighborhoods and/or residential clusters do not appear to be an issue for any of the Build Alternatives, nor would any residences, churches, or businesses be displaced. In addition, no noise impacts are anticipated to the community.

Aarons Temple Direct Impacts

Alternative 1:

- No residential, church, or business relocations
- Possible visual landscape impacts
- No noise impacts
- Minor changes in travel patterns/ accessibility

Alternatives 2 and 3:

- No impacts anticipated

Access and Travel Patterns

Travel patterns within the Aarons Temple community 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. Access to the north and south would be maintained along S.C. Route 38. Road S-54 would be re-configured in its intersection with S.C. Route 38. Road S-672 would be bisected by Alternative 1 and cul-de-sacs would be created; however, access for residents would be maintained along Road S-54.



Special Populations

Specific elderly, handicapped, non-driving, or transit-dependent populations have not been identified in this portion of Aarons Temple, and it is unknown at this time whether they would be affected.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Aarons Temple community. Based on land use modeling, very little development is expected to occur in the Aarons Temple community with the No-build Alternative. Of the Build Alternatives, only Alternative 1 is anticipated to bring additional acres of development to Aarons Temple (as listed in Table 3.12, page 3-52). Cumulative impacts in Aarons Temple would include areas of development that may occur outside of the I-73 project, in addition to development that results from I-73.

Projected Development in Aarons Temple

No-build Alternative: *No induced growth*
Alternative 1: *6 acres of induced growth*
Alternative 2: *No induced growth*
Alternative 3: *No induced growth*

Summary

For all the Build Alternatives there would be no relocations and no noise impacts. For Alternative 1, two roads would be re-configured and travel patterns may be affected temporarily during construction. Road S-672 would be bisected and converted into cul-de-sacs, but access would be maintained on Road S-54. All Build Alternatives would have potential for induced growth within Aarons Temple, with Alternative 1 having the highest potential.

3.2.10.2 Brightsville

Location and History

Brightsville is located in the northeast portion of Marlboro County along S.C. Route 79 and S.C. Route 38 (refer to Figure 3-20). The area was named for Charles Bright who came to the area in 1827. The old stagecoach road used to be located in front of Goodwin's Millpond and ran through the Brightsville area on its route from Cheraw to North Carolina.³⁸

³⁸ Marlboro County, SC History Website, The Old Stage Road Webpage, http://sciway3.net/proctor/marlboro/history/Old_stage_road.html (April 4, 2007).



Community Characteristics

There are two churches, Antioch United Methodist and Faith Temple Holiness, in the community. An airstrip is located on Stanton Road (S-34-283) and is used for crop dusting operations (refer to Figure 3-20). A few small businesses are located to the north of Brightsville along S.C. Route 38, while Stanton Barbecue Restaurant is located on Stanton Road. According to 2000 U.S. Census Data, 46 percent of the community's population is minority, while 17 percent lives below the poverty level (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36).

Based on 33 community surveys, 67 percent of the respondents of the Brightsville community feel as though it is a close-knit community with a small-town feel, and 55 percent stated that they often interact with their neighbors. Most respondents like their neighborhood, feel it is safe, and rank their quality of life generally high. Seventy-nine percent of the respondents have other family members living in the community and 36 percent of those provide care for a relative. The average length of residency among respondents is 36 years in the community, with individuals surveyed varying from one to 77 years.



Figure 3-20 Brightsville

Community Respondents' Opinions on Proposed Project

Approximately 45 percent of respondents in Brightsville supported I-73 being built in the area, 30 percent did not, and the remainder was undecided or did not respond. In general, respondents were hopeful that the interstate would bring long-term jobs and businesses. Respondents were very concerned about a change in their rural way of life and the possibility of family or friends relocating. Living too close to an interstate, an increase in pollution, and traffic were also concerns raised by respondents. Many respondents also expressed concern about divided farmlands and impacts to land that had been in the family for generations. Several respondents felt the western alternative (Alternative 1) would be more positive for industrial growth and have fewer impacts to residents.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Alternatives 1, 2, and 3 would pass through the Brightsville community, as defined by the survey (refer to Figure 3-7, page 3-34). Alternative 1 would cross through the center of the community boundary, while Alternatives 2 and 3 pass along the northeastern edge of the community between S.C. Route 79 and Road S-165N.



Brightsville Fire Department

All of the Build Alternatives cross primarily through agricultural and wooded areas within the community boundary, avoiding the main residential areas in the community. Access between residential areas on either side of the Build Alternatives would be maintained with overpasses or frontage roads. No residents would be isolated from the rest of the community and neighbors could still interact.

Alternative 1 would result in 16 residential displacements (10 houses, six mobile homes) while one residential displacement would occur with Alternatives 2 and 3. None of the Build Alternatives would result in the displacement of any churches or businesses in Brightsville.

Alternative 1 would impact three noise receivers, while Alternatives 2 and 3 would not impact any noise receivers. Construction of the Build Alternatives may affect the visual landscape and rural character of the Brightsville community, with Alternative 1 having more potential to have an effect.

Access and Travel Patterns

Access to Bennettsville and Rockingham would be maintained along S.C. Route 38 with Alternative 1. Several roads would be bisected and converted into cul-de-sacs: Roads S-166, S-283, S-572, and S-55 (refer to Figure 3-20, page 3-69). Changes in travel patterns within the community are likely due to Alternative 1. Road S-54 would be re-configured in its connection with S.C. Route 38, while access across the interstate would be maintained at S.C. Route 79, Road S-55, and Road S-165. Vehicular access to community services and facilities would not be hindered, nor would the routing of emergency vehicles be impacted. Access to Alternative 1 would be available at its interchange with S.C. Route 9, just southwest of Brightsville.

Brightsville Direct Impacts

Alternative 1:

- 16 residential relocations
- No church or business relocations
- Possible visual landscape impacts
- Three noise impacts
- Minor changes in travel patterns/ accessibility

Alternatives 2 and 3:

- One residential relocation
- No church or business relocations
- No noise impacts
- Possible visual landscape impacts
- Minor changes in travel patterns/ accessibility

Alternatives 2 and 3 would impact portions of Road S-163 near S.C. Route 79, which would be re-configured. Road S-165 would function as a frontage road to Alternatives 2 and 3, and



access would be maintained. Access from Road S-335 to Road S-165 would also be slightly re-configured. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles. Access to Bennettsville along S.C. Route 79 would be maintained and access to Alternatives 2 and 3 would be available at an interchange at S.C. Route 79.

Special Populations

Specific elderly, handicapped, non-driving, or transit-dependent populations have not been identified in this portion of Brightsville; it is unknown at this time whether these populations would be affected by the proposed project.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Brightsville community. Predictive land use modeling anticipates that very little development would occur within the community boundaries with the No-build Alternative. The Build Alternatives may bring between 5 and 134 additional acres of development to the Brightsville community, based on its proximity to Bennettsville (refer to Table 3.12, page 3-52). Cumulative impacts in Brightsville would include areas of development that may occur outside of the I-73 project, in addition to development that results from I-73.

Projected Development in Brightsville

No-build Alternative: No induced growth
Alternative 1: 5 acres of induced growth
Alternative 2: 134 acres of induced growth
Alternative 3: 132 acres of induced growth

Summary

Alternative 1 would result in 16 residential displacements, three noise impacts, and five roads bisected, while Alternatives 2 and 3 would have one residential relocation, no noise impacts, and no changes in accessibility. All Build Alternatives may affect the visual landscape and rural character of the community. Alternative 2 would have highest potential for induced development in Brightsville.

Located east of Bennettsville are the communities of Adamsville, Dunbar, Fletcher, Hebron, Lester, and Newtonville (refer to Figure 3-7, page 3-34). These communities are primarily rural and residential, with an agricultural focus on cotton. Adamsville, Fletcher, and Newtonville are provided fire and emergency services by the McColl Fire Department and McColl EMS and Rescue Squad. The Clio Fire Department and Rescue Squad provide services to the communities of Dunbar and Hebron, while the Bennettsville Fire Department provides services to Lester. Healthcare services are provided by the Marlboro Park Hospital in Bennettsville and the Scotland Memorial Hospital in Laurinburg, North Carolina. Most survey respondents stated they traveled to Bennettsville, South Carolina or Laurinburg, North Carolina for shopping and services.



3.2.10.3 Adamsville

Location and History

Adamsville is located northwest of McColl, around Adamsville Road (Road S-28) and Academy Road (S-34-17) (refer to Figure 3-21). Because so many of the early settlers in the area had the surname “Adams”, the area was named Adamsville.³⁹ One of the families named Adam operated a tavern/post office at the crossroads for a time.

Community Characteristics

Two churches, the Piney Plain Baptist and St. Paul AME Zion Church, are both located in the Adamsville area. Over half of the population is minority in Adamsville, while 17 percent of the population lives below the poverty level based on 2000 U.S. Census Data (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36).

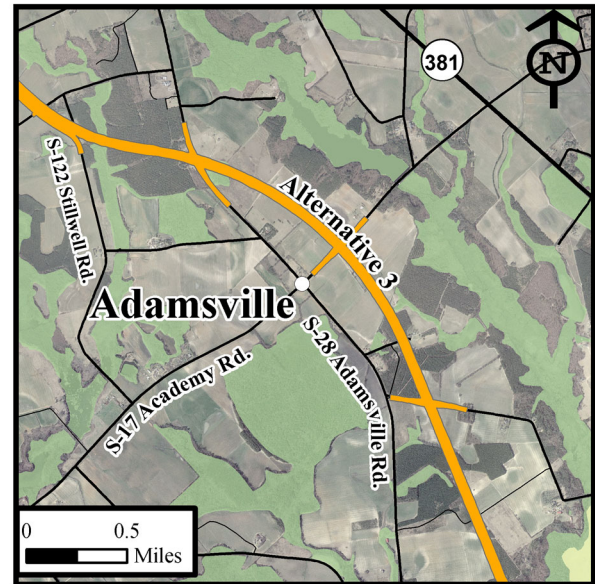


Figure 3-21 Adamsville

Based on 14 community surveys, 79 percent of the respondents of the Adamsville community feel as though it is a close-knit community with a small-town feel, where 43 percent state they often interact with their neighbors. Most respondents like their neighborhood and feel safe, although opinions about their quality of life vary from very high to average. Forty-three percent of the respondents have other family members living in the community. The average length of residency among survey respondents is 23 years, with individual respondents ranging from less than one year to 90 years.

Community Respondents' Opinions on Proposed Project

Twenty-nine percent of respondents in Adamsville supported I-73 being built in the area, while 50 percent were undecided or did not respond. Twenty-one percent of respondents felt that it would have a negative impact on the community, being concerned with children accessing schools safely, more traffic in their neighborhoods, and the potential air and noise pollution that an interstate may bring to the area. Issues such as living close to an interstate, the possibility of relocating, family and friends relocating, businesses having to move, and economic growth

³⁹ “A Historical Sketch of Adamsville Township,” *Historical Tours of Marlboro County*, (Marlborough County Bicentennial Committee, 1976), <http://sciway3.net/proctor/marlboro/history/adamsville.html> (August 3, 2006).



appeared to be less important to respondents. Several respondents were concerned that small family cemeteries may be affected. Many people expressed the importance of farmland and their concern about destroying profitable farmland and taking land that had been in the family for generations.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Alternative 1 would not directly impact Adamsville, while Alternatives 2 and 3 would pass through portions of it (Figure 3-7, page 3-34). Alternative 2 would cross along the western edge of the



House in Adamsville

community to the northeast of Bennettsville. Alternative 3 would pass along the eastern edge of the community paralleling Road S-28 to U.S. Route 15/401.

Both Alternatives 2 and 3 would cross through agricultural land within the Adamsville community boundary. Alternative 3 would also impact one local road, S-122 (Stillwell Road) within the community of Adamsville, which would be converted to a cul-de-sac. However, the main residential areas of the community are expected to remain intact. The cul-de-sacs may be considered inconvenient, but access would still be maintained by overpasses and frontage roads along S.C. Route 385 and Road S-122. No residents would be isolated from the rest of the community and social interaction between neighbors can still occur.

Alternative 1 would not result in any relocations within Adamsville, while Alternative 2 would result in the relocation of one residence, and Alternative 3 would result in two residential relocations. No churches or businesses would be relocated in Adamsville with any of the Build Alternatives. Alternatives 1 and 3 would have no impacted noise receivers while Alternative 2 would have one. Because of the rural nature of Adamsville, construction of the proposed project may affect the visual landscape and character of the community.

Access and Travel Patterns

Impacts to travel patterns within the community would be minor with Alternative 2. It is anticipated that Road S-122 would be converted to cul-de-sacs (refer to Figure 3-21). Residents would use Roads S-17 and Road S-28 to access these areas of the community. Access between Adamsville and Bennettsville would be maintained via Road S-17 and U.S. Route 15/401. Adamsville would also maintain access to McColl via S.C. Route 381. Roads S-345, S-17, and



S-48 would maintain connectivity within the community. Access to I-73 would be provided at an interchange at S.C. Route 79 to the north of Adamsville and on U.S. Route 15/401 south of Adamsville.

Travel patterns within Adamsville would not be impacted by Alternative 3. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles. Access between Adamsville and Bennettsville would not be affected. Adamsville would maintain access to McColl via S.C. Route 381. Access to the east and west of Alternative 3 would be maintained on Road S-28 and a frontage road would be constructed to connect Road S-122 to Family Farm Road (Road S-71). Access to I-73 would be provided at an interchange on S.C. Route 79 to the north of Adamsville and on U.S. Route 15/401 to the south of Adamsville. Overall, vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles.

Adamsville Direct Impacts

Alternative 1:

-No impacts anticipated

Alternative 2:

- One residential relocation*
- No church or business relocations*
- One impacted noise receiver*
- Possible visual landscape impacts*
- Minor changes in travel patterns/ accessibility*
- Could minimally impact community cohesion*

Alternative 3:

- Two residential relocations*
- No church or business relocations*
- No noise impacts*
- Possible visual landscape impacts*
- Minor changes in travel patterns/ accessibility*
- Could minimally impact community cohesion*

Special Populations

Specific elderly, handicapped, non-driving, or transit-dependent populations were not identified within this portion of Adamsville. 2000 U.S. Census Data shows the percentage of disabled and elderly persons in this block group are higher than the statewide average. It is unknown at this time if any of these populations in the Adamsville community would be affected.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Adamsville community. Predictive land use modeling indicates very little development is expected to occur with the No-build Alternative. The Build Alternatives may bring additional acres of development to Adamsville, ranging from 21 to 81 acres (refer to Table 3.12, page 3-52).

Projected Development in Adamsville

- No-build Alternative:** *No induced growth*
- Alternative 1:** *21 acres of induced growth*
- Alternative 2:** *81 acres of induced growth*
- Alternative 3:** *46 acres of induced growth*



Cumulative impacts in Adamsville would include acres of development that may occur outside of the I-73 project, in addition to development that results from I-73.

Summary

Impacts to the Adamsville community may occur with the construction of either Alternatives 2 or 3. Alternative 1 would have no relocations, while Alternative 2 would have one residential location, and Alternative 3 would have two residential displacements. In general, survey respondents from Adamsville were concerned about the impacts that the interstate may have on their community and on family farmlands. Alternative 2 would have the highest potential for induced development for this area.

3.2.10.4 Dunbar

Location and History

Dunbar is located south of Clio along Hebron Dunbar Road (S-34-23N) and Dunbar Highway (S-34-32E) (refer to Figure 3-22). Dunbar was named for J.C. Dunbar, a captain of the Marlboro militia. In 1885, the Latta & Clio branch of the Atlantic Coast Railroad was constructed through the area to transport locally produced turpentine and lumber.⁴⁰

Community Characteristics

There are two churches in the area, Faith Deliverance on Norton Circle (S.C. Route 59) and Asbury United Methodist on Dunbar Highway (refer to Figure 3-22). According to 2000 U.S. Census Data, 69 percent of the population is minority while 37 percent live below the poverty level (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36).

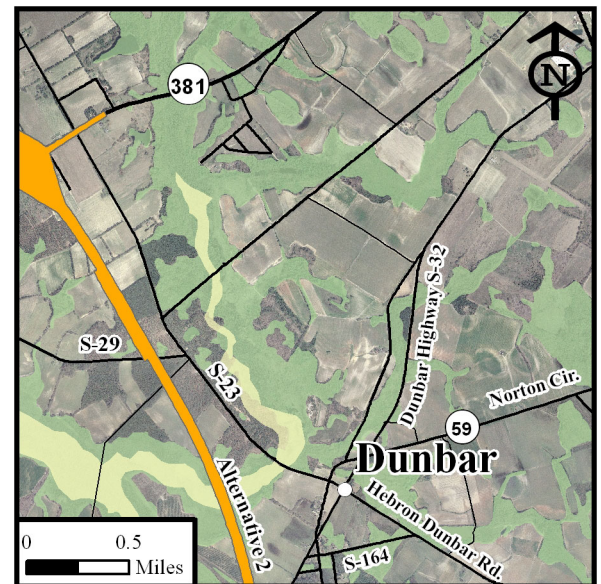


Figure 3-22 Dunbar

Based on 11 community surveys, 91 percent of the residents of the Dunbar community feel as though it is a close-knit community with a small-town feel, and 55 percent often interact with their neighbors. Most respondents like their neighborhood and feel safe, although opinions about their quality of life vary greatly from very high to average. Seventy-three percent of the respondents have other family members living in the community, with 33 percent of those

⁴⁰ *Historical Tours of Marlboro County*, pp. 25-26.



Community of Dunbar

providing care for a relative. The average length of residency among survey respondents is 48 years, with individuals surveyed ranging from less than one year to 106 years.

Community Respondents' Opinions on Proposed Project

Twenty-seven percent of respondents in Dunbar support I-73 being built in the area while 73 percent did not support it, stating that they felt it would have a negative impact on the community. Although hopeful the interstate may bring long-term jobs to the area, the greatest concern expressed was disruption to the quiet rural area that an interstate could bring. Issues such as faster travel and the possibility of new businesses were not important to respondents, while relocations, change to the rural way of life, more traffic and pollution, and living too

close to an interstate were of high concern. Several respondents in this community also identify themselves with the Hebron community.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Alternative 1 would pass to the west of Bennettsville, far away from the community boundary of Dunbar, and Alternative 3 would be located more than 2.5 miles east of the community boundary (refer Figure 3-7, page 3-34). Alternatives 1 and 3 are not anticipated to directly impact Dunbar while Alternative 2 would pass through the Dunbar community.

Alternative 2 would cross through agricultural and wooded lands along the eastern boundary of the community of Dunbar, as defined by the community survey. The main residential areas of the community are located along Road S-32, at its intersection with Road S-164 and Road S-23, which lies approximately 0.25 mile west of Alternative 2 (refer to Figure 3-22, page 3-75). This central portion of Dunbar would remain intact and access to the west of the interstate would be maintained along Road S-34-32. Access to Clio and Bennettsville would remain unchanged and access onto I-73 would be provided at an interchange with S.C. Route 381, north of the community center.

Dunbar Direct Impacts

Alternatives 1 and 3:

-No impacts anticipated

Alternative 2:

-One residential relocation

-No church or business relocations

-No noise impacts

-Possible visual landscape impacts

-Minor changes in travel patterns/ accessibility



Alternative 2 could result in the displacement of one residence in the community of Dunbar. None of the Build Alternatives would result in the displacement of any churches or businesses in the community of Dunbar, nor would there be any impacted noise receivers. Alternative 2 may affect the visual landscape and rural character of the community. However, forested areas surrounding Alternative 2 would act as a natural buffer to shield the roadway from Dunbar.

Access and Travel Patterns

Minor changes in travel patterns may occur within Dunbar with Alternative 2. Road S-29 would be bisected near its intersection with Road S-23 and be converted into cul-de-sacs. Access to Clio would be maintained via S.C. Route 381 (refer to Figure 3-22, page 3-75). Access towards Bennettsville would be maintained along Road S-23 to S.C. Route 9. Access across the interstate would also be maintained on Road S-32. Access onto I-73 would be provided at an interchange with S.C. Route 381. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles.

Special Populations

Specific elderly, non-driving, or transit-dependent populations were not identified in this portion of Dunbar. 2000 U.S. Census Data shows the percentage of disabled persons in this block group is higher than the statewide average. It is unknown at this time if any of these populations in the Dunbar community would specifically be affected.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Dunbar community. Land use modeling predicts that very little development is expected to occur with the No-build Alternative in the Dunbar community. Alternatives 1 and 3 are not anticipated to bring any additional induced development to Dunbar, while Alternative 2 could result in 74 acres of additional development (refer to Table 3.12, page 3-52). The interchange at S.C. Route 381 may encourage some development at this location; however, water and sewer infrastructure is not available in this area and is likely to limit the amount of growth that could occur. Cumulative impacts for Dunbar would include areas of development that may occur outside of the I-73 project, in addition to development that results from I-73.

Projected Development in Dunbar

No-build Alternative: No induced growth
Alternative 1: No induced growth
Alternative 2: 74 acres of induced growth
Alternative 3: No induced growth

Summary

General sentiment for this area is that I-73 could disrupt the quiet rural way of life in the Dunbar community. Alternative 2 would result in one residential displacement, no noise impacts, one



road bisected, and could also induce development within the Dunbar community. Alternatives 1 and 3 are not anticipated to have any impacts on Dunbar.

3.2.10.5 Fletcher

Location and History

Fletcher is located north of McColl, along S.C. Route 381 and the border with North Carolina (refer to Figure 3-23). Quakers first came to the area near the Adamsville settlement and built the Piney Grove Church. When they left prior to the Civil War, a Methodist congregation took over the church.⁴¹

Community Characteristics

The current Pine Grove United Methodist Church, built in 1945 in the Gothic style, now serves the community. In addition to the Pine Grove United Methodist Church, the Friendship Holiness and Fletcher United Wesleyan Churches are located in the area. The Fletcher Memorial School, located opposite of the church, was built in 1920 and is no longer in use. According to the 2000 U.S. Census Data, over half of the population of Fletcher is minority, while 23 percent live below the poverty threshold (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36).

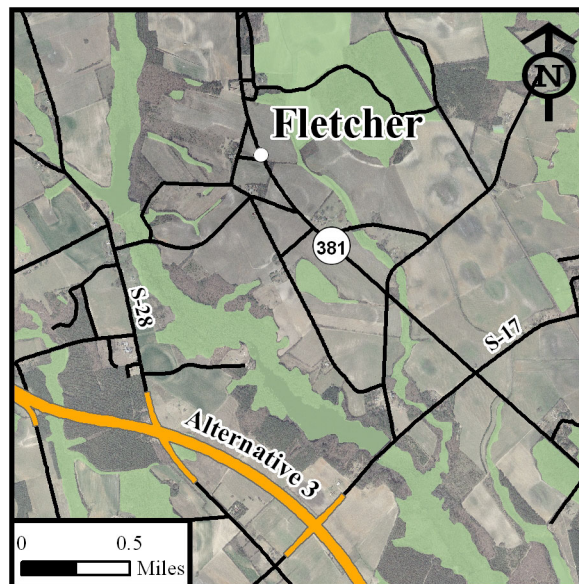


Figure 3-23 Fletcher

Based on nine community surveys, 56 percent of those responding from the Fletcher community feel as though it is a close-knit community with a small-town feel, and 33 percent stated residents interact often with their neighbors. Most respondents like their neighborhood and feel safe, and rate their quality of life as very high. Seventy-eight percent of the respondents have other family members living in the community and 22 percent of those are providing care for a relative. The average length of residency among survey respondents is 15 years, with individual respondents ranging from less than one year to 60 years.

Community Respondents' Opinions on Proposed Project

Thirty-three percent of respondents in Fletcher supported I-73 being built in the area, while 44 percent did not support it, and the rest were undecided or did not respond. Twenty-two percent of respondents felt I-73 would improve the community while 33 percent felt that it would have

⁴¹ SC GenWeb, <http://sciway3.net/proctor/marlboro/history/adamsville.html> (August 3, 2006).



Pine Grove United Methodist Church in Fletcher

a negative impact on the community. Respondents were not as concerned about faster routes or new stores, but were concerned about adding long-term jobs to the area. Residents were also concerned about possible relocations, more traffic and pollution that an interstate may bring to the area, and living too close to an interstate. Many expressed concern about family farmlands and impacts to a quiet, rural way of life. One respondent felt the interstate should be located closer to industries.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

None of the Build Alternatives would pass through the community boundary of Fletcher as defined by the survey (refer to Figure 3-7, page 3-34). Alternative 1 would be located to the west of Bennettsville, far away from the community.

Alternative 2 passes more than three miles to the west of the community, near Bennettsville, while Alternative 3 passes 0.25 mile to the west of the community, as it parallels Road S-28 (refer to Figure 3-23).

Since the Build Alternatives do not cross through the community boundary of Fletcher, none are likely to create physical barriers that would divide residents within the community. Access to the east and west of the interstate would be maintained on local routes, such as Roads S-39 and S-17.

The Build Alternatives would not result in the displacement of any residences, churches, or businesses in the Fletcher community nor would there be any impacted noise receivers. Alternative 3 however, may impact the visual landscape and rural character of the community.

Access and Travel Patterns

Local roads and travel patterns within the Fletcher area would not be impacted by the Build Alternatives. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles. Access to McColl would be maintained in this area on S.C. Route 381 and access to

Fletcher Direct Impacts

Alternatives 1 and 2:
-No impacts anticipated

Alternative 3:
-Possible visual landscape impacts



Bennettsville would be maintained via Road S-17 to S.C. Route 385. An interchange at U.S. Route 15/401 would provide access onto I-73 for Alternative 3.

Special Populations

Specific elderly, non-driving, or transit-dependent populations were not identified within this area of Fletcher. 2000 U.S. Census Data shows a high percentage of disabled and elderly persons in this block group. It is unknown at this time whether these populations would be affected by the proposed project.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Fletcher community. Land use predictive modeling did not anticipate that any development would occur in the Fletcher community with the No-build Alternative or any of the Build Alternatives. In general, land use changes for this area are not anticipated.

Projected Development in Fletcher

No-build Alternative: No induced growth
Alternatives 1, 2, and 3: No induced growth

Summary

No direct or indirect impacts to Fletcher would occur with the construction of I-73, with the exception of Alternative 3 having an affect on the visual landscape and rural character of the community. Opinions about I-73 in the Fletcher area are divided; some respondents support I-73, but many were concerned about the negative impacts the interstate could have on their community and family farmlands.

3.2.10.6 Hebron

Location and History

Hebron is located along Hebron Dunbar Road (S-23N) and S.C. Route 9 west of Clio (refer to Figure 3-24). The Hebron Methodist Church, constructed in 1849, is the centerpiece of the community and is located on Hebron Dunbar Road. The old Hebron School and Hebron Cemetery are also located on this road.

Community Characteristics

Several farms in Hebron have been recognized by the USDA as National Bicentennial Farms for having been continuously farmed by the same family for over 200 years. Churches in the area include the following: Hebron United Methodist, Sandy Grove Missionary Baptist, and St. Matthews Missionary Baptist. Country Auto Sales, a produce stand, and an abandoned gas station are located near the community on S.C. Route 9. As shown in Tables 3.9 and 3.10,

(refer to pages 3-35 and 3-36), over half the population in the community is minority, while 22 percent of the population live below the poverty level according to 2000 U.S. Census Data.

Based on 35 community surveys, 80 percent of the respondents of the Hebron community feel as though it is a close-knit community with a small-town feel and 71 percent stated they often interact with their neighbors. Most respondents like their neighborhood and feel safe, although opinions about their quality of life vary greatly from very high to average. Sixty-eight percent of the respondents have other family members living in the community, with 21 percent providing care for a relative. The average length of residency among survey respondents is 34 years, with individuals surveyed ranging from less than one year to 87 years.

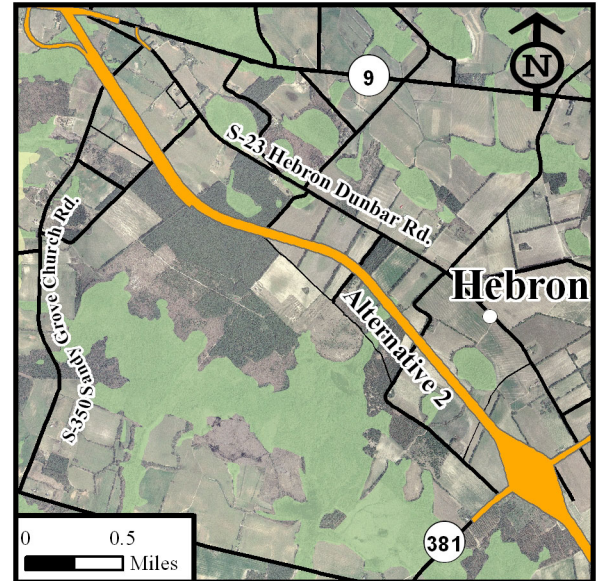


Figure 3-24 Hebron

Community Respondents' Opinions on Proposed Project

Nineteen percent of respondents in Hebron supported I-73 being built in the area, while 69 percent did not support it and the remainder was undecided or did not respond. Sixty-eight percent felt that it would have a negative impact on the community, with relocations, change to the quiet, rural way of life, more traffic and pollution, and living too close to an interstate being of highest concern to respondents. Issues such as a faster route, new stores, and more jobs were not important to respondents. A few respondents did not feel there would be any economic benefit to Marlboro County. Many respondents expressed concern about divided farmlands and impacts to land that had been in the family for generations. A number of respondents felt the western alternative (Alternative 1) would be more positive for industrial growth and have fewer impacts to respondents.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Alternative 2 would pass through the community of Hebron, as defined by the survey (refer to Figure 3-7, page 3-34). Alternative 2 would parallel Road S-23 (Hebron Dunbar Road) approximately 0.35 mile along the western boundary of the community (refer to Figure 3-24). Alternative 1 is located to the west of Bennettsville and Alternative 3 passes to the east of Clio; neither are anticipated to impact Hebron.



Hebron Direct Impacts

Alternatives 1 and 3:

-No impacts anticipated

Alternative 2:

-No residential, church, or business relocations

-No noise impacts

-Possible visual landscape impacts

-No changes in travel patterns/ accessibility

The majority of the Hebron community is located along Road S-23 and Alternative 2 would not likely divide or isolate neighbors on the west of the interstate from the heart of the community. None of the Build Alternatives would result in the displacement of any residences, churches, or businesses in the community of Hebron. The visual landscape and rural character of the community may be impacted by Alternative 2. No noise receivers would be impacted by Alternative 2.

Access and Travel Patterns

Travel patterns along S.C. Route 9 and S.C. Route 381 would be maintained, providing unchanged access to Clio and

Bennettsville. Access from Road S-23N to S.C. Route 9 would be re-configured and Road S-350E would be bisected with access to S.C. Route 9 maintained along a frontage road (refer to Figure 3-24, page 3-81). In the northern portion of the community, Road S-350 (Sandy Grove Church Road) would be bisected, which would alter access to a Sandy Grove Missionary Baptist Church. However, access to the church would be maintained via a frontage road connecting to S.C. Route 9. It is not expected that vehicular access to community services and facilities would be hindered, nor would the routing of emergency vehicles be affected.

Special Populations

Specific disabled, non-driving, or transit-dependent populations were not identified within this portion of Hebron. 2000 U.S. Census Data shows the percentage of elderly persons in this community is higher than the statewide average. It is unknown at this time if any of these populations would be affected by the proposed project.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Hebron community. This area mainly consists of Bicentennial farms, and due to the farming nature of the area, little or no development has occurred. Based on land use modeling, very little development is expected to occur in the Hebron community, as defined by the community survey, with the No-build Alternative.

The Build Alternatives could bring additional acres of development to Hebron, ranging from 9 to 42 acres, depending on the Build Alternative (refer to Table 3.12, page 3-52). The interchange at S.C. Route 381 may encourage some development at this location; however, sewer and water infrastructure is limited in this area, so growth is likely to be minimal. Cumulative impacts for

Projected Development in Hebron

No-build Alternative: No induced growth

Alternative 1: 19 acres of induced growth

Alternative 2: 42 acres of induced growth

Alternative 3: 9 acres of induced growth



Hebron would include areas of development that may occur outside of the I-73 project, in addition to development that results from I-73.

Summary

The general sentiment of the Hebron community is that I-73 would negatively impact their rural community and their quiet way of life. Although no relocations or noise impacts are anticipated, the project is likely to affect the visual landscape and character of the community. Alternative 2 would have the highest potential for induced development within the community.

3.2.10.7 Lester

Location and History

Lester is located five miles northeast of Bennettsville along S.C. Route 385 and is situated around historical Burnt Factory Pond, which is approximately 95 acres in size (refer to Figure 3-25). According to local history, Burnt Factory Pond was named for a cotton mill built by William T. Ellerbe, John McQueen, and John N. Williams around 1836. Power for the mill's operation came from nearby Crooked Creek. The mill was destroyed by fire in 1851, but the Burnt Factory Pond remains today.⁴²

Community Characteristics

Three churches are located in the area, including Smyrna United Methodist Church on Burnt Factory Pond Road (S-373), Smyrna United Methodist Church on S.C. Route 385, and Kingdom Hall of Jehovah's Witnesses on S.C. Route 385 (refer to Figure 3-25). A few locally owned businesses, the U-Tote'em Convenience Store and Grill, Phillips 66 Gas Station, and What's Really Good Clothes are located at the intersection of S.C. Route 385 and Road S-34-17. Warden & Smith Ready Mixed Concrete, is located on S.C. Route 385 and has been in business since 1956. Based on 2000 U.S. Census Data, 51 percent of the population in Lester is minority, while 22 percent live below the poverty level (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36).



Figure 3-25 Lester

⁴² Marshall Bruney Media Consultants, Burnt Factory Pond Webpage, <http://www.meowdesigners.biz/history.html> (December 11, 2006).



Based on 12 community surveys, 67 percent of respondents from the Lester community feel as though it is a close-knit community with a small-town feel where 33 percent interact with their neighbors often. Most respondents like their neighborhood, feel safe, and rank their quality of life generally high. Eighty-three percent of the respondents have other family members living in the community, with 55 percent providing care for a family member. The average length of residency among survey respondents is 32 years, with individual respondents ranging from 12 years to 55 years.



Smyrna United Methodist Church in Lester

Community Respondents' Opinions on Proposed Project

Approximately 55 percent of respondents in Lester supported I-73 being built in the area, 36 percent did not support it, and the remainder did not respond or were undecided. Forty-two percent of the respondents from Lester felt it would improve the community, while 33 percent thought it would have a negative impact. Respondents were very concerned about living close to an interstate, additional noise and air pollution, more traffic in their neighborhood, and changing the rural way of life. Issues like faster and more convenient routes in and around the community, additional stores and restaurants, and new businesses with long-term jobs appeared to be less important.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Alternative 2 would pass within 0.10 mile west of the community boundary of Lester, as defined by the community survey (refer to Figure 3-7, page 3-34). Alternative 3 is located over 1.5 miles west, and Alternative 1 is located farther to the west past Bennettsville. Alternatives 1 and 3 are not anticipated to impact the community.

Alternative 2 does not cross through the community boundaries and therefore, is not likely to create physical barriers that would divide residents within the community. Access to the east and west of the interstate would be maintained on local routes, such as Road S-345.

Lester Direct Impacts

Alternatives 1 and 3:

- *No impacts anticipated*

Alternative 2:

- *No residential, church, or business relocations*

- *No noise impacts*

- *Possible visual landscape impacts*

- *No changes in travel patterns/ accessibility*



No residential, church, or business relocations would result from any of the Build Alternatives within the community of Lester nor would there be any impacted noise receivers. Alternative 2 may affect the visual landscape and rural character of the community.

Access and Travel Patterns

Travel patterns within the community of Lester 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. Access to Bennettsville would be maintained via S.C. Route 385 and access north towards Hamlet would not be affected. Access to I-73 would be provided at an interchange on S.C. Route 79 to the north of Lester and U.S. Route 15/401 to the south of Lester.

Special Populations

Specific elderly, disabled, non-driving, or transit-dependent populations were not identified in this portion of Lester. 2000 U.S. Census Data shows the percentage of persons with a disability in this block group is higher than the statewide average. It is unknown at this time if any of these populations would be impacted by the Build Alternatives.

Projected Development

Small amounts of development are located along S.C. Route 385, these are locally owned and operated stores consisting of a gas station, a convenience store, and a clothing store. There is also a concrete plant in the area. Historically, there has not been an appreciable amount of development that has impacted the Lester community due to the agricultural nature of the area. Land use predictive modeling anticipates that no development would occur in the Lester community under the No-build or Build Alternatives. In general, land use changes for this area are not anticipated.

Projected Development in Lester

No-build Alternative: No induced growth
Alternatives 1, 2, and 3: No induced growth

Summary

In conclusion, minimal impacts to the Lester community may occur with the construction of I-73. Construction of an interstate on the outskirts of this community may impact the visual landscape and rural character of Lester. Opinions about the project are divided among respondents, with many respondents in Lester supporting I-73, but others feeling it would have negative impact on their rural area.



3.2.10.8 Newtonville

Location and History

Newtonville is located northeast of Bennettsville, along S.C. Route 385 (refer to Figure 3-26). The Newton family first came to the area in 1785 when Giles Newton bought 640 acres. There are two marked Newton family cemeteries in the area where ancestors since the earliest colonial settlers to the present are buried.

Community Characteristics

Over half the population of this community is minority while 17 percent live below the poverty level according to 2000 U.S. Census Data (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36).



Figure 3-26 Newtonville

Based on 10 community surveys, 90 percent of the respondents of the Newtonville community feel as though it is a close-knit community with a small-town feel, where 40 percent often interact with their neighbors. Most respondents like their neighborhood, feel safe, and rank their quality of life high. Seventy percent of the respondents have other family members living in the community, with 10 percent providing care for a family member. The average length of residency among survey respondents is 38 years, with individuals surveyed ranging from less than one year to 77 years.

Community Respondents' Opinions on Proposed Project

Approximately 63 percent of respondents in Newtonville supported I-73 being built, while 13 percent did not, and the remainder were undecided or unresponsive. None of the respondents from Newtonville felt it would improve the community, while 63 percent thought it would have a negative impact. Respondents were most concerned about change to the rural way of life, additional stores and restaurants, the possibility of having to relocate, friends and family having to move, and living too close to an interstate. Issues like faster and more convenient routes within Newtonville and to nearby communities, and more jobs during construction appeared to be less important to respondents. The respondents were supportive of I-73 as long as it did not impact their rural community. Respondents said they were a close-knit community and enjoyed the country life and were not interested in an interstate near Newtonville.