

Figure C-16 Aarons Temple

C.2.5.1 Aarons Temple

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 C-6, page C-21, and Figure C-16). 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.

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 (refer to Figure C-16).

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.

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



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

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*

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 C.8, page C-30). 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.

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.

C.2.5.2 Brightsville

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 C-6, page C-21, and Figure C-17). 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.

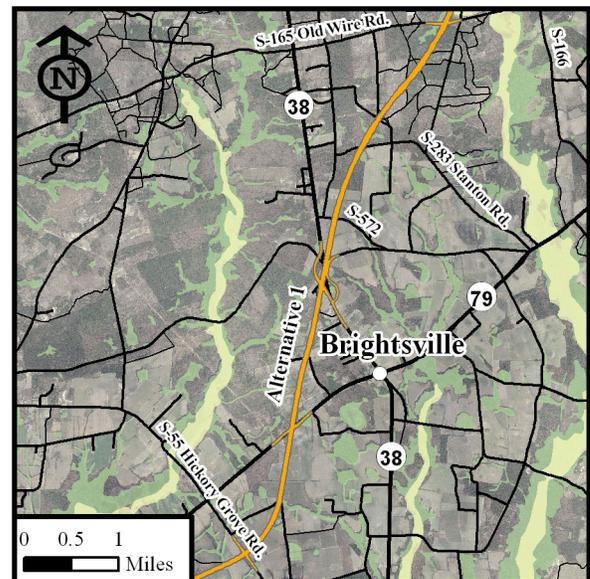


Figure C-17 Brightsville

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.

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

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 C-17). 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.

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 C.8, page C-30). 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 C-6, page C-21). 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.

C.2.5.3 Adamsville

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 (refer to Figure C-6, page C-21, and Figure C-18). Alternative 2 would cross along the western edge of the 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.

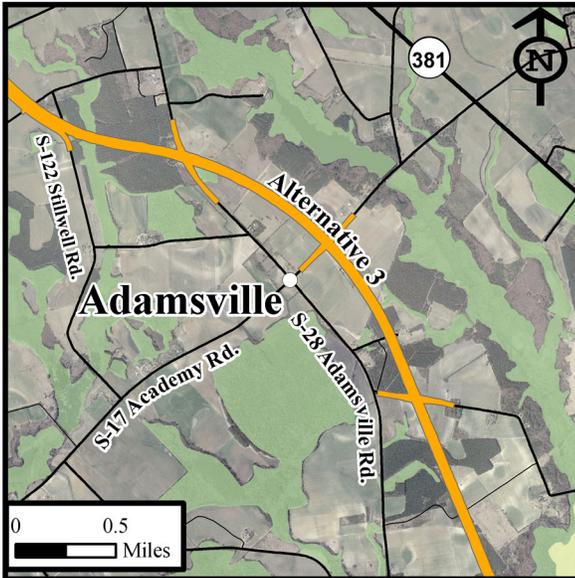


Figure C-18 Adamsville

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.

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*

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 C-18). 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.

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 C.8, page C-30). 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.

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

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.



C.2.5.4 Dunbar

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 C-6, page C-21, and Figure C-19). 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 C-19). 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.

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 C-19). 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.

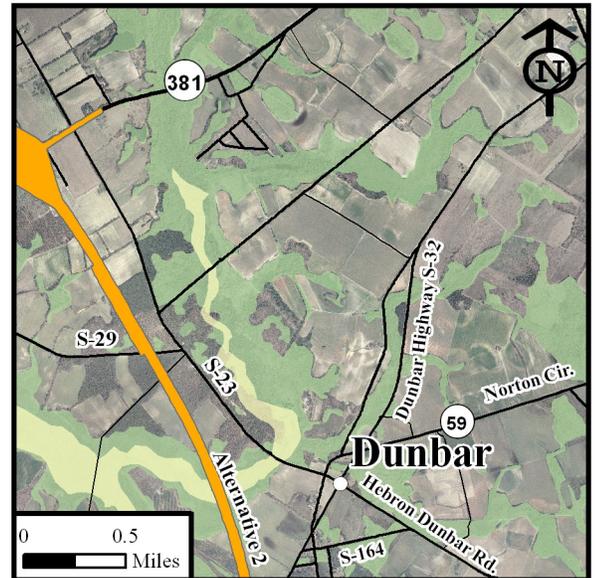


Figure C-19 Dunbar



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 C.8, page C-30). 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*

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

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.

C.2.5.5 Fletcher

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 C-6, page C-21, and Figure C-20). Alternative 1 would be located to

Fletcher Direct Impacts

Alternatives 1 and 2:

-No impacts anticipated

Alternative 3:

-Possible visual landscape impacts

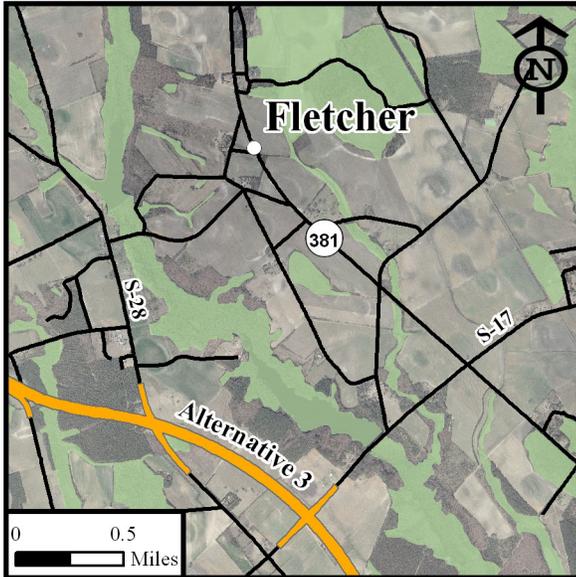


Figure C-20 Fletcher

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 C-20).

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 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 in Fletcher

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

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.

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.

C.2.5.6 Hebron

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 C-6, page C-21, and Figure C-21). Alternative 2 would parallel Road S-23 (Hebron Dunbar Road) approximately 0.35 mile along the western boundary of the community (refer to Figure C-21). Alternative 1 is located to the west of Bennettsville and Alternative 3 passes to the east of Clio; neither are anticipated to impact Hebron.

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.

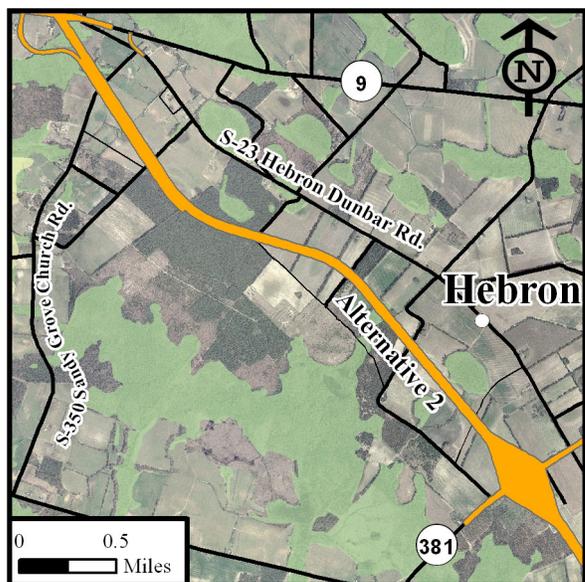


Figure C-21 Hebron

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 C-21). In the northern portion of the community, Road S-350



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

(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 C.8, page C-30). 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 Hebron 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 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

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.



C.2.5.7 Lester

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 C-6, page C-21 and Figure C-22). 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. 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.

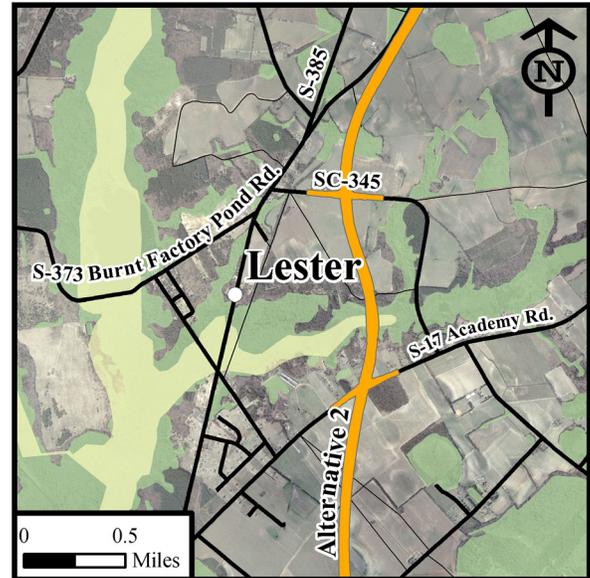


Figure C-22 Lester

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

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.