



Each of these projects are planned for development under the No-build Alternative so, independently, they will each contribute economically to the project study area.

### C.1.6 Conclusion

Between 2000 and 2030, the project study area should see new development in Dillon, Richmond and Scotland Counties. Marlboro County's land use development is anticipated to decline approximately 1,292 acres without the development of I-73. However, if access and convenience are as relevant as anticipated, I-73 is projected to curtail the decline of development by approximately one-half (refer to Table C.6, page C-13). A new interstate would result in roughly 103 to 125 percent growth above the No-build Scenario in the three counties directly impacted through interchanges and other variables. Of the three Build Alternatives, Alternative 2 rated highest in the ability to increase development while Alternative 1 produced the lowest amount of new development. The difference between the Build Alternatives is approximately 21 acres. Therefore, from the perspective of enhancing development, Alternative 2 is the recommended alignment. Although Alternative 2 is the recommended alternative, there are similarities that exist between the three Build Alternatives.

- Each Build Alternative begins at a similar location along a major interstate, I-95 in Dillon County and terminates at an interchange located in Richmond County along I-74.
- There are five interchanges proposed along each of the three Build Alternatives.
- Finally, the three Build Alternatives are located in relatively close proximity to each other.

In regards to impacting development potential, construction of an interstate connecting I-95 to I-74, particularly Alternative 2, would have a positive impact on growth by 2030. As indicated by the physical analysis, the location of an interstate in the area enhances suitability for development, with each Build Alternative benefiting the project study area in a different manner. Alternatives 1 and 2 are predicted to be particularly important in the ability to enhance suitability near Bennettsville and Alternative 3 is predicted to provide enough impact to enhance suitability near Centerville and along S.C. Route 34 and S.C. Route 9 in Dillon County.

While substantial physical development may not occur within the project study area by 2030, enhanced suitability for development due to the interstate would make the area more attractive as market forces change or as additional steps are taken to promote development.



## C.2 Communities

### Dillon County

#### C.2.1 How would Dillon County be impacted by the proposed project?

All of the Build Alternatives pass through Dillon County (refer to Figure C-5), near the communities of Bingham, Free State, and Minturn, which are rural areas (refer to Figure C-6). Based on six surveys received from these communities, a majority of the respondents do not support the I-73 project, nor do they like the idea of I-73 being built in the area (100 percent). Additionally, 70 percent felt the project would have a negative impact on their community.

Dillon County has seen little growth in its population or economy over the last 20 years. The percentages of residents living below the poverty level are 10 percent higher than the state level and 12 percent higher than the national level (refer to Chapter 1, page 1-22).

Based on comments from Dillon County residents received through survey responses, submitted during public meetings, or in letters to SCDOT, respondents felt that the I-73 project would unavoidably disrupt their way of life, farmlands, and the rural settings of their communities.

#### C.2.2 How would communities located within Dillon County be impacted by the proposed project?

##### C.2.2.1 Bingham

##### *Community Cohesion, Relocations, Noise Impacts, and Visual Impacts*

Alternatives 1 and 2 would cross through the community while Alternative 3, located over two miles east of the community, would not impact Bingham (refer to Figure C-6, and Figure C-7, page C-22). Alternatives 1 and 2



Figure C-5 Dillon County

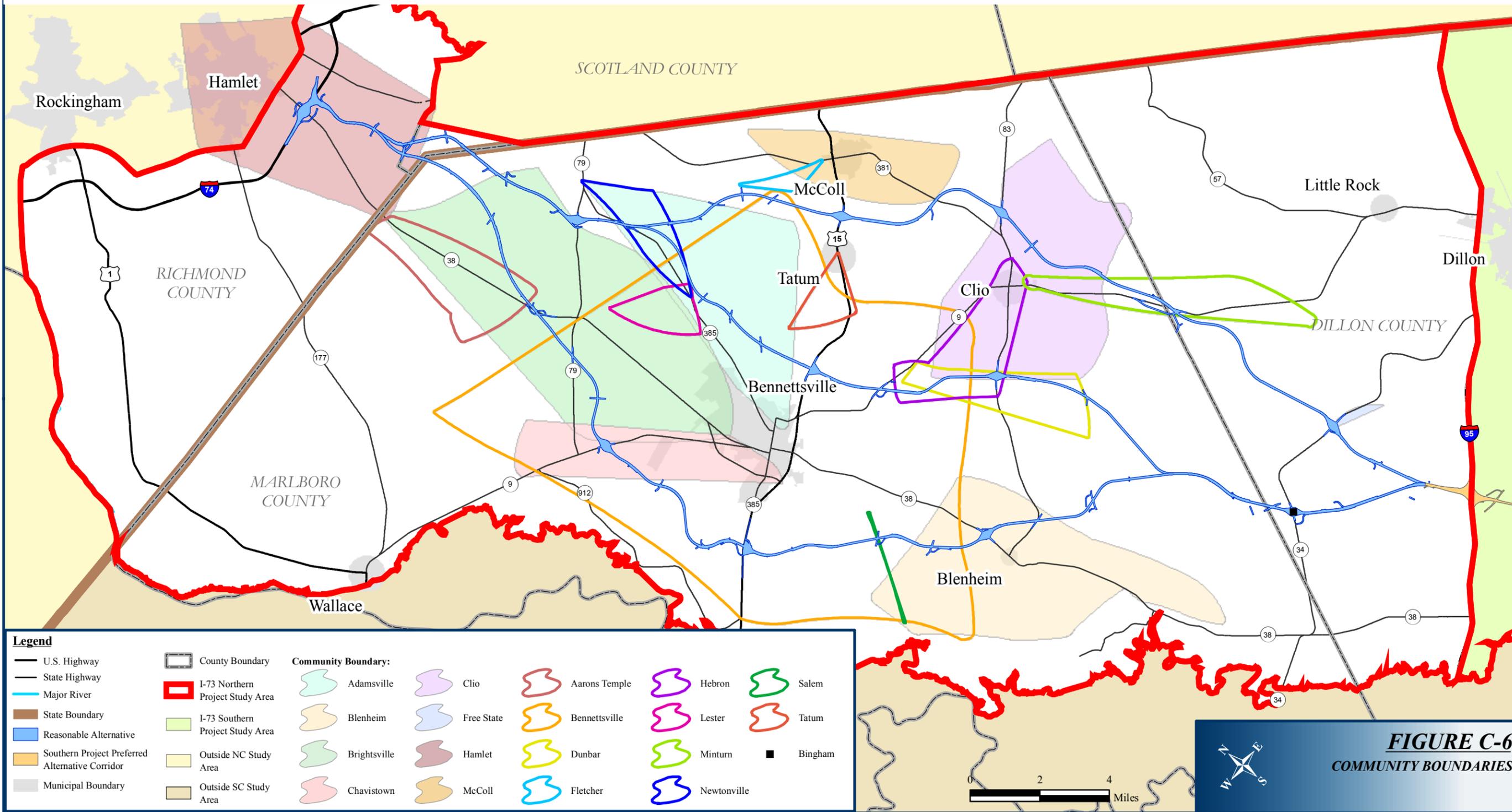
### Bingham Direct Impacts

#### Alternatives 1 and 2:

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

#### Alternative 3:

- No impacts anticipated





would pass just west of the main residential areas of Bingham, which are located near the intersections of S.C. Route 34, Road S-257, and Butler Road (refer to Figure C-7). The main residential areas would remain intact, and no physical barrier would be created that would interfere with community cohesion or social interaction.

Alternatives 1 and 2 would result in the relocation of three residences, (one vacant, one house, one mobile home) at the proposed interchange with S.C. Route 34. No churches or businesses in Bingham would be impacted by the proposed project, nor would any noise receivers. Alternatives 1 and 2 would be located in mainly wooded areas west of Bingham, and as such, changes to the visual landscape or rural character would be minimal.

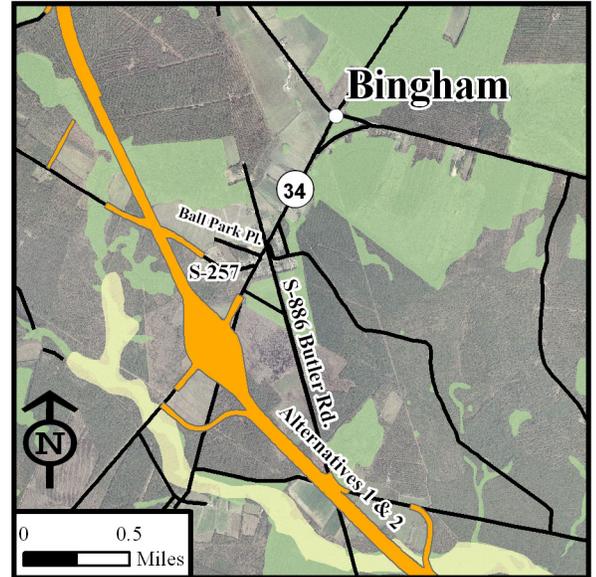


Figure C-7 Bingham

### *Access and Travel Patterns*

Travel routes along S.C. Route 34 and Road S-257 would be maintained and not impacted by Alternatives 1 and 2. Access onto I-73 would be provided at an interchange with S.C. Route 34.

### *Special Populations*

No transit-dependent, disabled, or elderly populations were identified in the portions of the community being traversed by Alternatives 1 and 2, and it is unknown at this time if these populations would be specifically affected.

### *Projected Development*

Historically, there has not been an appreciable amount of change that has impacted the Bingham community. Based on land use modeling, no development is anticipated as a result of the No-build or Build Alternatives.

### **Projected Development in Bingham**

**No induced growth is anticipated from the No-Build or Build Alternatives in Bingham.**

### *Summary*

Alternatives 1 and 2 would result in the relocation of three residences, no churches or businesses. No noise receivers would be impacted, and changes to the visual landscape would be minimal.

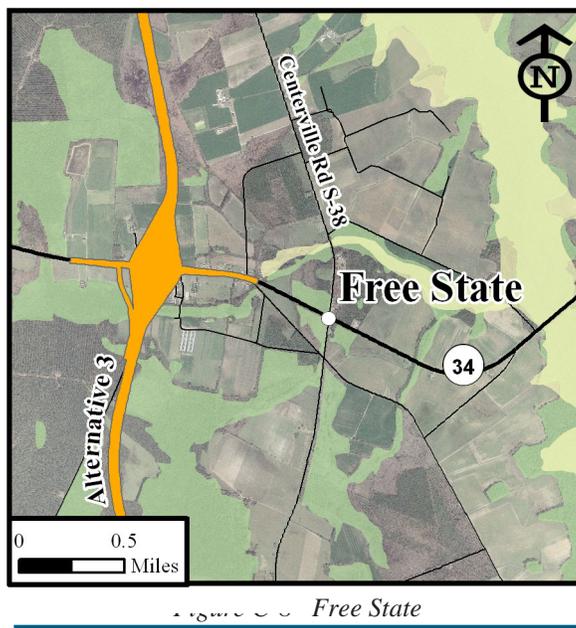


Alternative 3 would not have any direct impacts to Bingham. No indirect impacts would be anticipated from the Build Alternatives to the community of Bingham.

### C.2.2.2 Free State

#### *Community Cohesion, Relocations, Noise Impacts, and Visual Impacts*

Alternatives 1 and 2 would not impact the Free State community, being located to the west of the defined boundaries (refer to Figure C-6, page C-21, and Figure C-8). Alternative 3 would pass through the extreme northwest limits of the rural community of Free State; however, community cohesion is not anticipated to be adversely affected since most residences are located in two areas, along S.C. Route 34 and at the intersection of S.C. Route 34 and Centerville Road (refer to Figure C-8). Alternative 3 has the potential to create a physical barrier, but it is located northwest of these residential areas, and would not divide the community nor would it prevent residents from interacting with each other. The barrier impact would be minimized through continued access along S.C. Route 34 to the east and west of I-73. It is not anticipated that any other roads within the community would be modified or closed. Due to the rural and agricultural nature of the community, the construction of Alternative 3 and interchange at S.C. Route 34 may affect the visual landscape and the rural character of the community.



Alternatives 1, 2, and 3 would not displace any residences or businesses; however, Alternative 3 would displace one church, The Community House of Prayer, from within the Free State community. No noise impacts would occur from the Build Alternatives; however, Alternative 3 may impact the visual landscape and rural character of the community.

#### *Access and Travel Patterns*

Travel patterns within and between the developed areas of Free State are not anticipated to be impacted due to primary travel routes being maintained. Access to

### Free State Direct Impacts

#### Alternatives 1 and 2:

-No impacts anticipated

#### Alternative 3:

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



shopping, entertainment, and medical facilities available in Dillon would not be affected, as local residents would be able to continue to use the existing travel routes to reach those destinations. Direct access to I-73 would be via the interchange with S.C. Route 34 west of Free State with Build Alternative 3. 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 disabled, non-driving, or transit-dependent populations have not been identified in the portion of Free State crossed by Alternative 3, and therefore, it is unknown at this time whether these populations will be affected by the proposed project.

### *Projected Development*

Historically, there has not been an appreciable amount of change that has impacted the Free State community. Land use studies did not anticipate any development to occur in the community, as defined by the community survey, with the No-Build Alternative or any of the Build Alternatives. There may be a potential for development near S.C. Route 34 due to its interchange with Alternative 3. However, because of the lack of available infrastructure at this location, growth could be limited. In general, land use changes for this community are not anticipated.

### **Projected Development in Free State**

**No induced growth is anticipated from the No-Build or Build Alternatives in Free State.**

### *Summary*

Impacts to the Free State community are not anticipated to occur with Alternatives 1 and 2. Alternative 3 would require the displacement of one church, which could be positive or negative depending on the church's perspective and needs, and may cause impacts to the visual landscape of the community.

### *C.2.2.3 Minturn*

#### *Community Cohesion, Relocations, Noise Impacts, and Visual Impacts*

Alternatives 1 and 2 would avoid the survey defined community boundaries of Minturn, while Alternative 3 would border the west of the community (refer to Figure C-6, page C-21, and Figure C-9, page C-25).

The Minturn area is rural and mainly agricultural, and sparse residential development of the community is

### **Minturn Direct Impacts**

#### **Alternatives 1 and 2:**

-No impacts anticipated

#### **Alternative 3:**

-No residential, church, or business relocations

-Possible visual landscape impacts

-No noise impacts

-Accessibility may be affected during construction



located along S.C. Route 9, south of Clio. Therefore, Alternative 3 is not likely to divide or isolate neighbors from each other or impact community cohesion. Since the community is rural and agricultural, the proposed project may affect the visual landscape of Minturn.

None of the Build Alternatives would result in the displacement of any residences, churches, or businesses in the Minturn community. There would be no noise impacts from the Build Alternatives; however, Alternative 3 may affect the visual landscape and rural character of Minturn.

#### *Access and Travel Patterns*

Alternative 3 would parallel S.C. Route 9 for less than 0.25 miles to the east, from Clio to the Dillon County line. S.C. Route 9 would be realigned for approximately 1.2 miles near the intersection with Road S-21 (refer to Figure C-9). Access along S.C. Route 9 would be maintained over Alternative 3 at this location. Road S-21 would not cross Alternative 3, but would be connected to S.C. Route 9 with a new frontage road to maintain access. The re-alignments to S.C. Route 9 and S-21, along with the addition of a new frontage road may change travel patterns slightly but overall access within the area would be maintained. Vehicular and pedestrian access to community services and facilities are not anticipated to be altered or hindered, nor are the routing of emergency vehicles.

#### *Special Populations*

Specific elderly, non-driving, or transit-dependent populations were not identified in this community. 2000 U.S. Census Data shows that the percentage of persons with a disability in this area of the county is higher than the statewide average. It is unknown at this time if any of these populations in Minturn would specifically be affected.

#### *Projected Development*

Historically, there has not been an appreciable amount of change that has impacted the Minturn community. Currently there is a community store and residential development located in Minturn.

Based on land use modeling, minimal development (less than one acre) is expected to occur in the community with the No-build Alternative. The land use modeling also predicted that the

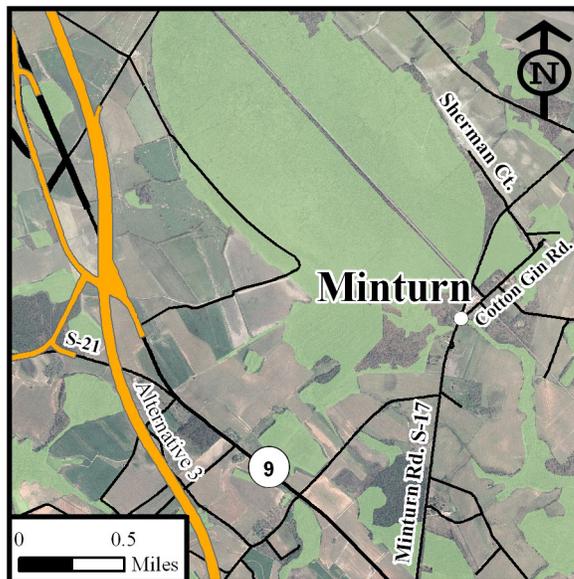


Figure C-9 Minturn



## Projected Development in Minturn

**No-build Alternative:** < 1 acre of growth  
**Alternative 1:** No induced growth  
**Alternative 2:** 12 acres of induced growth  
**Alternative 3:** 33 acres of induced growth

Build Alternatives were likely to add between 12 and 33 acres of new development in Minturn. The interchange of S.C. Route 9 and Alternative 3 may encourage some development at this location, but it may be limited due to lack of available infrastructure. In general, land use changes for this area are not anticipated.

### Summary

For all the Build Alternatives, there would be no relocations and no noise impacts. Travel patterns along S.C. Route 9 and Road S-21 would be altered but access would be maintained. Travel patterns on these roadways may be temporarily affected during construction by Alternative 3 and impacts to the visual landscape may occur due to the presence of an interstate facility.

## Marlboro County

### C.2.3 How would Marlboro County be impacted by the proposed project?

All Build Alternatives pass through Marlboro County near many cities, towns, and communities, including: Aarons Temple, Adamsville, Bennettsville, Blenheim, Brightsville, Chavistown, Clio, Dunbar, Fletcher, Hebron, Lester, McColl, Newtonville, Salem, and Tatum (refer to Figure C-6, page C-21). Based on survey data, a majority of Marlboro County residents appear to support the I-73 project. Of the 504 surveys received from Marlboro County (refer to Figure C-10), 59 percent of respondents liked the idea of I-73 being built in the area and only 25 percent did not like the idea, with the remainder being undecided. Only 29 percent of those responding felt the proposed project would have a negative impact on their community.

Marlboro County has seen little growth in its population or economy over the last 20 years. The percentages of residents living below the poverty level are slightly higher than state and national levels (four percent and five percent higher, respectively, refer to Chapter 1, Chart 1.8 on page 1-23). Responses from 247 surveys

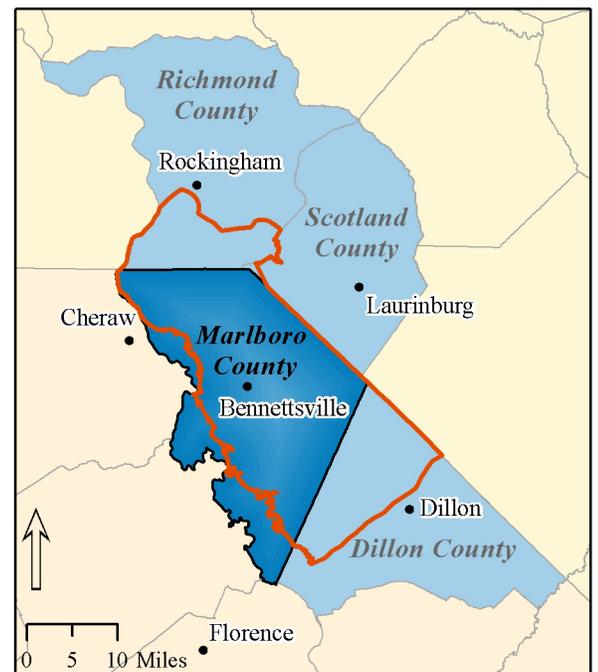


Figure C-10 Marlboro County



indicate that individuals who live within the city limits of Bennettsville showed the strongest support for the I-73 project. Sixty-nine percent of respondents who live within the city boundaries of Bennettsville like the idea of I-73 being built, while 16 percent did not like the idea, and the remainder was undecided. Only 18 percent of those responding from the City of Bennettsville felt the project would have a negative impact on their community.

In contrast to those respondents in Bennettsville, the 257 respondents living in the smaller towns and communities within the Marlboro County portion of project study area were divided in their support of I-73, with 48 percent supporting the interstate being built in the area, 34 percent not supporting it, and the remainder was undecided. Residents in rural areas were more concerned about potential impacts the project could have on their communities. Only 24 percent of rural respondents felt the project would have a positive impact on their community while 39 percent felt that it would have a negative impact to their community.

A Public Information Meeting was held in Marlboro County on September 7, 2006, at Bennettsville Middle School. Approximately 417 individuals attended the meeting and 108 comments were received. Overall, 92 percent of the comments received at the Public Information Meeting were generally in favor of construction of the proposed project. Comments provided on survey responses, submitted during public meetings, or in letters to SCDOT indicate that urban area respondents feel that economic growth, new industries and jobs are needed in their communities. Many respondents in smaller communities in the County were concerned that the I-73 project would have a negative effect on the agricultural industry in the county and unavoidably disrupt their way of life.

#### C.2.4 How would Cities and Towns located in Marlboro County be impacted by the Build Alternatives?

##### *C.2.4.1 Bennettsville*

##### *Community Cohesion, Relocations, Noise Impacts, and Visual Impacts*

Alternative 1 would be located to the west of Bennettsville and would parallel the survey-defined community boundary for several miles (refer to Figure C-11). In the northern portion of the community, Alternative 1 would pass through primarily agricultural and forested land and would not impact any residential areas, nor would any be cut off from the community. Bennettsville would continue to have access to cities and towns west of the Great Pee Dee River including Hartsville, Cheraw, and Society Hill. No residential areas of Bennettsville would be isolated from the community as a whole; however, Alternative 1 would result in the relocation of 24 residences (18 houses, six mobile homes) and have one impacted noise receiver. No churches or businesses would be impacted by Alternative 1.

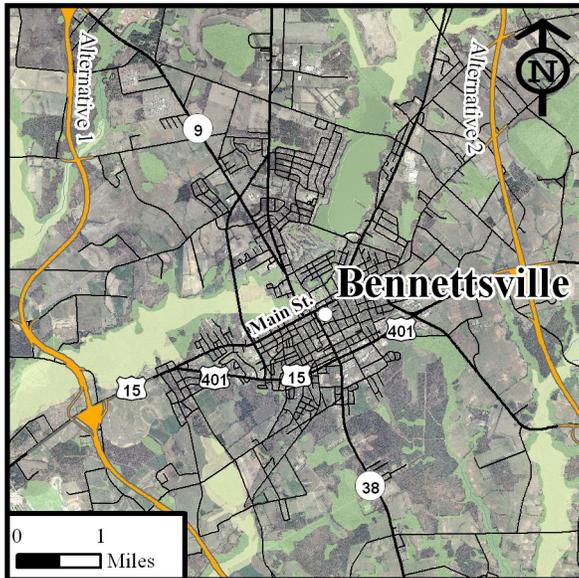


Figure C-11 Bennettsville

Alternative 2 would be located to the east of Bennettsville, less than one mile outside of the city limits (refer to Figure C-11). In the northeastern portion of the community, Alternative 2 would pass through primarily agricultural and forested land and would not impact any residential areas. Overall, access between residential areas as well as communities to the east such as Tatum and McColl would be maintained. No residential areas would be isolated from the Bennettsville community as a whole. Alternative 2 would result in the relocation of five residences (five houses) and four businesses including the Landmark Restaurant, Davis Furniture and Antiques, Auto Sales, a produce stand, and no churches. In addition, Alternative 2 would have one impacted noise receiver.

Alternative 3 is located to the east of Bennettsville and crosses briefly through the far eastern community boundary (refer to Figure C-11). Alternative 3 would not be likely to

create physical barriers that would divide residential areas from other neighborhoods within Bennettsville. Alternative 3 would not displace any residences, businesses, or churches within Bennettsville. Since Bennettsville is an urbanized area, impacts to the visual landscape or rural character of the community are not anticipated by the Build Alternatives.

### Access and Travel Patterns

Travel patterns within the City of Bennettsville would not be impacted by any of the Build Alternatives (refer to Figure C-11). Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles. Regionally, access between Bennettsville and neighboring communities, such as Tatum and McColl, would be maintained via U.S. Route 15/401. Access between Bennettsville and Clio and other communities to the southeast would be maintained via S.C. Route 9, and access to the south towards Blenheim would be maintained via S.C. Route 38. All the Build Alternatives would provide those living in Bennettsville access onto I-73 at the proposed interchange on U.S. Route 15/401.

### Bennettsville Direct Impacts

**Alternative 1:**

- 24 residential relocations
- No business or church relocations
- One impacted noise receiver
- No changes in travel patterns/ accessibility

**Alternative 2:**

- Five residential, four business relocations
- No church relocations
- One impacted noise receiver
- No changes in travel patterns/ accessibility

**Alternative 3:**

- No impacts anticipated



### *Special Populations*

Specific elderly, disabled, non-driving, or transit-dependent populations have not been identified in Bennettsville. 2000 U.S. Census Data shows the percentage of disabled and elderly persons in some of the block groups around this area are higher than the statewide average. It is unknown at this time if any of the relocations in Bennettsville would affect these populations.

### *Projected Development*

Past development has occurred in Bennettsville, which has attracted growth since it is the Marlboro County seat. Major services are offered in Bennettsville for those living throughout Marlboro County. As the demand for these services has increased over time, so has the development within and around Bennettsville. Water and sewer infrastructure are present in Bennettsville, as well as the Marlboro County Industrial Park, which would increase the opportunities for an industry to locate within the City. Major travel routes, such as U.S. Route 15/401, S.C. Route 9, and S.C. Route 38 all pass through the city limits. Businesses, including tourist-friendly services such as national chain gas stations and fast-food restaurants, have located along some areas of the aforementioned roads.

### **Projected Development in Bennettsville**

**No-build Alternative: No induced growth**  
**Alternative 1: 291 acres of induced growth**  
**Alternative 2: 202 acres of induced growth**  
**Alternative 3: 121 acres of induced growth**

Based on land use modeling, very little development is expected to occur in the Bennettsville community with the No Build Alternative. The Build Alternatives could bring additional areas of development to Bennettsville, between 121 and 291 acres, depending on Build Alternative (refer to Table C.8). The interchange on Alternative 1 at U.S. Route 15/401 would have limited potential for development due to the Appin Historic District being present in the area, while the interchange at U.S. 15/401 on Alternative 2 may have potential for development, with infrastructure being present at this site. Cumulative impacts for Bennettsville would include development that is expected to occur without the proposed project, in addition to development that would result from I-73.

### *Summary*

Alternatives 1 and 2 are likely to impact Bennettsville, while Alternative 3 is not likely to directly impact the community. While some residential and business relocations would occur for Alternatives 1 and 2, none of these would be within the city limits of Bennettsville. Alternative 1 and 2 are not likely to impact the visual landscape or rural character since Bennettsville and the surrounding area are mostly urbanized and developed. All Build Alternatives would have the potential for creating induced development in the Bennettsville community, with Alternative 1 having a slightly higher potential.



**Table C.8  
Projected 2030 Development within Communities in  
Project Study Area, in acres**

	No-build Alternative	Alternative 1	Alternative 2 (Preferred)	Alternative 3
<b>Dillon County</b>				
Bingham	0	0	0	0
Free State	0	0	0	0
Minturn	0.5	0	12	33
<b>Marlboro County</b>				
Bennettsville	0	291	202	121
Blenheim	0	79	47	33
Clio	0	22	26	31
McColl	0	55	87	30
Tatum	0	19	0	0
Aarons Temple	0	6	0	0
Adamsville	0	21	81	46
Brightsville	0	5	134	132
Chavistown	0	262	42	39
Dunbar	0	0	74	0
Fletcher	0	0	0	0
Hebron	0	19	42	9
Lester	0	0	0	0
Newtonville	0	11	0	0
Salem	0	0	0	0
<b>Richmond County</b>				
Hamlet	8	16	41	41

*C.2.4.2 Blenheim*

*Community Cohesion, Relocations, Noise Impacts, and Visual Impacts*

Alternative 1 would impact the community of Blenheim, while Alternatives 2 and 3 are located farther away and would not impact the community (refer to Figure C-6, page C-21). By skirting the incorporated and defined community boundaries of Blenheim, Alternative 1 would avoid disrupting the populated and developed areas of the community. The area traversed by Alternative 1 would be primarily undeveloped agricultural land with scattered residential development. The construction of Alternative 1 is not likely to create a physical barrier that would prevent Blenheim residents from interacting with each other.

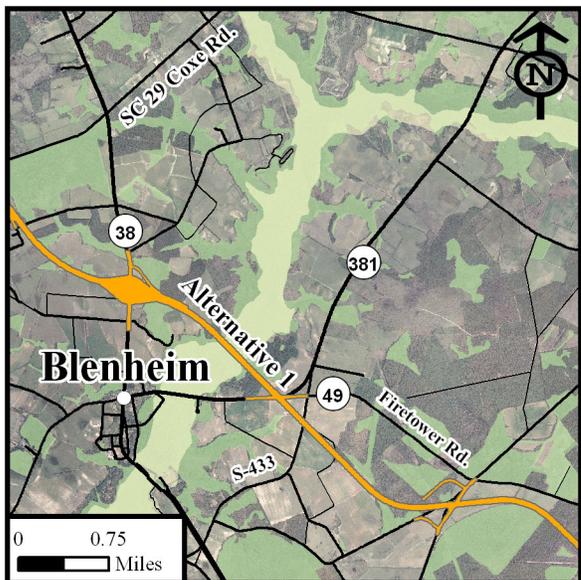


Figure C-12 Blenheim

Alternative 1 would displace 10 houses within the community boundary of Blenheim, while Alternatives 2 and 3 would not displace any residences in Blenheim. Alternatives 1, 2, and 3 would not displace any businesses or churches in Blenheim. Alternative 1 may impact the visual character and rural landscape of Blenheim.

#### *Access and Travel Patterns*

Travel patterns within Blenheim would not be impacted as the local streets and roads within the community would not be affected. Access to I-73 would be available on Alternative 1 at a proposed interchange with S.C. Route 38. Overpasses would maintain accessibility and local connectivity where I-73 would cross S-29, S-49 and S-433 within or near the community limits of Blenheim (refer to Figure C-12). Vehicular access to community services and facilities in Blenheim is not anticipated to be altered or hindered, nor would the routing of emergency vehicles.

Access to shopping, entertainment, and medical facilities available in Bennettsville would not be affected, as local residents would be able to continue to use their traditional travel routes to reach those destinations.

#### *Special Populations*

Fifty-seven percent of the Blenheim population is minority, 16 percent live below the poverty level, 20 percent is age 65 years or older, and 35 percent of those five years or older have a disability. Specific concentrations of minority, low income, elderly, handicapped, non-driving, or transit-dependent populations were not identified within the community of Blenheim. Based on the 2000 U.S. Census Data, the potential exists for some groups to be identified when more detailed relocation information becomes available.

#### *Projected Development*

While Blenheim does provide some services to its residents and those living nearby, major development has not occurred within the Town's limits. In 1993, the Blenheim Bottling Company was acquired by new ownership. Within weeks the bottling operation was moved to a new plant to meet the product demands. The original plant remains today as a working Bottler's

### **Blenheim Direct Impacts**

#### **Alternative 1:**

- 10 residential relocations
- No church, or business relocations
- Possible visual landscape impacts
- One impacted noise receiver
- No changes in travel patterns/ accessibility

#### **Alternatives 2 and 3:**

- No impacts anticipated



## Projected Development in Blenheim

**No-build Alternative:** *No induced growth*  
**Alternative 1:** *79 acres of induced growth*  
**Alternative 2:** *47 acres of induced growth*  
**Alternative 3:** *33 acres of induced growth*

Museum. When the bottling plant relocated, the Blenheim area experienced a loss of jobs that impacted the local economy.

Predictive land use modeling shows that very little development is expected to occur in the Blenheim community, as defined by the community survey, under the No-build Alternative. The Build

Alternatives could bring between approximately 33 and 79 acres of additional development to Blenheim, depending on Build Alternative (refer to Table C.8, page C-30). The interchange at S.C. Route 38 on Alternative 1 north of Blenheim could encourage development because of available infrastructure. Cumulative impacts for Blenheim would include acres of development that are expected to occur without the proposed project, in addition to development that results from I-73.

### *Summary*

In conclusion, impacts to the Blenheim community may occur with the construction of I-73. Alternative 1 would impact 10 residences in the Blenheim community, while Alternatives 2 and 3 are expected to have no direct impacts. Additionally, Alternative 1 may affect the visual landscape and rural character of the community. Opinions about the benefits of I-73 are divided in the area of Blenheim, some felt the economic growth that could be stimulated by the construction of I-73 is needed and others are concerned about the potential impacts to their community outweighing the potential benefits. All Build Alternatives would have the potential for induced development for Blenheim, with Alternative 1 having the most (refer to Table C.8, page C-30).

### *C.2.4.3 Clio*

#### *Community Cohesion, Relocations, Noise Impacts, and Visual Impacts*

Alternative 1 would have no direct impacts to the Clio community, while Alternative 2 would be located on the western edge of the community, and Alternative 3 would cross the eastern community boundary (refer to Figure C-6, page C-21, and Figure C-13, page C-33).

Alternative 2 would impact the western edge of the community, but would not create a physical barrier dividing or isolating residents in this part of the community from the town of Clio.

Alternative 3 would run to the east of the community of Clio, between outlying residential areas east of Road S-40E and downtown. Access between these residential areas and downtown Clio would be maintained along S.C. Route 83 and Road S-19N; and therefore, would not isolate these areas from the community as a whole (refer to Figure C-13, page C-33).

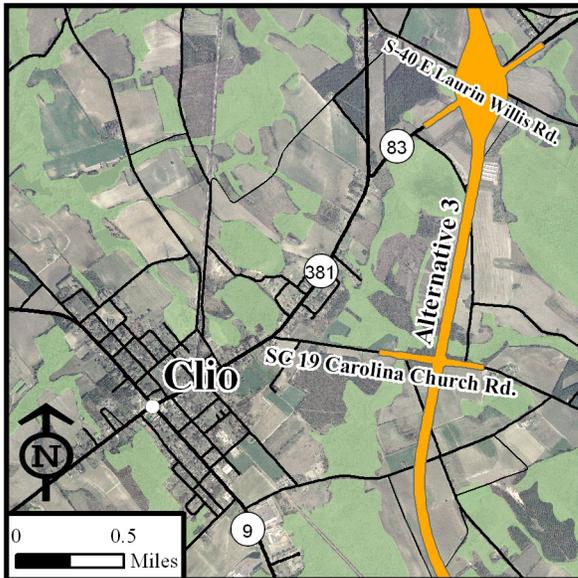


Figure C-13 Clio

Alternatives 1 and 2 would result in no displacement of residences, churches, or businesses while Alternative 3 would result in one residential (mobile home) and two business displacements (Red Bluff Grocery and poultry farm) within the community of Clio. Red Bluff Grocery is a small, local grocery and station and it is the only convenience store in the rural eastern portion of the community. Because the character of the community is a combination of a small town with rural and agricultural areas on its outskirts, the construction of the Alternatives 2 or 3 in this area may affect the visual landscape of the outlying portions of the Town of Clio.

#### *Access and Travel Patterns*

Alternative 1 would not change the access or travel patterns in Clio. Access to Bennettsville via S.C. Route 9 would be maintained by an overpass across Alternative 2, which would not change travel patterns in the community. With

Alternative 3, travel between Clio and McColl would be maintained by S.C. Route 381 crossover of Alternative 3. Travel from eastern areas of the community of Clio would be maintained along S.C. Route 83 and Road S-19N. Road S-121N would be converted to cul-de-sacs on each side of I-73, with access to Clio being maintained on Road S-19N (refer to Figure C-13). Road S-40E would also have a cul-de-sac at its intersection with S.C. Route 83. Old Willis School Road would change to a cul-de-sac with access to Clio maintained along S.C. Route 83. 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*

2000 U.S. Census Data for block groups in the area show the percentage of disabled and elderly persons is higher than the statewide average. It is unknown at this time if any disabled, elderly, non-driving, or transit-dependent persons in the Clio community would specifically be affected by Alternative 3.

### **Clio Direct Impacts**

#### **Alternative 1:**

*-No impacts anticipated*

#### **Alternative 2:**

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

#### **Alternative 3:**

*-One residential relocation, two business relocations  
-Possible visual landscape impacts  
-No noise impacts  
-Minor changes in accessibility/travel patterns*



### Projected Development

Past development in Clio was centered around the trading crossroads. Clio thrived on the production of cotton and the town boomed after the arrival of the railroad. As a result of the population increase, Clio has a few service-oriented business in the area. Based on land use modeling, very little development is expected to occur in the Clio community under the No-build Alternative. The Build Alternatives could bring additional acres of development to Clio, ranging from 22 to 31 acres, as listed in Table C.8 (refer to page C-30). In addition, the

development may occur at the interchange on Alternative 3 at S.C. Route 83, which could have positive impacts on the town. However, no infrastructure is present which may limit the amount of growth that could occur. Cumulative impacts for Clio 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 Clio

- No-build Alternative: No induced growth
- Alternative 1: 22 acres of induced growth
- Alternative 2: 26 acres of induced growth
- Alternative 3: 31 acres of induced growth

### Summary

Alternatives 1 and 2 would have no relocations, no noise impacts, and no changes in accessibility. Alternative 3 would result in two business displacements, one residential displacement, no noise impacts, and two roads bisected. Alternative 2 would have a higher potential for induced development within Clio when compared to Alternatives 1 and 3.

#### C.2.4.4 McColl

#### Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Alternatives 1 and 2 are west of McColl and would not impact the community, while Alternative 3 is located on the western edge of the community (refer to Figure C-6, page C-21, and Figure C-14). No individual neighborhood would be separated from other neighborhoods or schools within the downtown area by Alternative 3, and it is not likely to create physical barriers that would divide residents outside of the town limits from the town itself. Access to the east and west of the interstate would be maintained on surrounding local routes, including S.C. Route 381, Road S-39 and Road S-17. None of the Build Alternatives would

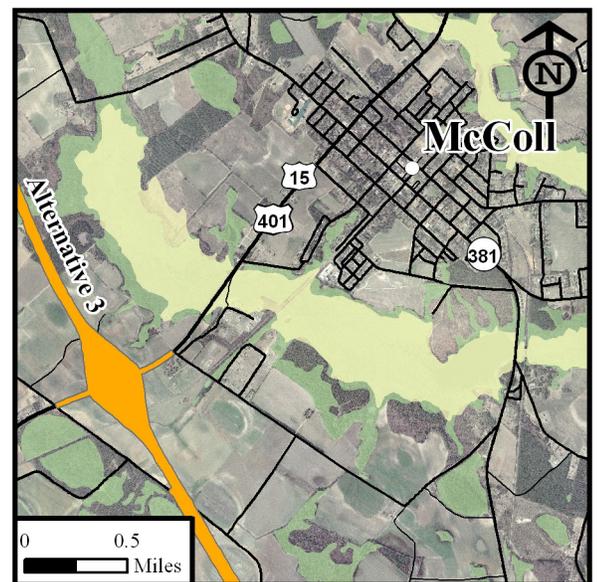


Figure C-14 McColl



displace residences, churches, or businesses in McColl nor would there be any noise receivers impacted. Within McColl, the construction should not affect the visual landscape; however, the rural areas surrounding the Town may experience some changes to the visual landscape.

### McColl Direct Impacts

**Alternatives 1, 2, and 3:**  
*-Possible visual landscape impacts.*

#### *Access and Travel Patterns*

Travel patterns within the Town of McColl 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 McColl, Tatum, and Bennettsville would be maintained via U.S. Route 15/401. Access to other communities in the area, such as Clio and Hamlet would not be impacted. Alternative 3 would provide access to I-73 at an interchange on U.S. Route 15/401, approximately one mile west of the city limits.

#### *Special Populations*

2000 U.S. Census Data shows the percentage of persons with a disability in this block group is higher than the statewide average. Specific elderly, disabled, non-driving, or transit-dependent populations were not identified in this portion of McColl and it is unknown at this time if any of these populations would be impacted by Alternative 3.

#### *Projected Development*

McColl has experienced limited development over time. Several small service-oriented businesses such as, restaurants, convenience stores, and retail businesses have become established due to the small population increases. Land use modeling predicts little development is anticipated to occur in the McColl community under the No-build Alternative. The Build Alternatives could bring additional acres of development to McColl, ranging from 30 to 87 acres, depending on Build Alternative (refer to Table C.8, page C-30). The interchange at U.S. Route 15/401 could encourage development at this location, which could have positive impacts on the Town. However, no infrastructure is present at the interchange location, which could limit the amount of development. Cumulative impacts for McColl 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 McColl

**No-build Alternative:** *No induced growth*  
**Alternative 1:** *55 acres of induced growth*  
**Alternative 2:** *87 acres of induced growth*  
**Alternative 3:** *30 acres of induced growth*



### Summary

Alternatives 1 and 2 would not directly impact McColl, while Alternative 3 may affect the visual landscape. No relocations or noise impacts are anticipated from the Build Alternatives. Induced development may occur from the Build Alternatives, with Alternative 2 having the highest potential for induced development in this area.

#### C.2.4.5 Tatum

##### *Community Cohesion, Relocations, Noise Impacts, and Visual Impacts*

Alternative 1 would be approximately 6.5 miles west of Tatum, and no impacts are anticipated. Alternative 2 would be located to the west of downtown Tatum and the surrounding neighborhoods while Alternative 3 would be located to the east of downtown (refer to Figure C-6, page C-21, and Figure C-15). No individual neighborhood would be separated from neighborhoods or schools within the downtown area by Alternatives 2 and 3. In addition, Alternatives 2 and 3 are not likely to create physical barriers that would divide residents outside of the town limits from the town itself. No local routes within Tatum or in the surrounding area would be affected by Alternatives 2 and 3.

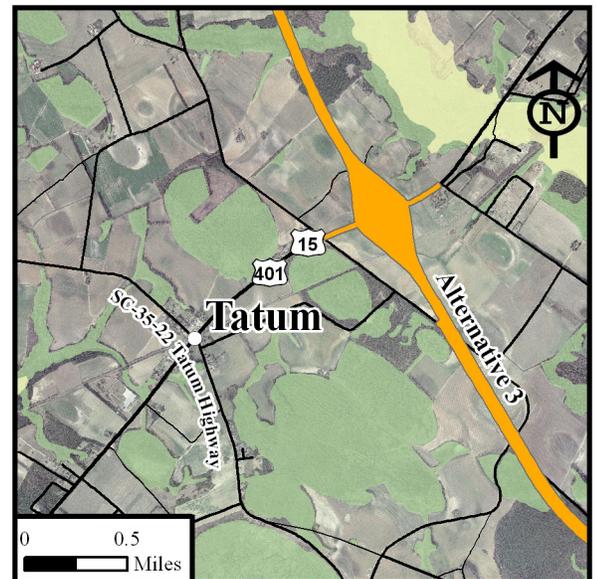


Figure C-15 Tatum

The Build Alternatives would not displace any residences, churches, or businesses in Tatum. The visual character of the Town of Tatum should not be affected; however, the visual character of the rural outlying areas could be affected by the construction of Alternatives 2 or 3.

##### *Access and Travel Patterns*

Travel patterns within the Town of Tatum would not be impacted by Alternatives 2 or 3. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles by any of the Build Alternatives. Access would be maintained via U.S. Route 15/401, providing a connection to Bennettsville, Tatum, and McColl. Both Alternatives 2 and 3 would have proposed interchanges at U.S. Route 15/401, which would provide residents convenient access to I-73.



## Tatum Direct Impacts

### Alternative 1:

*-No impacts anticipated*

### Alternatives 2 and 3:

*-No residential, church, or business relocations*

*-Possible visual landscape impacts*

*-No noise impacts*

*-No changes in travel patterns/ accessibility*

### *Special Populations*

2000 U.S. Census Data shows the percentage of elderly persons in this block group is higher than the statewide average. Specific elderly, disabled, non-driving, or transit-dependent populations were not identified in this portion of Tatum and it is unknown at this time whether they would be impacted by Alternatives 2 or 3.

### *Projected Development*

Limited growth and development has occurred in Tatum, mostly centered around the cotton industry. The Weyerhaeuser Paper Company is located in Tatum and employs 325 people. The Tatum Gin Company services cotton production in the surrounding area.

Land use modeling predicts that very little development is expected to occur in the Tatum community under the No-build Alternative. While Alternatives 2 and 3 are not expected to create any new growth in Tatum, Alternative 1 may bring 19 acres of additional development, listed in Table C.8 (refer to page C-30). The interchange on Alternatives 2 and 3 at U.S. Route 15/401 may encourage development, which could have positive impacts on the Town. Cumulative impacts for Tatum 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 Tatum

**No-build Alternative:** *No induced growth*  
**Alternative 1:** *19 acres of induced growth*  
**Alternative 2:** *No induced growth*  
**Alternative 3:** *No induced growth*

### *Summary*

In conclusion, direct impacts to the Tatum community are not anticipated to occur from the Build Alternatives. The general sentiment from this area is that Tatum supports the proposed project and needs the economic growth that could result from its construction. Alternative 1 would have a potential for creating induced development in this area.

## C.2.5 How would neighborhoods and communities located within Marlboro County be impacted by the Build Alternatives?

Many small communities dot the landscape of the project study area in Marlboro County, including Aarons Temple and Brightsville, which are located north of Bennettsville. East of Bennettsville are the communities of Adamsville, Dunbar, Hebron, Lester, and Newtonville. The communities of Chavistown and Salem are located to the southwest of Bennettsville. For purposes of this discussion, the communities have been described relative to their proximity to one another and location to Bennettsville (refer to Figure C-6, page C-21).