



A discussion of the communities and how they may be potentially impacted by the Preferred Alternative is below, followed by a detailed table of direct impacts to each community by the Preferred Alternative at the end of this section (refer to Table 3.13, pages 3-84 to 3-85).

Dillon County

3.2.4 What are the characteristics of Dillon County?

Dillon County, South Carolina, was founded in 1910 and named after James W. Dillon. Located in the northeastern portion of the state, it contains a total of 405 square miles (refer to Figure 3-6). “Swamps and rivers kept this portion of the state isolated for many years, but the construction of a railroad in the nineteenth century brought increased development.”²⁴

Dillon County is primarily rural in character, with scattered low-density residential development. Higher density residential development, commercial, and industrial land uses are concentrated within and surrounding the incorporated urbanized areas of Dillon and Latta.

Library services for cities, towns, and communities in the county are provided by the Dillon County Library, located in the City of Dillon, while healthcare services are provided by McLeod Medical Center, also located in Dillon.

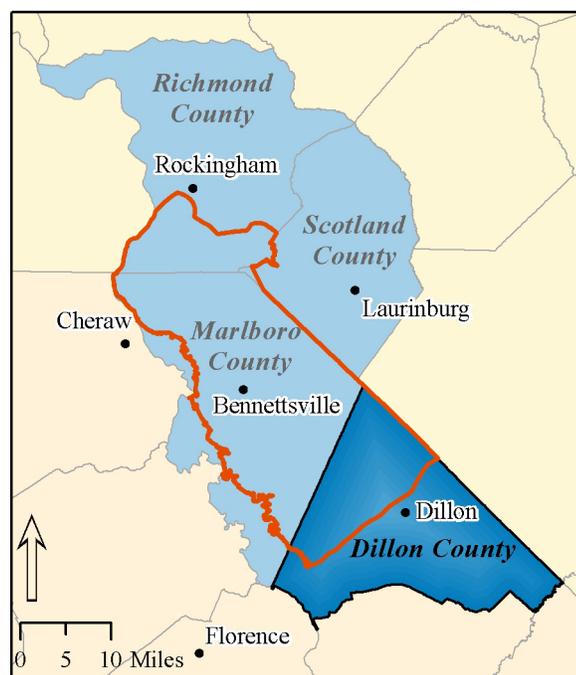


Figure 3-6 Dillon County

The communities in the Dillon County portion of the project study area affected by the Preferred Alternative include Bingham and Minturn (refer to Figure 3-5, page 3-30). The demographic characteristics of these communities, based on 2000 U.S. Census Data, are shown in Table 3.9 (refer to page 3-32). These communities are similar with respect to population, with Minturn having a population of 931 and Bingham having a population of 856 (refer to Table 3.9, page 3-32). The percent minority population varies between communities with Bingham composed of 36 percent minority populations while Minturn has 75 percent minority populations. The percentages of the population over 65 in the communities are similar, ranging from eight to ten percent, while the

²⁴ South Carolina Reference Room, Dillon County Webpage, http://www.statelibrary.sc.gov/index.php?option=com_content&task=view&id=202&Itemid=562 (May 13, 2008).



**Table 3.9
Demographic Characteristics of Communities in Project Study Area**

	Population	Minority	Over 65	Households with School-age Children	Lived in Residence Over 10 years
Dillon County Communities					
Bingham	856	36%	8%	36%	43%
Minturn	931	75%	10%	35%	30%
Marlboro County Communities					
Bennettsville	9,425	65%	15%	28%	47%
Blenheim	137	57%	20%	16%	60%
Clio	774	64%	14%	25%	40%
McColl	2,498	34%	11%	31%	40%
Tatum	69	25%	23%	25%	50%
Adamsville	643	52%	15%	30%	52%
Brightsville	831	46%	11%	35%	57%
Chavistown	866	44%	11%	33%	38%
Dunbar	833	69%	12%	34%	49%
Hebron	486	52%	17%	23%	50%
Lester	621	51%	12%	29%	40%
Newtonville	643	52%	15%	28%	52%
Richmond County Communities					
Hamlet	6,018	38%	17%	28%	49%

Source: U.S. Census Bureau, 2000 U.S. Census.

percentage of households with school-age children is also similar, between 35 and 36 percent. A higher percentage of residents in Bingham have lived in their residences over ten years when compared to the community of Minturn.

Table 3.10 lists the economic characteristics of communities in Dillon County that would be impacted by the Preferred Alternative. The median household income ranges from just under \$26,000 in Bingham to over \$36,000 in Minturn, while the percentage of residents living below the poverty level ranges from 22 percent in Bingham to 31 percent in Minturn. The percentages of households with no vehicle are similar in the communities, with eight percent of the households having no vehicle available. The median value of owner-occupied homes varies greatly between the two communities. Homes in Bingham average \$29,600, while the median value of owner-occupied homes in Minturn is \$46,400.



Table 3.10
Economic Characteristics of Communities in Project Study Area

	Median Household Income	Below Poverty Level	Households with No Vehicle	Median Value of Owner-occupied Homes
Dillon County Communities				
Bingham	\$25,982	22%	8%	\$29,600
Minturn	\$36,500	31%	8%	\$46,400
Marlboro County Communities				
Bennettsville	\$22,389	27%	26%	\$57,700
Blenheim	\$26,667	16%	27%	\$36,900
Clio	\$25,313	29%	30%	\$50,200
McColl	\$22,015	32%	20%	\$47,100
Tatum	\$21,750	8%	21%	\$45,000
Adamsville	\$36,500	17%	2%	\$55,300
Brightsville	\$35,600	17%	11%	\$32,308
Chavistown	\$30,063	26%	6%	\$47,200
Dunbar	\$25,326	37%	28%	\$40,500
Hebron	\$29,375	22%	13%	\$64,400
Lester	\$22,441	22%	17%	\$44,300
Newtonville	\$36,500	17%	2%	\$55,300
Richmond County Communities				
Hamlet	\$29,013	22%	17%	\$54,500

Source: U.S. Census Bureau, 2000 U.S. Census.

3.2.5 How would Dillon County be impacted by the proposed project?

The Preferred Alternative passes through Dillon County, near the community of Bingham, which is a rural area (refer to Figure 3-5, page 3-30). No survey responses were returned from the Bingham community, but based on six surveys received from nearby 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, Section 1.3.4.4, page 1-26).



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.

3.2.6 What are the characteristics of communities located within Dillon County and how would they be impacted by the proposed project?

3.2.6.1 Bingham

Location

Bingham is located approximately 10 miles northwest of Dillon at the intersection of S.C. Route 34 and Butler Road (Road S-17-886) (refer to Figure 3-5, page 3-30, and Figure 3-7).

Community Characteristics

There are several residential areas and one convenience store, the Bingham Grocery. Three active churches are located in the community: Mt. Olive Missionary Baptist, Mt. Sinai Free Spirit Church, and the Manning Chapel Methodist Church. Bingham also has a baseball field located on Ball Park Place (private road). Based on 2000 U.S. Census Data shown in Tables 3.9 and 3.10 (refer to pages 3-32 and 3-33), Bingham has a 36 percent minority population while 22 percent of the total population lives below the poverty level.

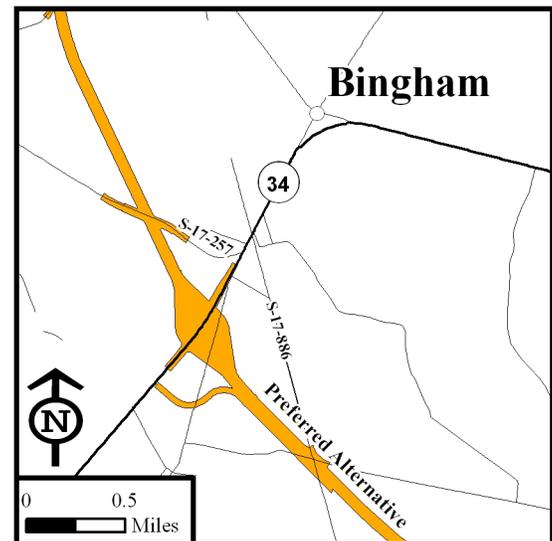


Figure 3-7 Bingham

No community surveys were received from those living in the Bingham area; therefore, a survey-defined community boundary was not determined (refer to Figure 3-5, page 3-30). Instead, the earlier defined community boundary based on aerial photography, topographical maps, and field verifications was used to determine impacts from the Preferred Alternative.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would cross through the community just west of the main residential areas of Bingham, which are located near the intersections of S.C. Route 34, an unnamed road (Road S-17-257), and Butler Road (no road number) (refer to Figure 3-7). The main residential



Bingham Direct Impacts

The Preferred Alternative would be anticipated to have minimal visual impacts to the Bingham community.

areas would remain intact, and no physical barrier would be created that would interfere with community cohesion or social interaction.

The Preferred Alternative would not result in noise impacts or the displacement of any residences, churches, or businesses in the Bingham community. Although an interchange with S.C. Route 34 is located in this area, efforts were made during alternative development to reduce relocations associated with the proposed project. The Preferred Alternative would be located in mainly wooded areas west of Bingham, and as such, changes to the visual landscape or rural character would be minimal.

Access and Travel Patterns

Travel routes along S.C. Route 34 and Road S-17-257 would be maintained and not impacted by the Preferred Alternative. Access onto I-73 would be provided at an interchange with S.C. Route 34.

Special Populations

Although no transit-dependent, disabled, or elderly populations were identified in the portions of the community being traversed by the Preferred Alternative, it is unknown at this time if these populations would be specifically affected.

Projected Development

Historically, there has not been an appreciable amount of development that has impacted the Bingham community. Based on land use modeling, minimal development is anticipated to occur in the community by 2030 from the No-build Alternative or the Preferred Alternative.

Projected Development in Bingham

No induced growth is anticipated from the No-build or Preferred Alternatives in Bingham.

Summary

The Preferred Alternative would result in minimal community impacts to Bingham. No impacts to community cohesion would be anticipated, since there would be no relocation of residences, churches, or businesses in the community. No noise receptors would be impacted in Bingham; however, some changes to the visual landscape would be anticipated. Access and travel patterns would not be affected by the Preferred Alternative. No new development would be anticipated in Bingham from the No-build Alternative or Preferred Alternative.



3.2.6.2 Minturn

Location

Minturn is a small residential area approximately nine miles north of Dillon that stretches along Minturn Road (Road S-17-17) from S.C. Route 9 to Sherman Court (Road S-17-333) (refer to Figure 3-5, page 3-30, and Figure 3-8).

Community Characteristics

There are several residences, a baseball field, the Minturn Community Center, a community store, and two active churches, the Minturn Grove Baptist Church and the Reedy Creek Presbyterian Church. An active cotton gin is located at the intersection of Minturn Road (Road S-17-17) and Cotton Gin Road (Road S-17-134) and an airstrip is located in the area for crop dusting operations. The community is serviced by the Reedy Creek Volunteer Fire Department. As shown in Tables 3.9 and 3.10 (refer to pages 3-32 and 3-33), Minturn is primarily a minority community, with one-third of its total population living below the poverty level.

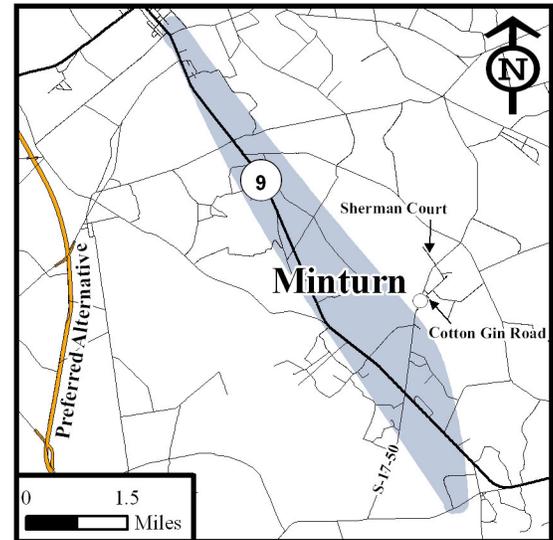


Figure 3-8 Minturn

Based on 11 community surveys, all of the respondents of the Minturn community feel as though it is a close-knit community with a small-town feel, where 83 percent of respondents say they often interact with their neighbors. Most respondents like their neighborhood, feel safe, and rank their quality of life high. All of the respondents have other family members living in the community and 66 percent of those are providing care for a relative. The average length of residency among survey respondents is 34 years (individual surveys range between 10 to 65 years).

Community Respondents' Opinions on Proposed Project

All of Minturn respondents were familiar with the I-73 project. Of those respondents in Minturn, none were in favor of I-73 being built in the area or thought that it would have a positive impact on the community. Residents in this area had many concerns, including the following:

- neighbors or businesses moving from the area;
- changing the rural way of life;
- increased danger for children getting to school;
- increased traffic; and
- additional air pollution or noise as a result of living too close to an interstate.



The potential benefits of the proposed project (such as more convenient routes in and around the community, additional jobs during construction, and the possibility of new stores and restaurants) appeared to be less important to respondents. All respondents from Minturn expressed concern about I-73 negatively affecting the farmland in the area. The majority of respondents preferred the route west of Bennettsville (Alternative 1).

The Project Team met with 24 people from the Minturn Community on January 9, 2007. During this meeting, a crossover from Alternative 2 to the terminus of Alternative 1 at I-95 was proposed by the community members of Minturn. This crossover was taken into consideration by the Project Team and further analyzed. Once analyzed, it was found to have lower impacts to wetlands, relocations, farmlands, and communities. This crossover was incorporated into the current Alternative 2 (the Preferred Alternative). A petition was received from the Minturn community with 106 signatures stating that the Minturn community favored the route to the west of Bennettsville (Alternative 1) as their Preferred Alternative. The community's second choice for the I-73 route was the central route that incorporated the requested crossover route (Alternative 2), the Preferred Alternative.



Minturn Baseball Field

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would be located approximately 2.5 miles to the southwest of Minturn, and avoid the survey-defined community boundary (refer to Figure 3-5, page 3-30). The Minturn area is rural and mainly agricultural, and sparse residential development in the community is located along S.C. Route 9, south of Clio. There would be no noise impacts or the displacement of any residences, churches, or businesses in the Minturn community. The Preferred Alternative would not impact community cohesion or affect the visual landscape or rural character of Minturn.

Minturn Direct Impacts

No direct impacts to the Minturn community are expected with the Preferred Alternative.



Access and Travel Patterns

The Preferred Alternative would not impact travel patterns and overall access within the area would be maintained (refer to Figure 3-8, page 3-36). 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 community. The 2000 U.S. Census Data shows that the percentage of persons with a disability in this area of Dillon County is higher than the statewide average. These populations in Minturn would not be affected by the Preferred Alternative.

Projected Development

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

Projected Development in Minturn

No-build Alternative: 0.5 acre of induced development
Preferred Alternative: 12 acres of induced development
Cumulative Effect: 12.5 acres of induced development

Based on land use modeling, a minor amount of development (0.5 acre) is expected to occur in the community with the No-build Alternative by 2030. Land use modeling also predicted that 12 acres could be developed in the community due to the Preferred Alternative, for a net cumulative development of 12.5 acres in Minturn.

Summary

The Preferred Alternative is not likely to directly impact the Minturn community. Community cohesion would not be affected within Minturn. There would be no relocations, noise impacts, visual impacts or impacts to travel patterns from the Preferred Alternative. Less than an acre of new development (0.5 acre) is anticipated from the No-build Alternative in Minturn, while 12 acres of new development are projected to result from the Preferred Alternative, for a cumulative effect of 12.5 acres of development by 2030.

Marlboro County

3.2.7 What are the characteristics of Marlboro County?

Marlboro County, South Carolina, is located in the northeastern part of the state and contains a total of 480 square miles (refer to Figure 3-9). It was originally part of the Cheraws District, one of



seven districts formed in 1768 by the South Carolina Government.²⁵ The district was composed primarily of what is now Marlboro, Chesterfield, and Darlington Counties, as well as parts of Lee and Florence Counties. In 1785, after the American Revolution, the Cheraws District was split into three counties, Marlboro, Darlington, and Chesterfield, and then the district was later abolished in 1800.²⁶ Marlboro County was named after John Churchill, first Duke of Marlborough, a commander in the British Military in the early 1700s.²⁷ Prior to the Civil War, the production of cotton made the area wealthy. The county received an economic boost when the railroad arrived in the 1870s, allowing cotton growers to ship their goods to mills and markets farther away.²⁸

Marlboro County is predominantly rural in character, consisting of low-density residential uses with a large agricultural base. Beyond the Bennettsville urban area, residential development is widely scattered throughout the county. The majority of undeveloped land in Marlboro County is used for agricultural purposes. Library services are provided for the county by the Marlboro County Public Library, located in Bennettsville. Most of those living in the county travel to Bennettsville to purchase the majority of goods and services.

Cities and towns in Marlboro County that are within the project study area include Bennettsville, Blenheim, Clio, McColl, and Tatum. The communities of Adamsville, Brightsville, Chavistown, Dunbar, Hebron, Lester, and Newtonville are located in the Marlboro County portion of the project study area (refer to Figure 3-4, page 3-29).

The demographic characteristics of cities, towns, and communities in Marlboro County are shown in Table 3.9 (refer to page 3-32). Based on 2000 U.S. Census Data, Bennettsville is the major population center of the county, having 9,425 people residing within the city. The Town of McColl has a population of almost 2,500 people, while the Town of Tatum has the smallest population with just 69 residents. The percentage of the population that is minority in cities, towns, and communities

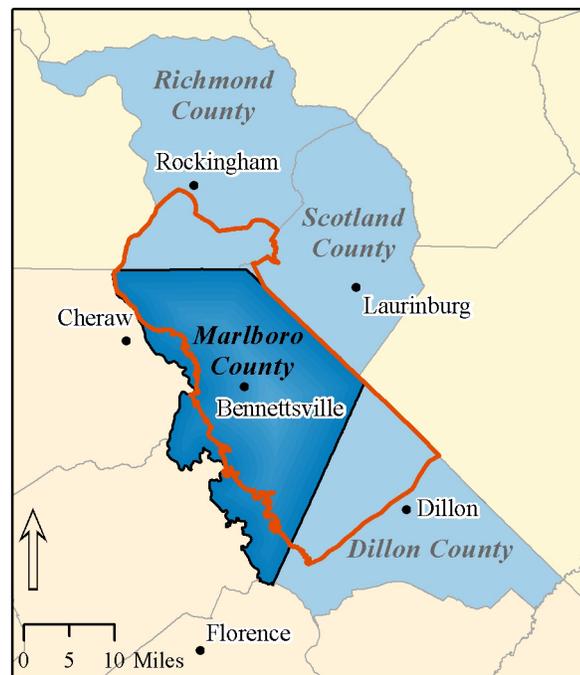


Figure 3-9 Marlboro County

²⁵ Carolana Website, "A History of the Cheraws District," http://carolana.com/SC/Counties/cheraws_district_sc.html (May 13, 2008).

²⁶ *Ibid.*

²⁷ Marlboro County, "South Carolina Genealogy and History Website," <http://sciway3.net/proctor/marlboro/> (May 13, 2008).

²⁸ *Ibid.*



ranges from 25 percent in Tatum to 69 percent in Dunbar. Tatum has the highest percentage of the population over 65, while Brightsville has the highest percentage of households with school-age children. Many of the cities, towns, and communities have a high percentage of the population residing at the same home for over ten years.

Table 3.10, (refer to page 3-33), shows the economic characteristics of cities, towns, and communities in the project study area, based on 2000 U.S. Census Data. With the exception of Tatum, all cities, towns, and communities have over 16 percent of their population living below the poverty level, with the community of Dunbar having the highest percentage at 37 percent. The median household incomes vary between \$21,750 dollars in Tatum to \$36,500 in Adamsville and Newtonville. The percentage of households with no vehicle also varies between two percent in Adamsville and Newtonville to 30 percent in Clio. The median value of owner occupied homes also varies, ranging from \$32,308 in Brightsville to over \$64,000 in Hebron.

3.2.8 How would Marlboro County be impacted by the proposed project?

The Preferred Alternative passes through Marlboro County near many towns and communities, including: Adamsville, Bennettsville, Brightsville, Clio, Dunbar, Hebron, Lester, McColl, Newtonville, and Tatum (refer to Figure 3-4, page 3-29). 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, 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 (7.2 percent and 8.5 percent higher, respectively, refer to Chapter 1, Chart 1.8 on page 1-26). Responses from 247 surveys 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.

A Public Hearing was held in Marlboro County at Bennettsville High School on August 14, 2007, with 322 people attending. Of those attending, 51 people provided written comments while 26 people participated during the formal hearing session. Approximately 40 percent of the written comments were in favor of the Preferred Alternative, while three comments asked that Alternative 1 be reconsidered as the Preferred Alternative. In general, those commenting who were not in favor of the Preferred Alternative were mainly concerned about impacts to their properties. Others who commented asked that the Preferred Alternative be shifted to avoid their properties, or further reduce impacts in the area. Some comments requested the addition of overpasses and/or providing access to secondary roads impacted by the Preferred Alternative. For further information about the Public Information Meeting or Public Hearing, please refer to Chapter 4, Section 4.1, page 4-1.

3.2.9 What are the Characteristics of Cities and Towns located in Marlboro County and how would they be impacted by the Preferred Alternative?

3.2.9.1 *Bennettsville*

Location and History

Bennettsville was established in 1819 and named for then Governor Thomas Bennett. It is located in the central portion of Marlboro County at the intersection of U.S. Route 15 and S.C. Route 38 and is the county seat (refer to Figure 3-5, page 3-30, and Figure 3-10, page 3-42). In 1865, during the Civil War, the city was captured and occupied by Union Troops, most notably the Jennings-Brown House was used as the Union's headquarters.²⁹ The city's economy was boosted when the railroad line arrived to the area in the 1870s. As a result, several Victorian and Greek Revival architectural style homes were built during this time.³⁰

²⁹ *Ibid.*

³⁰ Marlboro County, South Carolina Genealogy and History Website, <http://sciway3.net/proctor/marlboro/> (May 13, 2008).



Community Characteristics

The City of Bennettsville offers many community services and facilities including the Bennettsville Chamber of Commerce, the Community Center, the Fitness Center, and the Bennettsville Tennis Complex. In addition, Bennettsville is home to a popular recreational area, Lake Paul Wallace, which offers fishing, swimming, boating, and a jogging track. The City of Bennettsville Fire Department provides fire and rescue to approximately 9,425 citizens while the Marlboro Park Hospital provides healthcare services. Other services in the area include the Marlboro County Jetport – H.E. Avent Field. There are 53 churches located in Bennettsville, listed in Table 3.11). Most community survey respondents stated they generally shop and use healthcare services in Bennettsville, or the nearby cities of Rockingham or Laurinburg, North Carolina, and Florence, South Carolina. Based on 2000 U.S. Census Data, almost two-thirds of the population is minority and 27 percent lives below the poverty level (refer to Tables 3.9 and 3.10, pages 3-32 and 3-33).

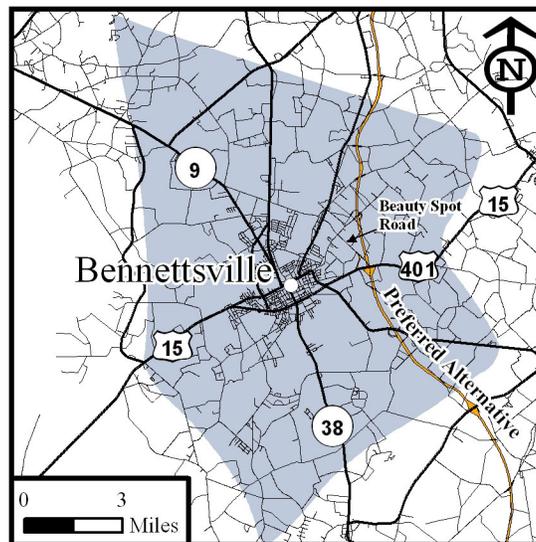


Figure 3-10 Bennettsville

Based on 177 community surveys, 59 percent of the respondents of the Bennettsville community feel as though it is a close-knit community with a small-town feel, and 44 percent feel it is where residents 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 very low. Of those responding to the community surveys, 58 percent 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 23 years, with individuals surveyed ranging from less than one year to 68 years.



Bennettsville Welcome Sign

Community Respondents' Opinions on Proposed Project

Approximately 69 percent of respondents in Bennettsville support I-73 being built in the area and 46 percent felt I-73 could improve Bennettsville. Sixteen percent of respondents did not support the proposed project, and 18 percent felt it could have a negative impact on the community. Respondents expressed concern about long-term jobs and new businesses, short-term jobs during construction, economic



**Table 3.11
Churches in Bennettsville**

Aaron Temple Methodist Church	First Church of Nazarene	Shiloh United Methodist Church
Bennettsville-Cheraw Area Group	First Pentecostal Holiness Church	Showers of Blessings Pentecostal
Bennettsville Congregation of Jehovah's Witnesses	First Presbyterian Church	Smyrna United Methodist Church
Bennettsville Second Baptist Church	First United Methodist Church	Solid Rock Holiness Church
Bennettsville New Life Church	Free Spirit Holiness Church	St. Beulah Baptist Church
Bennettsville Wesleyan Church	Helms Eddie Church	St. James Missionary Baptist Church
Berea Convention Center	House of Deliverance for All Nations	St. Mark Baptist Church
Blenheim Congregation Holiness Church	Level Green United Methodist Church	St. Mark's Marlboro Baptist Church
Boykin United Methodist Church	Living Word Praise Fellowship	St. Matthews Baptist Church
Brutons Fork Baptist Church	Macedonia Baptist Church	St. Michael's United Methodist Church
Christ Temple Believers of Faith Ministry	New Spring Hill Missionary Baptist Church	St. Paul's Episcopal Church
Christ United Methodist Church	Newhill Freewill Baptist Church	St. Paul Baptist Church
Christian Fellowship Church	Piney Plain Free Will Baptist Church	Stevens Memorial PH Church
Church of Christ	Reedy Creek Baptist Church	Thomas Memorial Baptist Church
Church of God	Salem Baptist Church	Trinity United Methodist Church
Dyers Hill AME Zion	Sandy Grove Missionary Baptist Church	Upper Room Pentecostal Holiness
Evans Metropolitan AME Zion Church	Sawmill Baptist Church Family Life	Victory Christian Center
Faith Jubilee	Shiloh Baptist Church and Parsonage	

Source: Wilbur Smith and Associates, 2007.



growth, and faster routes to nearby communities. Issues such as living close to an interstate and more traffic in the neighborhood appeared to be less important to respondents. Some respondents felt I-73 could divert traffic from S.C. Route 38 and S.C. Route 9, causing businesses along these routes to suffer. Many respondents stated that any development around Bennettsville could be a boost to the economy, and the improved access brought by the interstate may bring about positive changes and much needed improvement to the area. Respondents thought the interstate could be a tool to recruit businesses and industry to the area, creating much needed jobs. Respondents outside of the city limits of Bennettsville were concerned about impacts to their farms and properties.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would be located to the east of Bennettsville, less than one mile outside of the city limits (refer to Figure 3-10, page 3-42). In the northeastern portion of the community, the Preferred Alternative would pass through primarily agricultural and forested land and should 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; therefore, community cohesion would not be impacted.

The Preferred Alternative would result in the relocation of four residences and two businesses including the Landmark Restaurant and Davis Furniture and Antiques. No churches would be relocated due to the Preferred Alternative, but noise would impact one residential noise receptor, a produce stand, and a cemetery (refer to Noise, Section 3.8, page 3-114 for further information). Since Bennettsville is an urbanized area, impacts to the visual landscape or rural character of the community are not anticipated by the Preferred Alternative.

Access and Travel Patterns

Travel patterns within the City of Bennettsville would not be impacted by the Preferred Alternative (refer to Figure 3-10, page 3-42). 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

Bennettsville Direct Impacts

The Preferred Alternative would be anticipated to have the following impacts to Bennettsville:

- *Four residential relocations*
- *Two business relocations*
- *No church relocations*
- *Three impacted noise receptors*
- *No visual impacts*
- *No impacts to community cohesion*
- *No changes in travel patterns/ accessibility*



maintained via S.C. Route 38. The Preferred Alternative would provide those living in Bennettsville access to I-73 at the interchange with U.S. Route 15/401.

Special Populations

Specific elderly, disabled, non-driving, or transit-dependent populations have not been identified in Bennettsville. 2000 U.S. Census Data shows the percentages 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 the Preferred Alternative would specifically affect these populations.

Projected Development

As the Marlboro County seat, Bennettsville has attracted some growth in the area in the past. 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 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.

Based on land use modeling, very little development is expected to occur in the Bennettsville community by 2030 with the No-build Alternative. The Preferred Alternative could bring an additional 202 acres of development to Bennettsville by 2030 (refer to Table 3.12, page 3-46), for a total of 202 acres of cumulative development in the community. The U.S. 15/401 interchange with the Preferred Alternative may have some potential for development, due to the infrastructure that is present in the vicinity.

Projected Development in Bennettsville

No-build Alternative: *No acres of induced development*
Preferred Alternative: *202 acres of induced development*
Cumulative Effect: *202 acres of induced development*

Summary

Four residences and two businesses would be displaced, and three noise receptors would be impacted by the Preferred Alternative within the Bennettsville community. Due to its distance from the city, the Preferred Alternative would not impact community cohesion. The Preferred Alternative is not likely to affect the visual landscape or rural character of the community since Bennettsville is mostly urbanized and developed. The Preferred Alternative would have the potential for creating 202 acres of induced development in the Bennettsville community, for a cumulative effect of 202 acres of new development by 2030.



Table 3.12
Projected 2030 Development within Marlboro County Communities, in acres

	No-build Alternative	Preferred Alternative
Bennettsville	0	202
Blenheim	0	47
Clio	0	26
McColl	0	87
Tatum	0	0
Adamsville	0	81
Brightsville	0	134
Chavistown	0	42
Dunbar	0	74
Hebron	0	42
Lester	0	0
Newtonville	0	0

3.2.9.2 Blenheim

Location and History

The town of Blenheim was chartered in 1883 and named for Blenheim Palace in Oxfordshire, England.³¹ It is a small residential area surrounded by cotton and agricultural fields, located at the intersection of S.C. Route 38 and S.C. Route 381 (refer to Figure 3-11). Blenheim is known for its famous mineral springs, which were discovered in 1781. In 1903, the Blenheim Bottling Company opened, which bottled the nationally recognized Blenheim Ginger Ale with water from the mineral springs.³²

Community Characteristics

Services in Blenheim include the post office, town hall, community center, McArthur’s Gas Station and

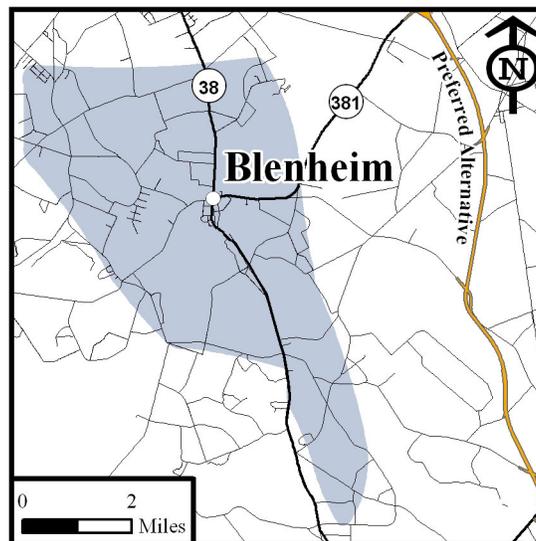
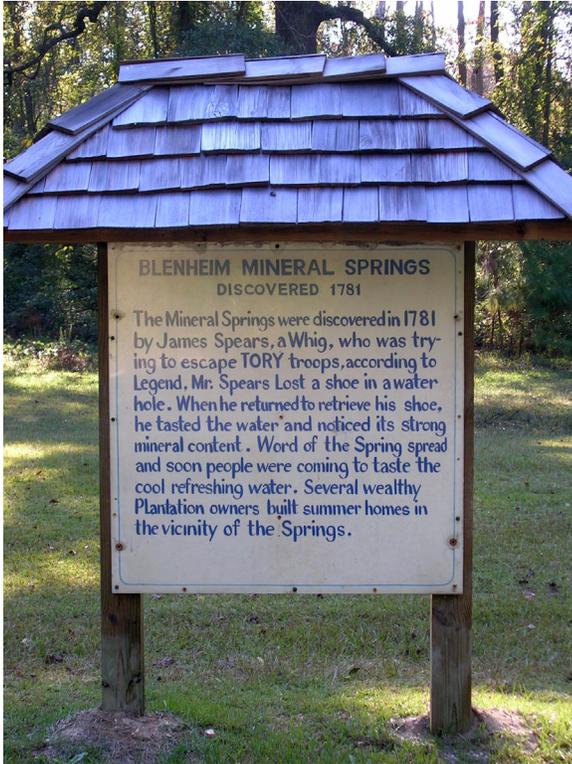


Figure 3-11 Blenheim

³¹ Historical Marker in Blenheim, SC, located at intersection of S.C. Route 38 and S.C. Route 381.

³² Blenheim Bottlers, Inc., Letter and Pamphlet, Hamer, SC.



Blenheim Mineral Springs Sign

Convenience Store, and Blenheim Elementary and Middle Schools. In addition, Blenheim has three active churches: New Spring Hill Missionary Baptist Church, Blenheim Community Church, and Blenheim Church of God. The Chesterfield-Marlboro Head Start Center is located a few miles south at the intersection of S.C. Route 38 and Donaldson Road (Road S-35-433). Respondents of the community surveys generally shop or use healthcare services in Bennettsville or Florence. Emergency services are provided to the town by the Blenheim Volunteer Fire Department. Healthcare services are provided by the Marlboro Park Hospital in Bennettsville. As shown in Tables 3.9 and 3.10, (refer to pages 3-32 and 3-33), 57 percent of the population is composed of minorities, while 16 percent of the total population lives below the poverty level.

Based on 54 community surveys, 63 percent of the respondents of the Blenheim community feel as though it is a close-knit community with a small-town feel, where 51 percent of respondents interact with their neighbors often. Most respondents like their neighborhood and feel safe, although opinions about their quality of life vary

greatly from very high to very low. Seventy percent of the respondents have other family members living in the community, and 26 percent provide care for a relative. The average length of residency among survey respondents is 28 years, with individuals surveyed ranging from less than one year to 79 years.

Community Respondents' Opinions on Proposed Project

Respondents were divided on their opinions of the proposed project. Approximately 51 percent supported I-73 being built in the area while 43 percent did not. Twenty-one percent of respondents felt it would have a positive impact on the community while 44 percent thought it would negatively impact their community, and 19 percent felt that their community would remain the same. Respondents were very concerned about changes to their rural way of life, living too close to an interstate, and increased danger for children traveling to school. Additional traffic in the area and the possibility of additional air and noise pollution were also concerns. Issues like faster routes within and between communities and the possible relocations of family or friends and businesses were less important to respondents. Most respondents in Blenheim felt



that the interstate would not bring economic development to their community. Some respondents also expressed concern about increasing traffic in the community while others thought the project would decrease traffic along S.C. Route 38 through the community. Many were also concerned about impacts to their farms and properties, and disruption to the quiet, rural way of life. Several respondents favored the shortest corridor (the Preferred Alternative) because it would cost less and have fewer impacts.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative is located approximately three miles east of Blenheim and would not impact the community (refer to Figure 3-5, page 3-30). Due to its distance from the community, the Preferred Alternative would not impact community cohesion, or displace any residences, businesses, or churches. Additionally, noise impacts and impacts to the visual character and rural landscape of Blenheim are not anticipated.

Blenheim Direct Impacts

The Preferred Alternative is not anticipated to directly impact the Blenheim community.

Access and Travel Patterns

Travel patterns within Blenheim would not be impacted since local streets and roads within the community would not be affected (refer to Figure 3-11, page 3-46). Vehicular access to community services and facilities in Blenheim would not 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. However, specific concentrations of minority, low income, elderly, handicapped, non-driving, or transit-dependent populations were not identified within the community of Blenheim. Due to the distance away from the Preferred Alternative, no special populations in Blenheim would be specifically impacted.

Projected Development

While Blenheim does provide some services to its residents and those living nearby, (refer to Community Characteristics sub-section), 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 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 by 2030 from the No-build Alternative. The Preferred Alternative could bring approximately 47 acres of additional development to Blenheim (refer to Table 3.12, page 3-46), for a total cumulative development of 47 acres in the community.

Projected Development in Blenheim

No-build Alternative: No acres of induced development
Preferred Alternative: 47 acres of induced development
Cumulative Effect: 47 acres of induced development

Summary

The Preferred Alternative is not expected to have any direct community impacts to Blenheim due to its distance from the community. The Preferred Alternative would have the potential for 47 acres of induced development in Blenheim, for a cumulative effect of 47 acres of new development by 2030.

3.2.9.3 Clio

Location and History

Clio is located southeast of Bennettsville at the intersection of S.C. Route 381 and S.C. Route 9 (refer to Figure 3-12). The name Clio was given to a trading crossroads in the 1830s, and later incorporated into a town in 1882. When the Florence Railroad extended its Latta branch to Clio in 1895 to capitalize on growing cotton production, Clio became a thriving town.³³ The main downtown area of Clio is a historic district listed on the NRHP due to its Victorian, Classical, and Colonial Revival architecture styles that reflect the boom period following the arrival of the railroad.³⁴

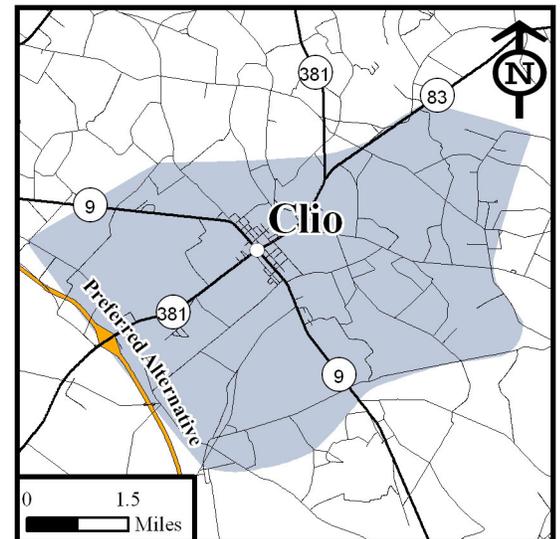


Figure 3-12 Clio

³³ Clio Historical Marker in Clio, SC, located at the intersection of Main and Society Streets, <http://peedeeheritage.tripod.com/marlboro.html#16-1> (May 13, 2008).

³⁴ SCDHA Website, Clio Historic District Webpage, <http://www.nationalregister.sc.gov/marlboro/S10817735003/index.htm> (May 13, 2008).



Marlboro County School of Discovery

Community Characteristics

The community is serviced by the Clio Fire Department and the Clio Rescue Squad. Healthcare services are provided by the Clio Medical Center and the Marlboro Park Hospital in Bennettsville. A community center is located in the historic railroad depot, while a playground and ball fields are located on Bennett Park Road. The following nine churches are located in the Clio area:

- Asbury United Methodist;
- Clio Church of God;
- Ebenezer Missionary Baptist;
- Leland Grove Freewill Baptist;
- Mount Tabor Baptist;
- New Covenant Free Rock Church of Christ;
- Pee Dee Baptist;
- Reedy Branch Baptist; and,
- Trinity United Methodist.

The Marlboro County School of Discovery, a magnet middle school for Marlboro County, is located in the former Clio Elementary School. Several owner-operated businesses and franchises are located in downtown Clio. Most survey respondents generally shop or use healthcare services in Bennettsville or Laurinburg, North Carolina. Almost two-thirds of the population in Clio is minority, while 29 percent of the total population lives below the poverty level, based on 2000 U.S. Census Data (refer to Tables 3.9 and 3.10, pages 3-32 and 3-33).

Based on 57 community surveys, 62 percent of the respondents of the Clio community feel as though it is a close-knit community with a small-town feel and 42 percent state that residents interact often with their neighbors. Most respondents like their neighborhood and feel safe, although opinions about their quality of life vary greatly from very high to very low. Sixty-two percent of the respondents have other family



Clio Community Center



members living in the community, and 35 percent of those are providing care for a relative. The average length of residency among survey respondents is 30 years, with respondents ranging from less than one year to 91 years.

Community Respondents' Opinions on Proposed Project

Approximately 68 percent of respondents in Clio supported I-73 being built in the area, while 17 percent did not support it, and 19 percent felt that it would have a negative impact on the community. Some respondents expressed concern about divided farmlands and impacts to land that had been in the family for generations, while others thought the proposed routes through the middle and on the eastern side of the county were too close to Future I-74. Several respondents felt the western alternative (Alternative 1) would be more positive for industrial growth and have fewer impacts to residents of their community. Others felt the route through the middle of Marlboro County and closest to Clio (the Preferred Alternative) was more logical.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would impact the western edge of the survey-defined community boundary, but would not create a physical barrier dividing or isolating residents in this part of the community from the town of Clio (refer to Figure 3-5, page 3-30, and Figure 3-12, page 3-49). Therefore, community cohesion would not be impacted by the Preferred Alternative.

The Preferred Alternative would not displace any residences, churches, or businesses, or cause any noise impacts in the Clio 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 Preferred Alternative may affect the visual landscape of the outlying portions of the community of Clio, but should not affect the town itself.

Access and Travel Patterns

Access to Bennettsville via S.C. Route 9 would be maintained by an overpass across the Preferred Alternative, which would not change travel patterns in the community. It is not expected that vehicular access to community services and facilities would be hindered, nor would the routing of emergency vehicles be affected.

Clio Direct Impacts

The Preferred Alternative would be expected to have the following impacts to the Clio community:

- *No relocations*
- *No noise impacts*
- *Minimal visual impacts*
- *No impacts to community cohesion*
- *No changes to travel patterns/ accessibility*



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 unlikely that any disabled, elderly, non-driving, or transit-dependent persons in the Clio community would specifically be affected by the Preferred Alternative.

Projected Development

Past development in Clio was centered around the original 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 businesses in the area.

Based on land use modeling, very little development is expected to occur in the Clio community by 2030 under the No-build Alternative. The Preferred Alternative could bring an additional 26 acres of development to Clio, as listed in Table 3.12 (refer to page 3-46), for a cumulative impact of 26 acres of new development in the community.

Projected Development in Clio

No-build Alternative: *No acres of induced development*
Preferred Alternative: *26 acres of induced development*
Cumulative Effect: *26 acres of induced development*

Summary

The Preferred Alternative would not impact community cohesion, since it would have no relocations, no noise impacts, and no changes in accessibility. The Preferred Alternative may affect the visual landscape of the outlying portions of the community of Clio but should not affect the Town itself. The Preferred Alternative would have the potential for induced development for Clio, with 26 acres of additional development, for a cumulative effect of 26 acres of new development in the community by 2030.

3.2.9.4 McColl

Location and History

McColl is located on the eastern edge of Marlboro County, 10 miles from Bennettsville, at the intersection of U.S. Route 15/401 and S.C. Route 381 (refer to Figure 3-13). Founded in 1884, the town was named for D.D. McColl, a prominent businessman and lawyer in Bennettsville, who was instrumental in bringing the South Carolina & Pacific Railroad, the first bank, and cotton mills to Bennettsville.³⁵ McColl is also the tribal headquarters of the Pee Dee Indian Tribe of South Carolina, a state recognized Tribe.³⁶

³⁵ *A History of Marlboro County* (1897, reprint, Regional Publishing Co., 1971), p. 263.

³⁶ SCIway Website, "SC Pee Dee Indians" <http://www.sciway.net/hist/indians/peedee.html> (May 13, 2008).



Community Characteristics

The community is serviced by the McColl Fire Department and the McColl EMS and Rescue Squad. Healthcare services are provided by Marlboro Park Hospital in Bennettsville and Scotland Memorial Hospital in Laurinburg, North Carolina. The McColl Museum and Library is located at Gibson and Marlboro Streets in downtown McColl. Geddie Park is located on South Main Street, and has a walking track, tennis courts, and playgrounds. The C.W. Love Sports Complex, which has several ball fields, is east of town on Oak Hill Road (Road S-35-438). The following 12 churches are located in the area:

- Beaver Dam Baptist;
- Bethel Bible Believing Church of God;
- Church of God of McColl;
- Eastside Baptist;
- First Baptist;
- First Freewill Baptist;
- First Presbyterian;
- Greater Fair Plains AME Zion;
- Main Street United Methodist;
- McColl Pentecostal Holiness;
- Pentecostal Fire-Baptized; and,
- St. Paul AME Zion.

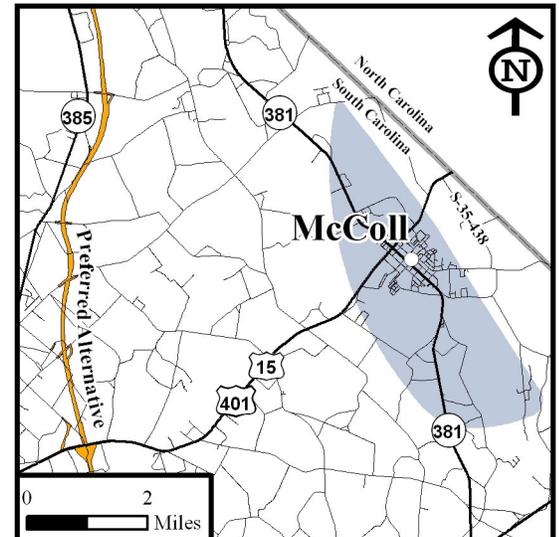


Figure 3-13 McColl

There are also several restaurants, convenience stores, and fireworks stands, as well as retail and service businesses in McColl. Respondents of the community surveys state they generally travel to Bennettsville or Laurinburg, North Carolina for additional shopping and healthcare services. Based on 2000 U.S. Census Data, approximately 32 percent of the total population lives below the poverty level while 34 percent of the population is minority (refer to Tables 3.9 and 3.10, pages 3-32 and 3-33).

Based on 26 community surveys, 50 percent of the respondents in the McColl community think it is a close-knit community with a small-town feel and 23 percent state that residents 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. Sixty-five percent of the



respondents have other family members living in the community, and 19 percent of those are providing care for a relative. The average length of residency among survey respondents is 12 years, with individuals surveyed ranging from less than one year to 36 years.

Community Respondents' Opinions on Proposed Project

Forty percent of respondents support I-73 being built in the area while 24 percent do not support the project. Only 12 percent of respondents felt that the project would have a negative impact on the community, and 24 percent felt the project would improve their community. Respondents were interested in bringing long-term jobs and new stores to the area as well as having faster routes between communities. Respondents were concerned about more traffic and pollution that an interstate may bring to the area and less concerned about relocations and changes to the rural character of the area. One respondent felt it would be a good economic impact for the region.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative is located approximately 3.75 miles west of McColl and would not impact the community (refer to Figure 3-5, page 3-30). The Preferred Alternative would have no relocations, impacted noise receptors, visual impacts, or impacts to community cohesion.

McColl Direct Impacts

The Preferred Alternative would have no direct impacts to the McColl community.

Access and Travel Patterns

Travel patterns within the Town of McColl would not be impacted by the Preferred Alternative. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles.

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. No impacts to specific elderly, disabled, non-driving, or transit-dependent populations are anticipated from the Preferred Alternative.

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 small population

Projected Development in McColl

No-build Alternative: No acres of induced development
Preferred Alternative: 87 acres of induced development
Cumulative Effect: 87 acres of induced development



increases. Land use modeling predicts little development is anticipated to occur in the McColl community by 2030 from the No-build Alternative. The Preferred Alternative could bring an additional 87 acres of development to McColl (refer to Table 3.12, page 3-46), for a cumulative addition of 87 acres of development to the community.

Summary

The Preferred Alternative would not directly impact McColl. No relocations, noise impacts, impacts to community cohesion, or travel patterns are anticipated from the Preferred Alternative. The Preferred Alternative would have the potential for 87 acres of induced development in the McColl community, for a cumulative effect of 87 acres of new development by 2030.

3.2.9.5 Tatum

Location and History

Tatum is located seven miles east of Bennettsville along U.S. Route 15/401 (refer to Figure 3-14). The community is a rural, residential area with an agricultural focus on cotton. Named for settler Richard Tatum, it is one of the smallest incorporated towns in South Carolina, with a population of 69 according to 2000 U.S. Census Data.³⁷ In the 1890s, Tatum consisted of two churches, a small row of stores, and a train depot for the South Carolina & Pacific Railroad, which ran from Fayetteville, North Carolina to Bennettsville.³⁸

Community Characteristics

The community is serviced by the Clio Fire Department and the Clio Rescue Squad. Healthcare services are provided by Marlboro Park Hospital in Bennettsville. There are two churches in the area, Spirit and Truth on Main Street and Hopewell United Methodist on Tatum Highway (Road S-35-22) (refer to Figure 3-14). Based on community survey responses, respondents generally travel to nearby Florence or Bennettsville for retail and healthcare services. Weyerhaeuser Paper is located in Tatum, and makes converted paper products. The Tatum Gin Company services cotton production in the surrounding area. As shown in Tables 3.9 and 3.10 (refer to pages 3-32 and 3-33), 25 percent of the population is minority while only eight percent of the total population lives below the poverty level.

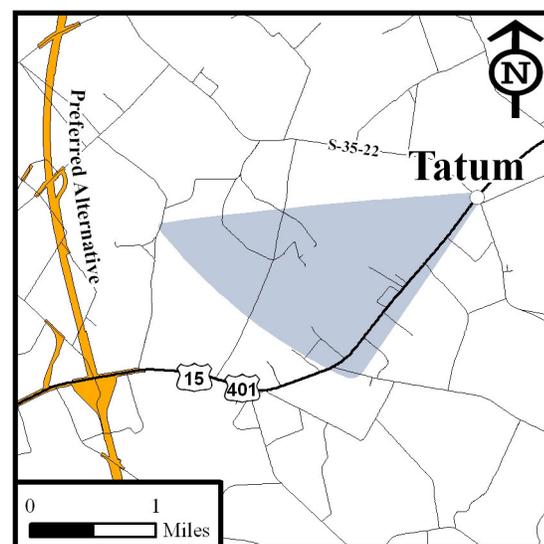


Figure 3-14 Tatum

³⁷ U.S. Census Bureau, 2000 U.S. Census.

³⁸ *A History of Marlboro County* (1897, reprint, Regional Publishing Co., 1971), p. 128.



Downtown Tatum

Based on nine community surveys, 56 percent of those responding in the Tatum community feel as though it is a close-knit community with a small-town feel, where residents interact with their neighbors often (63 percent). Most respondents like their neighborhood and feel safe, and feel that their quality of life is high. Forty-four percent of the respondents have other family members living in the community and 25 percent of those are providing care for a relative. The average length of residency among survey respondents is 26 years, with individual surveys ranging from eight years to 79 years.

Community Respondents' Opinions on Proposed Project

Approximately 67 percent of respondents in Tatum supported I-73 being built in the area while 33 percent

did not. Thirty-eight percent felt that it would have a negative impact on the community. Respondents were interested in the possibility of the proposed project bringing in long-term jobs and new stores to Tatum. One respondent felt it would provide a positive economic impact by bringing industries and businesses to the area.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would be located approximately 3.4 miles to the west of downtown Tatum and the surrounding neighborhoods (refer to Figure 3-5, page 3-30). No individual neighborhood would be separated from the downtown area by the Preferred Alternative. In addition, the Preferred Alternative is not likely to create physical barriers that would divide residents outside of the town limits from the town itself; therefore, community cohesion is not likely to be impacted. No local routes within Tatum or the surrounding area would be affected by the Preferred Alternative.

The Preferred Alternative would not displace any residences, churches, or businesses or impact any noise receptors in Tatum. The visual character of the Town of Tatum would not be affected; however, the visual character of the rural outlying areas could be affected by the construction of the Preferred Alternative.

Tatum Direct Impacts

The Preferred Alternative would be expected to have the following impacts to the Tatum community:

- No relocations
- No noise impacts
- Minimal visual impacts
- No impacts to community cohesion
- No changes to travel patterns/ accessibility



Access and Travel Patterns

Travel patterns within the Town of Tatum would not be impacted by the Preferred Alternative. Vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the routing of emergency vehicles by the Preferred Alternative. Access would be maintained via U.S. Route 15/401, providing a connection between Bennettsville, Tatum, and McColl. The Preferred Alternative would have an interchange at U.S. Route 15/401, which would provide residents convenient access to I-73.

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 would not be impacted by the Preferred Alternative.

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 from the No-build Alternative or the Preferred Alternative by 2030. The interchange at U.S. Route 15/401 may encourage development in the Tatum community.

Projected Development in Tatum

The Preferred Alternative is not expected to create any induced development within the Tatum community.

Summary

No relocations, noise impacts, impacts to community cohesion, or changes in accessibility are anticipated to occur from the Preferred Alternative. The construction of the Preferred Alternative may affect the visual landscape of the rural areas outside of the town. The No-build Alternative and Preferred Alternative would not be anticipated to create any induced development in this area.

3.2.10 What are the characteristics of neighborhoods and communities located within Marlboro County and how would they be impacted by the proposed project?

Many small communities dot the landscape of the project study area in Marlboro County. Brightsville is located north of Bennettsville, while east of Bennettsville are the communities of Adamsville, Dunbar, Hebron, Lester, and Newtonville, and the community of Chavistown is located to the southwest of Bennettsville (refer to Figure 3-4, page 3-29).



3.2.10.1 Adamsville

Location and History

Adamsville is located northwest of McColl, around Adamsville Road (Road S-35-28) and Academy Road (Road S-35-17) (refer to Figure 3-15). 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 Adams 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. The McColl Fire Department and McColl EMS and Rescue Squad provide fire and emergency services to the community. 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 or Laurinburg, North Carolina for shopping and services. Over half of the population is minority in Adamsville, while 17 percent of the total population lives below the poverty level based on 2000 U.S. Census Data (refer to Tables 3.9 and 3.10, pages 3-32 and 3-33).

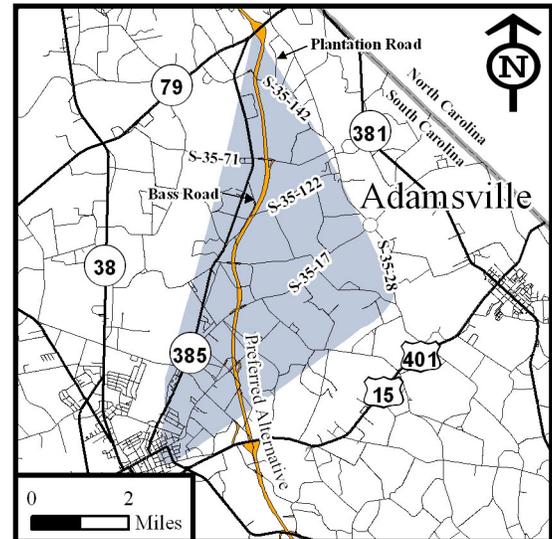


Figure 3-15 Adamsville



House in 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.

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> (May 13, 2008).



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 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

The Preferred Alternative would cross through agricultural land along the western edge of the Adamsville survey-defined community boundary to the northeast of Bennettsville (refer to Figure 3-5, page 3-30). The main residential areas of the community are expected to remain intact, no residents would be isolated from the rest of the community, and social interaction between neighbors can still occur. Due to this, no impacts to community cohesion are anticipated.

The Preferred Alternative would result in the relocation of one residence, but no churches or businesses would be relocated, and noise impacts are not anticipated. The number of relocations and impacts to the community was reduced when the Preferred Alternative was moved farther east from the community, away from more populated areas along S.C. Route 385. 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 from the Preferred Alternative. Bradley Road (Road S-35-122) would be bisected, and access west of the Preferred Alternative would be maintained along Bradley Road (Road S-35-122) via a frontage road, which would curve into Bass Road (no road number), while access east of the Preferred Alternative on Bradley Road (S-35-122) would be converted to a cul-de-sac (refer to Figure 3-15). Newton Road (S-35-142) would be bisected and converted to cul-de-sacs between Plantation Road (no road number) and S.C. Route 385. Due to comments received at the Public

Adamsville Direct Impacts

The Preferred Alternative would be anticipated to have the following impacts to the Adamsville community:

- One residential relocation
- No noise impacts
- Possible visual landscape impacts
- No impacts to community cohesion
- Minor changes in travel patterns/ accessibility



Hearings, an overpass was added to Family Farm Road (Road S-35-71). Just north of Family Farm Road (Road S-35-71), the Preferred Alternative was shifted to parallel S.C. Route 385 approximately 0.3 mile to the east northward to SC Route 79. For further information about these modifications, please refer to Chapter 2, Section 2.7.2.5, (page 2-51).

Travel between Adamsville and Bennettsville would be maintained via Newton Road (Road S-35-142) to Family Farm Road (Road S-35-71). To the north, residents would maintain access with Bennettsville via Adamsville Road (Road S-35-28). Adamsville residents would also maintain access to McColl via S.C. Route 381. Academy Road (Road S-35-17), Beverly Creek Road (Road S-35-345), and Main Street (Road S-35-48) would maintain connectivity within the community. Access to I-73 would be provided at an interchange with S.C. Route 79 to the north of Adamsville and on U.S. Route 15/401 south of Adamsville. Overall, vehicular and pedestrian access to community services and facilities would not be hindered, nor would the routing of emergency vehicles.

Due to comments received at the Public Hearings, the interchange at S.C. Route 79 was moved approximately one mile to the east, and now lies at the northernmost community boundary (for further information, please refer to Chapter 2, Section 2.7.2.6, page 2-52). The changes to the Preferred Alternative were made with ongoing communication between area residents and the Project Team.

Special Populations

Specific elderly, handicapped, non-driving, or transit-dependent populations were not identified within this portion of Adamsville. The 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 by 2030. The Preferred Alternative may bring an additional 81 acres of development to Adamsville (refer to Table 3.12, page 3-46), which would result in a net 81 acres of cumulative development in the community.

Projected Development in Adamsville

No-build Alternative: *No acres of induced development*
Preferred Alternative: *81 acres of induced development*
Cumulative Effect: *81 acres of induced development*