



**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.



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.

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 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

Alternative 1 would be located to the west of Bennettsville and would parallel the survey-defined community boundary for several miles (refer to Figure 3-14, page 3-47). 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.



Bennettsville Welcome Sign



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

Alternative 2 would be located to the east of Bennettsville, less than one mile outside of the city limits (refer to Figure 3-14, page 3-47). 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 3-7, page 3-34). 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 3-14, page 3-47). 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.

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.

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 3.12, page 3-52). 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.

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*



Table 3.12
Projected 2030 Development within Communities in
Project Study Area, in acres

	No-build Alternative	Alternative 1	Alternative 2 (Preferred)	Alternative 3
Dillon County				
Bingham	0	0	0	0
Free State	0	0	0	0
Minturn	0.5	0	12	33
Marlboro County				
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
Richmond County				
Hamlet	8	16	41	41

3.2.9.2 *Blenheim*

Location and History

The town of Blenheim was chartered in 1883 and named for Blenheim Palace in Oxfordshire, England.³⁰ 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 3-15). 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.³¹

³⁰ Historical Marker in Blenheim, SC, located at intersection of S.C. Route 38 and S.C. Route 381.

³¹ Blenheim Bottlers, Inc., Letter and Pamphlet, Hamer, SC.



Community Characteristics

Services in Blenheim include the post office, town hall, community center, McArthur's Gas Station and 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 Road S-34-433. 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 3-35 and 3-36), 57 percent of the population is composed of minorities, while 16 percent live 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.

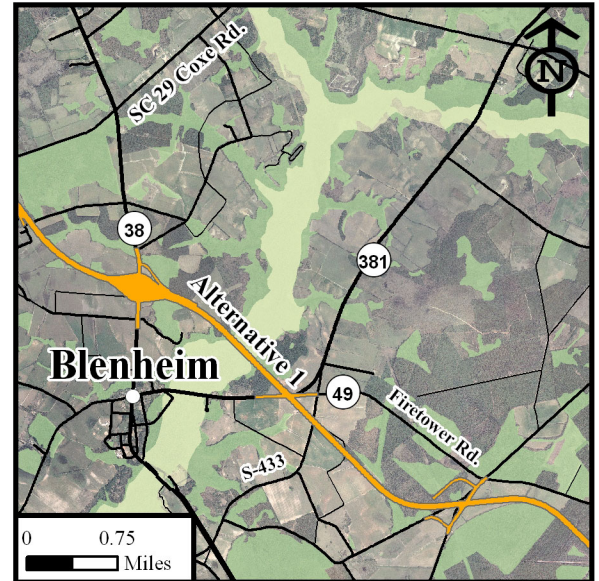


Figure 3-15 Blenheim



Blenheim Mineral Springs Sign



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 the remaining 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 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 (Alternative 2) because it would cost less and have fewer impacts.

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

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 3-7, page 3-34). 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.

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 3-15, page 3-53). 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, (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.

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*

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, 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 3.12, page 3-52). 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 3.12, page 3-52).

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 3-16). 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.³² 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.³³



Figure 3-16 Clio

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. A community center is located in the historic railroad depot, while a playground and ball fields are located on Bennett Park Road. The following are the nine churches in the Clio area:

- Asbury United Methodist;
- Clio Church of God;
- Ebenezer Missionary Baptist;
- Leland Grove Freewill Baptist;
- Mount Tabor Baptist;

³² Clio Historical Marker in Clio, SC, located at the intersection of Main and Society Streets, <http://peedeeheritage.tripod.com/marlboro.html#16-1> (April 4, 2007).

³³ SCDH Website, Clio Historic District Webpage, <http://www.nationalregister.sc.gov/marlboro/S10817735003/index.htm> (December 19, 2006).



Marlboro County School of Discovery

- 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 Laurinburg or Bennettsville. Almost two-thirds of the population in Clio is minority, while 29 percent of the population lives below the poverty level, based on 2000 U.S. Census Data (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36).

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 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 U.S. Route 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



Clio Community Center



felt the route through the middle of Marlboro County and closest to Clio (Alternative 2) was more logical.

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 3-7, page 3-34).

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 3-16, page 3-56).

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 3-16, page 3-56). 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

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



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.

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 3.12 (refer to page 3-52). 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.

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 3-17, page 3-60). 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.³⁴ McColl is also the tribal headquarters of the Pee Dee Indian Tribe of South Carolina, a state recognized Tribe.³⁵

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 (S-34-438). The following are the 12 churches 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.

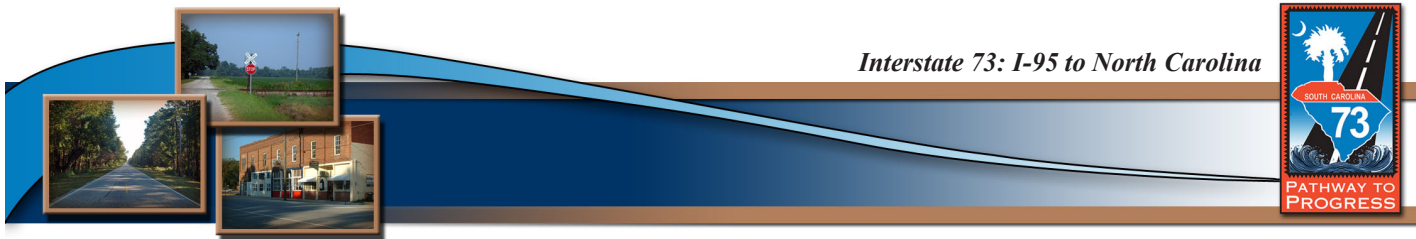
There are also several restaurants, convenience stores, and fireworks stands, as well as retail and service businesses in McColl. Respondents of the community surveys state they generally



Figure 3-17 McColl

³⁴ *A History of Marlboro County* (1897, reprint, Regional Publishing Co., 1971), p. 263.

³⁵ SCIway Website, “ SC Pee Dee Indians” <http://www.sciway.net/hist/indians/peedee.html> (December 19, 2006).



travel to Laurinburg or Bennettsville for other shopping and healthcare services. Based on 2000 U.S. Census Data, approximately 32 percent of the population lives below the poverty level while 34 percent of the population is minority (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36).

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. 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

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 3-7, page 3-34). 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 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 3.12, page 3-52). 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.



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 3-18). 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.³⁶ 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.³⁷

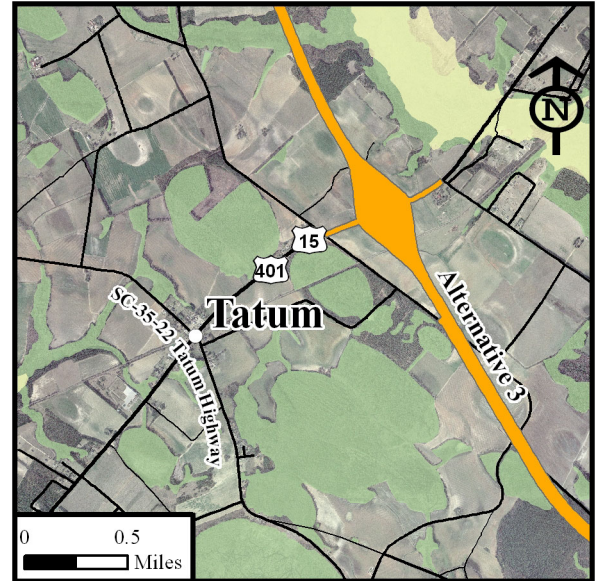


Figure 3-18 Tatum

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 (SC-35-22) (refer to Figure 3-18). 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 3-35 and 3-36), 25 percent of the population is minority while only eight percent live below the poverty level.



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-

³⁶ U.S. Census Bureau, 2000 U.S. Census American FactFinder Webpage, <http://factfinder.census.gov/home/saff/main.html?lang=en> (December 19, 2006).

³⁷ *A History of Marlboro County* (1897, reprint, Regional Publishing Co., 1971), p. 128.



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

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 3-7, page 3-34). 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.

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

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.



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 3.12 (refer to page 3-52). 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.

3.2.10 What are the characteristics of neighborhoods and communities located within Marlboro County?

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 3-6, page 3-31).



Aarons Temple and Brightsville are located to the north of Bennettsville towards the state line (refer to Figure 3-7, page 3-34). These communities are primarily rural and agricultural in nature, with small residential areas scattered throughout. The Brightsville Volunteer Fire Department, located on S.C. Route 38, provides fire emergency services to these communities. Healthcare services are provided by the Marlboro Park Hospital in Bennettsville, and Scotland Memorial Hospital in Laurinburg, North Carolina. Most residents of these communities travel to nearby Bennettsville, Hamlet, or Laurinburg, North Carolina for the majority of goods and services.

3.2.10.1 Aarons Temple

Location and History

Aarons Temple is located approximately nine miles north of Bennettsville in northern Marlboro County, approximately three miles southwest of the state line and one mile west of S.C. Route 38 (refer to Figure 3-19). This community developed around Aarons Temple, an African-American church located at the intersection of Old Wire Road (S-34-165) and Aaron Temple Church Road (S-34-257).

Community Characteristics

The Sandhills Helping Hands Adult Day Care is located on Old Wire Road near the Aarons Temple United Methodist Church. Camp Pee Dee, a year-round camp and retreat center, is located to the west of the community, just south of the intersection of Old Wire Road and Aarons Temple Church Road. There are very few small, owner-operated businesses in the Aarons Temple area. Based on 2000 U.S. Census Data, over half of the population in Aarons Temple is minority, while 27 percent lives below the poverty level (refer to Tables 3.9 and 3.10, pages 3-35 and 3-36).

Based on 21 community survey responses, 70 percent of the respondents of the Aarons Temple community think it is a close-knit community with a small-town feel and 58 percent state residents interact often with their neighbors. Most respondents like their neighborhood, feel safe, and rate the quality of life as high. Seventy-five percent of the respondents have other family members living in the community and 32 percent of respondents provide care or help for family members or neighbors. The average length of residency among survey respondents is 32 years, with individual respondents ranging from two years to 72 years.

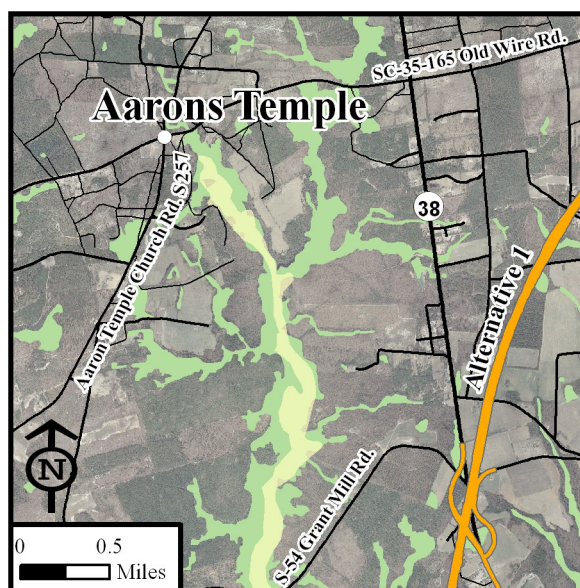


Figure 3-19 Aarons Temple