



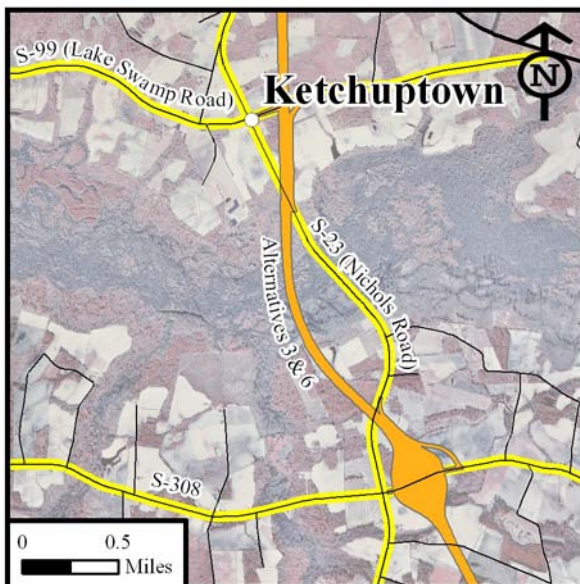
### ***Ketchuptown***

Ketchuptown is a rural, family-farm community located in western Horry County between Lake Swamp and S.C. Route 917, near the Little Pee Dee River. By the late 1920's, the intersections of Lake Swamp Road and Nichols Highway had become known as a place for farmers to gather to “catch up” on the news. The local general store at Ketchuptown was built in 1927 and is now being used as a museum.

Of the surveys received, comments show that respondents feel it is a close-knit community, have a very high quality of life, feel very safe in their community, and have family nearby. Average length of residency was 48 years, with individual surveys ranging from 22 to 71 years. The majority of respondents did not support the project being built in the area and thought it would have a negative impact to the community. Issues that were important to the respondents were changes to their rural way of life, more traffic in the neighborhood, and living too close to an interstate. In addition, respondents expressed concern that family farms would be divided by the proposed project and they would not be able to pass the farms on to the next generation. Issues that were not of great importance to the community were faster routes in the community or regionally, bringing in new businesses, stores, and restaurants, and jobs during road construction into the area.



**Former Ketchuptown Store**



**Figure 3-26: Ketchuptown**

Alternatives 3 and 6 would cross the Ketchuptown area just east of the main crossroads at the center of the community, as defined by the survey. The other Build Alternatives would be over four miles to the west. The majority of Ketchuptown residents live to the south and west of Alternatives 3 and 6 and community cohesion would not be affected. The community area is primarily rural and agricultural and depending on the proximity of residences to the interstate, changes to the visual landscape and noise impacts could occur.

Access along local roads in the area would be maintained with overpasses at Road S-99 (Lake Swamp Road) and Road S-23 (Nichols Highway), (refer to Figure 3-26). Access to Mullins via Road S-23 to S.C. Route 917 would not be altered, although portions of the road would become frontage roads adjacent to the



roadway. Access to the south along Road S-23 toward Aynor and Conway would require motorists to travel along frontage roads and through an interchange at Road S-308 to reach these destinations. The interchange at Road S-308 would be located approximately two miles south of Ketchuptown and induced development is expected to be limited in the area. Alternatives 3 and 6 would result in two residential relocations; however, no businesses or emergency services would be affected. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in Ketchuptown and would not be impacted by the alternatives.

The land use model predicted no new development in the Ketchuptown community with the No-build Alternative, although growth would be anticipated due to normal increases in population (refer to Section 3.1, Land Use). In addition, no new development was predicted from any of the alternatives. Therefore, no indirect or cumulative impacts would be anticipated to Ketchuptown.

#### Summary of impacts

Alternatives 1, 2, 4, 5, 7, and 8 would have no relocations, no noise impacts, and no changes in accessibility. Alternatives 3 and 6 would have two residential relocations, no noise impacts, and no changes in accessibility.

#### Poplar Hill

Poplar Hill is a rural, residential area located approximately seven miles east of Aynor and is the name for the local voting precinct at the Pleasant Union Baptist Church on Minnick Road. The landscape for the Poplar Hill area is characterized by farmland, widely scattered residential homes, forestland, and swamps. It also has a go-cart race track. Local churches include Pleasant Union Baptist Church, Cool Springs Southern Methodist Church, Salem Baptist Church, and Bakers Chapel Mission Baptist Church.



**A Farm in Poplar Hill**

Responses from the surveys indicate respondents of the Poplar Hill area enjoy a high quality of life, feel the area is very safe, feel that their community is close-knit, have family in the community, and often interact with their neighbors. Average length of residency is 50 years, with individual surveys ranging from 28 to 60 years. The majority of responses received did not support the project being built in the area and thought it would have a negative impact on the community. Important issues reported through the survey included changes to their rural way of life, living too close to an interstate, more air pollution and noise, and increased traffic in the neighborhood. Issues that were not important to the community were faster regional travel and bringing new stores and businesses to the area. Other comments included concerns about impacts to farms, the school district, and the displacement of family members and neighbors.

Alternatives 2, 3, 5, 6, and 7 would cross the extreme northeastern portion of the Poplar Hill area through wooded areas. Alternatives 1, 4, and 8 would be approximately seven miles to the west of Poplar Hill. Majority of residential development would be located to the south of the alternatives. Because the alternatives are located along the edge of the community, they are not likely to divide or isolate neighborhoods or residents. Community cohesion would not be affected.

The proposed alternatives pass through an area that is rural and predominantly agricultural, and most stores, public services, schools, and other facilities are located in Aynor and Conway. Access to these areas and travel patterns would remain unchanged. Overpasses at Road S-75 (Valley Forge Road) and Road S-569 (Good Luck Road) would also maintain access towards Mullins (refer to Figure 3-27). No residential or business relocations are expected and emergency services should not be affected. Specific elderly, handicapped, non-driving, or transit-dependant populations have not been identified in Poplar Hill and would not be impacted by the alternatives.

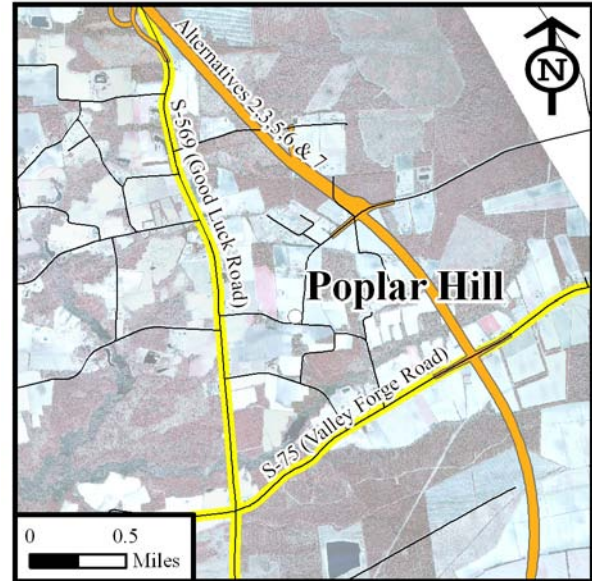


Figure 3-27: Poplar Hill

The land use model predicted 16 acres of new development in the Poplar Hill community due to the No-build Alternative (refer to Section 3.1, Land Use). However, no new development was predicted from any of the alternatives.

### Summary of Impacts

Alternatives 1, 2, 3, 4, 5, 6, 7, and 8 would have no relocations, no noise impacts, and no changes in accessibility.

### Joyner/Joiner

Joyner is a rural residential area located near Joyner Swamp, (Joyner has been spelled both ways on maps and signs throughout the CIA study area). This community was included because numerous survey respondents identified Joyner as the community with which they associate themselves. There is a Joyner Fire Station located near the intersection of Joyner Swamp Road (S-45) and Good Luck Road (S-569).

Based on the surveys, respondents feel that they have a high quality of life, that they live in a very safe environment, that it is a close-knit community, have other family members living within the same community, and regularly interact with the neighbors. Average length of residency among