



3.2 COMMUNITIES

3.2.1 What are the socioeconomic conditions of the project study area?

As explained in Chapter 1, diverse social and economic conditions exist across Dillon, Horry, and Marion Counties. Horry County drives one of the state’s strongest economic sectors with revenues from tourism. However, Dillon and Marion Counties have not been as fortunate in attracting economic development or employment opportunities. This is largely due to the state’s shift from an agricultural/manufacturing based economy to one that is now largely service-based.

Highway construction affects not only regional transportation networks but also local communities. The region’s socioeconomic and demographic composition is important to understand when determining the potential impacts from the proposed project.

Community

A community may be defined by the geographic boundaries of a region, a municipality, or a neighborhood, as well as specific social characteristics that members may have in common, such as religious, political or ethnic affiliation.*

From the **Community Impact Assessment Handbook, prepared by the Center for Transportation Research for Florida Department of Transportation*

3.2.2 What is a community impact assessment?

The Community Impact Assessment (CIA) focuses on early and continuous gathering of information from communities and other sources as input into transportation decision making throughout project development, design, mitigation and construction. The CIA process contributes to and strengthens transportation decision making with the goals of:

- Formulating projects that are based on community values;
- Identifying community issues/concerns early and accommodating community needs in project planning, where feasible; and,
- Ensuring human values and concerns receive consideration with other environmental impacts during project development.

A CIA should consider items of importance to people such as mobility, safety, economic effects, relocation, and separation. Aesthetics is another important issue and is addressed in reference to each community that was identified during the CIA, as well as a general discussion concerning potential noise impacts.

In addition, the CIA should keep community goals in mind when identifying potential alternatives and analyze both the positive and negative impacts, as well as the magnitude of potential impacts. This variation is due to the differing degrees of sensitivity toward

Community Impact Assessment

A Community Impact Assessment is a process to evaluate the effects of a transportation action on communities and their quality of life – the human environment.*

FHWA’s **Community Impact Assessment A Quick Reference for Transportation*



a particular issue or impact (i.e., an impact may be perceived by one community as adverse, but might be tolerated or desirable to another).

The CIA for the proposed project involved gathering information from communities in the CIA study area that was used to define communities, develop an understanding of community values and issues, and gauge opinions about the proposed project.

3.2.3 How were communities identified within the CIA study area?

Topographic maps and aerial photographs were used to locate communities and residential developments in the CIA study area (refer to Figure 3-3, page 3-25) between I-95 and S.C. Route 22. These locations were then verified by field visits. To better define and understand the communities, several methods were used to collect information from local residents. The methods used for each area were based on preliminary information, including census data, to determine the demographic characteristics of the counties. Comments from public information meetings were also reviewed to learn more about the character of these communities, as well as the attitudes and concerns of the residents.

In Horry County, surveys were mailed to residents within the two zip codes that cover the CIA study area. Within Dillon and Marion Counties, another method consisted of contacting local ministers to get input and assistance in surveying members of their congregations and other local leaders. These church contacts sometimes led to invitations for members of the Project Team to attend church meetings. A third method consisted of distributing survey packets through elementary school classes within the CIA study area. In specific areas where no survey responses had been collected, the Project Team conducted door-to-door interviews or mailed surveys to specific postal routes. The methods used to obtain community input are explained further in Chapter 4 under public involvement (refer to Section 4.1, page 4-1). Based on reviews of census data, field surveys and public involvement, it was determined that non-English speaking populations composed between 3.4 percent and 6.3 percent of the CIA study area; therefore, all publications were done in English.¹²

Communities in proximity to the Preferred Alternative were evaluated in the community impact assessment. In most circumstances, the community boundaries used in this EIS were defined by survey respondents, who associated themselves with a particular community (refer to Figure 3-4, page 3-26).

DILLON COUNTY

3.2.4 What are the characteristics of Dillon County and how would it be impacted by the Preferred Alternative?

Founded in 1910 and named after James W. Dillon, Dillon County is located in the northeastern portion of the state and contains a total of 405 square miles (refer to inset county Figure 3-5, page 3-27). “Swamps

¹² U.S. Census Bureau, 2000 U.S. Census.

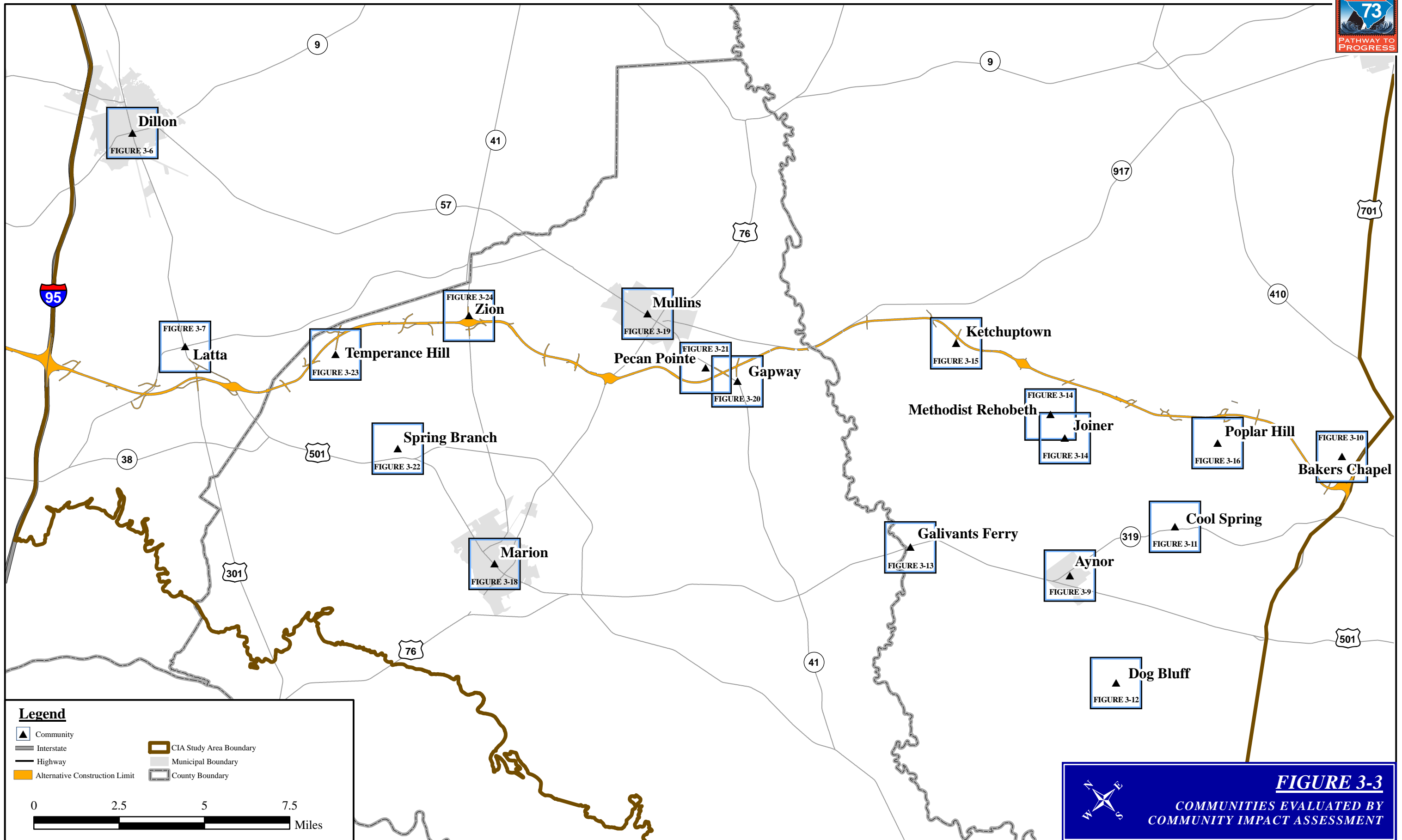
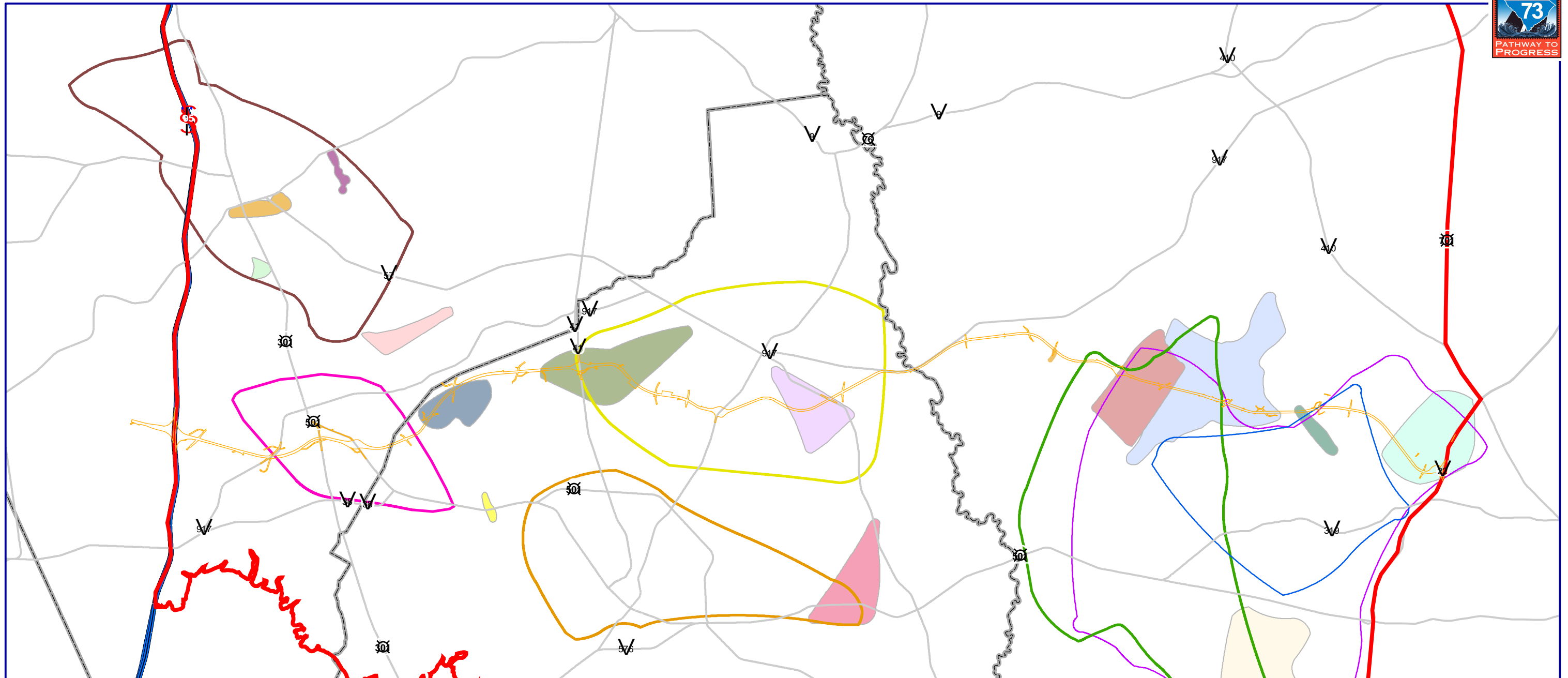


FIGURE 3-3
 COMMUNITIES EVALUATED BY
 COMMUNITY IMPACT ASSESSMENT



Legend

Interstate	Community Boundary:					
Major Highway	Aynor	Latta	Dog Bluff	Joiner	Poplar Hill	Temperance Hill
Preferred Alternative	Cool Springs	Marion	Emanuelville	Ketchuptown	Rains	Zion
CIA Study Area Boundary	Dillon	Mullins	Floydale	Methodist Rehobeth	Riverdale	
County Boundary	Galivants Ferry	Bakers Chapel	Gapway	New Town	Spring Branch	

0 2 4 6 Miles

FIGURE 3-4
COMMUNITY BOUNDARIES



Figure 3-5: Dillon County

and rivers kept this section of the Pee Dee isolated for many years, but the construction of a railroad in the nineteenth century brought increased development.¹³

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. The demographic and economic characteristics of the communities in Dillon County are shown in Table 3.8. According to the 2000 U.S. Census, the population of Dillon County is just under 31,000, and composed of 49 percent minorities and 12 percent over the age of 65. The median household income for Dillon County is almost \$27,000, while 24 percent of the population lives below the poverty level. Fifteen percent of the households in Dillon County have no vehicle, and the median value of owner occupied homes is \$60,700.

Dillon County has experienced little growth in its population and economy over the past 20 years. As explained in Chapter 1, there are high percentages of residents living below the poverty level as compared to state and national percentages. Responses received indicated that respondents who live in the urbanized portions of Dillon County showed the strongest support for the

Table 3.8 Demographic and Economic Characteristics of Communities in Dillon County Portion of CIA Study Area Interstate 73 FEIS: I-95 to the Myrtle Beach Region				
DEMOGRAPHIC CHARACTERISTICS				
	Population	% Minority	% over 65	% Households with school-age children
Dillon County	30,722	49%	12%	35%
Dillon	6,316	46%	16%	43%
Latta	1,410	42%	18%	24%
ECONOMIC CHARACTERISTICS				
	Median Household Income	% below Poverty level	Household with no vehicle	Median value of owner occupied homes
Dillon County	\$26,630	24%	15%	\$60,700
Dillon	\$25,267	26%	24%	\$68,300
Latta	\$25,833	21%	19%	\$59,000

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

¹³ South Carolina State Library Reference Room, Dillon County Webpage, <http://www.statelibrary.sc.gov/> (September 14, 2007).



proposed project. Of respondents who live within the municipal boundaries of Dillon and Latta, the majority supported the construction of the project, while a small percentage thought the project could have a negative impact on their communities. In general, the majority of respondents living in rural areas did not support the proposed project and were more concerned about potential community impacts the proposed project could have.

A public information meeting was held in Dillon County on March 8, 2005, at Dillon High School. Approximately 141 individuals attended, and 22 provided comments at the meeting. Seventy-five percent of the comments were generally in favor of construction. Two comments specifically expressed concern about the division of family farms by the proposed project, as they were when I-95 was built. Comments, received through survey responses, during public meetings, or in letters to SCDOT, indicate that urban area respondents thought that economic growth, job creation, and improvements related to additional tax revenue were needed in their communities. The overall impression from respondents was once the proposed project was constructed, it could have the potential to create more opportunities for new and better jobs, along with economic stimulation and advancement. Respondents from smaller communities thought that the proposed project would disrupt their way of life.

A Public Hearing was held in Dillon County on June 22, 2006, at Dillon County High School. Approximately 367 individuals attended, and 91 comments were received at the Hearing. Of the written comments from the Dillon County Public Hearing, 35 of the 91 (38 percent) were in favor of the Preferred Alternative. Those commenting from Dillon County were divided in support and opposition to the Preferred Alternative. Some commented that the Preferred Alternative would not provide economic development opportunities to Dillon County and thought Alternative 6 would be a better choice while others commented that the Preferred Alternative would be the best route for Dillon and Latta. A few comments (five) expressed concern over the possible relocation of Signode since it is an important employer to the community.

The Dillon Herald newspaper published a comment form for readers to fill out and send in during the comment period. The form was in opposition to the Preferred Alternative as presented at the Public Hearings, instead favoring Alternative 6. Of the 514 additional comments received during the fifteen day Public Hearing comment period, 366 (71 percent) were this comment form. A petition was also received from Dillon County residents during the Public Hearing comment period containing 283 signatures which supported the Preferred Alternative that was presented at the Public Hearing.

The Preferred Alternative would pass through Dillon County, west of the Town of Latta. Based on land use modeling, 46 acres of new development are anticipated to occur in Dillon County from the No-build Alternative by 2030, (refer to Section 3.1 Land Use, page 3-1, and Table 3.9). The Preferred Alternative would be expected to create an additional 94 acres of development beyond what is anticipated from the No-build Alternative.



**Table 3.9
Dillon County and Communities Projected 2030
Development by Acreage
Interstate 73 FEIS: I-95 to the Myrtle Beach Region**

County/Community/Neighborhood	Projected Development
Dillon County*	
No-build Alternative	46
Preferred Alternative	94
Cumulative Development	140
Dillon County Communities/Neighborhoods**	
Dillon	
No-build Alternative	28
Preferred Alternative	51
Cumulative Development	79
Emanuelville	
No-build Alternative	0
Preferred Alternative	1.4
Cumulative Development	1.4
Latta	
No-build Alternative	18
Preferred Alternative	104
Cumulative Development	122
*Accounts for projected development within Dillon County portion of the project study area. Acreage listed for Dillon County is absolute value, with areas of predicted development counted only once.	
**Due to some community boundaries overlapping (refer to Figure 3-4, page 3-26), some predicted development areas may be counted more than once.	

3.2.5 What are the characteristics of cities and towns located within Dillon County and how would they be impacted by the Preferred Alternative?

The City of Dillon and its neighborhood, Emanuelville, as well as the Town of Latta would be impacted by the Preferred Alternative. While originally discussed in the Draft EIS, the community of Floydale, and the City of Dillon neighborhoods of New Town and Riverdale, would not be impacted by the Preferred Alternative. For more information about these communities, please refer to Appendix C.

3.2.5.1 City of Dillon

Location, History, and Community Characteristics

The City of Dillon, the county seat, is located in the central portion of Dillon County, adjacent to Interstate 95 (refer to Figure 3-6, page 3-31). Dillon began as a railroad depot in the late 19th century, when railroad construction brought development to the area. Although it had tobacco warehouses, Dillon was also known for its cotton factory and cotton seed oil mill, which attracted cotton trade from a large area.



The Dillon County Courthouse, Dillon County Library, and Dillon House Museum are all located in downtown Dillon, as is Harmon Field, a local park, and Old Hamilton Cemetery. Health care is provided by St. Eugene Medical Center, and emergency services are provided by the City of Dillon Fire Department and the Dillon Police Department. During the summer months, the City of Dillon has high volumes of tourist traffic, which frequently stop for services throughout the city.

The majority of the respondents from the Dillon community feel as though it is a close-knit community with a small-town feel, where respondents interact with their neighbors, and have other family members living in the community. Most respondents like their neighborhood, feel safe, and feel they have a decent quality of life. As shown in Table 3.8 (refer to page 3-27), 6,316 people live in the City of Dillon, and 46 percent of the population is composed of minorities.¹⁴ The median household income for those living in Dillon is just over \$25,000, and 26 percent of the population lives below the poverty threshold.

Within the Dillon Urban Cluster, three neighborhoods have been identified by the survey: New Town, Riverdale, and Emanuelville (refer to Figure 3-6). An Urban Cluster is a defined census boundary that includes a densely settled core created from block groups or census blocks, and the adjacent densely settled surrounding territory (with a density of 500 people per square mile) that together have a minimum of 2,500 people but fewer than 50,000 people. Due to their distance from the Preferred Alternative, the neighborhoods of New Town and Riverdale would not be impacted by the proposed project and will not be discussed in detail.

Emanuelville is a small neighborhood located on the southwest side of Dillon, along Road S-17-423 (West Fairfield Road). Three surveys received from the area show that respondents feel that it is a close-knit community and all interact with their neighbors. Respondents generally feel the area is safe, but none report having other family members living in the same community. Average length of residency for survey respondents is eight years (individual responses ranged from six to 30 years).

Community Respondents' Opinions on Proposed Project

Respondents thought that growth and advancement was needed in their community and that the proposed project could create jobs and economic development. Respondents were supportive of long-term jobs, jobs during construction, and the possibility of new stores and restaurants coming to the area. Some respondents thought that the proposed project could have a beneficial economic impact on their community, but it could also create more traffic, noise, and air pollution. Some respondents were against dividing family farms and encouraged the use of existing roadways where possible, but were against tolling these existing roadways.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would be located approximately five miles west of the community's survey-defined boundary, and would result in no relocations (refer to Figure 3-4, page 3-26). Community

¹⁴ U.S. Census Bureau, 2000 U.S. Census.

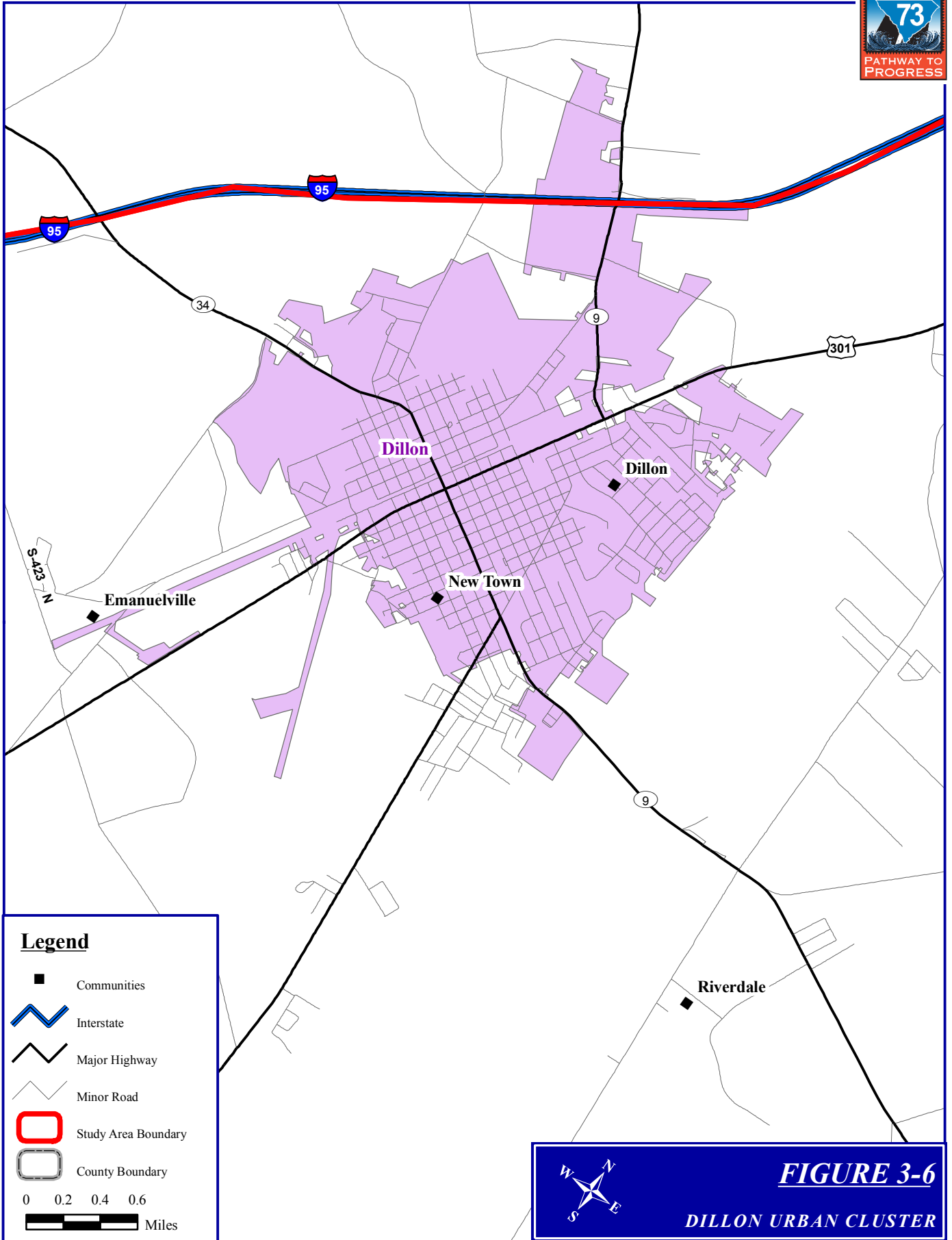


FIGURE 3-6

DILLON URBAN CLUSTER



Dillon and Emanuelville Direct Impacts

The Preferred Alternative would not directly impact the City of Dillon or the neighborhood of Emanuelville.

cohesion would not be impacted since the Preferred Alternative is not expected to create a physical barrier that would divide or isolate neighborhoods or residents within the City of Dillon and as such in Emanuelville. Due to the distance between the Preferred Alternative and the City, which includes Emanuelville, no noise or visual impacts are anticipated.

Access and Travel Patterns

Travel patterns and pedestrian access are not expected to change in Dillon or Emanuelville since the Preferred Alternative would pass to the west through an area that is predominantly rural and agricultural. Most businesses, public services, schools, and other facilities are located east of the Preferred Alternative near the City's downtown area. Vehicular and pedestrian facilities would not be altered or hindered, nor would the routing of emergency vehicles through Dillon or Emanuelville.

Special Populations

Due to the distance of the Preferred Alternative, special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

Projected Development

As the county seat, Dillon is the largest population center in the county and offers a variety of service-oriented businesses and government services to residents living in the community and surrounding areas. Its proximity to I-95 has generated some new tourist-friendly businesses as well as an industrial park. Large business employers in the vicinity of the community include South of the Border, Perdue Farms, Dillon Yarn, Franco Manufacturing, and Harbor Freight Tools. As previously mentioned, Dillon is frequented during the summer months by tourists stopping for services on their way to and from destinations. The Preferred Alternative may cause a loss of revenue generated by tourist traffic going to and from the Grand Strand area due to its distance from Dillon; however, tourists still using I-95 may continue to stop within the city limits. The No-build Alternative is anticipated to bring 28 acres of new growth to the City of Dillon by 2030, while the Preferred Alternative is expected to generate an additional 51 acres of new development in the community, based on land use projections (refer to Section 3.1, Land Use, and Table 3.9, page 3-29).

Projected Development in Dillon

No-build Alternative: 28 acres of induced development

Preferred Alternative: 51 acres of induced development

Cumulative Effect: 79 acres of induced development



While the No-build Alternative is projected to result in no new development in Emanuelville, the Preferred Alternative is anticipated to create 1.4 new acres of development within the neighborhood.

Projected Development in Emanuelville

No-build Alternative: 0 acres of induced development

Preferred Alternative: 1.4 acres of induced development

Cumulative Effect: 1.4 acres of induced development

Summary

The City of Dillon and the neighborhood of Emanuelville would not experience any relocations, noise impacts, visual impacts, or changes to accessibility or community cohesion. In the City of Dillon, 28 acres of new growth is anticipated with the No-build Alternative, while 51 additional acres of new development is anticipated to occur as a result of the Preferred Alternative. This equates to 79 acres of cumulative development for the City of Dillon. Emanuelville would not anticipate new development with the No-build Alternative, but would expect to have 1.4 acres of new development due to the Preferred Alternative.

3.2.5.2 Latta

Location, History, and Community Characteristics

Located in south-central Dillon County, the Town of Latta was founded circa 1888, and covers approximately one-square mile (refer to Figure 3-7). Similar to Dillon, the Town was the result of a plan for a direct north-south railroad route from Wilson, North Carolina to the town of Pee Dee, South Carolina. Latta is named for Robert J. Latta who designed the street plan for the town. The major growth period for Latta was during the early 20th century when Latta became a major tobacco market in the region. In 1918, the Town constructed an electric power plant, and by 1924, had built a municipal water system.

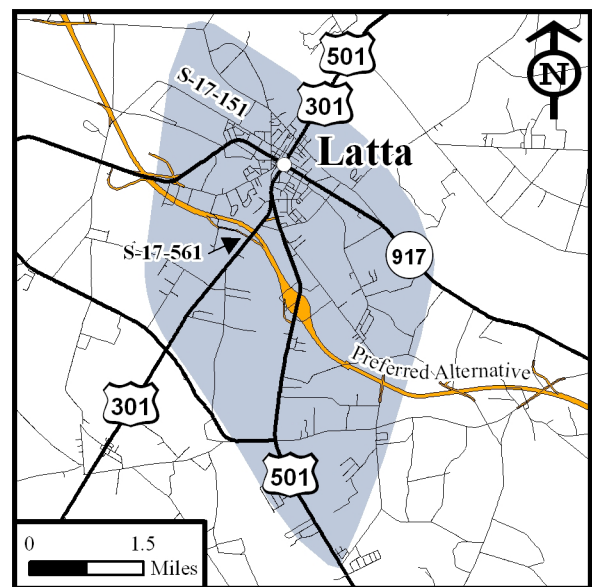


Figure 3-7: Latta

Community facilities include a community center, a town ballpark, and a branch of the Dillon County Library in Latta. The community is serviced by the Oak Grove Volunteer Fire Department, which has a fire station in downtown Latta. Health care services are provided by the St. Eugene Medical Center in Dillon. Based on the 2000 U.S. Census, Latta had a population of just over 1,400 people; with 42 percent being minority and 18 percent being over the age of 65 (refer to Table 3.8, page 3-27). The median household income for Latta is almost \$26,000, while 21 percent live below the poverty threshold.



Based on survey information, the majority of respondents feel that Latta is a close-knit community that interact regularly with their neighbors, have other family members living within the same community, and rate their community as very safe. The average length of residency for survey respondents is 26 years (individual survey responses ranged from one year to 50 years). Survey respondents most often listed Dillon and Marion as places where they shop, bank, and conduct business. U.S. Route 301/501 to Marion and U.S. Route 301 to Dillon provide direct routes to these locations.

Community Respondents' Opinions on Proposed Project

Survey comments expressed that this proposed project would be the type of positive change respondents were looking for and locating the proposed project too far east of their community would hinder anticipated development.

A group of concerned citizens in Latta along Alternatives 1, 3, 4, 5, and 7 sent a petition of 20 signatures in support of Alternatives 2, 6, and 8.¹⁵ In addition, a group of concerned citizens sent a petition of 42 signatures in support of Alternatives 1, 3, 4, 5, and 7.¹⁶

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass within 0.4 mile of the western municipal boundary of Latta, and cross through the center of the community survey-defined boundary (refer to Figure 3-4, page 3-26 and Figure 3-7). The Preferred Alternative would be built between residential areas located to the west and southwest of Latta and the downtown area. However, access between neighborhoods would be maintained along U.S. Route 301 and U.S. Route 501, and residents could still interact with one another. The Preferred Alternative would require the relocation of four residences, as well as two businesses, D&J Convenience Store and Penske Truck Leasing. While no noise impacts are anticipated, the Preferred Alternative may alter the visual landscape of the rural area.

Community Cohesion

Community cohesion is a term that describes the social network and actions that provide satisfaction, security, camaraderie, support and identity to members of a community or neighborhood.*

**Effective methods for Environmental Justice Assessment by David Forkenbrock and Jason Sheeley*

Travel and Access Patterns

Travel patterns within downtown Latta would not be altered and pedestrian access would not be affected. Outside of the downtown area, travel patterns would be minimally affected. Northwest of Latta, Road S-17-151 (Bethea Extension) would be converted to a cul-de-sac; however, direct access

¹⁵ The Citizens of the Southern Route petition.

¹⁶ The Citizens of the Northern Route petition.



would be maintained to Latta via S.C. Route 917 (refer to inset Figure 3-7, page 3-33). In response to input from Public Hearings, a shift to the Preferred Alternative was made at U.S. Route 301 and Road S-17-561 (East Signode Road) to avoid relocating the Signode Plant, which is a major employer in the area (refer to Chapter Two, Section 2.8.2, page 2-72 for more information). Dillon County Council and Dillon County Economic Development also requested that the SCDOT evaluate shifting the interchange at Latta from U.S. Route 501 to U.S. Route 301. After thorough evaluation, it was decided that the interchange would remain at U.S. Route 501, and a frontage road was added to provide better connectivity and access from the interchange to U.S. Route 301 and S.C. Route 917 (refer to Chapter Two, Section 2.8.2, page 2-72 for more detail). Current emergency vehicle routes may have to be revised based on the aforementioned changes, but access between opposite sides of the interstate would not be impacted.

Residents would still be able to access the main places where they shop and conduct business, with U.S. Route 301/501 providing access to Marion and U.S. Route 301 providing access to Dillon. While there may be short-term impacts to these travel routes during construction, the Preferred Alternative would not impede travel to Marion or Dillon once construction was completed.

Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

Projected Development

The Town of Latta is a major population center within Dillon County, and offers service-oriented businesses to those living in the area. Latta has a few major employers, including Signode and Smurfit Stone. Based on land use modeling, the No-build Alternative is anticipated to create 18 acres of new development in the Latta area by 2030. The Preferred Alternative would result in 104 acres of additional development in the community (refer to Table 3.9, page 3-29). Since infrastructure is available, additional development, such as tourist-oriented services, may occur at the U.S. Route 501 interchange with the Preferred Alternative.

Latta Direct Impacts

The Preferred Alternative would be anticipated to create the following impacts in Latta:

- 4 residential relocations
- 2 business relocations
- No noise impacts
- Potential visual landscape impacts
- Minor changes in travel patterns/ accessibility

Projected Development in Latta

No-build Alternative: 18 acres of induced development

Preferred Alternative: 104 acres of induced development

Cumulative Effect: 122 acres of induced development



Summary

The Preferred Alternative would relocate four residences and two businesses in the community of Latta. No noise impacts would occur; however, visual impacts may occur. Road S-17-151 (Bethea Extension) would be converted to a cul-de-sac; however access would still be maintained via S.C. Route 917. The Preferred Alternative is anticipated to create 104 acres of new development in the Latta area.

3.2.6 What are the characteristics of Horry County and how would it be impacted by the Preferred Alternative?

Horry County covers 1,160 square miles¹⁷ of beaches, rivers, streams, and swamps making it the largest county in South Carolina (refer to Figure 3-8). The largest city within the county is Myrtle Beach and the county seat is Conway. The demographic and economic characteristics of the communities in Horry County are shown in Table 3.10 (refer to page 3-37). According to the 2000 U.S. Census, Horry County has a population of 196,629 people, with 19 percent being minorities and 15 percent being over the age of 65.¹⁸ The median household income is \$36,470, and 12 percent of the county's population lives below the poverty level.

The South Carolina State Library Reference Room states that "Horry was named after Brigadier General Peter Horry, a Revolutionary War Hero. The county was originally a part of Georgetown District but became a separate county in 1801. This area of the state was isolated for many years by numerous rivers and swamps, and the inhabitants sometimes referred to themselves as the "Independent Republic of Horry."¹⁹ During the 18th and early 19th centuries, Horry County's primary industries were lumber, turpentine, naval stores, and tobacco farming. Today, tourism has come to dominate the coastal areas of the county with major growth in and around the City of Myrtle Beach.

The majority of western Horry County is unincorporated and is primarily undeveloped and rural in nature, with a mixture of land uses including forest/agriculture, conservation preservation, residential, industrial,



Figure 3-8: Horry County

¹⁷ Horry County, *Horry County Comprehensive Plan: 1999*.

¹⁸ U.S. Census Bureau, 2000 Census.

¹⁹ South Carolina Association of Counties, Horry County Webpage, http://www.sccounties.org/counties/Profiles/horry-profile_files/horry-profile.htm (September 21, 2007).



Table 3.10
Demographic and Economic Characteristics of Communities in Horry County
Portion of CIA Study Area
Interstate 73 FEIS: I-95 to the Myrtle Beach Region

DEMOGRAPHIC INFORMATION				
	Population	% Minority	% over 65	% Households with school-age children
Horry County	196,629	19%	15%	26%
Aynor	587	14%	15%	35%
Bakers Chapel	974	6%	12%	29%
Cool Spring	1,500	12%	8%	47%
Dog Bluff	1,520	9%	8%	55%
Galivants Ferry / Methodist				
Rehobeth/Joiner	927	10%	11%	45%
Ketchuptown	1,532	33%	17%	37%
Poplar Hill	941	9%	11%	44%
ECONOMIC INFORMATION				
	Median Household Income	% below Poverty level	Household with no vehicle	Median value of owner occupied homes
Horry County	\$36,470	12%	7%	\$119,700
Aynor	\$29,583	20%	7%	\$92,100
Bakers Chapel	\$33,875	17%	8%	\$32,100
Cool Spring	\$29,167	20%	9%	\$56,400
Dog Bluff	\$31,818	14%	<1%	\$71,100
Galivants Ferry / Methodist				
Rehobeth/Joiner	\$31,429	14%	13%	\$74,700
Ketchuptown	\$29,241	20%	<1%	\$54,100
Poplar Hill	\$40,179	7%	5%	\$56,000

*Although these communities are within the same block group, field surveys indicated substantial differences in their racial composition. Therefore, block data was used to reflect a more accurate portrayal of the minority population. Source: U.S. Census Bureau, 2000 Census.

commercial, parks, recreation, and municipalities.²⁰ The Town of Aynor is the largest community within the CIA study area in Horry County according to the community survey. Conway is the closest city in Horry County to the CIA study area and is considered the gateway to the Myrtle Beach and the Grand Strand Area.

The Preferred Alternative would link to S.C. Route 22, the Conway Bypass, in the northeastern part of Horry County. Of the surveys received from Horry County, the majority of respondents did not support the proposed project being built in the area and thought the proposed project could have a negative impact on their community.

²⁰ Horry County, *Horry County Comprehensive Plan: 1999*.



As detailed in Chapter 1, Horry County has experienced substantial growth in its population and economy over the past 20 years. Respondents who live in the urbanized portions of Horry County showed stronger support for the proposed project than those living in rural areas of the county. In general, the majority of respondents living in smaller communities within Horry County like Cool Spring, Joyner, Ketchuptown, Poplar Hill, Dog Bluff, and Methodist Rehobeth, did not support the proposed project being built in the area. Respondents from rural areas were much more concerned about potential impacts the proposed project could have on their communities, viewing the proposed project as a negative impact to their community.

On March 10, 2005, a Public Information Meeting was held at Myrtle Beach High School in Horry County. A total of 235 people attended and 49 left comments at the meeting. Approximately 40 percent of the respondents supported the proposed project, while 16 percent were against it, and the rest provided no comment. The use of U.S. Route 501 was favored by 16 percent of the respondents and opposed by 35 percent. Respondents were concerned with loss of residences, historic sites, wetlands, and family farms. Most wanted the interstate to avoid small communities and towns such as Aynor, Cool Spring, Ketchuptown, and Galivants Ferry.

A second Public Information Meeting was held on March 22, 2005, at the Aynor High School and 620 citizens attended. Of the 194 people that provided comments, less than 20 percent supported the proposed project. Opinions of the proposed project were generally consistent throughout the portion of Horry County in the project study area. The rural/urban dichotomy seen in Marion and Dillon Counties was not as evident in Horry County from the surveys, comments, and letters received. Most respondents in the project study area portion of Horry County did not support the proposed project. Many of the comments received at the public meeting suggested putting the roadway closer to the state's border with North Carolina and using existing S.C. Route 9. Respondents did not think that the construction of an interstate was needed and were, in large part, apprehensive of the proposed project's impact to their community and their way of life. In general, the potential for economic development was not as important to the respondents as it was for the respondents surveyed in other counties of the project study area.

A Public Hearing was held in Horry County on June 15, 2006, at Aynor High School. Approximately 440 individuals attended, and 75 comments were received. Of the written comments from the Horry County Public Hearing 12, (16 percent) were in favor of the Preferred Alternative. Many of the comments received questioned why the Preferred Alternative crossed Road S-26-23 (Nichols Highway) three times. Twelve comments were from individuals living near the Little Pee Dee River who requested that access be maintained from Hill Road to S.C. Route 917. Thirty-eight comments received asked that the alignment be moved closer to Lewisville. Other comments requested that several roads in the Joiner and Bakers Chapel areas not be bisected by the Preferred Alternative.

Land use modeling anticipated that approximately 1,525 acres of new development would occur in Horry County from the No-build Alternative through 2030 (refer to Table 3.11, page 3-39). The Preferred Alternative was projected to add an additional 285 acres of new development to Horry County, which could promote job growth and new businesses. This would result in a cumulative impact of approximately 1,810 acres of new development.



**Table 3.11
Horry County and Communities Projected 2030 Development
by Acreage
Interstate 73 FEIS: I-95 to the Myrtle Beach Region**

County/Community/Neighborhood	Projected Development
Horry County*	
No-build Alternative	1,525
Preferred Alternative	285
Cumulative Development	1,810
Horry County Communities**	
Aynor	
No-build Alternative	1,387
Preferred Alternative	183
Cumulative Development	1,570
Bakers Chapel	
No-build Alternative	80
Preferred Alternative	1
Cumulative Development	81
Cool Spring	
No-build Alternative	0
Preferred Alternative	0
Cumulative Development	0
Dog Bluff	
No-build Alternative	81
Preferred Alternative	0
Cumulative Development	81
Galivants Ferry	
No-build Alternative	760
Preferred Alternative	171
Cumulative Development	931
Joiner	
No-build Alternative	0
Preferred Alternative	0
Cumulative Development	0
Ketchuptown	
No-build Alternative	0
Preferred Alternative	0
Cumulative Development	0
Methodist Rehobeth	
No-build Alternative	0
Preferred Alternative	0
Cumulative Development	0
Poplar Hill	
No-build Alternative	16
Preferred Alternative	0
Cumulative Development	16

* Accounts for projected development within Horry County portion of project study area. Acreage listed for Horry County is absolute value, with areas of predicted development counted only once.

** Due to some community boundaries overlapping (refer to Figure 3-4, page 3-26), some predicted development areas were counted more than once.



Based on the community survey-defined boundary, the Town of Aynor, as well as the communities of Bakers Chapel, Cool Spring, Dog Bluff, Galivants Ferry, Joiner, Ketchuptown, Methodist Rehobeth, and Poplar Hill would be impacted by either the No-build Alternative and/or Preferred Alternative.

3.2.7 What towns and communities are located within Horry County and how would they be impacted by the Preferred Alternative?

3.2.7.1 Aynor

Location, History, and Community Characteristics

The Town of Aynor is located in the northwestern part of Horry County along U.S. Route 501 (refer to Figure 3-9). Aynor started out as a railroad depot, and it was originally laid out in 1906 by the timber and turpentine company, Burroughs and Collins, which later was incorporated in 1913. Aynor was a tobacco and cotton market for Horry County. Its nickname is “Little Golden Town.”²¹

Aynor’s community facilities include the Aynor Branch of the Horry County Memorial Library and Aynor Recreation Center. The citizens of Aynor are serviced by a fire and rescue station within the Town and the Aynor Police Department. Tourist traffic increases during the summer months in the Town of Aynor, with many tourists briefly stopping for convenience services such as gas stations and restaurants while traveling to and from the Myrtle Beach area. Based on 2000 U.S. Census information, Aynor has a population of 587, with 14 percent being minorities and 15 percent being over the age of 65 (refer to Table 3.10, page 3-37).²² The median household income is \$29,583, and 20 percent of the population live below the poverty level.

The Aynor community boundary, as defined by the survey responses, is much larger than the incorporated town limits, and includes many of the rural Horry County communities within the CIA study area (refer to Figure 3-4, page 3-26). Due to this fact, the survey data for the town and the community of Aynor were assessed collectively.

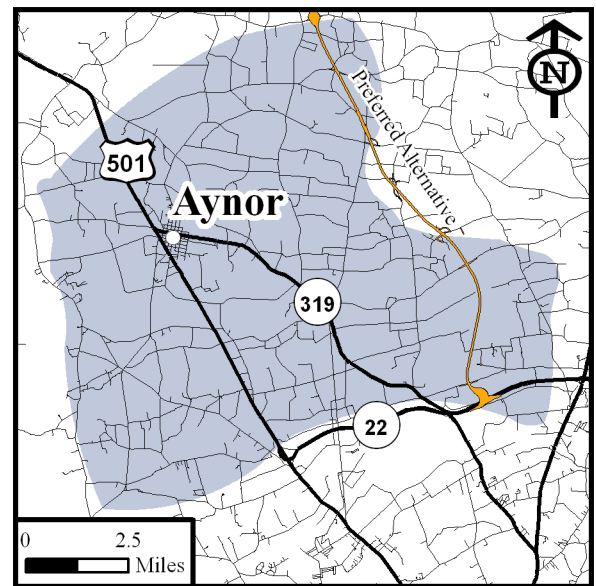


Figure 3-9: Aynor

²¹ Myrtle Beach Area Chamber of Commerce, Communities Webpage, <http://www.myrtlebeachinfo.com/chamber/aboutarea/communities.html> (September 21, 2007).

²² U.S. Census Bureau. 2000 U.S. Census.



Community Respondents' Opinions on Proposed Project

Comments received from surveys showed that a high majority of respondents feel they have a high quality of life, live in a safe environment, it is a close-knit community, interact with their neighbors, and have other family members living in the Aynor community. Respondent concerns included the loss of farms, the potential changes to their rural way of life, living too close to an interstate, and creating dangerous routes for school traffic. Issues such as faster routes and bringing in new businesses were of low importance to respondents.

Though respondents did not support the proposed project as a whole, they submitted a petition of 888 signatures that indicated which alternatives would be best for their community. The letter to SCDOT, dated January 16, 2006, supported alternatives that would closely follow the existing attendance zones for the Aynor school area. "Following school attendance zones would preserve this long standing, close knit community."²³ The alternatives that would most closely follow this recommendation were Alternative 3 (the Preferred Alternative) and Alternative 6.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass five miles to the east of the downtown Aynor area, and the main residential areas would remain intact and community cohesion would not be impacted (refer to Figure 3-9, page 3-40). Due to the distance away from the Preferred Alternative, no relocations, noise or visual impacts would occur to the Aynor community.

Aynor Direct Impacts

The Preferred Alternative would not directly impact the Town of Aynor.

Access and Travel Patterns

Local travel patterns within Aynor would remain unchanged and regional travel patterns, between Conway and Marion on U.S. Route 501 would not be impacted. Pedestrian access and emergency travel routes would not be affected within Aynor.

Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative due to its distance from the community.

²³ Horry County petition.



Projected Development

As a population center of western Horry County, Aynor has approximately 45 service-oriented businesses and some government services for residents in the area and surrounding communities. Most

businesses in Aynor are small and locally owned, employing on average two to three people. Due to its location on U.S. Route 501, tourists frequently stop for convenience services as they are traveling to and from the Myrtle Beach area. Businesses such as restaurants and gas stations have located in Aynor due to this, and the Preferred Alternative may divert tourist traffic, which could result in less revenue for tourist-oriented businesses. According to land use modeling, 1,387 acres of new development is anticipated in the Aynor community by 2030 with the No-build Alternative. The Preferred Alternative was projected to add approximately 183 acres of new development, which would result in a cumulative impact of an estimated 1,570 acres of new development (refer to Table 3.11, page 3-39, and Land Use Section 3.1, page 3-1).

Projected Development in Aynor

No-build Alternative: 1,387 acres of induced development
Preferred Alternative: 183 acres of induced development
Cumulative Effect: 1,570 acres of induced development

Summary

The Preferred Alternative would result in no direct impacts to the Aynor community. Approximately 1,387 acres of new development is anticipated by 2030 from the No-build Alternative, while an additional 183 acres of new development would be expected from the Preferred Alternative in Aynor.

3.2.7.2 Bakers Chapel

Location, History, and Community Characteristics

Bakers Chapel is a primarily rural residential area located approximately 11 miles southeast of Aynor and approximately 10 miles north of Conway. It is located just north of the Conway Bypass along Road S-26-97 (Bakers Chapel Road), between S.C. Route 319 and U.S. Route 701 (refer to Figure 3-10).

Local churches in the area include Cool Spring Southern Methodist Church, Salem Baptist Church, and Bakers Chapel Mission Baptist Church. According to the 2000 U.S. Census, Bakers Chapel has a population of 974 people, six percent of which

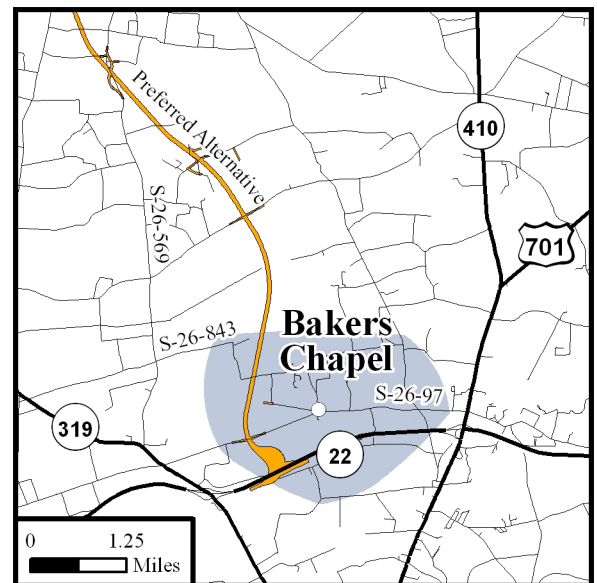


Figure 3-10: Bakers Chapel



are minorities, and 12 percent over the age of 65 (refer to Table 3.10, page 3-37).²⁴ The median household income is almost \$34,000, and 17 percent of the population lives below the poverty level.

As noted in the responses from the surveys received, respondents of the Bakers Chapel area commented that they enjoy a very high quality of life and like living in a safe, quiet, country neighborhood. The majority of the respondents feel that the community is close knit, have family in the community, and interact often with their neighbors. The average length of residency for respondents is 22 years.

Community Respondents' Opinions on Proposed Project

The majority of responses received did not support the proposed project being built in the area and thought it would have a negative impact on the community. Important issues reported through the survey included the potential for more air pollution and noise, friends or family having to move, and more traffic in the neighborhood. The respondents from Bakers Chapel considered faster travel routes within the community or regionally, construction related jobs or bringing in new stores and restaurants to be of lesser importance. Other concerns included dividing the school district, the affordability of replacement housing, impacts to property values, and an increase in speeding and crime in the area. Comments received from Bakers Chapel during the CIA process expressed that the community had been impacted previously due to the construction of S.C. Route 22, and that interactions between neighbors had been impacted due to the barrier of the road.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would cross through the western portion of Bakers Chapel, as defined by the community survey (refer to Figure 3-10, page 3-42). A small residential area of 10 to 12 houses along Road S-26-843 (Hughes Gasque Road) would be separated from the larger residential area of the community by the Preferred Alternative. Residents would still have access to the eastern side of the community via Road S-26-569 (Moore's Mill Road) to S.C. Route 319 to Road S-26-97 (Bakers Chapel Road). While access would still be provided, this separation may potentially hinder interaction between residents, impacting community cohesion. No relocations or noise impacts would occur to the community, but the visual landscape of the rural community would be altered due to the presence of the interstate.

Bakers Chapel Direct Impacts

The Preferred Alternative would be anticipated to create the following impacts in Bakers Chapel:

- No relocations
- No noise impacts
- Potential visual impacts
- Impacts to community cohesion
- Minor changes to accessibility/travel patterns

²⁴ U.S. Census Bureau. 2000 U.S. Census.



Access and Travel Patterns

Travel patterns and pedestrian access would be altered within the community. Road S-26-843 (Hughes Gasque Road) would become cul-de-sacs on either side of the interstate. Residents would have to travel Road S-26-569 (Moores Mill Road) to S.C. Route 319 to Road S-26-97 (Bakers Chapel Road), which would have an overpass over I-73, to reach the eastern portion of Road S-26-843 (Hughes Gasque Road) and the community. Access to businesses and public services in Conway via Road S-26-97 (Bakers Chapel Road) would be maintained with an overpass and no emergency travel routes would be hindered. As proposed, the existing S.C. Route 22 (Conway Bypass) would become part of I-73. A fully controlled access interchange would be constructed where the Preferred Alternative connects with S.C. Route 22, east of the current S.C. Route 319 interchange on S.C. Route 22.

Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

Projected Development

Historically there has not been an appreciable amount of development that has impacted the Bakers Chapel community, and it has remained a mainly rural and agricultural area. Prior construction of S.C. Route 22 resulted in no new major development in the community. Based on land use modeling, the No-build Alternative is anticipated to have 80 acres of new development by 2030 in the Bakers Chapel community (refer to Table 3.11, page 3-39). One additional acre of new development would be expected to occur in the community due to the Preferred Alternative. Since access at the interchange between I-73 and S.C. Route 22 would be fully-controlled, allowing no access to local roads, development is not anticipated.

Projected Development in Bakers Chapel

No-build Alternative: 80 acres of induced development

Preferred Alternative: 1 acre of induced development

Cumulative Effect: 81 acres of induced development

Summary

The Preferred Alternative would cross through the Bakers Chapel community, resulting in no relocations or noise impacts. Road S-26-843 (Hughes Gasque Road) would be bisected and converted to cul-de-sacs and the physical barrier could impact community cohesion and the rural visual landscape. Access would be available to residents via other local roads and an overpass on Road S-26-97



(Bakers Chapel Road). The No-build Alternative is projected to have 80 acres of new development in the community by 2030, while the Preferred Alternative would be expected to have one acre of additional development. This would result in a cumulative impact of approximately 81 acres to the community of Bakers Chapel.

3.2.7.3 Cool Spring

Location, History, and Community Characteristics

Cool Spring (also known as Cool Springs) is a residential area located approximately four miles southeast of Aynor, along S.C. Route 319 (refer to Figure 3-11). The name originates from a small spring that was referred to by local respondents many years ago as the cool spring. Area churches include Cool Spring Methodist Church, St. Peter’s AME Church and St. Matthew’s Baptist. According to the 2000 U.S. Census, the census block group that in which Cool Spring is located has a population of 1,500, with 12 percent being minorities, and eight percent being over the age of 65 (refer to Table 3.10, page 3-37).²⁵ The median household income is just over \$29,000, and 20 percent of the population lives below the poverty level.

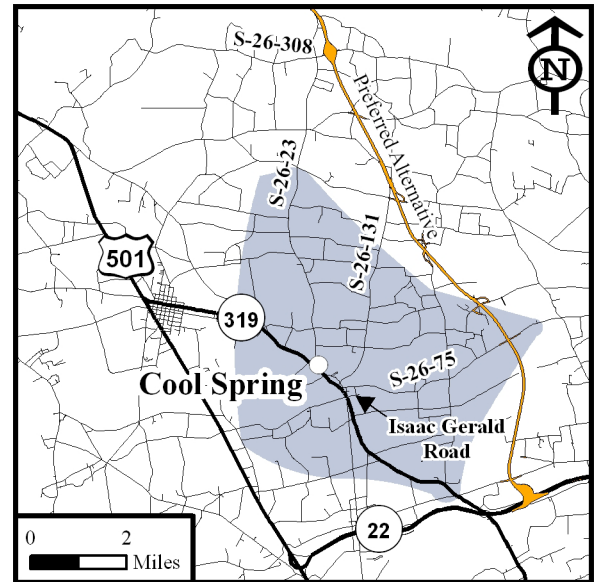


Figure 3-11: Cool Spring



S.C. Route 319 in Cool Spring

Based on comments received during the CIA process, the respondents of Cool Spring commented on the high quality of life and safety in this quiet and peaceful rural area. The majority of respondents has family in the area, feel their community is close-knit, and interact regularly with their neighbors. The average length of residency for Cool Spring respondents is 27 years, with individual surveys as high as 79 years.

Community Respondents’ Opinions on Proposed Project

Survey data show that the majority of respondents did not support the proposed project being built in this area and thought that it could have a negative impact on their community. The main concerns of respondents included changes to their rural way of life, living too close to an

²⁵ *Ibid.*



interstate, and creating dangerous routes for children to get to school. Issues such as faster travel routes and bringing in new businesses appeared to be of low importance. Other concerns from the community included impacts to quality of life, safety, losing neighbors and splitting their neighborhood.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would cross the easternmost section of the Cool Spring community, as defined by the survey (refer to Figure 3-11). Five residences, including one mobile home, would be relocated by the Preferred Alternative. The main residential areas are located near the intersection of S.C. Route 319 with Road S-26-131 (Edwards Road) and the intersection of Road S-26-75 (Valley Forge Road) with Isaac Gerald Road. Community cohesion and interaction between residents would not be impacted by the Preferred Alternative due to its distance from the community center. No noise impacts would result in the community nor would the visual landscape be affected.

Cool Spring Direct Impacts

The Preferred Alternative would be anticipated to have the following impacts in the Cool Spring community:

- 5 residential relocations
- No noise impacts
- No visual impacts
- No impacts to community cohesion
- No impacts to accessibility/travel patterns

Access and Travel Patterns

Existing travel patterns and pedestrian access would not be impacted by the Preferred Alternative. An interchange would be located at Road S-26-308 (McQueen Crossroads), which is easily accessible from Cool Spring by Road S-26-23 (Nichols Highway). Emergency routes would not be hindered by the Preferred Alternative in the community.

Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

Projected Development

Historically there has not been an appreciable amount of development that has impacted the Cool Spring community, and it has remained a mainly rural and agricultural area. A business park is located within the Cool Spring community on S.C. Route 319; however, no

Projected Development in Cool Spring

The No-build Alternative and the Preferred Alternative would not be anticipated to create any new development in the community of Cool Spring.



businesses are located there at this time. Based on land use modeling, both the No-build Alternative and the Preferred Alternative would result in no new development in the community.

Summary

The Preferred Alternative would cross through the easternmost portion of the Cool Spring community. While no noise impacts are anticipated, five residential relocations would occur due to the Preferred Alternative. Community cohesion would not be impacted, nor would access or travel patterns in Cool Spring due to the proximity of the Preferred Alternative. No new development is projected to occur in Cool Spring from the No-build Alternative and the Preferred Alternative.

3.2.7.4 Dog Bluff

Location, History, and Community Characteristics

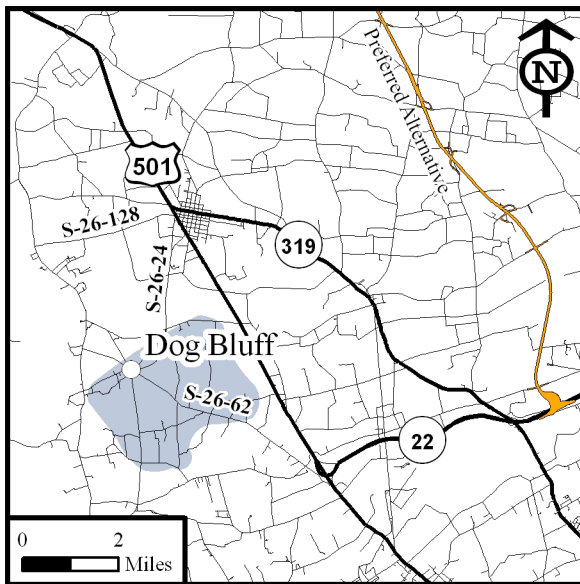


Figure 3-12: Dog Bluff

Dog Bluff is a crossroads community located southwest of Aynor, between U.S. Route 501 and the Little Pee Dee River (refer to Figure 3-12). It began in the middle of the 1700's as the Dimery Settlement at Dog Bluff Township near Brunson Swamp, southwest of Aynor. Dog Bluff is reported to be the ancestral home of the Waccamaw Indian People, who acquired tribal grounds for their community along Bluewater Road.²⁶

There is one recreational facility, the Dog Bluff Community Park, which has basketball and tennis courts. Local churches include the Holly Hill Free Will Baptist Church, Rehobeth Baptist Church, Mt. Herman Baptist Church, and the Pisgah Methodist Church. According to 2000 U.S. Census Data, the block group that Dog Bluff is located in has a population of 1,520 people, nine percent of which

are minorities and eight percent who are over the age of 65 (refer to Table 3.10, page 3-37). The median household income for Dog Bluff is just under \$32,000, and 14 percent of the population lives below the poverty threshold.

Comments from the surveys received from Dog Bluff indicate respondents feel they have a good quality of life in the area and feel safe in their community. The majority of respondents interact with their neighbors, have family in the area, and feel the community is close-knit. Average length of residency is 21 years.

²⁶ Horry County Historical Society, Dimery Settlement Webpage, www.hchsonline.org/places/dimery.html (September 21, 2007).



Community Respondents’ Opinions on Proposed Project

Important issues reported through the survey included concerns of friends or family having to move because of the proposed project, increased traffic in the neighborhood, and the possibility of bringing new long-term jobs and businesses into the area. Other comments included concerns about an increase in tourist traffic if the proposed project were built in the area, which could make local travel to churches, jobs, and other facilities more difficult.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Dog Bluff Direct Impacts

The Preferred Alternative would not directly impact the community of Dog Bluff.

The Preferred Alternative would pass approximately six miles to the east of the Dog Bluff community, as defined by the community survey (refer to Figure 3-12). Due to its distance, no relocations, noise impacts, community cohesion impacts, or visual impacts are anticipated to the community.

Access and Travel Patterns

Traditional travel routes to Aynor would be maintained on the main roads including Road S-26-24 (Jordanville Road) and Road S-26-128 (Frye Road). Pedestrian access and emergency travel routes would not be altered or hindered within the community.

Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the proposed project due to its distance from the community.

Projected Development

Historically there has not been an appreciable amount of development that has impacted the Dog Bluff community. Based on land use modeling, the No-build Alternative is anticipated to create 81 acres of new development in the community by 2030 (refer to Table 3.11, page 3-39). The Preferred Alternative would not be expected to add to the new development in Dog Bluff.

Projected Development in Dog Bluff

No-build Alternative: 81 acres of induced development
Preferred Alternative: 0 acres of induced development
Cumulative Effect: 81 acres of induced development



Summary

The Preferred Alternative would be located six miles to the east of the Dog Bluff community, and would result in no relocations, or noise and visual impacts to the community. Cohesion would not be affected within the community, as access and travel patterns would not be changed. The No-build Alternative is projected to add 81 acres of development to the community, while the Preferred Alternative is not expected to add to the new acres of development in Dog Bluff.

3.2.7.5 Galivants Ferry

Location, History, and Community Characteristics

Galivants Ferry is located north of Aynor, paralleling the Little Pee Dee River (refer to Figure 3-13). This was the location of Galivant's ferry to cross the river until a bridge was constructed in the 1890's. In the late 1800's, state and local Democratic candidates began coming to Pee Dee Farms General Store in May to give political speeches at the Galivants Ferry Stump meeting. The original general store is now a convenience store, located on U.S. Route 501 at the Little Pee Dee River crossing. Because of its history, portions of Galivants Ferry have been designated a National Register of Historic Places (NRHP) historic district. Area churches include: Galivants Ferry Baptist Church, Zion Methodist, Red Hill Southern Methodist, Union Chapel AME Church, Gethsemane Pentecostal Church, and Antioch Baptist Church.

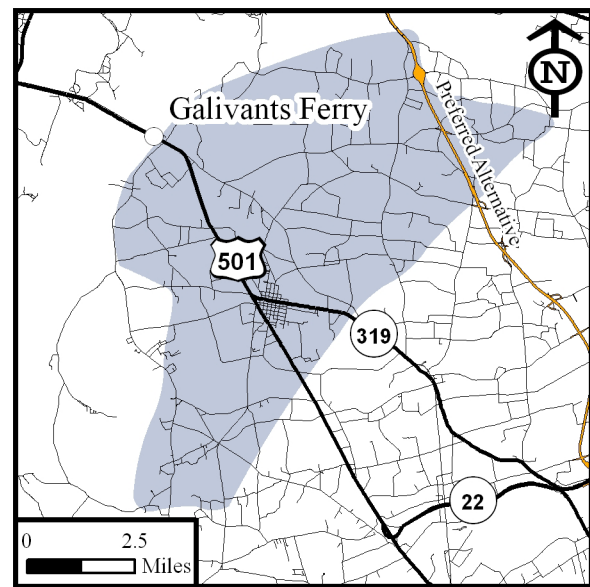


Figure 3-13: Galivants Ferry

Economic and demographic information from the 2000 U.S. Census data for Galivants Ferry was combined with the communities of Joiner and Methodist Rehobeth. The population of the area is 927, with 10 percent of the population being minorities and 11 percent being over the age of 65 (refer to Table 3.10, page 3-37).²⁷ The median household income for the area is \$31,429 and 14 percent of the population lives below the poverty level.

Comments received indicate that respondents report a very good quality of life and feeling safe in the community. The majority of survey respondents has family in the area, feel their community is close-knit, and interact with their neighbors regularly.

²⁷ U.S. Census Bureau, 2000 U.S. Census.



Community Respondents’ Opinions on Proposed Project

The slight majority of those surveyed did not support the proposed project being built in the area. Important issues to the residents of Galivants Ferry include changes to their rural way of life, living too close to an interstate, more traffic in the area, and the potential for more air pollution and noise. Other issues raised included concerns about safety, the relocation of homes and families that have been in the community for generations, and churches. Several residents suggested that a more southerly route would not disrupt as many homes and the community.



Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass through the easternmost portion of the Galivants Ferry community as defined by the community survey and approximately six miles from the community center (refer to Figure 3-13). Due to the distance from the community center, the Preferred Alternative would not impact community cohesion or the interaction of residents in Galivants Ferry. No relocations, noise or visual impacts are anticipated to the community.



**Galivants Ferry Stump
Galivants Ferry Convenience Store**

Access and Travel Patterns

Traditional travel routes within the community would be maintained, and pedestrian access and emergency vehicle routes would not be impacted by the Preferred Alternative.

Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

Galivants Ferry Direct Impacts

The Preferred Alternative would not directly impact the community of Galivants Ferry.



Projected Development

Historically Galivants Ferry has not been impacted by any appreciable amount of development, and the area has remained mostly rural. There is a gas station with a convenience store along U.S. Route 501, which is frequented by tourists on their way to and from the Myrtle Beach Area. The Preferred Alternative may reduce the amount of traffic going by this business. Additionally, the area around U.S. Route 501 is a historic district listed on the National Register of Historic Places, which may inhibit some development in the area. Land use modeling predicted that approximately 760 acres of new development is expected to occur by 2030 in the Galivants Ferry community from the No-build Alternative (refer to Table 3.11, page 3-39). The Preferred Alternative is projected to bring an additional 171 acres of development in the community. In total, approximately 931 acres of net development would occur in Galivants Ferry.

Projected Development in Galivants Ferry
No-build Alternative: 760 acres of induced development
Preferred Alternative: 171 acres of induced development
Cumulative Effect: 931 acres of induced development

Summary

The Preferred Alternative would cross the easternmost boundary of the Galivants Ferry community, and result in no relocations, noise, or visual impacts. Community cohesion would not be impacted and traditional travel routes and pedestrian access would be maintained in the community. The No-build Alternative is projected to have 760 acres of new development by 2030 in the Galivants Ferry community, while the Preferred Alternative would be expected to bring an additional 171 acres, resulting in 931 acres of cumulative impact.

3.2.7.6 Joiner

Location, History, and Community Characteristics

Joiner is a rural residential area located near Joyner Swamp (Joiner has been spelled both ways on maps and signs throughout the CIA study area) (refer to Figure 3-14). This community was included because numerous survey respondents identified Joiner as the community with which they associate themselves. There is a Joiner Fire Station located near the intersection of Road S-26-45 (Joyner Swamp Road) and Road S-26-569 (Good Luck Road). Residential development is widely scattered throughout the community with some concentration along Road S-26-45. Infrastructure such as water,

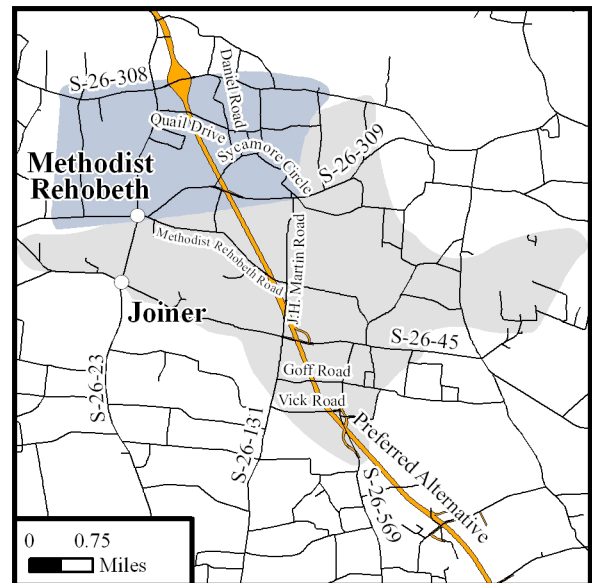


Figure 3-14: Joiner



electricity, and sewer are not readily available. U.S. Census Data for this area can be found in Table 3.10 (refer to page 3-37), and is summarized in Section 3.2.7.5, since it is included with Galivants Ferry and Methodist Rehobeth.

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 their neighbors. Average length of residency among survey respondents was 34 years (individual surveys ranged from one to 78 years).

Community Respondents' Opinions on Proposed Project

The majority of respondents did not support the proposed project being built in this area and thought that it could have a negative impact on their community. The main concerns of respondents were possible changes to their rural way of life, living too close to an interstate, and creating dangerous routes for children to get to school. Other major issues that were noted include the potential change of school districts, separating families that live in the community, and separating churches from the community. Issues such as faster travel routes and bringing in new businesses were of low importance to the respondents.

Joiner Direct Impacts

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

- 2 residential relocations
- 2 noise receivers impacted
- Potential visual impacts
- Minor impacts to community cohesion
- Minor changes to accessibility/travel patterns

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative crosses through the center of the survey-defined community of Joiner (refer to Figure 3-14). Goff Road would be converted to cul-de-sacs. While a physical barrier would then exist in the community, residents would still be able to interact via overpasses at Road S-26-45 (Joyner Swamp Road) and Road S-26-569 (Good Luck Road). Two residences, both mobile homes, would be relocated due to the Preferred Alternative. The

Preferred Alternative would result in noise impacts to two receivers (residences) (refer to Section 3.8, Noise, page 3-107 for more information). Since the area is primarily rural and residential, the construction of the Preferred Alternative would alter the visual landscape of Joiner.

Access and Travel Patterns

Some local travel routes would be altered within the Joiner community, but access would still be maintained between either side of the community (refer to Figure 3-14). Methodist Rehobeth Road would become a cul-de-sac on the western side of the Preferred Alternative, and those traveling the road would be re-routed to J.H. Martin Road, and then use the overpass on Road S-26-45 (Joyner



Swamp Road) to reach the other side of the community. On the eastern side of the interstate, Methodist Rehobeth Road would be re-aligned to form a frontage road connecting to J.H. Martin Road. J.H. Martin Road would be bisected, and re-aligned to connect to Road S-26-45 (Joyner Swamp Road). Goff Road would become a cul-de-sac, but connectivity would be maintained via Road S-26-569 (Good Luck Road) or Road S-26-131 (Edwards Road) and the overpass at Road S-26-45 (Joyner Swamp Road). Vick Road would be bisected, with a cul-de-sac on the eastern side of the Preferred Alternative. Access would still be provided via Road S-26-131 (Edwards Road) on the eastern side of the Preferred Alternative and by the re-aligned Road S-26-569 (Good Luck Road) on the western side. Pedestrian access and emergency vehicle routing through Joiner would be maintained through the aforementioned re-alignments and overpasses. An interchange would be located at Road S-26-308 (McQueen Crossroads) where residents in the area could access the interstate.

Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

Projected Development

Historically, minimal development has occurred within the Joiner community, as evidenced by its rural and residential character. Although growth would be anticipated due to increases in population, no new development was anticipated from the land use model under either the No-build Alternative or Preferred Alternative.

Projected Development in Joiner

The No-build Alternative and the Preferred Alternative would not be anticipated to create any new development in the community of Joiner.

Summary

The Preferred Alternative would cross through the center of the Joiner community, impacting two residences. Two receivers would be impacted by noise as a result of the Preferred Alternative and the construction of the interstate would alter the visual landscape of the rural community. While travel patterns would be altered within the community, access would be maintained and community cohesion would not be affected. Even though an interchange would be located at Road S-26-308 (McQueen Crossroads), which may encourage new development in the community, no new development was predicted from either the No-build Alternative or Preferred Alternative in Joiner.



3.2.7.7 Ketchuptown

Location, History, and Community Characteristics

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 (refer to Figure 3-15). By the late 1920's, the intersections of Lake Swamp Road (Road S-26-99) and Nichols Highway (Road S-26-23) 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 used as a museum. Based on 2000 U.S. Census data, the population of Ketchuptown is 1,532, with 33 percent being minorities and 17 percent being over the age of 65 (refer to Table 3.10, page 3-37).²⁸ The median household income is just over \$29,000, and 20 percent of the population lives below the poverty level.

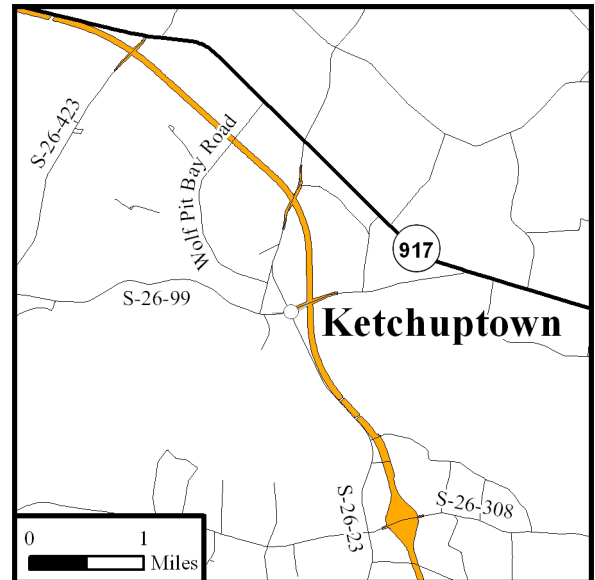


Figure 3-15: Ketchuptown

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. The average length of residency was 48 years, with individual surveys ranging from 22 to 71 years.



Former Ketchuptown Store

Community Respondents’ Opinions on Proposed Project

The majority of respondents did not support the proposed 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.

²⁸ *Ibid.*



Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would cross through the Ketchuptown community just east of the community center, the main crossroads of Road S-26-99 (Lake Swamp Road) and Road S-26-23 (Nichols Highway) (refer to Figure 3-15, page 3-54). The main residential areas of the community are to the south and west of the Preferred Alternative.

Since access would be maintained along Road S-26-23 (Nichols Highway) and Road S-26-99 (Lake Swamp Road), community cohesion would not be affected, as residents would still be able to interact with one another. One residence would be relocated and impacts may occur to the visual landscape due to the presence of the Preferred Alternative. No noise impacts would be anticipated in the community.

Access and Travel Patterns

Access along traditional travel routes would be maintained with overpasses at road S-26-99 (Lake Swamp Road) and Road S-26-23 (Nichols Highway). The Preferred Alternative presented at the Public Hearings was designed to partially parallel S.C. Route 917 south of the Little Pee Dee River so that Road S-26-23 (Nichols Highway) would have become a frontage road, with Road S-26-23 (Nichols Highway) crossing the interstate numerous times between the Little Pee Dee River and Lake Swamp. During the Public Hearings, those attending commented on disruption of Road S-26-23 (Nichols Highway), a traditional travel route used in the community, as well as the additional relocations near S.C. Route 917. Based on input, the alignment was moved east in this area, which resulted in Road S-26-23 (Nichols Highway) being crossed one time, reduced the number of relocations by nine, and had 11 fewer impacted noise receivers. This shift resulted in the conversion of the northwest portion of Wolf Pit Bay Road that connected to S.C. Route 917 to a cul-de-sac. Residents using Wolf Pit Bay Road still have access to S.C. Route 917 via Road S-26-23 (Nichols Highway).

Additional Public Hearing input resulted in an overpass being added to Road S-26-423 (Pee Dee Road) due to it being a well-traveled, traditional route through the community, for further information about this shift and addition of an overpass, please refer to Chapter 2, Section 2.8.2 (refer to page 2-79), and Figure 2-40 (refer to page 2-81). Pedestrian access and emergency travel routes would not be affected within the community. Residents in the area could access the interstate at the interchange proposed at Road S-26-308 (McQueen Crossroads), approximately two miles south of the community.

Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

Ketchuptown Direct Impacts

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

- 1 residential relocation
- No noise impacts
- Potential visual impacts
- No impacts to community cohesion
- No impacts to accessibility/travel patterns



Projected Development

Although it formerly had a general store, historically no appreciable amount of development has occurred in the Ketchuptown area, leaving it mainly a rural area. While some growth may occur in the area due to population increases, land use modeling indicates that the No-build Alternative and Preferred Alternative would result in no new development in the Ketchuptown community.

Projected Development in Ketchuptown

The No-build Alternative and the Preferred Alternative would not be anticipated to create any new development in the community of Ketchuptown.

Summary

The Preferred Alternative would cross through the community of Ketchuptown, just west of the community crossroads. While no noise impacts are anticipated, one residence would be relocated, and the visual landscape of the community would be altered due to the Preferred Alternative. Travel patterns would be altered, but traditional travel routes would be maintained via overpasses and frontage roads throughout the community. No new development to the area is anticipated from both the No-build Alternative and Preferred Alternative.

3.2.7.8 Methodist Rehobeth

Location, History, and Community Characteristics

Methodist Rehobeth is a rural, agriculture-based, family-farm area of western Horry County located between Joyner Swamp and Lake Swamp (refer to Figure 3-14, page 3-51). The community takes its name from the Rehobeth United Methodist, Gethsemane Baptist, and Rehobeth Zoan United Methodist Churches, which are centrally located in the community. The nearest convenience store is Vaught's Grocery located on Road S-26-23 (Nichols Highway) at Road S-26-308 (McQueen Crossroads), which has served the community for several decades. The area is primarily rural and residential. U.S. Census data was combined with the communities of Galivants Ferry and Joiner, and is shown in Table 3.10 (refer to page 3-37).



Gethsemane Baptist Church in Methodist Rehobeth

Surveys received from Methodist Rehobeth indicate a close-knit community, with many respondents living here on farms that have been in their families for many generations. Respondents reported having



a high quality of life and feeling safe in their community. The majority of respondents reported having family in the area and interacting with their neighbors. Average length of residency from survey responses was 43 years, with individual surveys ranging from 23 to 82 years.

Community Respondents' Opinions on Proposed Project

The majority of respondents did not support the proposed project being built in the area and thought it would have a negative impact on their community. Changes to the rural way of life, living close to an interstate, more traffic in the neighborhood and more air pollution and noise were reported as important issues to the respondents. Of lesser concern to respondents were faster routes within the community or regionally and potential of jobs during road construction. Other comments received included concerns that the loss of farms could have a negative economic impact and the loss of churches could hurt the community's heritage.

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

Methodist Rehobeth Direct Impacts

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

- 2 residential relocations
- No noise impacts
- Potential visual impacts
- Minor impacts to community cohesion
- Minor changes to accessibility/travel patterns

The Preferred Alternative would cross through the center of the Methodist Rehobeth community, as defined by the community survey. Residential development is widely scattered throughout the community, and interaction among residents in Methodist Rehobeth would not be hindered as main roadways would be connected via overpasses. Two residences would be relocated due to the Preferred Alternative, but no noise impacts would occur in the community. Due to the rural nature of the area, construction of an interstate could alter the visual landscape.

Access and Travel Patterns

Local travel routes would be modified within Methodist Rehobeth. Overpasses at Road S-26-308 (McQueen Crossroads) and Road S-26-309 (Barnhill Road) would be constructed to maintain access routes within the community between Aynor and Conway (refer to Figure 3-14, page 3-51). Smaller roads within the community, including Quail Drive and Sycamore Circle, would be converted to cul-de-sacs. Access to the other side of the community would be maintained via Daniel Road or Road S-26-23 (Nichols Highway) to overpasses at Road S-26-308 (McQueen Crossroads) or Road S-26-309 (Barnhill Road). Pedestrian access and emergency travel routes would not be hindered in Methodist Rehobeth. Those living in the community could access the interstate via an interchange at S-26-308 (McQueen Crossroads).



Special Populations

Special populations including the elderly, handicapped, transit-dependent, non-drivers, and minority social groups would not be impacted by the Preferred Alternative.

Projected Development

Historically there has been a minimal amount of development that has impacted the Methodist Rehobeth community. One grocery store, Vaught's Grocery, is located within the community. Although growth would be anticipated due to increases in population, the land use modeling predicted no new development in Methodist Rehobeth due to the No-build Alternative or Preferred Alternative. An interchange at Road S-26-308 (McQueen Crossroads) may spur new development at the interchange, which could compete with Vaught's Grocery for business. However, no water or sewer infrastructure is located at the interchange, which may limit the amount of development.

Projected Development in Methodist Rehobeth

The No-build Alternative and the Preferred Alternative would not be anticipated to create any new development in the community of Methodist Rehobeth.

Summary

The Preferred Alternative would pass through the center of the Methodist Rehobeth community, relocating two residences. No noise impacts are anticipated, however the visual landscape of the community would be altered by the Preferred Alternative. While travel patterns would be modified within the community, access would still be maintained and cohesion would not be impacted. While some development may occur at the Road S-26-308 (McQueen Crossroads) interchange with the Preferred Alternative, no new development was predicted to result from either the No-build Alternative or Preferred Alternative within Methodist Rehobeth.

3.2.7.9 Poplar Hill

Location, History, and Community Characteristics

Poplar Hill is a rural, residential area located approximately seven miles east of Aynor and is named for the local voting precinct at the Pleasant Union Baptist Church on Minnick Road (refer to Figure 3-16, page 3-59). 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. According to 2000 U.S. Census Data, Poplar Hill has a



population of 941, with nine percent being minorities, and 11 percent being over the age of 65 (refer to Table 3.10, page 3-37).²⁹ The median household income for Poplar Hill was just over \$40,000 and only seven percent of the population lives below the poverty level.

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.

Community Respondents' Opinions on Proposed Project

The majority of responses received did not support the proposed 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.



A Farm in Poplar Hill

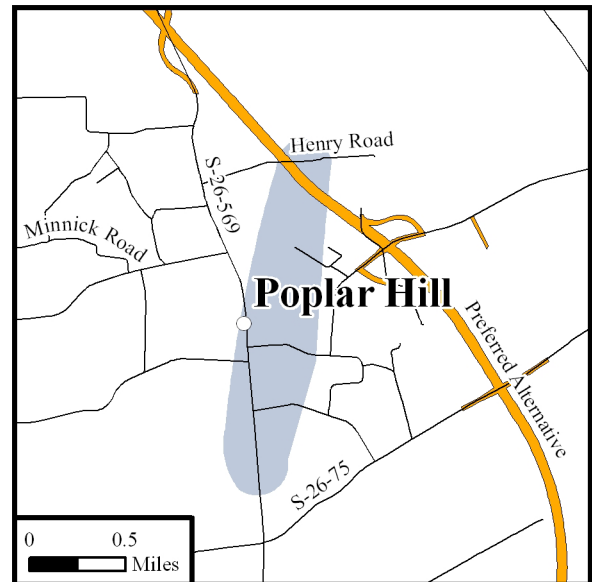


Figure 3-16: Poplar Hill

Community Cohesion, Relocations, Noise Impacts, and Visual Impacts

The Preferred Alternative would pass through the extreme northeastern portion of the Poplar Hill survey-defined community, through mainly wooded areas. Community cohesion would not be affected since the Preferred Alternative would be along the edge of the community and not divide or isolate residences in the area. No relocations or noise impacts are anticipated due to the Preferred Alternative and visual impacts to the rural community would be minimal, as the alignment crosses through mostly wooded areas.

²⁹ *Ibid.*