



APPENDIX G. BISHOPVILLE TRUCK ROUTE PROJECT ENVIRONMENTAL JUSTICE ASSESSMENT

**BISHOPVILLE TRUCK ROUTE
PROJECT
(S-69-08)
ENVIRONMENTAL JUSTICE
ASSESSMENT**



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Prepared for:

Federal Highway Administration

&

South Carolina Department of Transportation

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1. Introduction

“Environmental Justice” (EJ) is the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level for the development, implementation, and enforcement of environmental laws, regulations, and policies. For the United States Department of Transportation (DOT) Environmental Justice Strategy, fair treatment means that **no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden of the negative human health and environmental impacts, including social and economic effects, resulting from transportation decisions, programs and policies made, implemented and enforced at the federal, state, local, or tribal level** (USDOT, 2021).

EJ populations are communities of minority and/or low-income populations. SCDOT used the US Department of Transportation Federal Highway Administration (FHWA) guidance to determine whether the proposed project is expected to have disproportionately high and adverse impacts on low-income and minority populations. Per FHWA guidance (2011), minority populations include Black or African American, Hispanic, Asian American, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander. Low-income populations can be of any race or ethnicity.

Traditionally, EJ populations have been underrepresented in the transportation decision-making process. A thorough assessment of potential effects of the build alternatives on EJ populations encourages projects that are desired by communities, provide an equitable distribution of benefits, and may identify early actions to avoid impacts (FHWA, 2018). FHWA incorporates EJ and equity principles into all transportation planning and decision-making processes and environmental reviews based on three guiding principles:

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process;
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority or low-income populations;
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations;

The SCDOT’s public engagement and involvement of special populations in project decision-making will continue to follow USDOT’s EJ principles and best practices as noted in *Promising Practices for EJ Methodologies in NEPA Reviews* by the Federal Interagency Working Group on Environmental Justice and the NEPA Committee (March 2016).

This document is written as an independent report and appended to the *Bishopville Truck Route Project Draft Environmental Impact Statement* (2021). The potential project indirect and cumulative effects (ICE) to special populations are also discussed in this technical memorandum. The *Bishopville Truck Route Project Community Impact Assessment* (2021) documents community characteristics and the project’s potential to impact surrounding communities.

1.1 PROJECT DESCRIPTION

The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), is undertaking project-development and preliminary engineering services for



the preparation of a Draft Environmental Impact Statement (DEIS) for the Bishopville Truck Route Project (project) as required by the *National Environmental Policy Act (NEPA) of 1969*, as amended. The proposed project is located in Bishopville in Lee County, South Carolina (**Figure 1**). It is estimated that on average, over 1,900 large commercial trucks travel Main Street (US 15) through downtown Bishopville daily. The project would provide an alternate route for trucks and is considered necessary to reduce existing and future truck congestion downtown.

The primary purpose of the Bishopville Truck Route Project is to address truck traffic traveling through downtown Bishopville. The secondary purpose is to enhance the economic development of the area.

1.2 PROJECT BUILD ALTERNATIVES

Alternative 1 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 5.5 miles long. It begins at the intersection of Sumter Highway (US 15) and Browntown Road, crosses the South Carolina Central Railroad (SCRF) and St. Charles Road at the existing crossing, intersects Wisacky Highway (SC 341), crosses the SCRF a second time at the existing crossing, and connects to Bethune Highway (SC 341) at the existing intersection with Main Street (US 15) (**Exhibit 1**).

Alternative 2 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 4.6 miles long. It begins at the intersection of Sumter Highway (US 15) and Browntown Road, crosses St. Charles Road, crosses the SCRF, intersects Wisacky Highway (SC 341), crosses the SCRF a second time, and ends at a new intersection with Main Street (US 15) (**Exhibit 2**).

Alternative 3 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 4.8 miles long. It begins just southwest of the intersection of Sumter Highway (US 15) and Wilkinson Road, intersects Edgefield Drive, crosses the SCRF and St. Charles Road at the existing crossing, intersects Wisacky Highway (SC 341), crosses the SCRF a second time, and connects with Bethune Highway (SC 341) (**Exhibit 3**).

Alternative 4 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 4.8 miles long. It begins at the intersection of Sumter Highway (US 15) and Wilkinson Road, intersects Edgefield Drive, crosses the SCRF and St. Charles Road at the existing crossing, intersects Wisacky Highway (SC 341), crosses the SCRF a second time, and connects with Bethune Highway (SC 341) (**Exhibit 4**).

Alternative 5 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 4.8 miles long. It begins at the intersection of Sumter Highway (US 15) and Browntown Road, crosses the SCRF and St. Charles Road at the existing crossing, intersects Wisacky Highway (SC 341), crosses the SCRF a second time, and ends at a new intersection with Main Street (US 15) (**Exhibit 1**).

Alternative 6 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 5.2 miles long. It begins at the intersection of Sumter Highway (US 15) and Browntown Road, crosses the SCRF and St. Charles Road at the existing crossing, intersects Wisacky Highway (SC 341), crosses the SCRF a second time, and connects with Bethune Highway (SC 341) (**Exhibit 1**).



Alternative 7 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 5.4 miles long. It begins at the intersection of Sumter Highway (US 15) and Browntown Road, crosses St. Charles Road, crosses the SCRF, intersects Wisacky Highway (SC 341), crosses the SCRF a second time at the existing crossing, and connects to Bethune Highway (SC 341) at the existing intersection with Main Street (US 15) (**Exhibit 2**).

Alternative 8 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 5.0 miles long. It begins at the intersection of Sumter Highway (US 15) and Browntown Road, crosses St. Charles Road, crosses the SCRF, intersects Wisacky Highway (SC 341), crosses the SCRF a second time, and connects with Bethune Highway (SC 341) (**Exhibit 2**).

Alternative 9 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 5.1 miles long. It begins just southwest of the intersection of Sumter Highway (US 15) and Wilkinson Road, intersects Edgefield Drive, crosses the SCRF and St. Charles Road at the existing crossing, intersects Wisacky Highway (SC 341), crosses the SCRF a second time at the existing crossing, and connects to Bethune Highway (SC 341) at the existing intersection with Main Street (US 15) (**Exhibit 3**).

Alternative 10 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 4.4 miles long. It begins just southwest of the intersection of Sumter Highway (US 15) and Wilkinson Road, intersects Edgefield Drive, crosses the SCRF and St. Charles Road at the existing crossing, intersects Wisacky Highway (SC 341), crosses the SCRF a second time, and ends at a new intersection with Main Street (US 15) (**Exhibit 3**).

Alternative 11 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 5.1 miles long. It begins at the intersection of Sumter Highway (US 15) and Wilkinson Road, intersects Edgefield Drive, crosses the SCRF and St. Charles Road at the existing crossing, intersects Wisacky Highway (SC 341), crosses the SCRF a second time at the existing crossing, and connects to Bethune Highway (SC 341) at the existing intersection with Main Street (US 15) (**Exhibit 4**).

Alternative 12 is a three-lane roadway consisting of two 12-foot travel lanes and a 15-foot two-way left-turn lane and is approximately 4.4 miles long. It begins at the intersection of Sumter Highway (US 15) and Wilkinson Road, intersects Edgefield Drive, crosses the SCRF and St. Charles Road at the existing crossing, intersects Wisacky Highway (SC 341), crosses the SCRF a second time, and ends at a new intersection with Main Street (US 15) (**Exhibit 4**).



Exhibit 1. Alternatives 1, 5, and 6

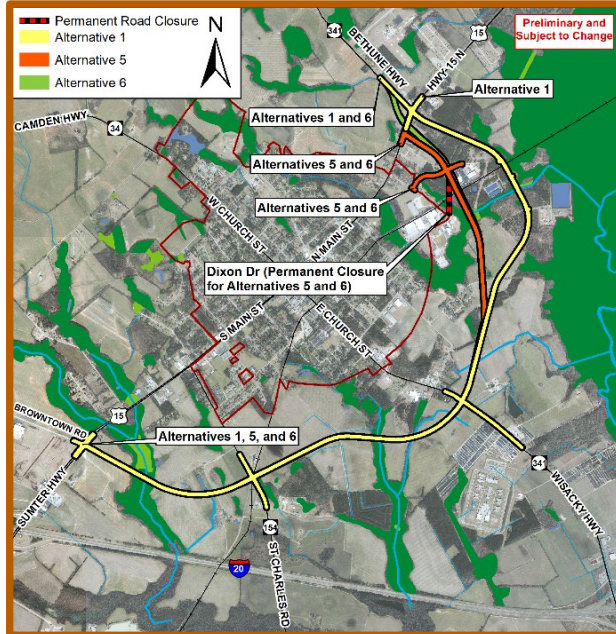


Exhibit 2. Alternatives 2, 7, and 8

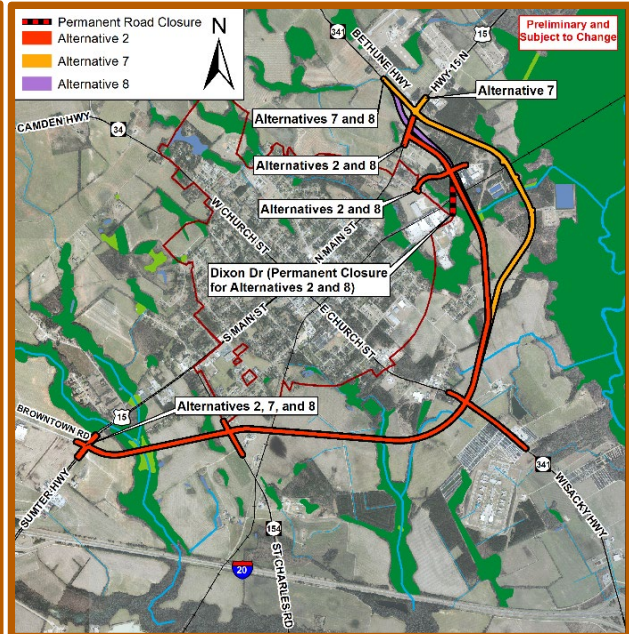


Exhibit 3. Alternatives 3, 9, and 10

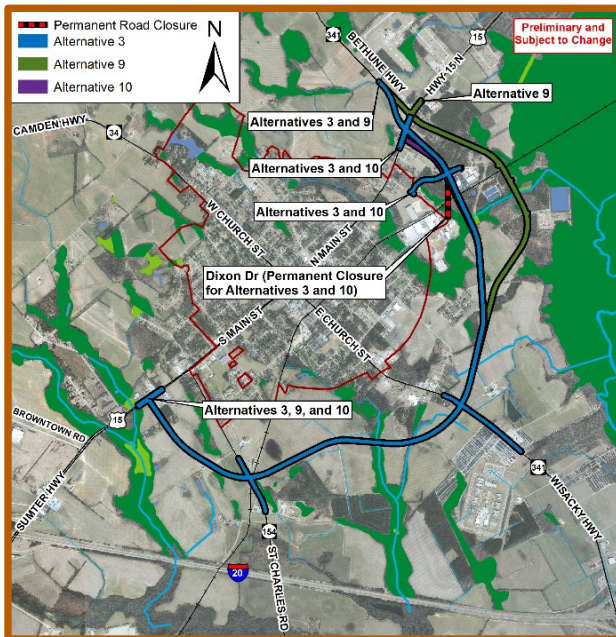
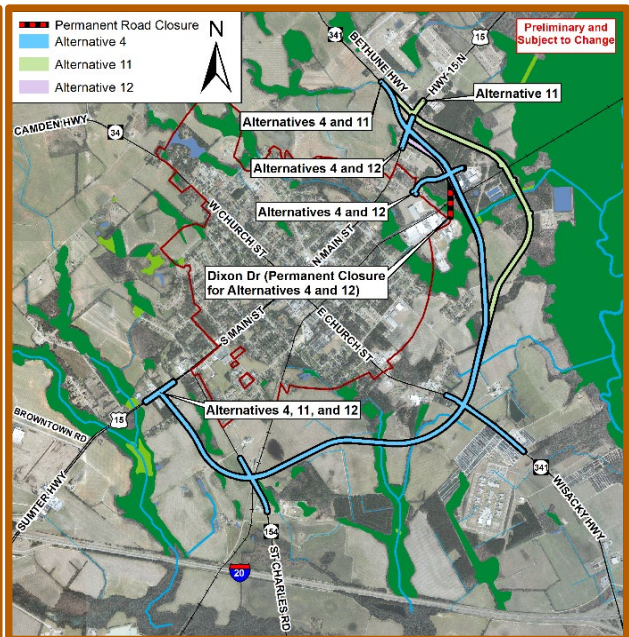


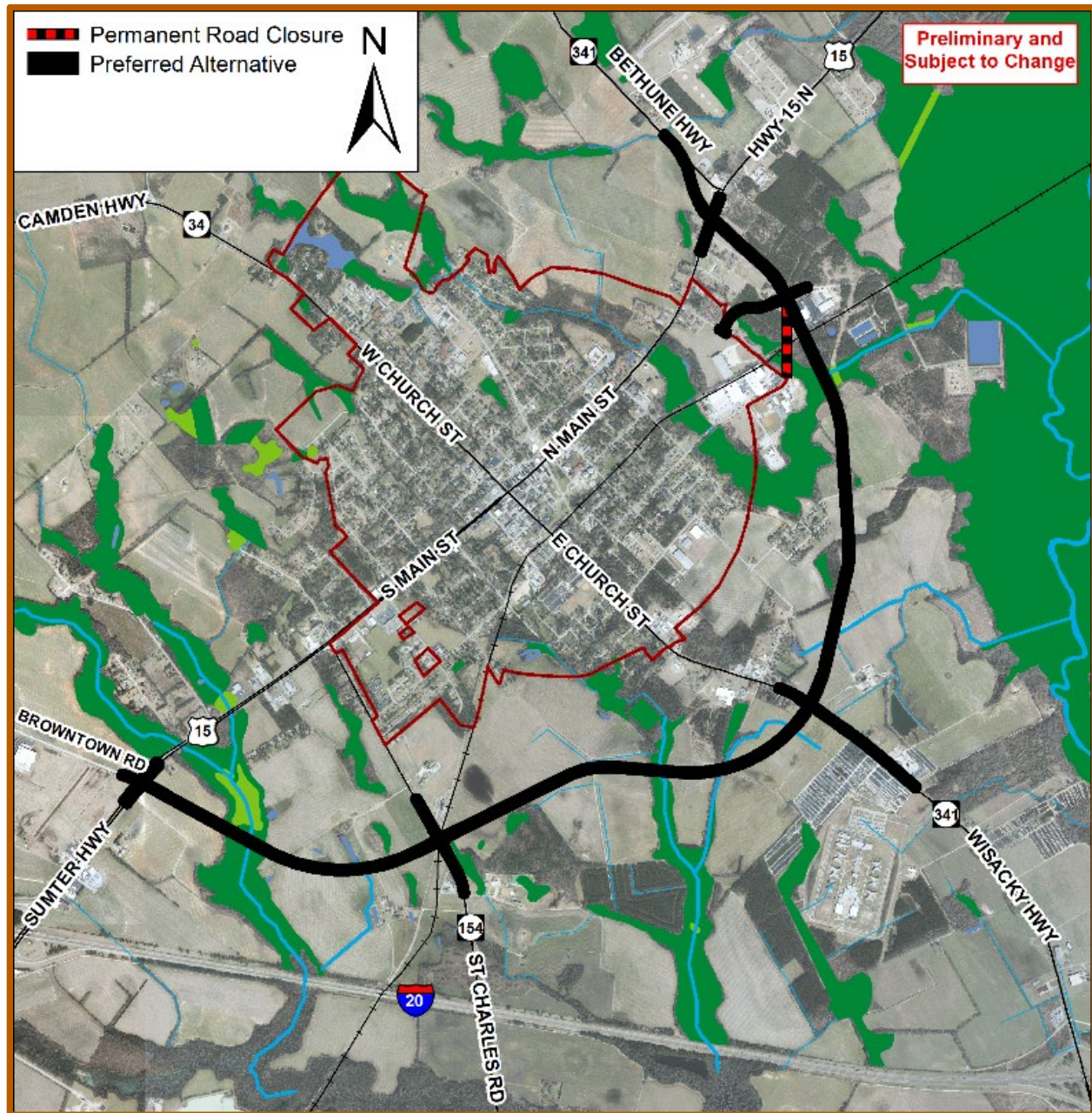
Exhibit 4. Alternatives 4, 11, and 12

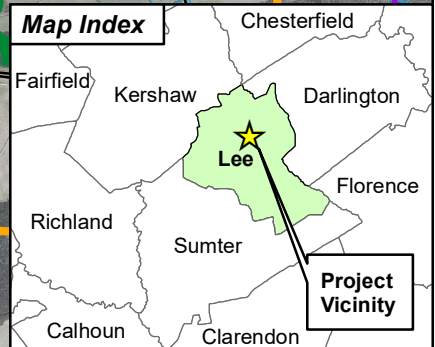
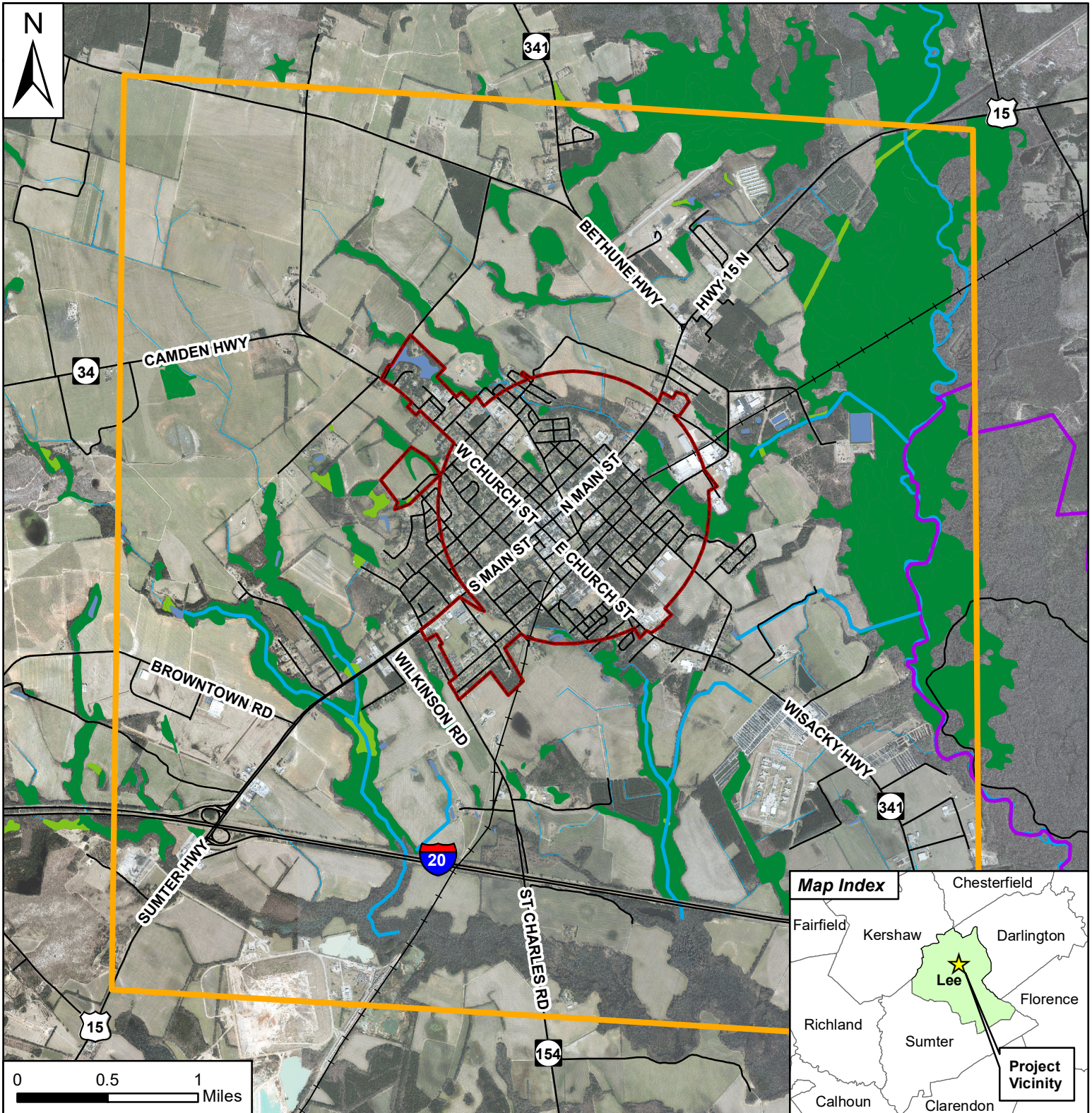




Based on the analyses presented in the DEIS, SCDOT is recommending Alternative 6 as the Preferred Alternative (**Exhibit 5**). However, an alternative will not be selected until after the conclusion of the DEIS comment period. The Preferred Alternative would be approximately 5.2 miles in length, require about 78.1 acres of right-of-way, and cost an estimated \$22.6 million to construct (see Chapter 3 of the DEIS for more information on the build alternatives, the No-Build Alternative, and the Preferred Alternative).

Exhibit 5. Recommended Preferred Alternative





Rivers and Streams	Freshwater Emergent Wetland	Lee State Park
Road	Freshwater Forested/Shrub Wetland	Municipal Boundary
SCRF Railroad	Freshwater Pond	Study Area

Bishopville Truck Route Project Environmental Justice Assessment	
November 2021	
Project Location	Figure 1



2. Regulatory Framework and Methodology

2.1 REGULATORY FRAMEWORK

Applicable laws, Executive Orders (EOs), and policies for the consideration of EJ include the *National Environmental Policy Act of 1969*, *Title VI of the Civil Rights Act of 1964*, *EO 12898*, *EO 13166*, the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended, and the *United States Department of Transportation Order 5610.2(c): Department Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (2021)*.

NEPA requires that all actions sponsored, funded, permitted, or approved by federal agencies undergo planning to ensure that issues such as environmental justice are considered in project decision-making.

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs receiving federal assistance.

EO 12898 (Federal Action to Addressed Environmental Justice in Minority Populations and Low-Income Populations) requires each federal agency, to the greatest extent practicable and permitted by law, and consistent with the principles set forth in the report on the National Performance Review, to achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority populations and low-income populations in the United States. The EO also directs federal agencies to provide minority and low-income communities with access to public information and meaningful public participation.

EO 13166 (Improving Access to Services for Persons with Limited English Proficiency [LEP]) requires federal agencies and projects funded with federal dollars to look at the services they are providing, including environmental studies for transportation infrastructure projects, to identify with LEP who might need those services, and to develop and implement a system to provide those services in a manner which enables LEP persons to have meaningful access.

The *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* provides important protections and assistance for people affected by the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.

United States Department of Transportation Order 5610.2(c): Department Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (2021) updated EJ procedures for the DOT in response to the *Memorandum of Understanding on Environmental Justice*, signed by heads of federal agencies on August 4, 2011; DOT's revised *Environmental Justice Strategy*, updated on November 15, 2016; and *Executive Order 12898*, dated February 11, 1994 (USDOT, 2021).

2.2 METHODOLOGY

NEPA directs federal agencies to consider how decisions affect people and their environment and to assess the benefits and risks associated with proposed actions with the involvement of, and input from, the people and communities they affect. EJ analysis focuses on identifying and addressing disproportionately high and adverse human health or environmental effects of the project activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens. This objective is to be achieved, in part, by actively adhering to the principles and practices of



Title VI of the Civil Rights Act of 1964 and Executive Order (EO) 12898 (Federal Actions to Address Environmental Justice on Minority Populations and Low-Income Populations) during the development and implementation of transportation activities.

United States Department of Transportation Order 5610.2(c): Department Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (2021) updated EJ procedures for the DOT in response to the *Memorandum of Understanding on Environmental Justice*, signed by heads of federal agencies on August 4, 2011; DOT's revised *Environmental Justice Strategy*, updated on November 15, 2016; and *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, dated February 11, 1994 (USDOT, 2021).

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs receiving federal assistance. *EO 12898* requires each federal agency, to the greatest extent practicable and permitted by law, and consistent with the principles set forth in the report on the National Performance Review, to achieve environmental justice as part of its mission **by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority populations and low-income populations** in the United States.

Adverse effects mean the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals in a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities (*Department of Transportation [DOT] Order 5610.2(c)*).

Disproportionately high and adverse effect on minority and low-income populations means an adverse effect that: (1) is predominately borne by a minority population and/or a low-income population, or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population (*DOT Order 5610.2(c)*).

US Census data at the block group (BG) level was used to evaluate demographics, economics, and growth trends in the study area (**Figure 2**). Due to the rural nature of the study area, the block groups are large. However, the block groups are considered reasonable representations of the existing conditions of the area.

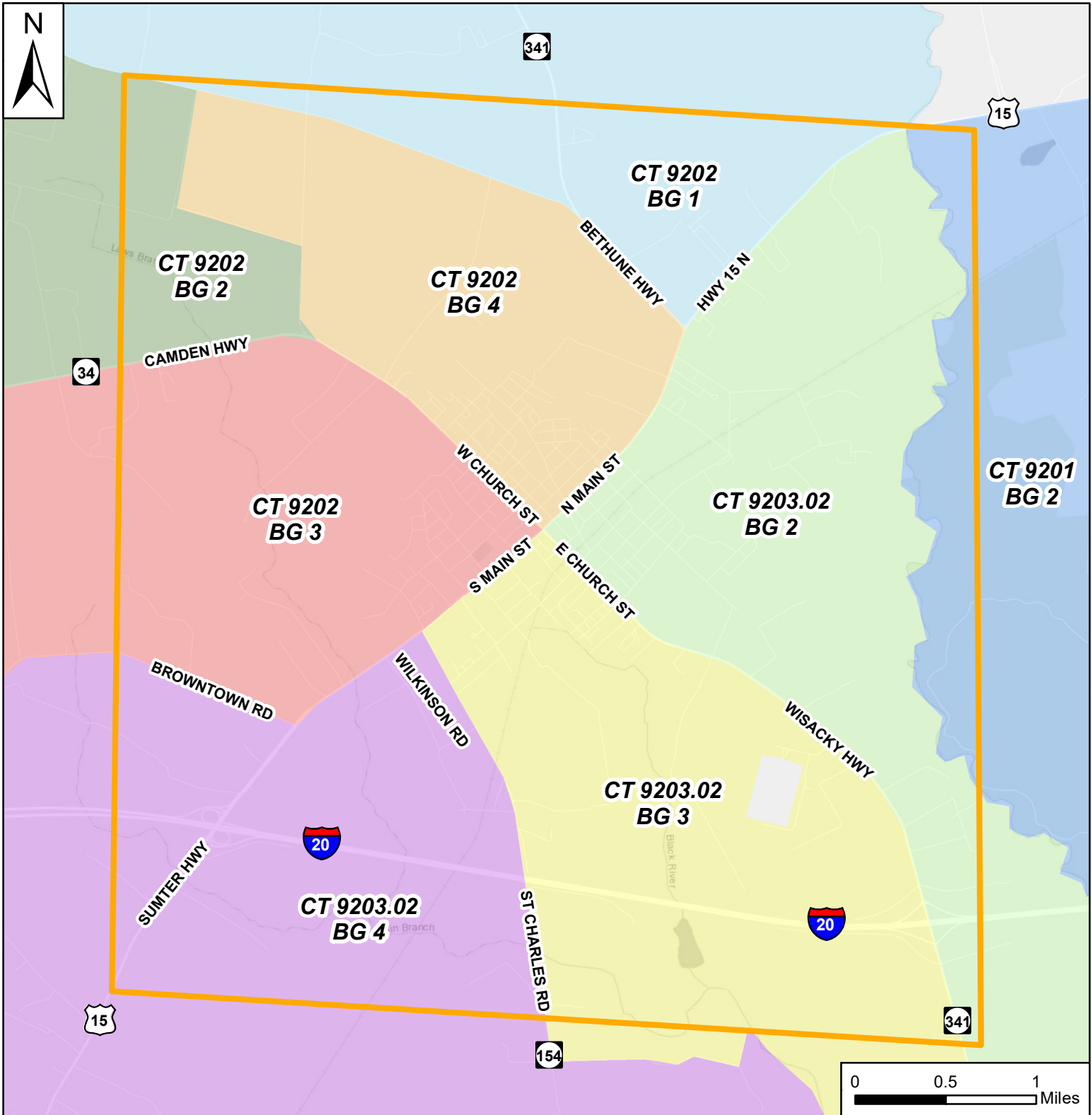
The process to analyze the potential impacts of the project on EJ populations was to:

- Confirm the study area;
- Identify and map block groups in the study area ;
- Analyze and compare census data to the study area, city, county, and state data to identify potential EJ populations; and



- Identify potential project impacts, including the assessment of disproportionately adverse impacts to EJ populations.

Bishopville is a rural community with geographically large block groups, and GIS data at the neighborhood level is not available. Therefore, “residential areas” were identified to assist with the analysis of potential impacts of the project on smaller areas (or “microcommunities”) of the Bishopville community. These residential areas were determined based on parcel boundaries, field visits, and discussions with residents. Residential areas are discussed in **Section 4.2**.



<ul style="list-style-type: none"> CT 9201, BG 2 CT 9202, BG 1 CT 9202, BG 2 CT 9202, BG 3 CT 9202, BG 4 CT 9203.2, BG 2 CT 9203.2, BG 3 CT 9203.2, BG 4 Study Area 	<p>Bishopville Truck Route Project Environmental Justice Assessment</p> <p>November 2021</p>
<p>Study Area and Block Groups</p>	<p>Figure 2</p>



3 Existing Conditions and Environmental Consequences

This section presents the existing conditions, in the study area, describes potential impacts to special populations, and provides potential mitigation strategies. Detailed information on socioeconomic characteristics, land use, and community resources can be found in the *Bishopville Truck Route Project Community Impact Assessment* (2021).

3.1 EXISTING CONDITIONS

US Census data at the block group (BG) level was used to evaluate community characteristics in the study area if available. Comparisons are made to the study area, city, county, and state to identify notable trends. Due to the rural nature of most of the study area, the block groups are large. However, the block groups are considered reasonable representations of the existing conditions of the area.

The study area is comprised of eight block groups. Six block groups are partially located in the study area and one is located entirely in the study area. There are no households located in the study area in one of the block groups, so data for that block group is not included in this analysis.

The following sections provide an overview of demographic characteristics relevant to environmental justice populations.

3.1.1 Race and Ethnicity

The study area and surrounding region are more diverse than the state. Most of the population in the study area, block groups (35% - 83%), city (72%), and county (63%) identify as Black or African American, while the majority (64%) identify as White in the state. Race and ethnicity characteristics for the study area (as available), block groups, city, county, and the state are presented in **Table 1**.

Minority populations include American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or Other Pacific Islander (**Figure 3**). The three block groups in the study area with the highest minority populations are CT 9203.02, BG 4, CT 9202, BG 4, and CT 9203.02, BG 3. The minority population percentage of the block groups (40% - 88%), Bishopville (76%), and Lee County (67%) is higher than South Carolina (36%). Minority populations for the block groups, Bishopville, Lee County, and South Carolina are presented in **Table 2**.



TABLE 1. POPULATION BY RACE AND ETHNICITY

GEOGRAPHIC AREA		TOTAL POPULATION	AMERICAN INDIAN & ALASKA NATIVE		ASIAN		BLACK OR AFRICAN AMERICAN		HISPANIC OR LATINO		NATIVE HAWAIIAN & OTHER PACIFIC ISLANDER		WHITE		OTHER RACE		TWO OR MORE RACES	
			#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
CT 9201	BG 2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CT 9202	BG 1	974	0	0.0%	0	0.0%	343	35.2%	50	5.1%	0	0.0%	581	59.7%	50	5.1%	0	0.0%
	BG 2	1,131	0	0.0%	6	0.5%	439	38.8%	0	0.0%	0	0.0%	642	56.8%	0	0.0%	44	3.9%
	BG 3	939	0	0.0%	0	0.0%	518	55.2%	0	0.0%	0	0.0%	404	43.0%	6	0.6%	11	1.2%
	BG 4	1,601	0	0.0%	0	0.0%	1,205	75.3%	98	6.1%	0	0.0%	298	18.6%	0	0.0%	0	0.0%
CT 9203.02	BG 2	689	0	0.0%	0	0.0%	539	78.2%	0	0.0%	0	0.0%	150	21.8%	0	0.0%	0	0.0%
	BG 3	2,356	8	0.3%	0	0.0%	1,787	75.8%	57	2.4%	0	0.0%	481	20.4%	0	0.0%	23	1.0%
	BG 4	1,217	0	0.0%	0	0.0%	1,013	83.2%	55	4.5%	0	0.0%	149	12.2%	0	0.0%	0	0.0%
Study Area*		5,452	8	0.1%	0	0.1%	3,984	73.1%	161	3.0%	0	0.0%	1,263	23.2%	4	0.0%	31	0.7%
Bishopville		3,229	0	0.0%	0	0.0%	2,321	71.9%	117	3.6%	0	0.0%	791	24.5%	0	0.0%	0	0.0%
Lee County		17,897	63	0.4%	6	0.0%	11,206	62.6%	418	2.3%	0	0.0%	5,841	32.6%	6	0.0%	357	2.0%
South Carolina		4,893,444	13,464	0.3%	71,123	1.5%	1,321,219	27.0%	267,398	5.5%	2,776	0.1%	3,119,676	63.8%	7,566	0.2%	90,222	1.8%

Source: US Census Bureau. (2017). ACS 5-Year Estimates. Retrieved from <https://data.census.gov/cedsci/>

*Study Area source: EPA. (2020). EJSCREEN: Environmental Justice Screening and Mapping Tool. Retrieved July 2020, from <https://ejscreen.epa.gov/mapper/>



TABLE 2. MINORITY POPULATION				
GEOGRAPHIC AREA		TOTAL POPULATION	MINORITY POPULATION	% MINORITY
CT 9201	BG 2	--	--	--
CT 9202	BG 1	974	443	45.5%
	BG 2	1,131	489	43.2%
	BG 3	939	535	57.0%
	BG 4	1,601	1,303	81.4%
CT 9203.02	BG 2	689	539	78.2%
	BG 3	2,356	1,875	79.6%
	BG 4	1,217	1,068	87.8%
Study Area*		5,452	4,189	76.8%
Bishopville		3,229	2,438	75.5%
Lee County		17,897	12,056	67.4%
South Carolina		4,893,444	1,773,768	36.2%

Source: US Census Bureau. (2017). *ACS 5-Year Estimates*. Retrieved from <https://data.census.gov/cedsci/>
 *Study Area source: EPA. (2020). *EJSCREEN: Environmental Justice Screening and Mapping Tool*. Retrieved July 2020, from <https://ejscreen.epa.gov/mapper/>

3.1.2 Low-Income Populations

The poverty level, median household income, and median home values were reviewed to determine the presence of low-income populations in the study area. **Table 3** presents poverty level data and median home value census data.

Per the US Department of Health and Human Services (DHHS) guidelines, the low-income population was calculated by adding the population below poverty and the population near poor, between 100% and 149% of the poverty level. Data indicates that 46% of the population in Bishopville is living below the poverty line, which is higher than the county (26%) and the state (17%). Higher levels of poverty occur in the northern and northwestern parts of the study area. CT 9202, BG 4 has the greatest percentage of residents living below the poverty line at roughly 63%. Only CT 9202, BG 1 (8%) and CT 9202, BG 3 (15%) have a lower percentage of residents living below the poverty level than the state (17%). Low-income populations are presented in **Figure 4**.

About 21% of the Bishopville population is considered “very poor” with an income less than or equal to 50% of the poverty level. According to census data, the population living under the poverty line in Bishopville has continuously decreased since 2015. As reported by the National Center for Education Statistics for the 2017-2018 school year, 100% of the students enrolled at Dennis Elementary School, Lee Central High, and Lee Central Middle were eligible for free or reduced-price lunches.

The median household income for all block groups, Bishopville (\$20,565), and Lee County (\$31,963) is below the median household income for South Carolina (\$48,781). The median house value for all block groups, Bishopville (\$33,900), and Lee County (\$69,800) are well below the state median house value (\$148,600) as well.

The median home values of the block groups range from \$56,000 to \$112,500. There are two block groups (CT 9202, BG 3 and CT 9203.02, BG 3) that have a higher median home value than the county (\$69,800). Although CT 9202, BG 3 (\$112,500) has a much higher median home value, likely because of the value of historic houses and farmhouses, the remainder of the block groups does not exceed a



median home value of \$73,400. Bishopville (\$33,900) has a median home value that is about one-half that of the county (\$69,800) and about one-quarter than that of the state (\$148,600).

TABLE 3. INCOME CHARACTERISTICS

GEOGRAPHIC AREA	TOTAL POPULATION	POPULATION BELOW POVERTY LEVEL		POPULATION IN "VERY POOR" CATEGORY ¹		POPULATION IN "NEAR POOR" CATEGORY ²		MEDIAN HOUSEHOLD INCOME	MEDIAN HOME VALUE	
		#	%	#	%	#	%			
CT 9201	BG 2	--	--	--	--	--	--	--	--	
CT 9202	BG 1	974	79	8.1%	36	3.7%	140	14.4%	\$36,047	\$69,100
	BG 2	1,131	304	26.9%	119	10.5%	110	9.7%	\$38,224	\$63,300
	BG 3	939	139	14.8%	43	4.6%	169	18.0%	\$27,500	\$112,500
	BG 4	1,468	926	63.1%	371	25.3%	122	8.3%	\$12,279	\$56,000
CT 9203.02	BG 2	689	300	43.5%	235	34.1%	67	9.7%	--	\$58,500
	BG 3	894	265	29.6%	82	9.2%	194	21.7%	\$27,083	\$73,700
	BG 4	1,217	303	24.9%	266	21.9%	241	19.8%	\$38,382	\$68,100
Study Area*		5,452	--	--	--	--	--	--	--	--
Bishopville		3,096	1,425	46.0%	659	21.3%	317	10.2%	\$20,565	\$33,900
Lee County		16,302	4,310	26.4%	2,098	12.9%	2,910	17.9%	\$31,963	\$69,800
South Carolina		4,751,345	790,657	16.6%	359,556	7.6%	490,975	10.3%	\$48,781	\$148,600

Source: US Census Bureau. (2017). *ACS 5-Year Estimates*. Retrieved from <https://data.census.gov/cedsci/>
 *Study Area source: EPA. (2020). *EJSCREEN: Environmental Justice Screening and Mapping Tool*. Retrieved July 2020, from <https://ejscreen.epa.gov/mapper/>
 Note: ¹Income is less than or equal to 50% of the poverty level. ²Income is between the poverty level and 150% of the poverty level.
 Poverty data are measured by individuals. Poverty data were not available for the Study Area.

3.1.3 Limited English Proficiency

EO 13166 (Improving Access to Services for Persons with Limited English Proficiency [LEP]), requires all recipients of federal funds to provide meaningful access to persons who are limited in their English proficiency. The Department of Justice (DOJ) defines LEP individuals as those “who do not speak English as their primary language and have a limited ability to read, write, speak, or understand English” (67 FR 41455).

US Census 2017 ACS data, which was only available at the census tract level, was analyzed to identify the presence of LEP populations in the study area. LEP was calculated by adding all populations that spoke other languages and that spoke English less than “very well.” CT 9203.02 has the highest percentage of residents (1.3%) speaking English less than “very well,” while the city and state percentages are at roughly 0.7%. LEP data are presented in **Table 4**. The DOJ’s LEP threshold is met when there is a language group that speaks English less than “very well” that either consists of 1,000 adults or comprises 5% of the study area, whichever is less. Therefore, the study area does not exceed the DOJ threshold.



TABLE 4. LIMITED ENGLISH PROFICIENCY

GEOGRAPHIC AREA	SPEAK ONLY ENGLISH		SPEAK SPANISH				SPEAK OTHER LANGUAGES			
			SPEAK ENGLISH "VERY WELL"		SPEAK ENGLISH LESS THAN "VERY WELL"		SPEAK ENGLISH "VERY WELL"		SPEAK ENGLISH LESS THAN "VERY WELL"	
	#	%	#	%	#	%	#	%	#	%
CT 9201	--	--	--	--	--	--	--	--	--	--
CT 9202	4,213	98.6%	50	1.2%	0	0.0%	9	0.2%	0	0.0%
CT 9203.02	4,952	96.2%	130	2.5%	67	1.3%	0	0.0%	0	0.0%
Study Area*	4,996	100%	0	0.0%	0	0.0%	12**	0.0%	1**	0.0%
Bishopville	2,844	99.3%	0	0.0%	19	0.7%	0	0.0%	0	0.0%
Lee County	16,564	98.3%	204	1.2%	67	0.4%	13	0.1%	2	0.0%
South Carolina	4,263,006	95.5%	94,386	2.1%	29,904	0.7%	57,119	1.3%	19,075	0.4%

Source: US Census Bureau. (2017). ACS 5-Year Estimates. Retrieved from <https://data.census.gov/cedsci/>
 Note: *US Census Bureau 2013-2017 ACS 5-Year Estimates were not available, so 2012-2016 ACS 5-Year Estimates were used.
 **Reporting a non-English language, potentially Spanish.
 Block Group level data were not available. Does not reflect non-US citizens.

3.2 ENVIRONMENTAL CONSEQUENCES

A community-level analysis of impacts was conducted to identify potential adverse effects for determining if impacts would disproportionately affect minority and low-income populations. The potential impacts considered include short-term construction impacts and other impact categories described in the *Bishopville Truck Route Project Community Impact Assessment (2021)*.

Bishopville is a rural community with geographically large block groups, and GIS data at the neighborhood level is not available. Therefore, “residential areas” were identified to assist with the analysis of potential impacts of the project on smaller areas (or “microcommunities”) of the Bishopville community. These residential areas were determined based on parcel boundaries, field visits, and discussions with residents.

Fifteen residential areas were created for the EJ analysis to:

- Avoid the dilution or exaggeration of the presence of special populations within the larger block groups;
- Help define neighborhood areas since there are no identifiable subdivision communities in the study area; and
- Help define “communities” in which to assess potential project impacts (i.e., relocations, community cohesion, changes in access, etc.)

An overview of the residential areas and the block group in which the area is located is provided below and shown in **Figure 5a-5d**. Potential impacts to residential areas (organized by block group) are presented in **Table 5**. More information on the impacts to the community can be found in the *Bishopville Truck Route Project Community Impact Assessment (2021)*.



Project effects are presented by category at a broader level as well as at a smaller community (residential area) level. As seen in **Table 5**, eight of the 15 residential areas would experience impacts if a build alternative is constructed. Except where noted otherwise, the No-Build Alternative would not result in direct community impacts, as the project would not be constructed.



TABLE 5. POTENTIAL IMPACTS ON RESIDENTIAL AREAS														
RESIDENTIAL AREA	POTENTIAL IMPACT	NO-BUILD	1	2	3	4	5	6 (PA)	7	8	9	10	11	12
Lucknow	No direct impacts are anticipated with any of the build alternatives.													
Tim's Drive	No direct impacts are anticipated with any of the build alternatives.													
Broad Acres	No direct impacts are anticipated with any of the build alternatives.													
Calhoun	No direct impacts are anticipated with any of the build alternatives.													
Julia Drive	No direct impacts are anticipated with any of the build alternatives.													
Roland Street	No direct impacts are anticipated with any of the build alternatives.													
Dennis Avenue	No direct impacts are anticipated with any of the build alternatives.													
Price Lane	No direct impacts are anticipated with any of the build alternatives.													
Dixon Drive	Accessibility	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	Relocations	N	Y	N	N	N	N	N	Y	N	Y	N	Y	N
	Community Cohesion	N	N	N	N	N	N	N	N	N	N	N	N	N
	Community Resources	N	N	N	N	N	N	N	N	N	N	N	N	N
	Visual Character	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	Noise	Y	N	N	N	N	N	N	N	N	N	N	N	N
	Construction	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Davis Street	No direct impacts are anticipated with any of the build alternatives.													
James Street	Accessibility	N	N	N	N	N	N	N	N	N	N	N	N	N
	Relocations	N	N	N	N	N	N	N	N	N	N	N	N	N
	Community Cohesion	N	N	N	N	N	N	N	N	N	N	N	N	N
	Community Resources	N	N	N	N	N	N	N	N	N	N	N	N	N
	Visual Character	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	Noise	N	N	N	N	N	N	N	N	N	N	N	N	N
	Construction	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y



RESIDENTIAL AREA	POTENTIAL IMPACT	No-BUILD	1	2	3	4	5	6	7	8	9	10	11	12
Wags Drive	Accessibility	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	Relocations	N	N	N	N	N	N	N	N	N	N	N	N	N
	Community Cohesion	N	N	N	N	N	N	N	N	N	N	N	N	N
	Community Resources	N	N	N	N	N	N	N	N	N	N	N	N	N
	Visual Character	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	Noise	N	N	N	N	N	N	N	N	N	N	N	N	N
	Construction	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Bradley Avenue	No direct impacts are anticipated with any of the build alternatives.													
Magnolia Drive	Accessibility	N	N	Y	N	N	N	N	Y	Y	N	N	N	N
	Relocations	N	N	N	N	N	N	N	N	N	N	N	N	N
	Community Cohesion	N	N	N	N	N	N	N	N	N	N	N	N	N
	Community Resources	N	N	N	N	N	N	N	N	N	N	N	N	N
	Visual Character	N	N	Y	N	N	N	N	Y	Y	N	N	N	N
	Noise	N	N	N	N	N	N	N	N	N	N	N	N	N
	Construction	N	N	Y	N	N	N	N	Y	Y	N	N	N	N
Edgefield Drive	Accessibility	N	N	N	Y	Y	N	N	N	N	Y	Y	Y	Y
	Relocations	N	N	N	Y	Y	N	N	N	N	Y	Y	Y	Y
	Community Cohesion	N	N	N	Y	Y	N	N	N	N	Y	Y	Y	Y
	Community Resources	N	N	N	N	N	N	N	N	N	N	N	N	N
	Visual Character	N	N	Y	Y	Y	N	N	Y	Y	Y	Y	Y	Y
	Noise	N	N	N	N	N	N	N	N	N	N	N	N	N
	Construction	N	N	Y	Y	Y	N	N	Y	Y	Y	Y	Y	Y

Note: Construction impacts include temporary construction noise from on-site construction and off-site staging areas.



Lucknow (CT 9202, BG 1)

Existing Conditions

This area consists of single-family homes on larger parcels of land, with several mobile homes located along Hunters Glen Lane. The block group has a minority population of about 40% and a low-income population of about 8%, which indicates that EJ populations are likely present.

Potential Impacts

No direct impacts are anticipated with any of the build alternatives.

Tim's Drive (CT 9202, BG 1)

Existing Conditions

This area consists of predominantly mobile homes. The block group has a minority population of about 40% and a low-income population of about 8%, which indicates that EJ populations are likely present.

Potential Impacts

No direct impacts are anticipated with any of the build alternatives.

Broad Acres (CT 9202, BG 3)

Existing Conditions

This area includes Broad Acres Road and Piedmont Road. The area has a moderate mix of single-family and mobile homes, located mostly along Piedmont Road. The area is in a block group with a minority population of about 56%, a low-income population of about 15%, which indicates that EJ populations are likely present.

Potential Impacts

No direct impacts are anticipated with any of the build alternatives.

Calhoun (CT 9202, BG 3)

Existing Conditions

This area is a mix of single-family homes and mobile homes along McIntosh Street, Quinn Street, and Morgans Alley. The area is in a block group with a minority population of about 56% and a low-income population of about 15%, which indicates that EJ populations are likely present.

Potential Impacts

No direct impacts are anticipated with any of the build alternatives.

Julia Drive (CT 9202, BG 4)

Existing Conditions

This area consists of households along Julia Drive and a few surrounding properties along W. Church Street (SC 34). This block group has a minority population of about 81% and a low-income population of about 63%, which indicates that EJ populations are likely present.

Potential Impacts

No direct impacts are anticipated with any of the build alternatives.

Roland Street (CT 9202, BG 4)

Existing Conditions



This area is a mix of older single-family and mobile homes and in a block group with a minority population of about 81% and a low-income population of about 63%, which indicates that EJ populations are likely present.

Potential Impacts

No direct impacts are anticipated with any of the build alternatives.

Dennis Avenue (CT 9202, BG 4)

Existing Conditions

This area is a mix of single-family homes and mobile homes and is in a block group with a minority population of about 81% and a low-income population of about 63%, which indicates that EJ populations are likely present.

Potential Impacts

No direct impacts are anticipated with any of the build alternatives.

Price Lane (CT 9203.02, BG 2)

Existing Conditions

This area consists of mostly mobile homes and is in a block group with a minority population of about 78% and a low-income population of about 44%, which indicates that EJ populations are likely present.

Potential Impacts

No direct impacts are anticipated with any of the build alternatives.

Dixon Drive (CT 9203.02, BG 2)

Existing Conditions

This area consists of mostly single-family homes, but also contains a few mobile homes. The area is in a block group with a minority population of about 78% and a low-income population of about 44%, which indicates that EJ populations are likely present. The Lynches River Apartments (Section 8 housing) are located off Academy Road.

Potential Impacts

Based on the land use category and predicted noise levels (2045), the No-Build Alternative results in two noise impacts: one Noise Abatement Criteria (NAC) Category B (residential) receiver and one NAC Category E (hotels, motels, offices, restaurants/bars) receiver that are both located along Main Street (US 15).

All build alternatives would have accessibility impacts such as permanent or temporary driveway relocations and/or temporary detours. Alternatives 1, 7, 9, and 11 would result in residential relocations. All build alternatives would have visual character impacts resulting from the proximity of the proposed alternatives to existing residences and potential relocations for Alternatives 1, 7, 9, and 11. All build alternatives would have temporary construction-related impacts such as lane closures and/or temporary detours and construction noise.



Davis Street (CT 9203.02, BG 2)

Existing Conditions

This area is a dense mix of older single-family homes and mobile homes and is in a block group with a minority population of about 78% and a low-income population of about 44%, which indicates that EJ populations are likely present.

Potential Impacts

No direct impacts are anticipated with any of the build alternatives.

James Street (CT 9203.02, BG 2)

Existing Conditions

This area is located on the outskirts of Bishopville and is in a block group with a minority population of about 78% and a low-income population of about 44%, which indicates that EJ populations are likely present.

Potential Impacts

All build alternatives would have visual character impacts resulting from the proximity of the proposed alternatives to existing residences. All build alternatives would have temporary construction-related impacts such as lane closures and/or temporary detours and construction noise.

Wags Drive (CT 9203.02, BG 2)

Existing Conditions

This area includes homes along Wags Drive and a few surrounding single-family homes located along the Wisacky Highway (SC 341). Wags Drive consists of a mix of mobile homes and small single-family homes. The block group has a minority population of about 78% and a low-income population of about 44%, which indicates that EJ populations are likely present.

Potential Impacts

All build alternatives would have accessibility impacts such as permanent or temporary driveway relocations and/or temporary detours. All build alternatives would have visual character impacts resulting from the proximity of the proposed alternatives to existing residences. All build alternatives would have temporary construction-related impacts such as lane closures and/or temporary detours and construction noise. These potential impacts would mostly be near the intersection/tie-in of the proposed roadway and Wisacky Highway (SC 341).

Bradley Avenue (CT 9203.02, BG 3)

Existing Conditions

This area consists of a mix of housing. The block group has a minority population of about 80% and a low-income population of about 30%, which indicates that EJ populations are likely present. The Lee County Correctional Institution is located in the southeastern corner of this block group.

Potential Impacts

No direct impacts are anticipated with any of the build alternatives.

Magnolia Drive (CT 9203.02, BG 3)

Existing Conditions

This area is a mix of housing. Three housing apartment complexes (Cloverleaf Apartments, Ivy Terrace Apartments, and Spring Garden Apartments) are located on S. Lee Street. Smaller single-family homes



are concentrated along S. Lee Street, Maple Drive, and St. Charles Road (SC 154). The block group has a minority population of about 80% and a low-income population of about 30%, which indicates that EJ populations are likely present. The Lee County Correctional Institution is located in the southeastern corner of this block group.

Potential Impacts

Alternatives 2, 7, and 8 would have accessibility impacts such as permanent or temporary driveway relocations and/or temporary detours. Alternatives 2, 7, and 8 would have visual character impacts resulting from the proximity of these build alternatives to existing residences in the southern portion of the Magnolia Drive residential area. Alternatives 2, 7, and 8 would have temporary construction-related impacts such as lane closures and/or temporary detours and construction noise. These potential impacts would mostly be near the intersection of the proposed tie-in on St. Charles Road (SC 154) with Maple Drive.

Edgefield Drive

Existing Conditions

This area consists of homes located along St. Charles Road (SC 154) and Edgefield Drive. The block group has a minority population of about 88% and a low-income population of about 25%, which indicates that EJ populations are likely present.

Potential Impacts

Alternatives 3, 4, 9, 10, 11, and 12 would have accessibility impacts such as permanent or temporary driveway relocations and/or temporary detours. Alternatives 3, 4, 9, 10, 11, and 12 would result in residential relocations. Alternatives 3, 4, 9, 10, 11, and 12 would have community cohesion impacts due to the division of existing residences along Edgefield Drive by the proposed roadway. Alternatives 2, 3, 4, 7, 8, 9, 10, 11, and 12 would have visual character impacts resulting from the proximity of these build alternatives to existing residences along Edgefield Drive and potential relocations for Alternatives 3, 4, 9, 10, 11, and 12. Alternatives 2, 3, 4, 7, 8, 9, 10, 11, and 12 would have temporary construction-related impacts such as lane closures and/or temporary detours and construction noise. Currently, Wilkinson Road and a large, undeveloped parcel separate the residences along Edgefield Drive and St. Charles Road (SC 154). Access for these residences will operate as current conditions allow.

3.2.1 Summary of Impacts

No-Build Alternative

The No-Build Alternative would have no direct adverse impacts on environmental justice populations in the community. However, as compared to the build alternatives, the No-Build Alternative would result in increased truck traffic downtown and would not be consistent with plans to enhance the economic vitality of the area, which could result in the following adverse effects:

- Loss of potential short-term benefits including increased employment and earnings;
- Loss of potential long-term benefits including increased economic activity associated with increased spending in the short- and long-term due to the additional jobs and earnings;
- Loss of potential for long-term indirect and cumulative economic benefits of downtown revitalization initiatives; and
- Loss of potential for long-term economic benefits associated with increased access to commercial/industrial property and enhanced connectivity to the statewide highway network.



Traffic noise impacts occur when the predicted traffic noise levels either approach (within 1-dBA of the NAC for each land use category) or exceed the NAC, or when the predicted noise levels substantially exceed the existing noise levels (15 dBA). Based on the land use category and predicted noise levels (2045), the No-Build Alternative results in two noise impacts: one NAC Category B (residential) receiver and one NAC Category E (hotels, motels, offices, restaurants/bars) receiver that are both located along Main Street (US 15). The *Bishopville Truck Route Project Traffic Noise Analysis* (2020) provides more detail on traffic noise analysis.

Build Alternatives

As discussed in the *Bishopville Truck Route Project Community Impact Assessment* (2021) and the *Bishopville Truck Route Project Abbreviated Visual Impact Assessment* (2021), the project would result in direct community impacts such as noise, visual, and other physical environment changes. Eight of the build alternatives would likely require the relocation of residents and/or businesses, but overall the number of relocations is minimal, and long-term disruption to residential areas is not anticipated.

The number of relocations under Build Alternatives 1, 3, 4, 7, 9, 10, 11, and 12 range from three to eight relocations. Alternatives 9 and 11 would require the most relocations (seven and eight, respectively). Alternatives 2, 5, 6 (Preferred Alternative), and 8 would not require any relocations.

Recommended Preferred Alternative

Alternative 6 (Preferred Alternative) would not result in any relocations. Detailed views of the Preferred Alternative and the surrounding residential areas are shown in **Figure 6a-6c**.

Overall, the Preferred Alternative would have no long-term adverse impacts on community cohesion, community resources, or noise. The Preferred Alternative would have accessibility impacts for the Dixon Drive and Wags Drive residential areas such as permanent or temporary driveway relocations and/or temporary detours. The Preferred Alternative would have visual character impacts for the Dixon Drive, James Street, and Wags Drive residential areas resulting from the proximity of the Preferred Alternative to existing residences. The Preferred Alternative would have construction-related impacts for the Dixon Drive, James Street, and Wags Drive residential areas such as lane closures and/or temporary detours and construction noise.

3.3 MITIGATION

EJ principles apply to planning and programming activities, and early planning activities are a critical means to avoid disproportionately high and adverse effects in programs, policies, and activities.

If relocations are unavoidable, the acquisition and relocation process would be conducted in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended, which is the primary law for acquisition and relocation activities on federal or federally-assisted projects. The law prohibits uniform policy and procedures for the acquisition of real property by all agencies that receive financial assistance for any project of the US Government. The SCDOT Right-of-Way (ROW) Department is responsible for the acquisition of land and right-of-way for highway construction projects. The SCDOT ensures that persons displaced receive fair, uniform, and equitable treatment and that such persons shall not suffer disproportionate injuries as a result of the projects designed for the benefit of the public as a whole.



More information on ROW acquisition and relocations is available in the *SCDOT Department of Right-of-Way's Acquisition Manual* and *SCDOT Department of Right-of-Way's Relocation Assistance Manual*. In addition to conforming with the *Uniform Relocation Act*, mitigation measures will also include:

- Continuing to identify design modifications through final design to minimize impacts;
- Meeting with neighborhood organization and business community representatives;
- Coordinating with emergency service providers, schools, and other community resources that may be affected by construction activities to minimize construction impacts; and
- Scheduling construction operations for off-peak hours when reasonable/feasible.

3.4 ENVIRONMENTAL JUSTICE DETERMINATION

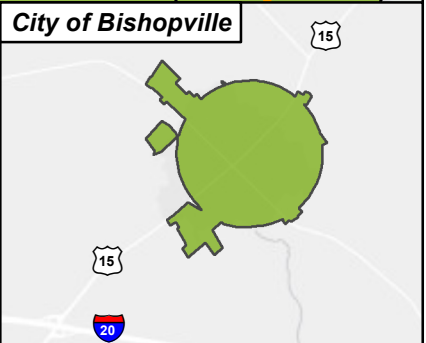
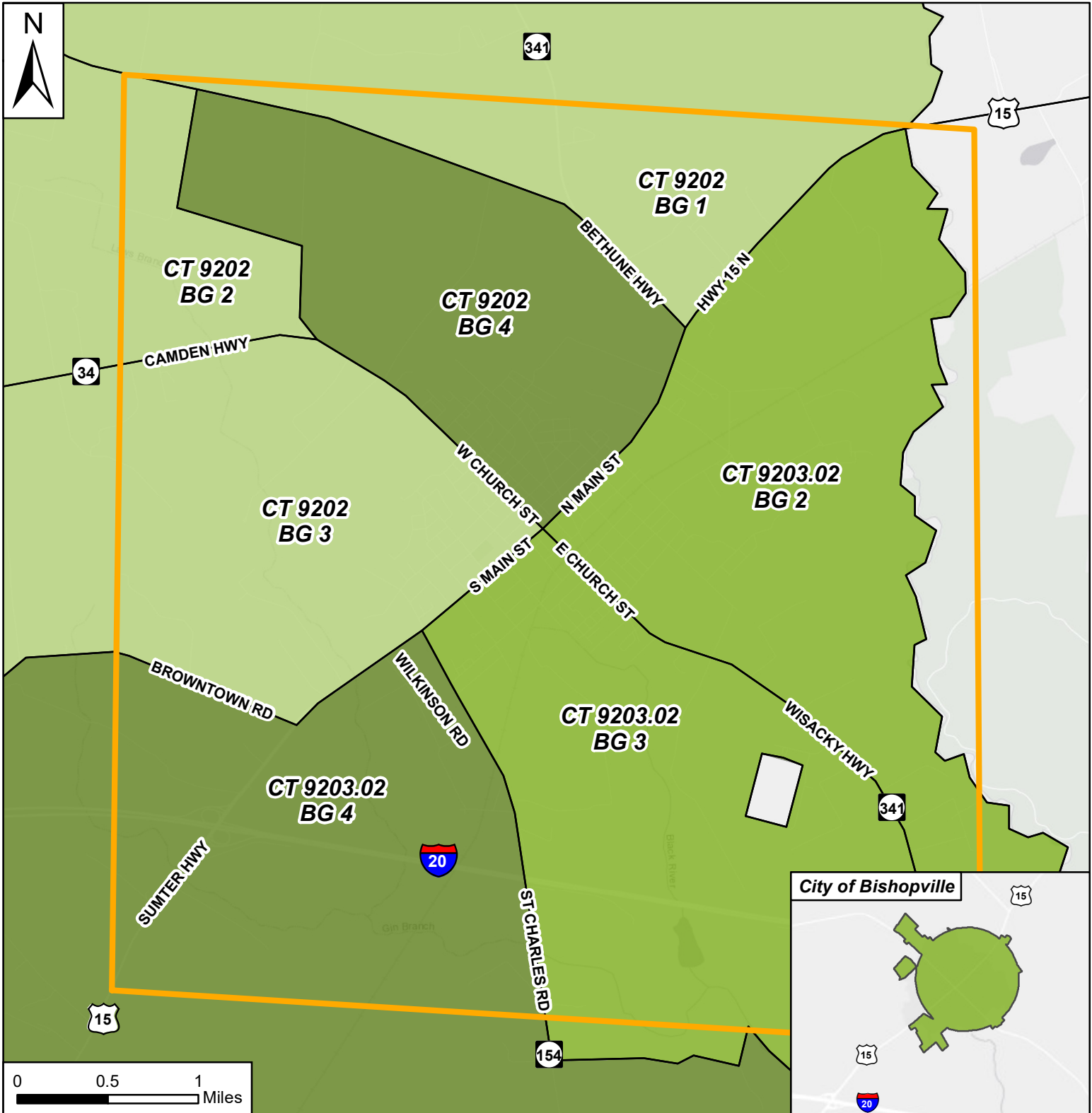
As discussed in the *Bishopville Truck Route Project Community Impact Assessment (2021)* and the *Bishopville Truck Route Project Abbreviated Visual Impact Assessment (2021)*, the project would result in minimal direct community impacts such as noise, visual, and other physical environment changes.

Disproportionate high and adverse effects on community groups and community resources that serve EJ populations are not anticipated from the proposed project, as there are no long-term adverse impacts on community resources identified in the study area. The project is expected to have a positive impact on the aesthetics due to reduced truck traffic and noise on community focal points of Bishopville downtown (e.g., historic structures and other gathering places downtown).

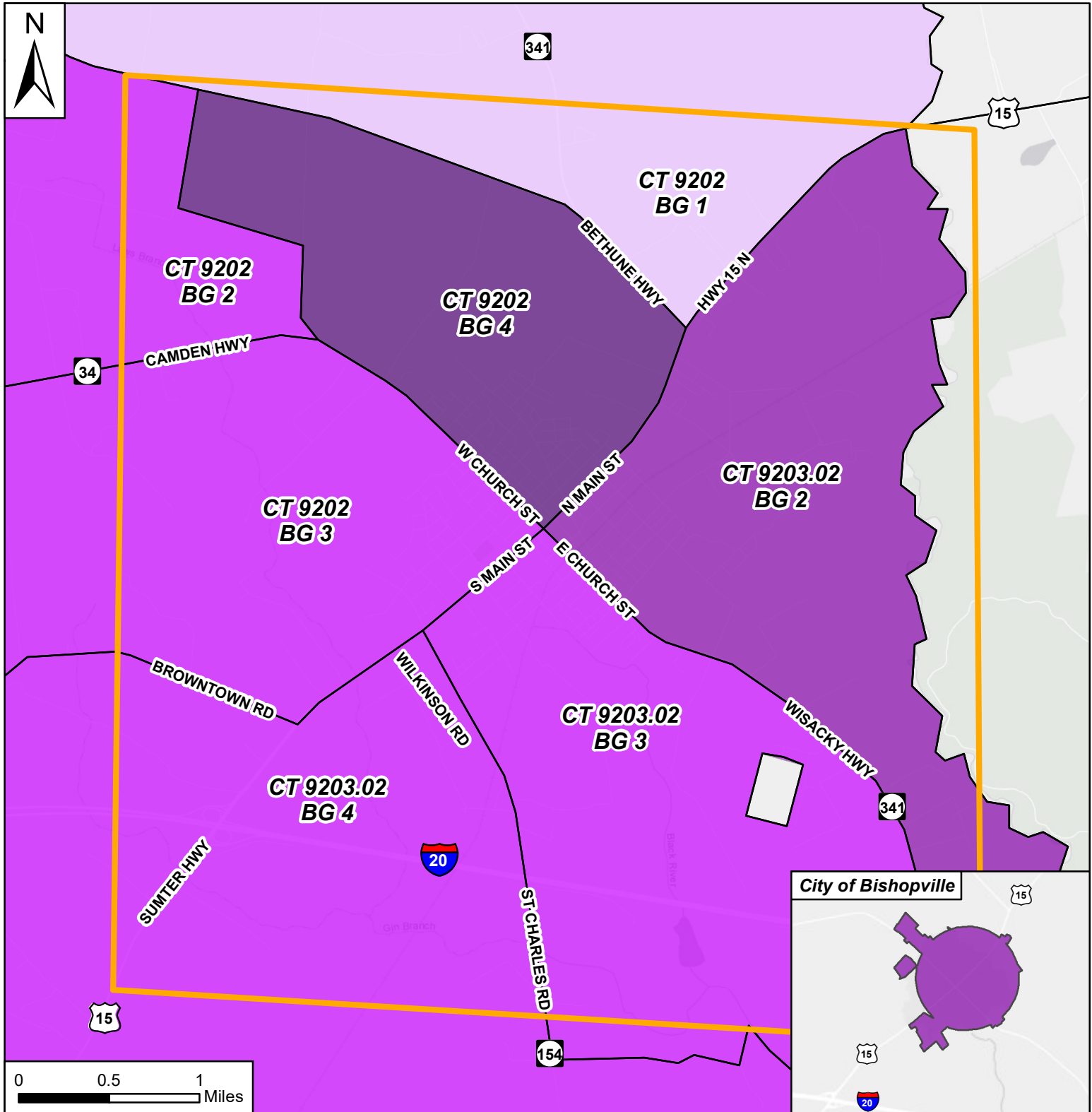
Given that the project is in a rural area with limited bicycle and pedestrian facilities, the effects on community cohesion and the quantity or quality of human interaction are expected to be minimal and are not expected to create or eliminate barriers to interaction. The project is expected to complement community goals for redeveloping downtown, which is a focal point for Bishopville, and improve safety downtown for pedestrians and bicyclists by reducing truck traffic. The local community—including EJ populations—would benefit from the project through:

- Employment opportunities from construction and potential redevelopment/development;
- Positive economic gains in the form of increased wages and spending;
- Improved mobility through the project vicinity and reduced travel times;
- Improved safety for pedestrians, bicyclists, and motorists in downtown Bishopville; and
- Enhanced access and connectivity in the transportation network.


Therefore, per FHWA EJ guidance documents and *DOT Order 5610.2(c)*, the context and intensity of the potential impacts of the Bishopville Truck Route Project were factors in determining whether or not EJ populations would bear a disproportionate burden of the negative human and environmental impacts. Based on the community impact assessment of existing conditions and analysis of potential impacts, the conclusion is that none of the build alternatives (Alternatives 1-12) would result in disproportionately high and adverse effects on any minority or low-income populations. In accordance with the provisions of *DOT Order 5610.2(c)*, *EO 12898*, and *FHWA Order 6640.23A*, no further EJ analysis is required.







<p>Minority Population Percentage</p> <ul style="list-style-type: none"> 40.1% - 60% 60.1% - 80% 80.1% - 100% 		<p> Study Area</p>	<p>Bishopville Truck Route Project Environmental Justice Assessment</p>	
			<p>November 2021</p>	
			<p>Minority Population</p>	<p>Figure 3</p>



Population Below Poverty Level

 Study Area

-  <10%
-  10.1% - 30%
-  30.1% - 50%
-  >50%

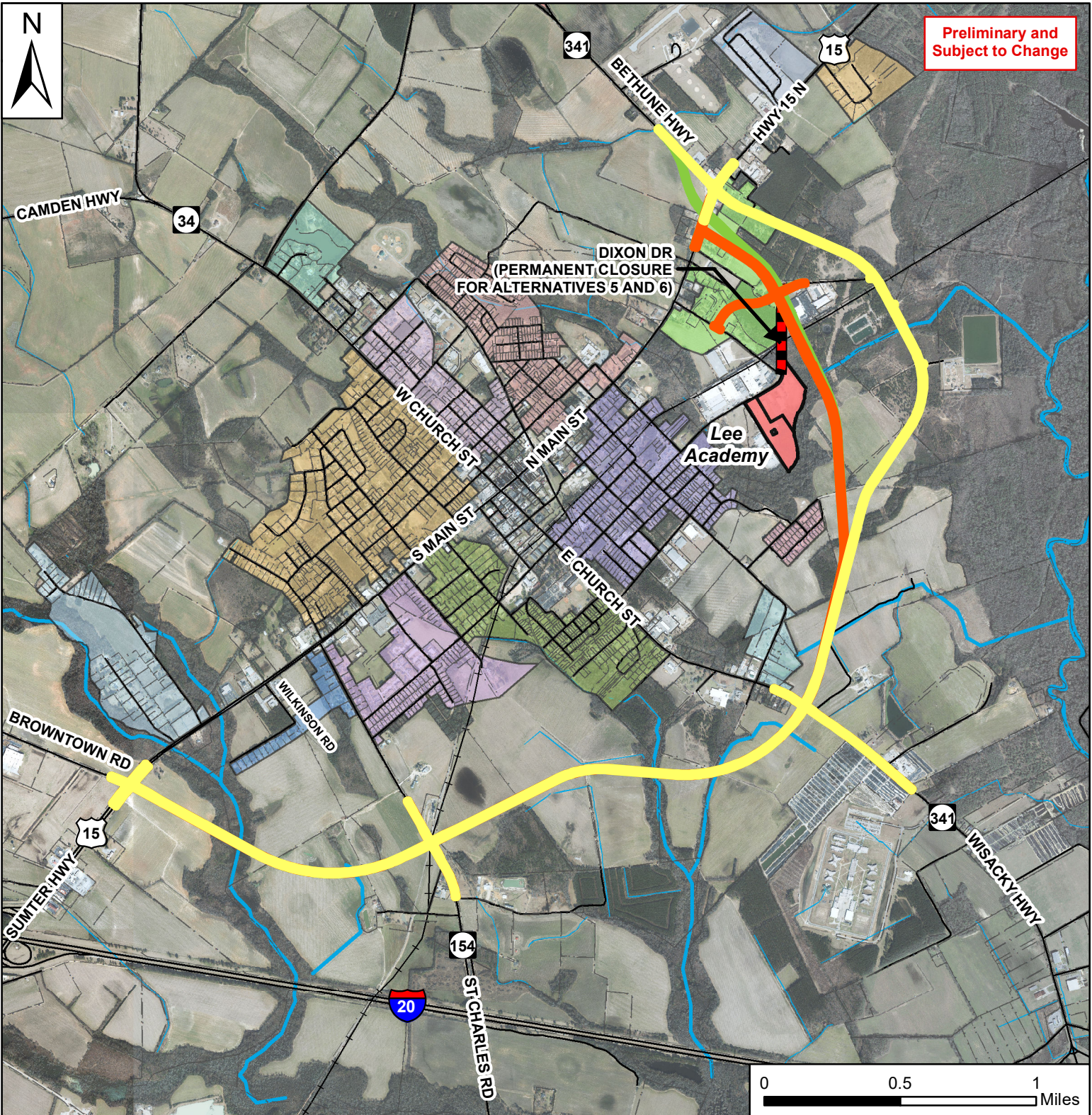
**Bishopville Truck Route Project
Environmental Justice
Assessment**

November 2021

Low-Income
Population

Figure

4



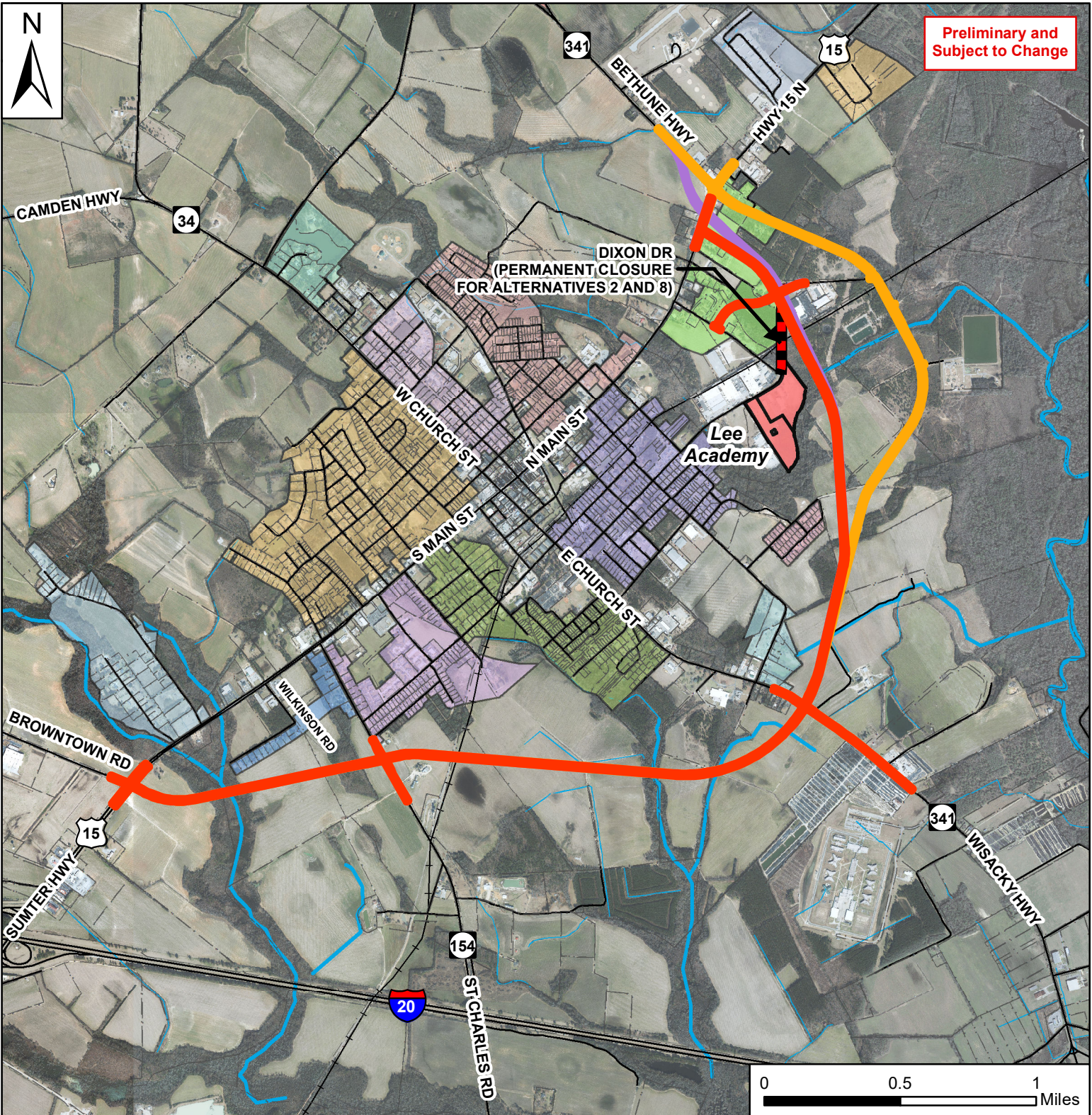
Preliminary and Subject to Change

- Permanent Road Closure
- Rivers and Streams
- Road
- SCRF Railroad
- Alternative 1
- Alternative 5
- Alternative 6
- Parcel

- Bradley Ave Res. Area
- Broad Acres Res. Area
- Calhoun Res. Area
- Davis Street Res. Area
- Dennis Avenue Res. Area
- Dixon Drive Res. Area
- Edgefield Drive Res. Area

- James Street Res. Area
- Julia Drive Res. Area
- Lucknow Res. Area
- Magnolia Drive Res. Area
- Price Lane Res. Area
- Roland Street Res. Area
- Tim's Drive Res. Area
- Wags Drive Res. Area

Bishopville Truck Route Project Environmental Justice Assessment	
November 2021	
Residential Areas – Alternatives 1, 5, and 6	Figure 5a



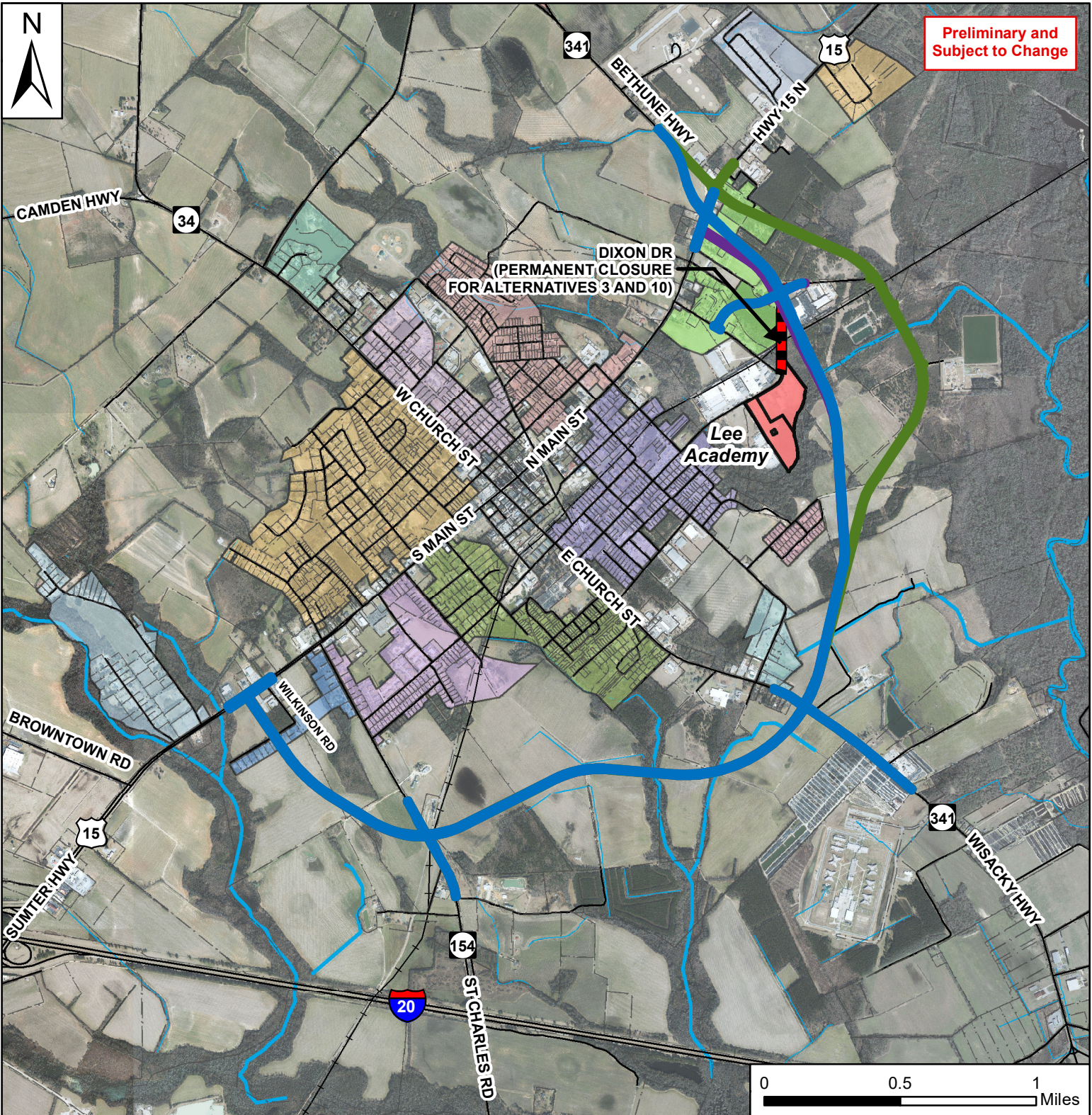
Preliminary and Subject to Change

- Permanent Road Closure
- Rivers and Streams
- Road
- SCRF Railroad
- Alternative 2
- Alternative 7
- Alternative 8
- Parcel

- Bradley Ave Res. Area
- Broad Acres Res. Area
- Calhoun Res. Area
- Davis Street Res. Area
- Dennis Avenue Res. Area
- Dixon Drive Res. Area
- Edgefield Drive Res. Area

- James Street Res. Area
- Julia Drive Res. Area
- Lucknow Res. Area
- Magnolia Drive Res. Area
- Price Lane Res. Area
- Roland Street Res. Area
- Tim's Drive Res. Area
- Wags Drive Res. Area

<i>Bishopville Truck Route Project Environmental Justice Assessment</i>	
<i>November 2021</i>	
Residential Areas – Alternatives 2, 7, and 8	Figure 5b



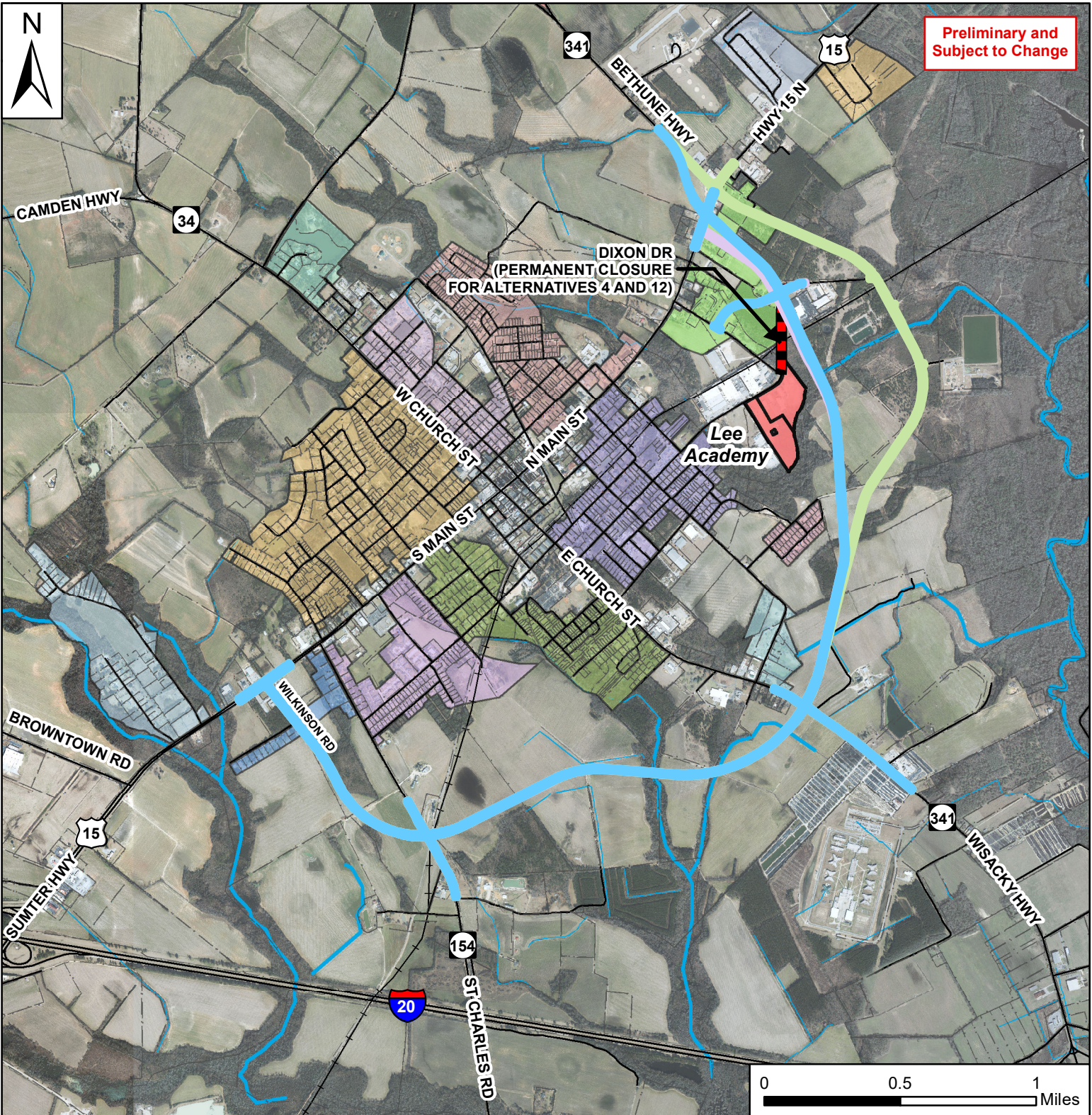
Preliminary and Subject to Change

- Permanent Road Closure
- Rivers and Streams
- Road
- SCRF Railroad
- Alternative 3
- Alternative 9
- Alternative 10
- Parcel

- Bradley Ave Res. Area
- Broad Acres Res. Area
- Calhoun Res. Area
- Davis Street Res. Area
- Dennis Avenue Res. Area
- Dixon Drive Res. Area
- Edgefield Drive Res. Area

- James Street Res. Area
- Julia Drive Res. Area
- Lucknow Res. Area
- Magnolia Drive Res. Area
- Price Lane Res. Area
- Roland Street Res. Area
- Tim's Drive Res. Area
- Wags Drive Res. Area

Bishopville Truck Route Project Environmental Justice Assessment	
November 2021	
Residential Areas – Alternatives 3, 9, and 10	Figure 5c



Preliminary and Subject to Change

DIXON DR (PERMANENT CLOSURE FOR ALTERNATIVES 4 AND 12)

Lee Academy

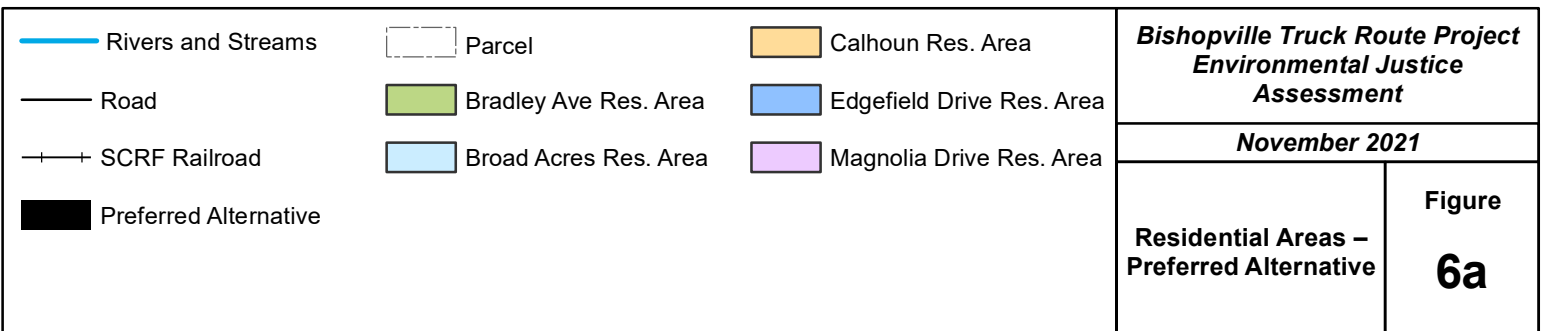
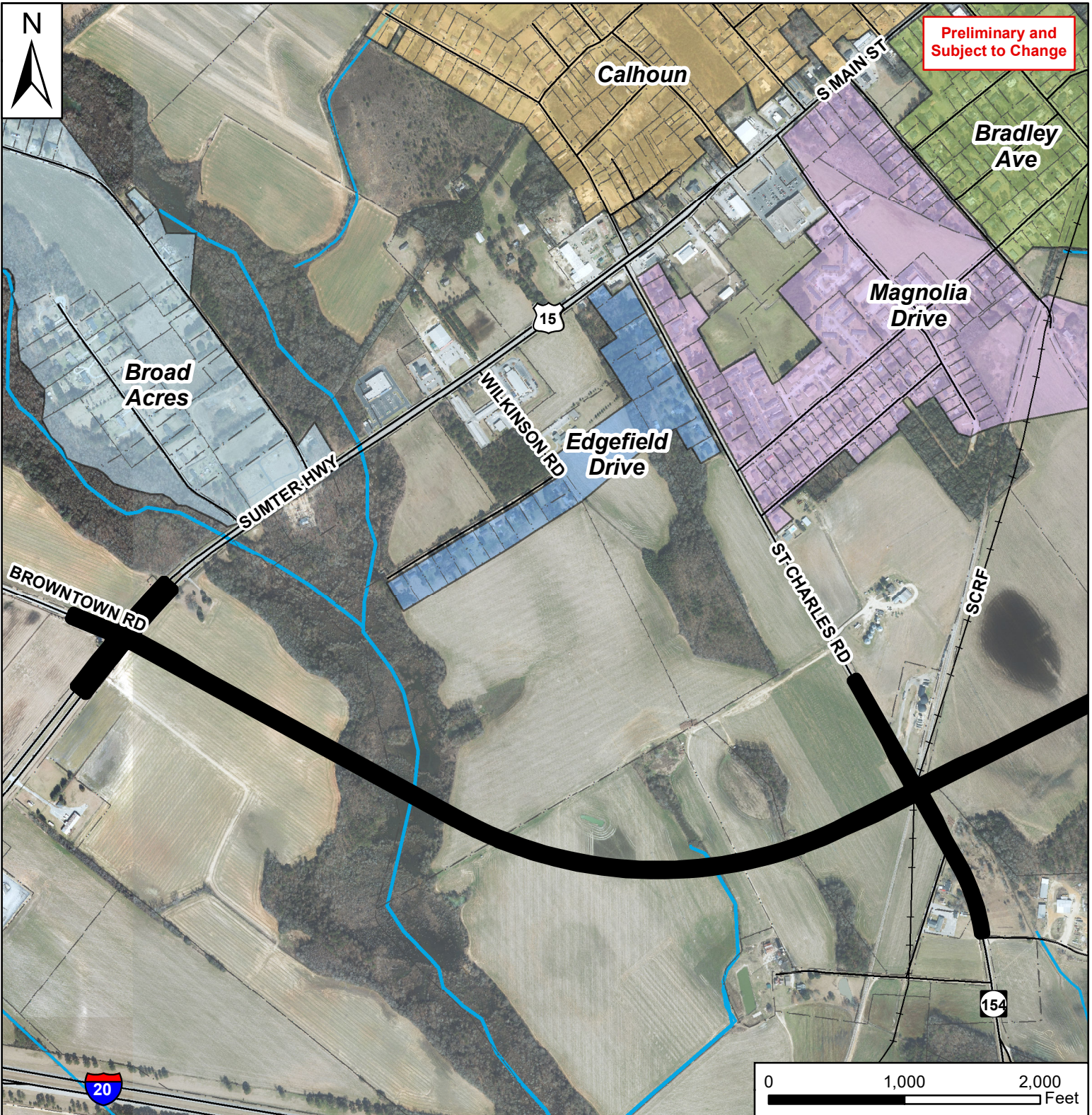
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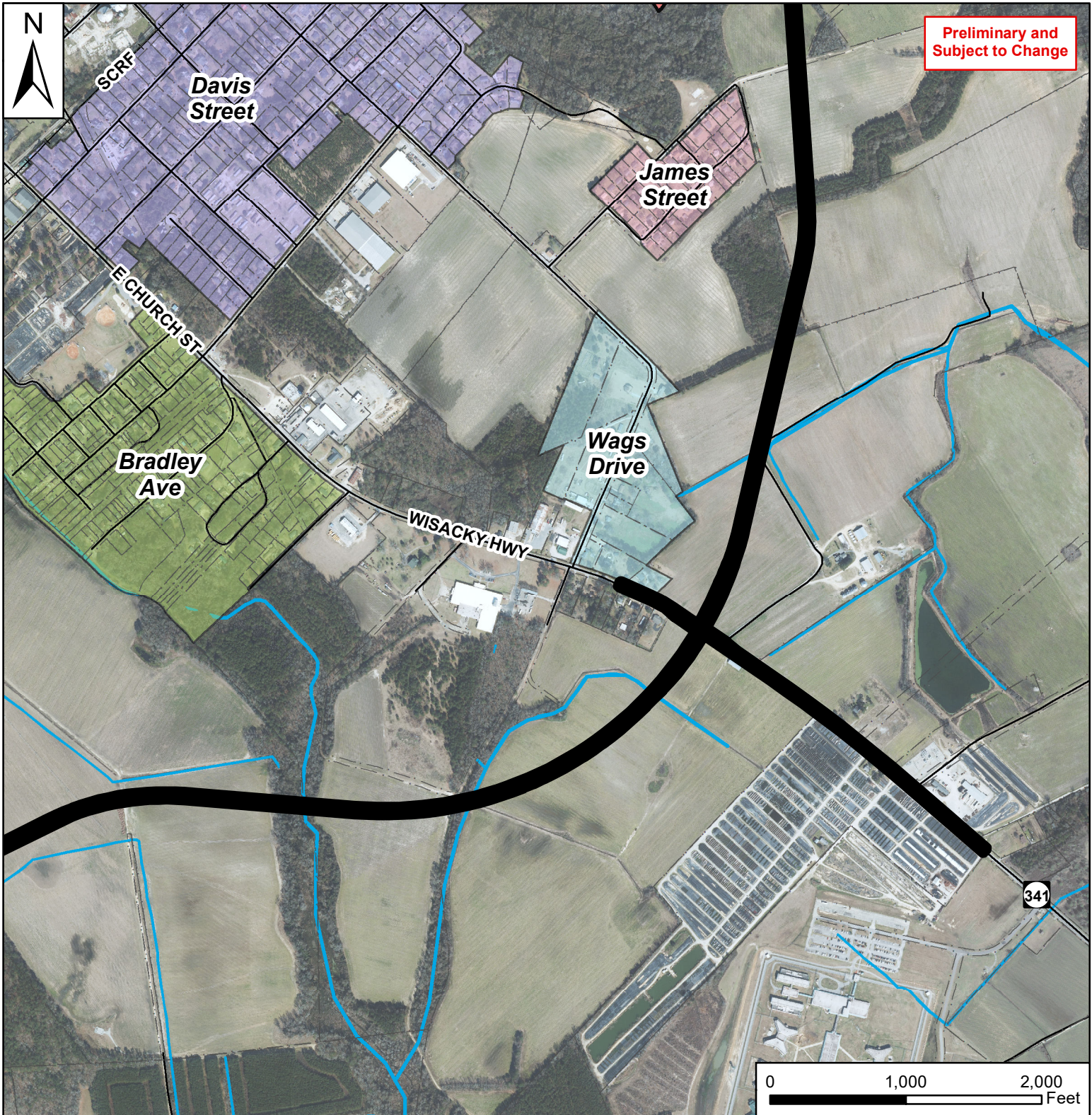
Permanent Road Closure	Bradley Ave Res. Area	James Street Res. Area
Rivers and Streams	Broad Acres Res. Area	Julia Drive Res. Area
Road	Calhoun Res. Area	Lucknow Res. Area
SCRF Railroad	Davis Street Res. Area	Magnolia Drive Res. Area
Alternative 4	Dennis Avenue Res. Area	Price Lane Res. Area
Alternative 11	Dixon Drive Res. Area	Roland Street Res. Area
Alternative 12	Edgefield Drive Res. Area	Tim's Drive Res. Area
Parcel	Wags Drive Res. Area	

**Bishopville Truck Route Project
Environmental Justice
Assessment**

November 2021

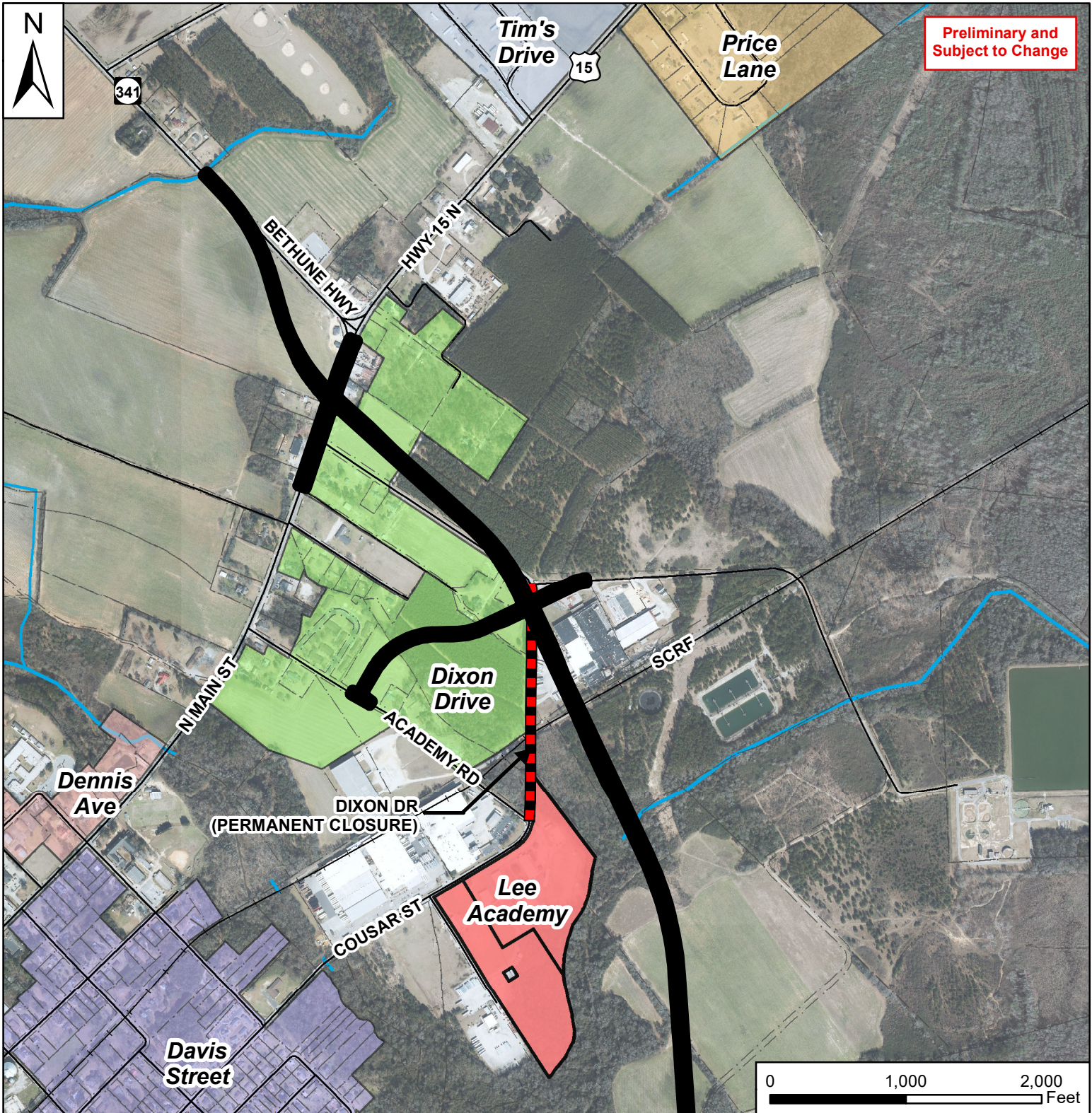
Residential Areas – Alternatives 4, 11, and 12	Figure 5d
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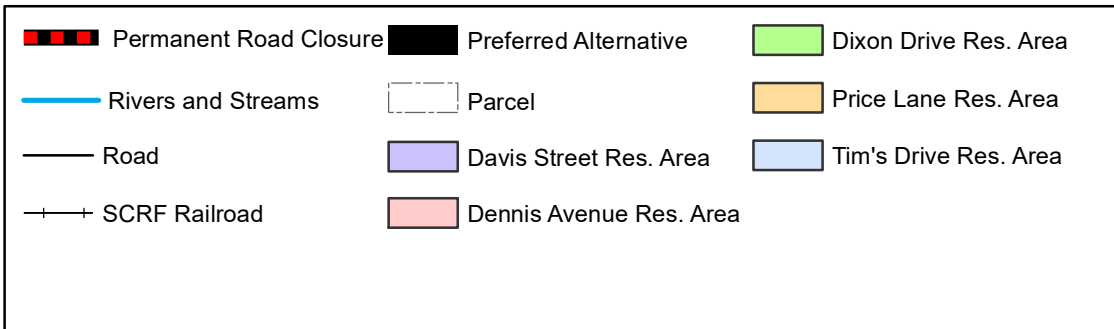


Preliminary and Subject to Change

Rivers and Streams	Preferred Alternative	Davis Street Res. Area	Bishopville Truck Route Project Environmental Justice Assessment November 2021
Road	Parcel	James Street Res. Area	
SCRF Railroad	Bradley Ave Res. Area	Wags Drive Res. Area	
			Residential Areas – Preferred Alternative
			Figure 6b



Preliminary and Subject to Change



Bishopville Truck Route Project Environmental Justice Assessment	
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Residential Areas – Preferred Alternative	Figure 6c



4 Public Outreach and Engagement

The goal of SCDOT outreach efforts was to reach the following groups in the City of Bishopville limits as well as surrounding communities:

- Property owners within the outreach area;
- People, property, and businesses potentially impacted by the proposed project;
- Community organizations;
- Special interest groups; and
- Environmental Justice and Title VI-related groups and organizations and Limited English Proficiency populations

As noted in the *Bishopville Truck Route Project Agency Coordination and Public Involvement Plan (2019)*, multiple strategies were used to involve a widespread and diverse public through an accessible and transparent public involvement process. This process used multiple ways to address concerns, answer questions, and inform the public with answers to frequently asked questions, informational videos, and a diversity of staff members at public meetings.

Meeting attendees, as well as individuals that contacted SCDOT staff members via phone or email, were provided with factual and consistent information on the project process, possible outcomes, and potential impacts from project alternatives.

The following sections discuss the various public outreach efforts to date for the project. Public outreach and engagement is an ongoing process and more efforts will be coordinated in the future.

4.1 POSTCARDS AND LETTERS

Postcards and letters were used as notifications for upcoming public meetings. These materials were distributed at least two weeks prior to each community meeting to ensure maximum notification and participation. Printed information included the time, date, location, and detailed specifics about upcoming meetings.

4.2 WEBSITE

A project website was created (www.scdot.org/inside/BishopvilleTruckRoute/) to offer the public 24/7 access to current information and documents related to the project. This site includes information geared to help decrease public misinformation regarding the project and provide insight into the environmental review process. The information is clear and timely so the public can provide relevant input based on their understanding of the project and the process. SCDOT provides updates to the website regularly to ensure the most current and accurate information is available. Requests were made to the SLRCOG, county, and city governmental agencies to link the project website to their websites. The SLRCOG added a link from their Transportation page to the Bishopville Truck Route project.

4.3 COMMUNITY LISTENING SESSIONS

The SLRCOG hosted a series of listening sessions on March 1 and March 2, 2017, in Bishopville. Participants included downtown Bishopville business owners, stakeholders from the agricultural and industrial sectors, and non-governmental organization (NGO) representatives. Over the two days, 28 participants attended the four sessions. Stakeholders provided information on problems in downtown Bishopville, identified specific concerns related to their interest, identified concerns associated with a



new route such as how it could influence economic development in the Bishopville area, and suggested strategies to maximize public outreach and involvement.

Downtown Commercial Sector

This listening session was held on March 1, 2017, in the Bishopville Cotton Museum and had 12 participants in attendance. Participants noted that heavy truck traffic was not an issue until the raised medians were installed on Main Street (US 15) as part of a road diet. The presence of heavy trucks downtown raised safety concerns for Main Street (US 15) business patrons. Also, participants suggested truckers speed through downtown to avoid stopping at signals. Participants also noted that the speed and volume of heavy trucks through downtown present multiple safety concerns for business patrons, including the proximity of trucks to on-site street parking, as well as downtown walkability.

Agricultural Sector

This listening session was held on March 2, 2017, at the Clemson Extension Center and had nine attendees representing the agricultural sector. Participants suggested there is not an issue with truck traffic through downtown and that diverting trucks to a designated truck route would impact downtown businesses. Participants suggested reconfiguring Main Street (US 15) back to a four-lane roadway, using funds to repair local roads and bridges, and waiting for new industry to move into the area before considering a truck route.

Industrial Sector

This listening session was held on March 2, 2017, at the City/County Building and had three attendees representing the industrial sector. The Coca-Cola plant was the main topic of discussion. The planning of the truck routes from the plant is determined by offices outside of Bishopville. Approximately 100 trucks daily travel to and from the plant seven days a week. The truck movement is on Wags Drive to E. Church Street (SC 341) and continues east to I-20. Coca-Cola representatives stated they were not aware of complaints about trucks from surrounding neighbors.

Non-Governmental Organizations

Four people attended the listening session for Non-Governmental Organizations (NGOs) held on March 2, 2017, at the City/County Building in downtown Bishopville. Participants expressed concern with heavy truck traffic downtown. The group also had concerns with rerouting trucks away from downtown, including noise, safety, and the potential for crashes near schools and the federal prison.

4.4 PUBLIC MEETINGS

SCDOT has held a number of public meetings throughout the project-planning process to keep the public informed on key decisions and get input. A presentation was given at each meeting describing the project progress and attendees were encouraged to provide comments. In addition to the public meetings, SCDOT and the project planning team met with local officials and stakeholders to answer questions, discuss feedback from previous meetings, and provide details about the information to be presented in upcoming public meetings. Stakeholders included City and county staff, City Council members, the Chamber of Commerce, business and farm owners, and environmental organizations. Meeting participants were provided with multiple options to provide input, including written comment forms, and directly to the Coordination Team.

Public Meeting (February 19, 2015)



SCDOT and SLRCOG held a public meeting to kick off the project-planning process after deciding to move forward with the project and the preparation of an EIS.

Public Scoping Meeting (May 9, 2017)

The purpose of the meeting was to provide an overview of the NEPA process and present the project's draft Purpose and Need statement. A total of 83 people attended, with 44 comments submitted during the comment period. Many of the comments expressed support for the project and provided personal observations of the negative impacts of increasing truck traffic. Others provided comments stating their opposition to the project due to impacts on landowners, environmental concerns, and the cost of the project versus other needs in the community.

Elected Officials – Joint Council Meeting (July 25, 2017)

The Lee County Council and the City of Bishopville Council attended the Elected Officials Briefing. The purpose of the meeting was to reintroduce the project with a presentation on the project's history and explain the steps to be implemented for the preparation of an EIS. The presentation included details discussed in the Public Scoping Meeting held on May 9, 2017, and a draft list of potential stakeholders was provided to the council members. The group identified a few key people to represent the neighboring communities to be included in the stakeholder group.

Stakeholder Meeting (October 26, 2017)

At the first stakeholder meeting, the stakeholders were introduced to the project team and presented with the information shown in the Public Scoping Meeting and the Joint Council Meeting. The presentation included the project background, scoping process, and steps needed for the preparation of the EIS. The stakeholders were also provided with comments received from the Public Scoping Meeting.

Stakeholder Meeting and Public Information Meeting (June 7, 2018)

The purpose of the meeting was to present preliminary build alternative corridors under evaluation. The design details of each alternative were presented along with the challenges associated with the proposed alternatives. A total of 67 people attended, with 22 comments received during the comment period. Many of the comments were in favor or opposition to specific routes. Others expressed support for the No-Build Alternative as they were opposed to the project.

Stakeholder Meeting and Public Information Meeting (August 22, 2019)

The purpose of the public meeting was to present the build alternatives, discuss the next steps in the evaluation process, and gather comments on the project. Details about the alternative-screening process used to identify potential impacts were presented. Displays were provided for viewing by the attendees after the presentation and project team members were available to answer questions. Approximately 100 people attended the meeting, with 22 comments received during the comment period. Similar to the 2018 meeting, comments were split in support of and in opposition to the project.

A stakeholder meeting was held prior to the public information meeting. The meeting was attended by 22 members of the stakeholder group and the public. Attendees had the opportunity to review the proposed build alternatives, ask questions, and provide comments. The discussion included reasons for the location of alternatives, project schedule, impacts to landowners, and funding for the project.



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