



APPENDIX F. BISHOPVILLE TRUCK ROUTE PROJECT COMMUNITY IMPACT ASSESSMENT

**BISHOPVILLE TRUCK ROUTE
PROJECT
(S-69-08)
COMMUNITY IMPACT
ASSESSMENT**



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Prepared for:

Federal Highway Administration

&

South Carolina Department of Transportation

November 2021



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1. Introduction

The *National Environmental Policy Act (NEPA) of 1969*, as amended, requires federal agencies to consider how their actions may impact the human, natural, and cultural environments. This is accomplished through technical evaluations, including a Community Impact Assessment (CIA), which documents the effects of a project on the surrounding communities and their quality of life. This CIA documents potential impacts on aspects of the human environment, including:

- Land Use
- Travel Patterns and Accessibility
- Community Cohesion
- Economics
- Community Resources
- Noise
- Visual Character/Aesthetics
- Construction Impacts
- Property Acquisition and Relocation

This CIA is written as an independent report and appended to the *Bishopville Truck Route Project Draft Environmental Impact Statement (2021)*. Indirect and cumulative effects (ICE) are discussed only to the extent that they pertain to surrounding communities. The *Bishopville Truck Route Project Environmental Justice Assessment (2021)* includes discussion and analysis of potential project effects on environmental justice populations.

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 *NEPA*. 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 HISTORY AND BACKGROUND

There is a long history associated with the Bishopville Truck Route Project. A timeline illustrating the history of the project is shown in **Exhibit 1**. The Santee-Lynches Regional Council of Governments (SLRCOG) identified a need to divert truck traffic from Main Street (US 15) in downtown Bishopville through their Long-Range Transportation Planning (LRTP) process.

In 2009, the SCDOT and SLRCOG prepared the *Advanced Project Planning Report (APPR)* for a possible truck route from I-20 to Browntown Road. The *APPR* documented a preliminary evaluation of the study area that assessed the potential benefits, impacts, and areas of concern to the human and natural environment of a roadway improvement project. The goal of the proposed project was to relieve and discourage truck traffic, reduce truck noise, and encourage pedestrian movements in the central business district.

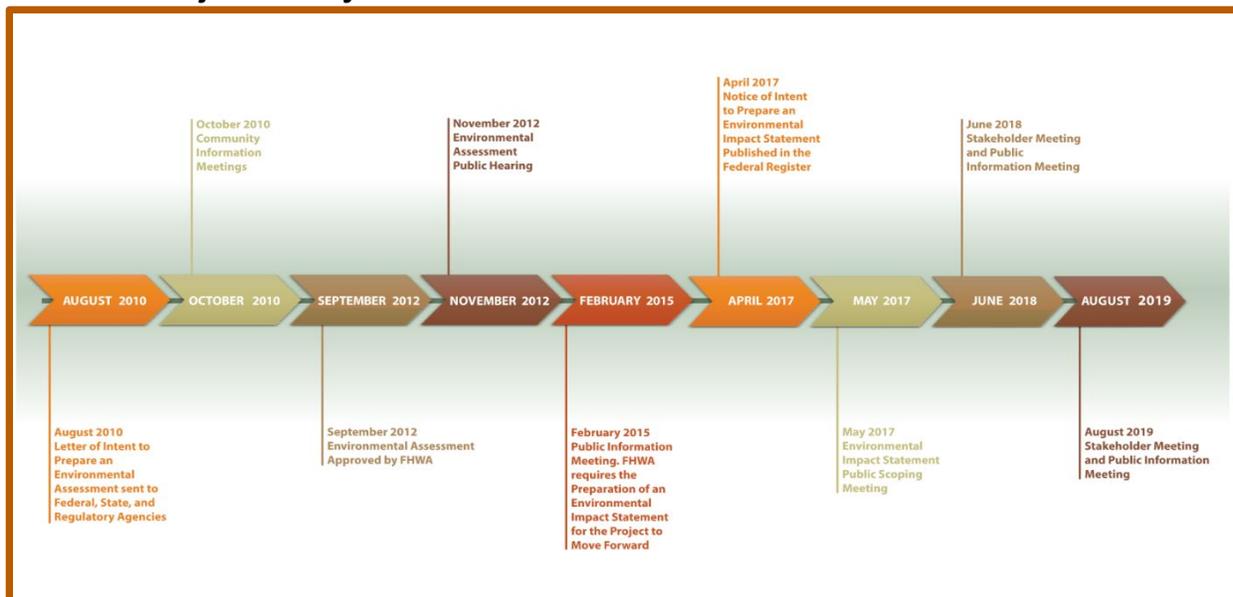
The *NEPA* process for the project was initiated in 2010 and SCDOT prepared an Environmental Assessment (EA). The EA, which was approved in September 2012, analyzed seven alternate routes for



heavy trucks traveling on Main Street (US 15) through downtown Bishopville and a no-build alternative and identified a preferred alternative. At the November 2012 public hearing, a majority of those in attendance were not in favor of the project. Subsequently, the City of Bishopville and Lee County passed resolutions against the Preferred Alternative. More recent correspondence from the City of Bishopville and Lee County expressing support for the project can be found in the DEIS.

Because of the resolutions opposing the Preferred Alternative and the public controversy associated with the project, FHWA informed SCDOT that an environmental impact statement (EIS) would have to be prepared if the SLRCOG wanted the project to move forward. A public information meeting was held in February 2015 to update the public on the current project status and to present options for moving the project forward. In a March 27, 2017 letter to SCDOT, the SLRCOG communicated their desire to proceed with the project and preparation of an EIS, and a Notice of Intent (NOI) to prepare an EIS was published in the Federal Register on April 14, 2017. Please see Chapter 1 of the DEIS for more information on project history.

Exhibit 1. Project History





1.3 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 2**).

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 3**).

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 4**).

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 5**).

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 2**).

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 2**).

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 3**).

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 3**).



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 4**).

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 4**).

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 5**).

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 5**).



Exhibit 2. Alternatives 1, 5, and 6

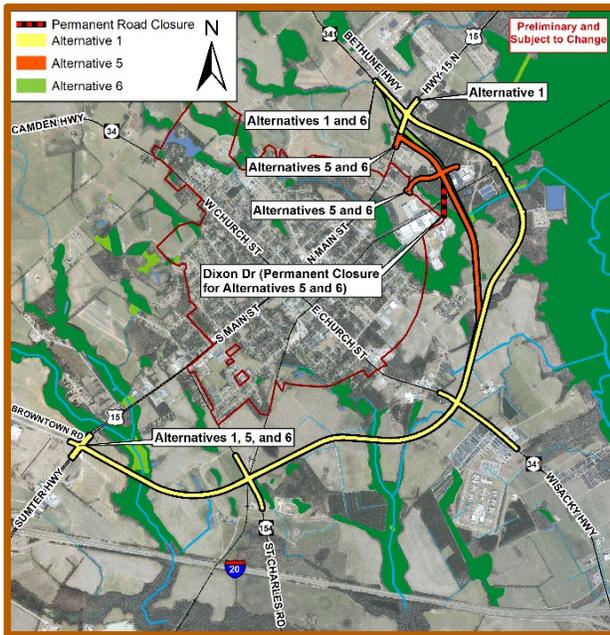


Exhibit 3. Alternatives 2, 7, and 8

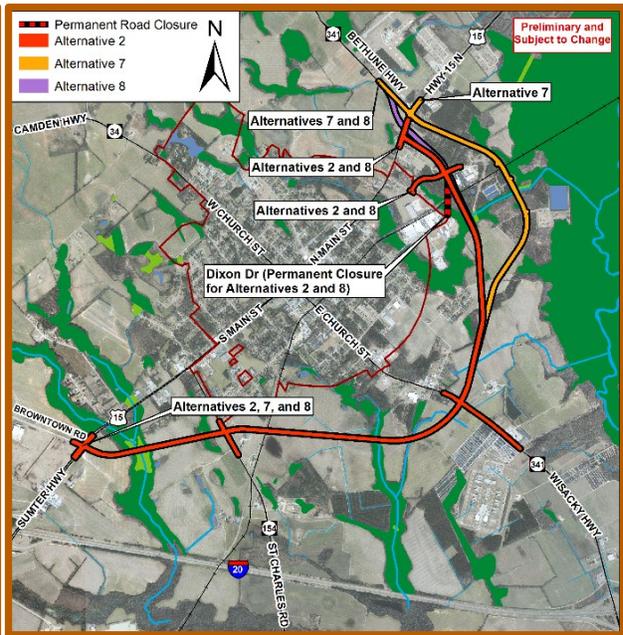


Exhibit 4. Alternatives 3, 9, and 10

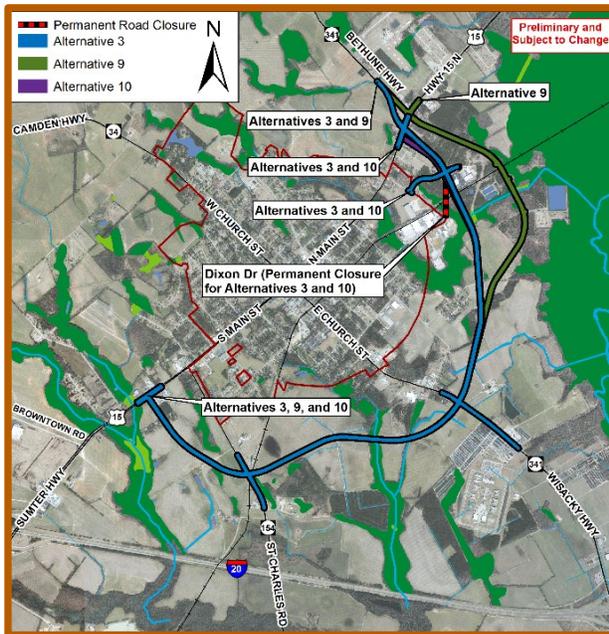
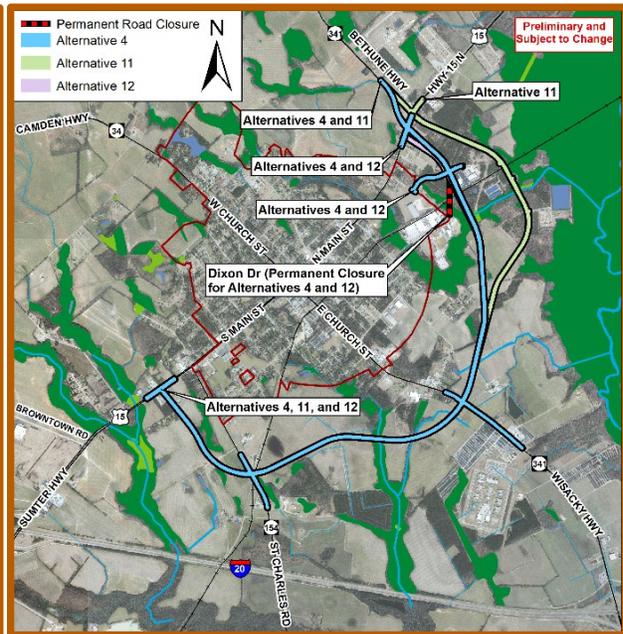


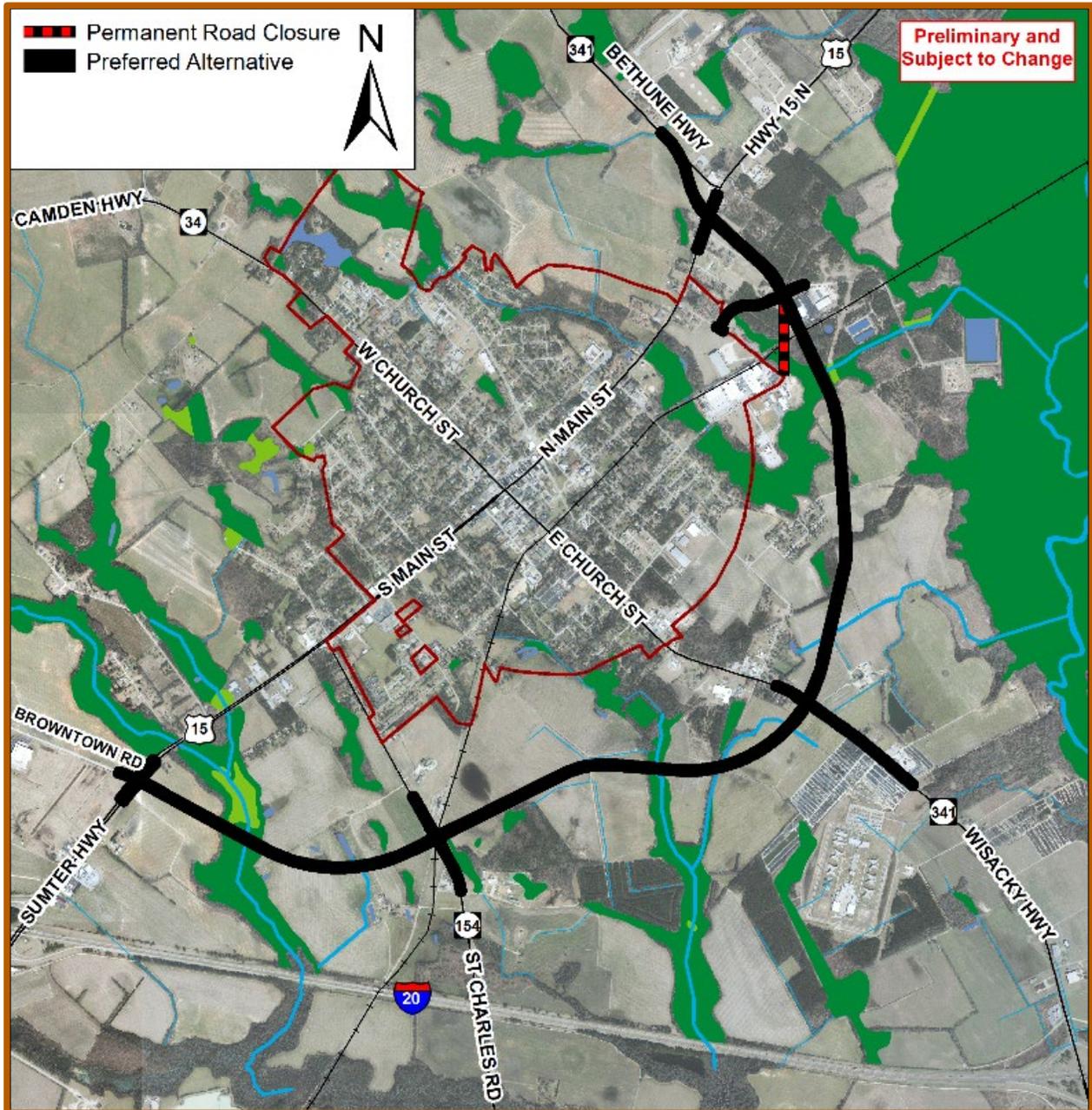
Exhibit 5. Alternatives 4, 11, and 12

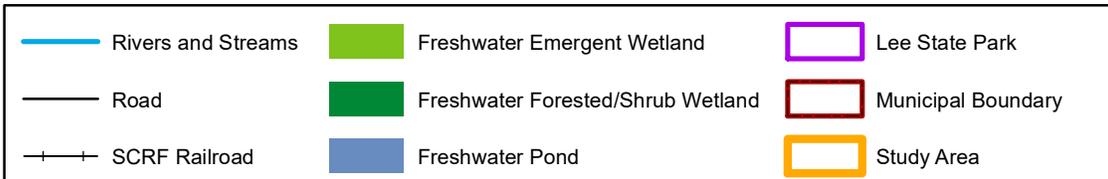
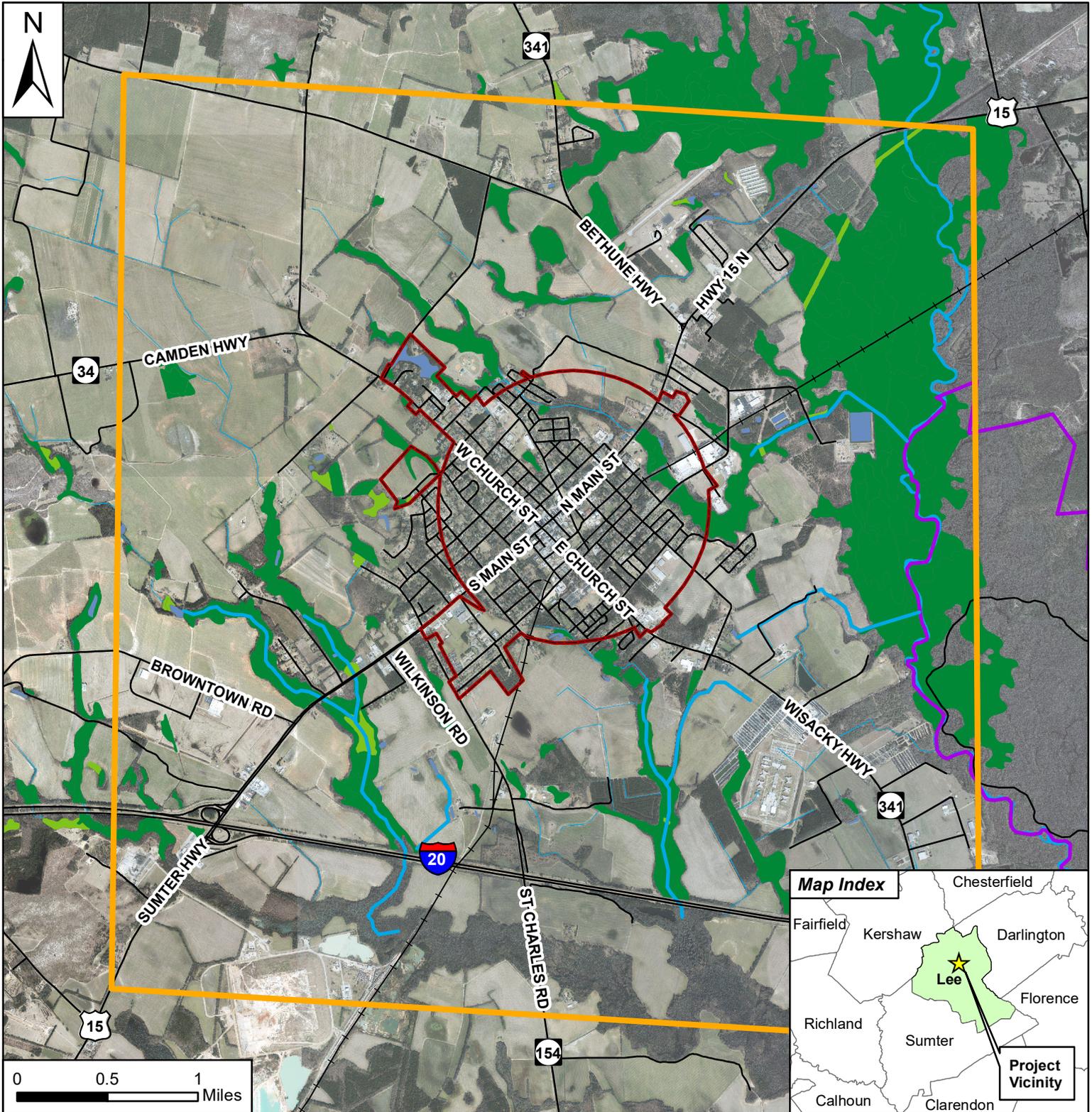




Based on the analyses presented in the DEIS, SCDOT is recommending Alternative 6 as the Preferred Alternative (**Exhibit 6**). However, an alternative will not be selected until after the conclusion of the DEIS comment period. The Preferred Alternative would be approximately 5.2 miles in length, require 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 12 build alternatives, the No-Build Alternative, and the Preferred Alternative).

Exhibit 6. Recommended Preferred Alternative





**Bishopville Truck Route Project
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Project Location

**Figure
1**



2. Methodology

2.1 DATA AND INFORMATION SOURCES

US Census data at the block group (BG) level was used to evaluate demographics, economics, and growth trends in the study area, as available. 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. As seen in **Figure 2**, the study area is comprised of eight block groups that are wholly or partially located in the study area. Data were obtained from several sources listed below.

- Map data from Google
- ESRI World Imagery
- US Census Bureau, American FactFinder, 2010 Decennial Census
- US Census Bureau, American FactFinder, 2012-2016 American Community Survey (ACS) 5-Year Estimates
- US Census Bureau, American FactFinder, 2013-2017 ACS 5-Year Estimates
- Local plans and websites
- South Carolina Central Railroad
- Santee Wateree Regional Transportation Authority
- Lee County School District
- South Carolina Department of Commerce
- US Environmental Protection Agency EJSCREEN
- South Carolina Department of Employment and Workforce
- Project field visits in Fall 2019
- Stakeholder and public information meetings held on August 22, 2019

In addition to the above sources, several plans have been developed to document local and regional conditions and to guide future growth for the region and Bishopville. These plans include discussion regarding truck traffic in Bishopville's central business district and the need to progress economic development. Plans are listed below and discussed in **Section 3.1.5.1**.

- Lee County Comprehensive Plan (2020)
- Lee County Comprehensive Plan (2011)
- Bishopville Comprehensive Plan (2011)
- Santee-Lynches 2017-2022 Comprehensive Economic Development Strategy (2017)
- Forward 2045: Santee-Lynches Regional Long-Range Transportation Plan (2019)

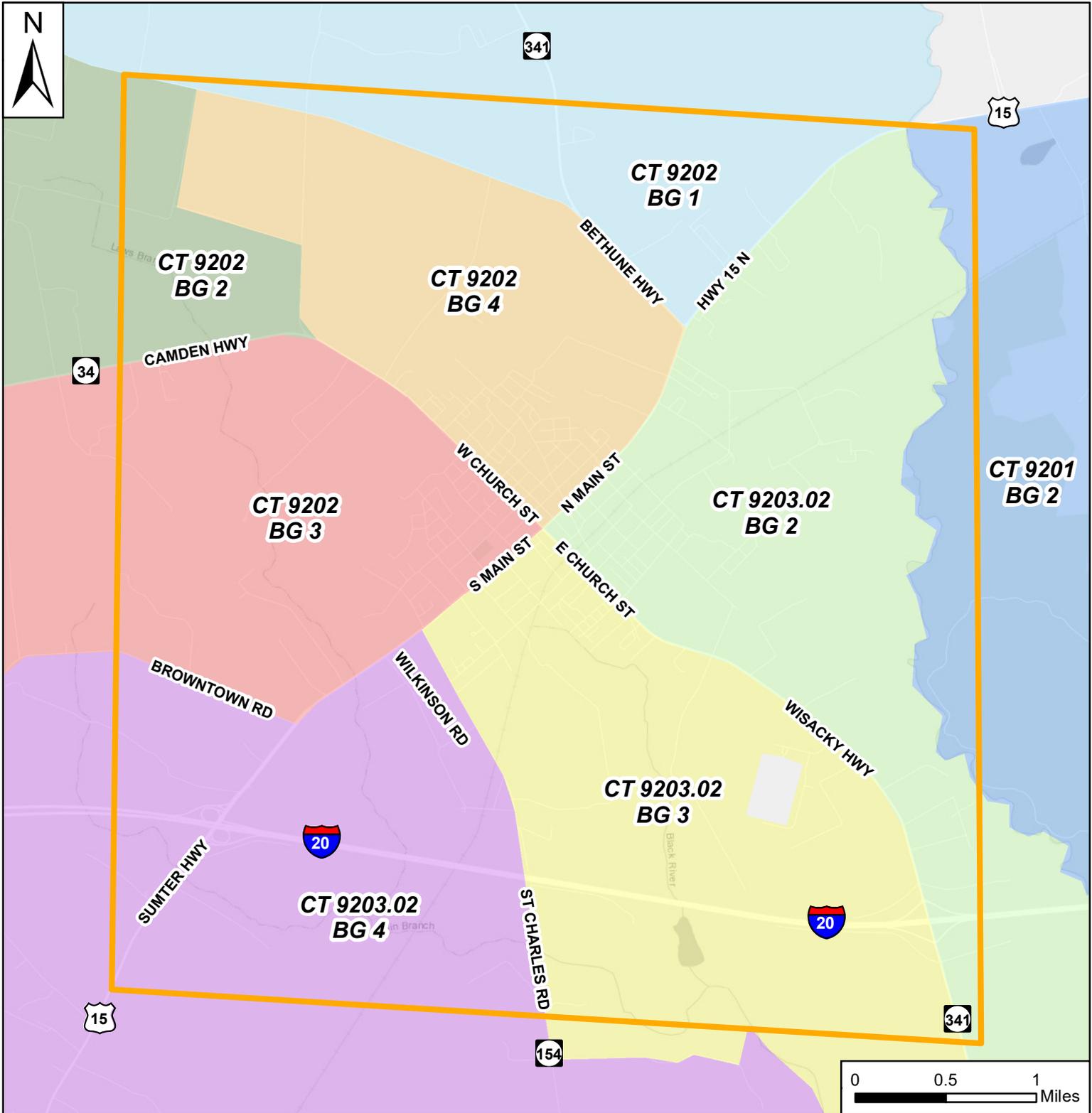
2.2 PROJECT STUDY AREA

The FHWA guidance *Community Impact Assessment: A Quick Reference for Transportation* (1996; updated 2018) outlines “a process to evaluate the effects of a transportation project on a community and its quality of life”, including how to define the CIA study area. The area typically includes communities within and immediately surrounding a proposed project and may extend beyond the typical project corridor. The assessment of local demographics and other important characteristics in the community helps decision-makers to ensure concerns are addressed and effects are minimized.

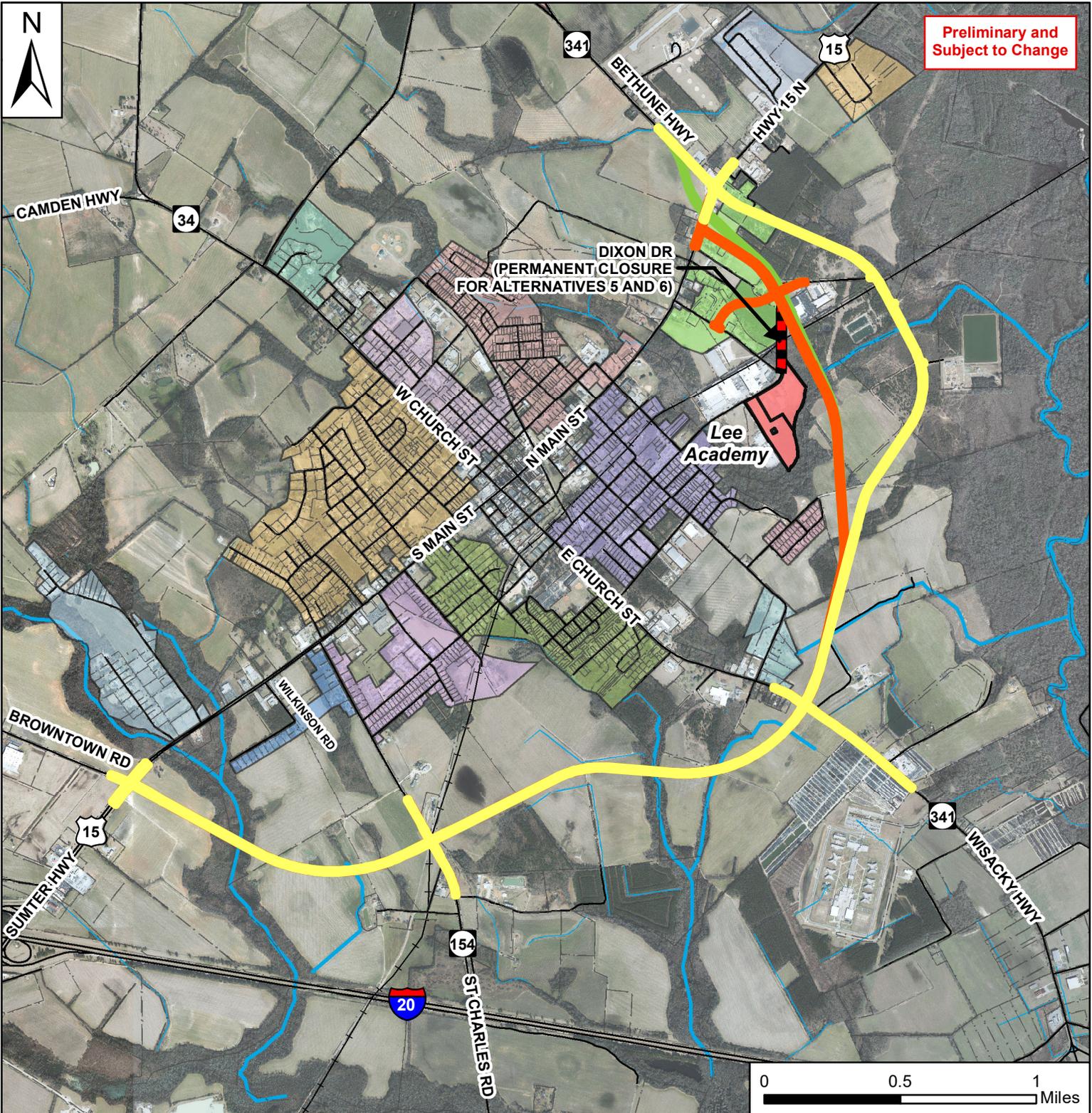


The project study area seen in **Figure 1** was also used as the CIA study area. It encompasses about 24 square miles and includes the entire City of Bishopville and surrounding unincorporated areas of Lee County. The City of Bishopville is comprised of business and commercial development centralized along Main Street (US 15), surrounded by mixed residential use areas. The rural area surrounding the city consists primarily of agricultural/farmland, with scattered low-density residential development.

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. The residential areas are discussed in **Section 3.2** and shown in **Figure 3a-3d**.



	CT 9201, BG 2		CT 9203.2, BG 2	Bishopville Truck Route Project Community Impact Assessment		
	CT 9202, BG 1		CT 9203.2, BG 3			November 2021
	CT 9202, BG 2		CT 9203.2, BG 4		Study Area and Block Groups	
	CT 9202, BG 3					Figure 2
	CT 9202, BG 4					



Preliminary and Subject to Change

DIXON DR (PERMANENT CLOSURE FOR ALTERNATIVES 5 AND 6)

Lee Academy

0 0.5 1 Miles

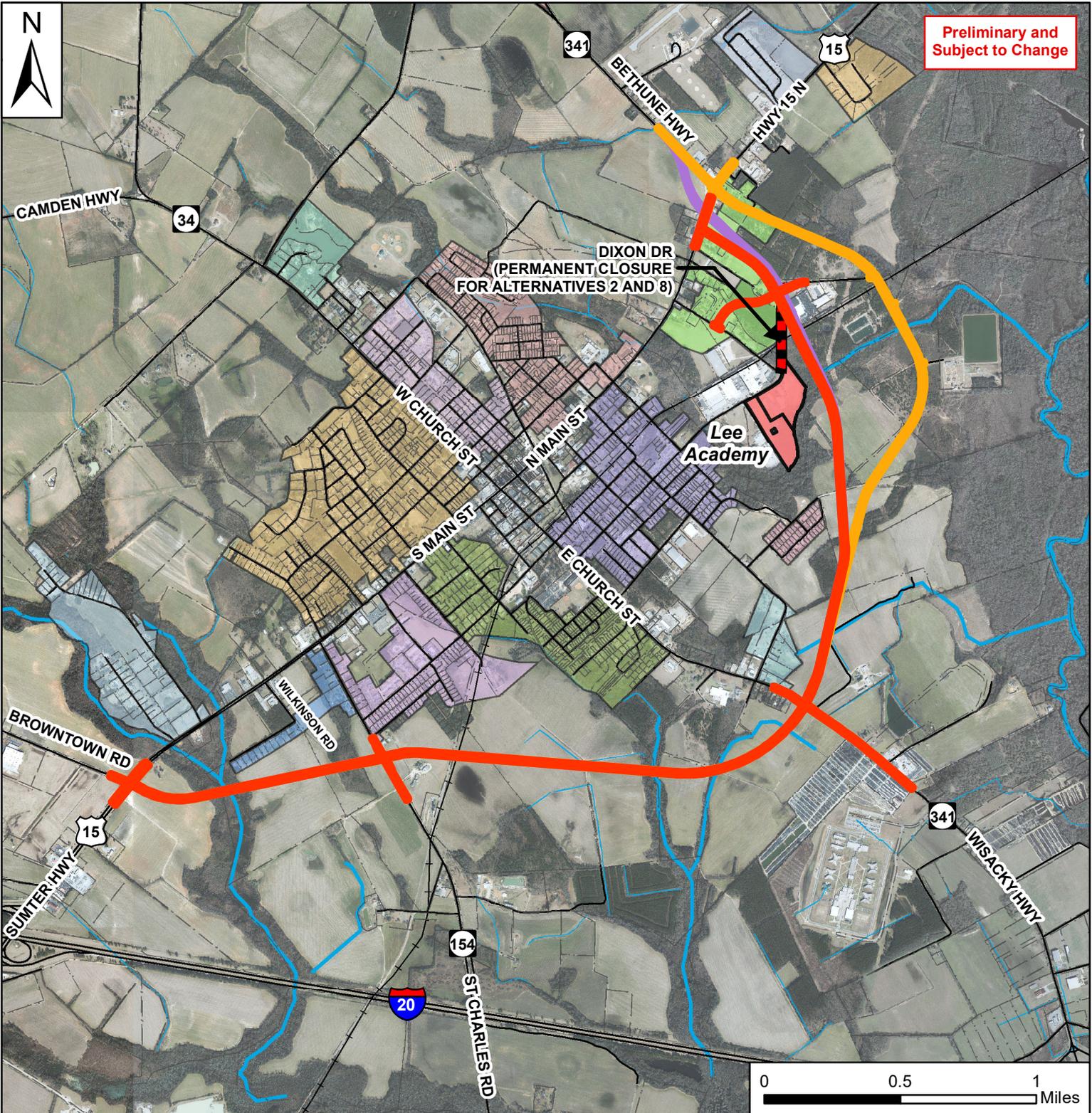
- | | | |
|------------------------|---------------------------|--------------------------|
| Permanent Road Closure | Bradley Ave Res. Area | James Street Res. Area |
| Rivers and Streams | Broad Acres Res. Area | Julia Drive Res. Area |
| Road | Calhoun Res. Area | Lucknow Res. Area |
| SCRF Railroad | Davis Street Res. Area | Magnolia Drive Res. Area |
| Alternative 1 | Dennis Avenue Res. Area | Price Lane Res. Area |
| Alternative 5 | Dixon Drive Res. Area | Roland Street Res. Area |
| Alternative 6 | Edgefield Drive Res. Area | Tim's Drive Res. Area |
| Parcel | Wags Drive Res. Area | |

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**Residential Areas –
Alternatives
1, 5, and 6**

**Figure
3a**



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

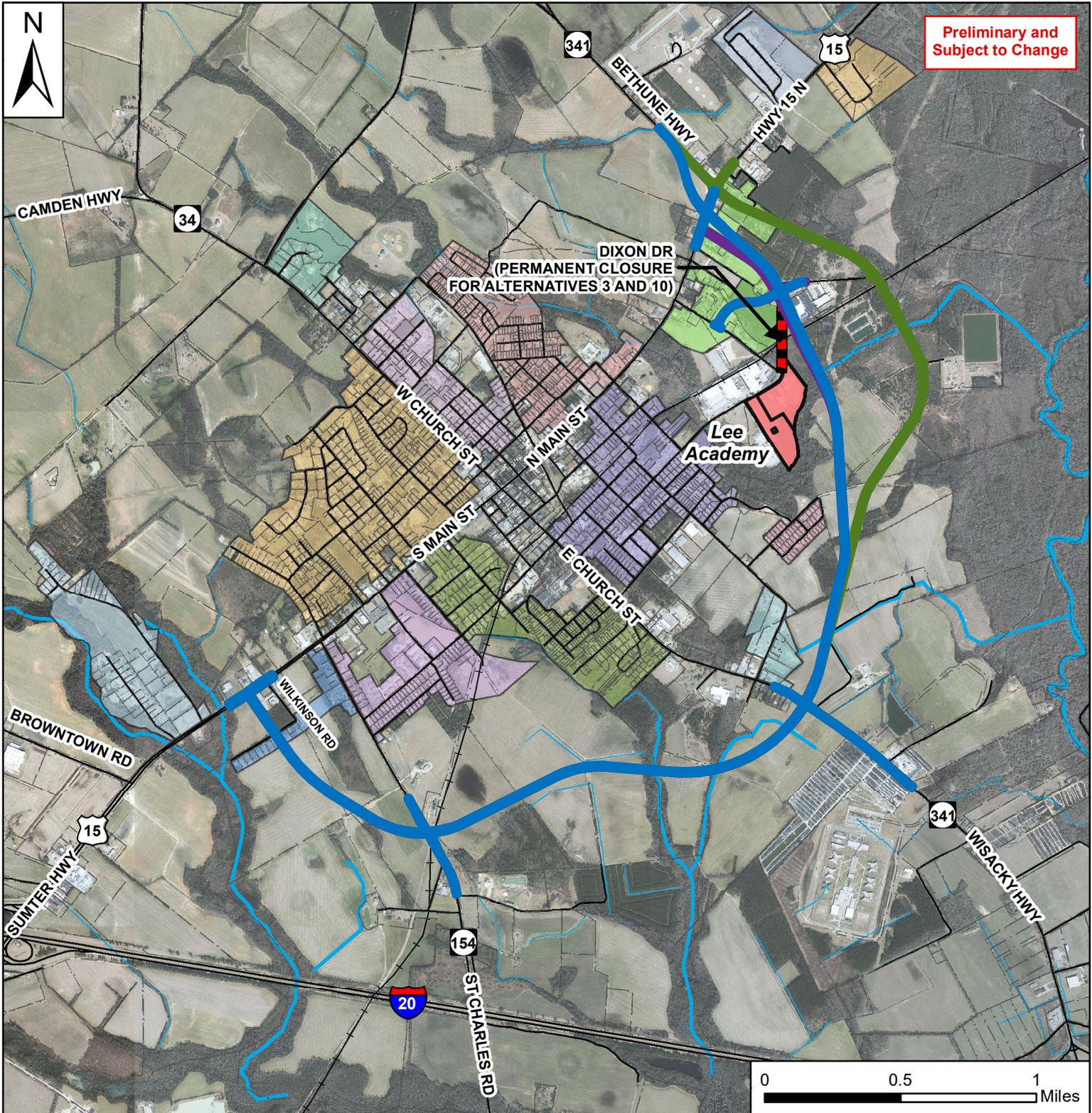
- James Street Res. Area
- Julia Drive Res. Area
- Lucknow Res. Area
- Magnolia Drive Res. Area
- Price Lane Res. Area
- Roland Street Res. Area
- Tim's Drive Res. Area
- Wags Drive Res. Area

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**Residential Areas –
Alternatives
2, 7, and 8**

**Figure
3b**



Preliminary and Subject to Change

**DIXON DR
(PERMANENT CLOSURE
FOR ALTERNATIVES 3 AND 10)**

Lee Academy

0 0.5 1 Miles

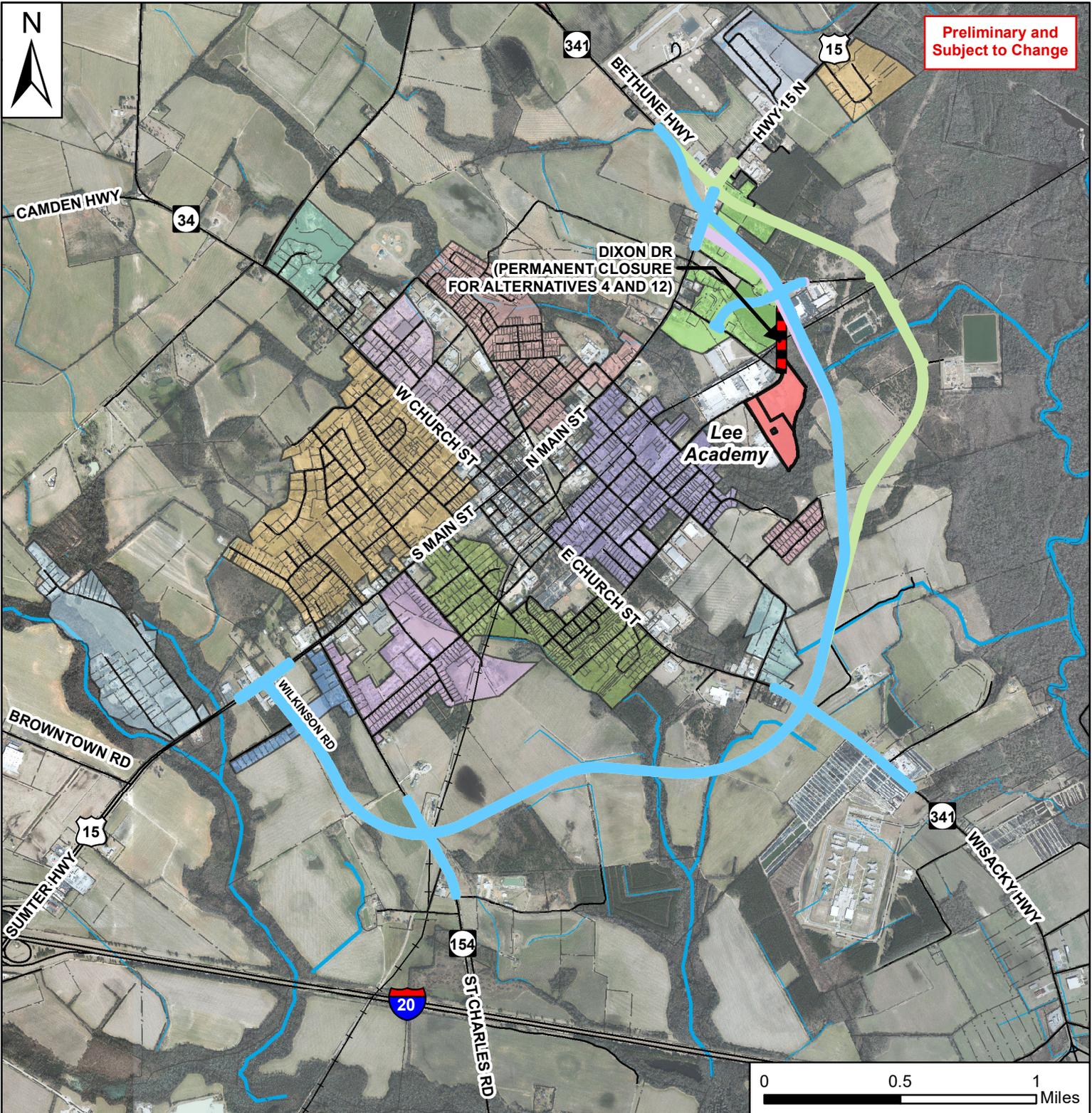
Permanent Road Closure	Bradley Ave Res. Area	James Street Res. Area
Rivers and Streams	Broad Acres Res. Area	Julia Drive Res. Area
Road	Calhoun Res. Area	Lucknow Res. Area
SCRF Railroad	Davis Street Res. Area	Magnolia Drive Res. Area
Alternative 3	Dennis Avenue Res. Area	Price Lane Res. Area
Alternative 9	Dixon Drive Res. Area	Roland Street Res. Area
Alternative 10	Edgefield Drive Res. Area	Tim's Drive Res. Area
Parcel	Wags Drive Res. Area	

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**Residential Areas –
Alternatives
3, 9, and 10**

**Figure
3c**



Preliminary and Subject to Change

DIXON DR (PERMANENT CLOSURE FOR ALTERNATIVES 4 AND 12)

Lee Academy

0 0.5 1 Miles

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	

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Residential Areas – Alternatives 4, 11, and 12	Figure 3d
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3. Existing Conditions and Environmental Consequences

This section presents existing conditions for the CIA study area, potential impacts to the human environment, and applicable mitigation strategies. Environmental justice populations are discussed in the *Bishopville Truck Route Project Environmental Justice Assessment* (2021). Existing visual conditions and potential visual impacts for the Preferred Alternative (Alternative 6) are discussed in the *Bishopville Truck Route Project Abbreviated Visual Impact Assessment* (2021).

3.1 EXISTING CONDITIONS

This section presents the existing conditions for the CIA study area, block groups, Bishopville (city), Lee County (county), and South Carolina (state). Topics summarized in this section include demographic and economic data, land use, community resources, and the transportation network of the study area.

Demographic and economic conditions were identified using US Census data at the block group level; seven 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 boundary of one of the block groups, so data for that block group is not included in this analysis.

3.1.1 Community Demographics

The following sections provide an overview of demographic characteristics. Comparisons are made to the state, county, and town demographic data to highlight notable trends in the study area.

3.1.1.1 Population Trends

Table 1 presents the study area, county, and state population trends. Generally, the county and study area experienced decreases in population from 2010 to 2017, while the state experienced a modest increase of nearly 6% during this period.

GEOGRAPHIC AREA		2010 CENSUS	TOTAL POPULATION (2017 ESTIMATES)	CHANGE (+/-)	% CHANGE
CT 9201	BG 2	--	--	--	--
CT 9202	BG 1	1,117	974	-143	-12.8%
	BG 2	1,248	1,131	-117	-9.4%
	BG 3	1,090	939	-151	-13.9%
	BG 4	1,411	1,601	190	13.5%
CT 9203.02	BG 2	1,054	689	-365	-34.6%
	BG 3	2,701	2,356	-345	-12.8%
	BG 4	909	1,217	308	33.9%
Study Area*		6,057	5,452	-605	-10.0%
Bishopville		3,471	3,229	-242	-7.0%
Lee County		19,220	17,897	-1,323	-6.9%
South Carolina		4,625,364	4,893,444	268,080	5.8%

Source: US Census Bureau. (2010). *Decennial Census*. Retrieved from <https://www.census.gov/programs-surveys/decennial-census/data/tables.2010.html>
 US Census Bureau. (2017). *American Community Survey (ACS) 5-Year Estimates*. Retrieved from <https://data.census.gov/cedsci/>
 *Study Area source: US Environmental Protection Agency (EPA). (2020). *EJSCREEN: Environmental Justice Screening and Mapping Tool*. Retrieved July 2020, from <https://ejscreen.epa.gov/mapper/>



The historic and projected population changes for the county and state are presented in **Table 2**. The county experienced modest growth in population of 9.1% between 1990 and 2000 after a decrease in population the prior decade. The county is projected to experience marginal growth (4.2%) in the future population between 2020 and 2030. The state projected a population increase of 10.4% between 2010 and 2020 and 9.3% population growth between 2020 and 2030.

	LEE COUNTY		SOUTH CAROLINA	
1970	18,323	--	2,590,713	--
1980	18,929	3.3%	3,121,820	20.5%
1990	18,437	-2.6%	3,486,310	11.7%
2000	20,119	9.1%	4,012,012	15.1%
2010	20,270	0.8%	4,549,150	13.4%
2020	21,180	4.5%	5,020,400	10.4%
2030	22,060	4.2%	5,488,460	9.3%

Source: US Census Bureau

3.1.1.2 Race and Ethnicity

Table 3 presents race and ethnicity characteristics for the study area, block groups, city, county, and state. The study area and surrounding region are more diverse than the state. Most of the population in the study area, block groups (35% to 83%), city (72%), and county (63%) identify as Black or African American, while the majority (64%) identify as White in the state.

GEOGRAPHIC AREA		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	0.0%	0.0%	35.2%	5.1%	0.0%	59.7%	5.1%	0.0%
	BG 2	0.0%	0.5%	38.8%	0.0%	0.0%	56.8%	0.0%	3.9%
	BG 3	0.0%	0.0%	55.2%	0.0%	0.0%	43.0%	0.6%	1.2%
	BG 4	0.0%	0.0%	75.3%	6.1%	0.0%	18.6%	0.0%	0.0%
CT 9203.02	BG 2	0.0%	0.0%	78.2%	0.0%	0.0%	21.8%	0.0%	0.0%
	BG 3	0.3%	0.0%	75.8%	2.4%	0.0%	20.4%	0.0%	1.0%
	BG 4	0.0%	0.0%	83.2%	4.5%	0.0%	12.2%	0.0%	0.0%
Study Area*		0.1%	0.1%	73.1%	3.0%	0.0%	23.2%	0.0%	0.7%
Bishopville		0.0%	0.0%	71.9%	3.6%	0.0%	24.5%	0.0%	0.0%
Lee County		0.4%	0.0%	62.6%	2.3%	0.0%	32.6%	0.0%	2.0%
South Carolina		0.3%	1.5%	27.0%	5.5%	0.1%	63.8%	0.2%	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/>



3.1.1.3 Age and Gender

Age and gender data in **Table 4** indicate that the median age for the city (33.8 years) is below both the median age for the county (41.7 years) and the state (39.0 years). Three block groups (CT 9202, BG 1, CT 9202, BG 3, and CT 9202, BG 4) have higher 65+ populations than the county (17%) and state (16%).

GEOGRAPHIC AREA		0 – 17 YEARS	18 – 64 YEARS	65+ YEARS	MEDIAN AGE	GENDER	
						MALE	FEMALE
CT 9201	BG 2	--	--	--	--	--	--
CT 9202	BG 1	14.1%	63.5%	22.4%	51.0	57.9%	42.1%
	BG 2	16.8%	69.1%	14.1%	42.7	48.5%	51.5%
	BG 3	14.0%	56.1%	29.9%	48.9	41.3%	58.7%
	BG 4	33.4%	46.2%	20.4%	30.3	45.4%	54.6%
CT 9203.02	BG 2	21.6%	65.3%	13.1%	32.7	37.2%	62.8%
	BG 3	8.7%	83.7%	7.6%	34.8	82.9%	17.1%
	BG 4	34.4%	54.6%	11.0%	34.6	39.4%	60.6%
Study Area*		19.0%	66.0%	15.0%	N/A	60.0%	40.0%
Bishopville		28.1%	54.7%	17.2%	33.8	43.5%	56.5%
Lee County		21.3%	61.9%	16.8%	41.7	51.7%	48.3%
South Carolina		22.3%	61.4%	16.3%	39.0	48.6%	51.4%

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 Income and Housing Characteristics

As shown in **Table 5**, the median household income for all block groups, Bishopville (\$20,565), and the county (\$31,963) are below the median household income for the state (\$48,781). The median house value for all block groups, the city (\$33,900), and the county (\$69,800) is well below the state median house value (\$148,600). Lee County has a slightly higher percentage of owner-occupied housing at 74.8% compared to the state at 68.6%. The city had a lower percentage of owner-occupied housing compared to the state at 40.3%. The study area had an owner-occupied housing of 55.4%, which is greater than the city (40.3%) but less than the county (74.8%) and the state (68.6%).

GEOGRAPHIC AREA		MEDIAN HOUSEHOLD INCOME	MEDIAN HOUSE VALUE	OWNER-OCCUPIED HOUSING	TOTAL HOUSEHOLDS
CT 9201	BG 2	--	--	--	--
CT 9202	BG 1	\$36,047	\$69,100	88.4%	--
	BG 2	\$38,224	\$63,300	91.9%	--
	BG 3	\$27,500	\$112,500	81.8%	--
	BG 4	\$12,279	\$56,000	18.8%	--
CT 9203.02	BG 2	--	\$58,500	38.8%	--
	BG 3	\$27,083	\$73,700	57.6%	--
	BG 4	\$38,382	\$68,100	66.6%	--
Study Area*		--	--	48.0%	1,523
Bishopville		\$20,565	\$33,900	40.3%	1,170
Lee County		\$31,963	\$69,800	74.8%	6,501
South Carolina		\$48,781	\$148,600	68.6%	1,871,307

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 6 lists the four subsidized housing complexes in the study area. According to the US Department of Housing and Urban Development (HUD), a subsidized housing unit is one in which a tenant pays approximately 30% of their adjusted income on rent and utilities. These housing options are state-owned and accommodate families that are low-income, seniors, and/or disabled.

Elderly individuals are more likely to face specific challenges such as health care, social isolation, limited mobility, and fixed incomes. Due to their limitations, the elderly population is considered more vulnerable. The McCoy Memorial Nursing Center is an adult living center located in the study area (see **Figure 4a-4d**, Map ID 86).

TABLE 6. SPECIAL HOUSING		
HOUSING FACILITY	LOCATION	MAP ID
Lee County Senior Apartments	318A Chappell Drive	87
Lee County Special Housing	814 McLeod Road	--
Lynches River Apartments	121 Academy Road	88
Woodside of Bishopville	210 Roland Street	89

Source: US Department of Housing and Urban Development (HUD). *HUD Resource Locator*. Retrieved from <https://resources.hud.gov/#>

3.1.3 Economic Characteristics

Economic trends and current conditions for the area are detailed in the *Bishopville Truck Route Project Economic Analysis Report* (2020) and summarized in the following sections.

3.1.3.1 Employment

According to the South Carolina Department of Employment and Workforce (SCDEW), Lee County's employment totaled 6,285 in 2018. Employment has fluctuated since 1970, bottoming at 5,007 in 1986 before peaking at 7,368 in 2008. Since 2010, employment has steadily increased at a rate of 7%, the state has increased at a rate double the county at 15.2%. Of the workers that reside in Lee County, 21.5% live and work in the county, while 46.6% commute to jobs outside the county. Unemployment trajectories for both the county and the state were similar from 2008–2018.

Since the 2008 recession, unemployment rates for the county and state have been decreasing, as the unemployment rate in 2018 was 4.6% in the county and 3.5% in the state. The county has experienced a higher unemployment rate than the state for the past 10 years. According to the SCDEW (July 2020), the county had an unemployment rate of 5.1% in March 2020, which more than doubled to 11.1% by July 2020. The state's unemployment rate increased from 3.0% in March 2020 to 8.8% in July 2020.

According to the SCDEW (July 2020), the county had an unemployment rate of 5.1% in March 2020, which more than doubled to 11.1% by July 2020. The state's unemployment rate increased from 3.0% in March 2020 to 8.8% in July 2020. **Table 7** includes unemployment rates over the past year for the county, state, and country.



PERIOD	LEE COUNTY	SOUTH CAROLINA	UNITED STATES
July 2020	11.1%	8.8%	10.5%
June 2020	10.3%	8.9%	11.2%
May 2020	12.4%	12.0%	13.0%
April 2020	12.0%	12.2%	14.4%
March 2020	5.1%	3.0%	4.5%
February 2020	5.3%	3.1%	3.8%
January 2020	5.0%	3.0%	4.0%
December 2019	4.1%	2.4%	3.4%
November 2019	3.6%	2.3%	3.3%
October 2019	3.8%	2.4%	3.3%
September 2019	3.3%	2.0%	3.3%
August 2019	4.2%	2.8%	3.8%
July 2019	4.3%	3.0%	4.0%

Source: SC Department of Employment and Workforce (SCDEW)

Employment by industry for Lee County is listed in **Table 8**. According to the SCDEW's *Quarterly Census of Employment and Wages (QCEW) – 2019 Q4*, the top four employment industries for Lee County include Public Administration, Healthcare and Social Assistance, Educational Services, and Retail Trade.

EMPLOYMENT BY INDUSTRY	LEE COUNTY
Accommodations and Food Services	298
Administrative, Support, Waste Management, and Remediation Services	167
Agriculture, Forestry, Fishing, and Hunting	89
Construction	55
Educational Services	400
Finance and Insurance	60
Health Care and Social Assistance	562
Manufacturing	394
Other Services (except Public Administration)	267
Professional, Scientific, and Technical Services	88
Public Administration	640
Retail Trade	400
Transportation and Warehousing	208
Wholesale Trade	81

Source: SCDEW. (2019). *Quarterly Census of Employment and Wages (QCEW) – 2019 Q4*.

The twenty largest employers in the county are listed alphabetically in **Table 9**. The predominant industries include the public sector, health care, and manufacturing. Ardagh Metal Beverage USA Inc., Carlyle Senior Care of Bishopville, Food Lion LLC, and Red Classic Transit LLC are four of the 20 largest employers in Lee County according to the *QCEW – 2019 Q4*.



EMPLOYER	INDUSTRY
Ardagh Metal Beverage USA Inc.	Manufacturing
Caresouth Carolina Inc.	Health Care and Social Services
Carlyle Senior Care of Bishopville	Health Care and Social Services
CCBCC Inc.	Manufacturing
Crown Health Care Laundry Services	Health Care and Social Services
Food Lion LLC	Grocers - Retail
Lee County	Government Offices
Lee County Department of Education	Government Offices
Lee County Disabilities and Special Needs	Government Offices
Marilyn Veronica McKnight	Health Care and Social Services
Martech Research LLC	Biotechnology
McLeod Physician Associates II	Physicians and Surgeons
Pilot Travel Centers LLC	Transportation
Red Classic Transit LLC	Transportation
Lee Academy	Education
SC Department of Corrections	Government Offices
Sensor Enterprises Inc.	Restaurant-Retail
Town of Bishopville	Government Offices
Wateree Community Actions Inc.	Education
William and Taylor Tobacco Co. Inc.	Retail

Source: SCDEW. (2019). *QCEW – 2019 Q4*.

Table 10 includes the average annual wages in Lee County by industry for the fourth quarter of 2019. Wholesale trade has the highest average annual wage of \$63,180, while Accommodations and Food Services had the lowest average annual wage of \$13,676.

EMPLOYMENT BY INDUSTRY	LEE COUNTY
Accommodations and Food Services	\$13,676
Administrative, Support, Waste Management, and Remediation Services	\$45,604
Agriculture, Forestry, Fishing, and Hunting	\$33,696
Construction	\$36,712
Educational Services	\$35,256
Finance and Insurance	\$35,412
Health Care and Social Assistance	\$49,140
Manufacturing	\$59,124
Other Services (except Public Administration)	\$22,984
Professional, Scientific, and Technical Services	\$56,316
Public Administration	\$38,636
Retail Trade	\$24,284
Transportation and Warehousing	\$46,332
Wholesale Trade	\$63,180

Source: SCDEW. (2019). *QCEW – 2019 Q4*.



Industry projections are shown in **Table 11**. According to the SC Department of Employment and Workforce projections, from 2016 to 2026 employment in all 17 major industries in the county will result in a total employment increase of about 7.4%. Each sector is projected to see only slight increases, ranging from less than 0.1% to just over 2%. The three industries that are projected to experience the greatest annual increases are Transportation and Warehousing, Health Care and Social Assistance, and Administrative, Support, Waste Management, and Remediation Services. The three industries that are projected to experience the least annual increases are Utilities, Manufacturing, and Other Services (except Government).

INDUSTRY	2016 ESTIMATED EMPLOYMENT	2026 PROJECTED EMPLOYMENT	CHANGE (+/-)	% CHANGE	ANNUAL PERCENTAGE
Accommodation and Food Services	6,124	7,037	913	14.9%	1.4%
Administrative, Support, Waste Management and Remediation Services	4,863	5,757	894	18.4%	1.7%
Arts, Entertainment and Recreation	543	563	20	3.7%	0.4%
Construction	3,383	3,697	314	9.3%	0.9%
Educational Services	6,618	7,216	598	9.0%	0.9%
Finance and Insurance	1,408	1,503	95	6.8%	0.7%
Health Care and Social Assistance	9,886	11,776	1,890	19.1%	1.8%
Information	352	365	12	3.7%	0.4%
Management of Companies and Enterprises	221	253	32	14.5%	1.4%
Manufacturing	10,538	10,694	156	1.5%	0.2%
Other Services (Except Government)	4,482	4,586	104	2.3%	0.2%
Professional, Scientific, and Technical Services	1,840	2,084	244	13.3%	1.3%
Real Estate, Rental, and Leasing	366	423	57	15.6%	1.5%
Retail Trade	8,989	9,381	392	4.4%	0.4%
Transportation and Warehousing	1,484	1,879	395	26.6%	2.4%
Utilities	183	184	1	0.6%	< 0.1%
Wholesale Trade	958	1,036	78	8.1%	0.8%
Total All Industries	77,414	83,168	5,754	7.4%	0.7%

Source: SCDEW - Industry Projections

3.1.3.2 Freight Movement

In 2011, Lee County truck freight tonnage was valued at \$24.5 billion, aboard over 850,000 units. Of the total value, 99% of the value consists of through-county movements, with most through-county movements along I-20. The other primary highways accommodating truck freight through Bishopville are US 15 and SC 341.

Tonnage volume through Lee County is forecast to more than double by the year 2040, led by through-traffic. County outbound and inbound shipments are forecast to also grow notably. However, Lee County's intra-county growth is forecast at a very low 14.3%, reflecting little anticipated economic growth. Approximately 0.5 million tons of truck freight annually moves through Bishopville on Main Street (US 15) typically linking to/from I-20, although a small share continues south to Sumter County.



Most of this tonnage originates or terminates in Darlington County (0.2 million, 42.9%), followed by Sumter County (0.1 million, 17.7%). The principal commodities include lumber or wood products moving from Darlington County and non-metallic minerals moving from Sumter County. More information on freight movement is in the *Bishopville Truck Route Economic Development Report (2020)*.

3.1.4 Community Resources

The City of Bishopville and Lee County offer residents a variety of activities to promote cohesion in the community. Community resources are those services and institutions that the local population relies on for their health and welfare and as a means to interact with other members of the community. Community resources can include schools, libraries, places of worship, recreational resources, emergency services, community centers, health providers, and other similar institutions.

Recreational parks and open spaces offer a permanent place for the community to participate in recreational activities and join in social gatherings. Recreational programs are primarily presented by the county and include a variety of youth sports, including baseball, basketball, cheerleading, football, and softball. Adult and senior programs are offered to members of the community throughout the year. In addition, Lee State Park offers a variety of activities including fishing and boating on the Lynches River, hiking and horseback trails, picnic and camping facilities, and an education center.

Downtown Bishopville is part of the city's culture and provides a major economic locality and social function in the community. There is a mix of retail shops and public amenities, including churches, the Lee County Library, Flag Park, and the Cotton Museum. The City of Bishopville, Lee County Economic Development Alliance, Lee County Chamber of Commerce, and other partners are committed to promoting economic and community development activities to encourage the revitalization of downtown along Main Street (US 15), including an effort to attract new retail businesses and industries.

3.1.4.1 Schools

Educational resources located in the study area are listed in **Table 12** and shown in **Figure 4a-4d**. The Lee County school district consists of six public schools (three elementary, one middle, one high school, and one vocational school), with a total enrollment of 1,860 students in the 2018-2019 school year. Four of the six public schools: Dennis Elementary School, Lee Central Middle School, Lee Central High School, and Lee County Career and Technology Center, are in the area. Lee Academy (formerly known as Robert E. Lee Academy) is a private school for kindergarten through 12th grade and is located in the study area on Cousar Street.



SCHOOL NAME	TYPE	GRADES	STUDENTS	MAP ID
Dennis Elementary 321 Roland Street, Bishopville, SC 29010	Public	PK-5	514	1
Lee Central High 1800 Wisacky Highway Bishopville, SC 29010	Public	9-12	610	2
Lee Central Middle 41 Clarlene Lane Bishopville, SC 29010	Public	6-8	434	3
Lee County Career and Technology Center 1804 Wisacky Highway Bishopville, SC 29010	Public	9-12	0	4
Lee Academy 630 Cousar Street Bishopville, SC 29010	Private	PK-12	309	5
Lee County School District Office 310 Roland Street Bishopville, SC 29010	--	--	--	6

Source: Lee County School District. Retrieved March 2020, from <https://www.leeschooldistrictsc.org/>
Lee Academy. Retrieved from <https://www.myleeacademy.org/>

3.1.4.2 Places of Worship

The 19 places of worship within the study area are listed in **Table 13** and shown in **Figure 4a-4d**. The build alternatives are not anticipated to impact any place of worship.

PLACE OF WORSHIP	LOCATION	MAP ID
Bethlehem United Methodist Church	112 W. Church Street	7
Bishopville Church of Christ	805 N. Main Street	8
Bishopville First Baptist Church	229 W. Church Street	9
Bishopville Kingdom Hall of Jehovah’s Witnesses	60 Bethune Highway	10
Bishopville Presbyterian Church	215 S. Main Street	11
Cousar Memorial Presbyterian	713 E. Church Street	12
First Church of Nazarene	320 N. Dennis Avenue	13
Joshua Church of Deliverance	508 W. Church Street	14
Liberty Hill Baptist Church	55 Dove Lane	15
Mt. Calvary Baptist Church	714 Camden Highway	16
Mt. Hermon Baptist Church	302 Woodward Street	17
Mustard Seed Baptist Church	229 W. Church Street	18
New Bethel AME Church	400 Munnerlyn Street	19
New Journey Bishopville Church of God	201 Roland Street	20
Now Faith Church of Deliverance	116 Durant Street	21
St. John AME Church	520 S. Main Street	22
Tabernacle of Champions	29 Mendy Lane	23
Weeping Mary Baptist Church	766 Camden Highway	24
Wesley Memorial Church	315 Harris Street	25

Source: ChurchFinder. *Churches in Bishopville SC*. Retrieved from <https://www.churchfinder.com/churches/sc/bishopville>
Additional churches were identified through field visits and aerial imagery (including Google Earth).



3.1.4.3 Recreational Resources

There are 11 public parks and recreational areas within the study area, as listed in **Table 14** and shown in **Figure 4a-4d**. Ten are maintained and operated by Lee County and Lee State Park is maintained and operated by the state. All 11 resources have the potential to be subject to *Section 4(f) of the Department of Transportation Act of 1996*, as amended. The proposed project will be designed to avoid these resources, and none are located in or adjacent to the footprints of the build alternatives.

The *Land and Water Conservation Fund (LWCF) Act of 1965* established funding to provide matching grant assistance to states and local governments for the planning, acquisition, and development of outdoor public recreation sites and facilities. Section 6(f)(3) of the *LWCF* requires that properties using *LWCF* funding must be maintained as a public recreational facility in perpetuity.

There are two Section 6(f) resources located within the project study area: Lee State Park and M.M. Levy Park, but neither is in or adjacent to the footprints of the build alternatives.

TABLE 14. RECREATIONAL RESOURCES		
PUBLIC PARKS AND RECREATIONAL AREAS	LOCATION	MAP ID
Bishopville High Memorial Gym/Football Field	121 East College Street	32
Chappell Park	397 Chappell Drive	33
Churchwood Park	521 Newman Street	34
Dennis High Memorial Park	Roland Street	35
Green Acres Park and Playground	607 Dogwood Drive	36
Lee State Park*	--	37
Main Street (Flag Park)	N. Main Street/W. Cedar Lane	38
M.M. Levy Park and Garrett Field*	420 E. Church Street	39
Old Bishopville High School Campus (Bishopville High School)	600 N. Main Street	40
Old Grammar School Park	Ridge Street/S. Heyward Street	41
Roland Street Tennis Courts	Roland Street	42
Source: City of Bishopville. <i>City of Bishopville Parks</i> . Retrieved from https://cityofbishopvillesc.com/city-parks.html Lee County Park and Recreation. <i>Facility & Park Locations</i> . Retrieved from https://leecountyparksandrec.org/facility-locations/ South Carolina State Parks. <i>Lee State Park</i> . Retrieved from https://southcarolinaparks.com/lee Note: *Resource is Section 4(f) and 6(f)		

3.1.4.4 Police, Fire, and Other Government Services

Government services are a major employer in Lee County. The study area includes numerous government offices and services, as listed in **Table 15** and shown in **Figure 4a-4d**. None of these facilities are in or adjacent to the footprints of the build alternatives.



TABLE 15. POLICE, FIRE, AND OTHER GOVERNMENT SERVICES		
GOVERNMENT OFFICES	LOCATION	MAP ID
Bishopville City Hall	135 E. Church Street	43
Bishopville Fire Department	113 E. Council Street	44
Bishopville Police Department	112 E. Council Street	45
Clemson Extension Lee County	5 Court House Square	46
First Steps South Carolina	722 W. Church Street	47
Lee County Correctional Institution	990 Wisacky Highway	48
Lee County Council on Aging	51 Wilkinson Road	49
Lee County Disabilities and Special Needs	842 McLeod Road	50
Lee County Fire Department Headquarters	119 Des Champs Street	51
Lee County Fire Department Station 11	122 E. Church Street	52
Lee County Health Department	810 Brown Street	53
Lee County Public Library	200 N. Main Street	54
Lee County Social Services	820 Brown Street	55
Lee County Special Housing	808 McLeod Road	56
Lee County Treasurer’s Office	123 S. Main Street	57
Magistrates Office	115 Greg Street	58
South Carolina Department of Motor Vehicles	508 S. Lee Street	59
South Carolina Department of Transportation	703 E. Church Street	60
US Agricultural Department	129 Fairview Avenue	61
US Postal Service	451 N. Main Street	62
Veterans Affairs	129 W. Cedar Lane	63

Source: City of Bishopville. *Departments*. Retrieved from <https://cityofbishopvillesc.com/departments.html>
 Lee County. *Departments and Elected Officials*. Retrieved from https://www.leecountysc.org/directory/departments___elected_officials/index.php
 Lee County Chamber. *Business Directory Search*. Retrieved from <https://www.leecountychambersc.com/list>
 Additional sources were identified through local plans, aerial imagery (including Google Earth), and field visits.

3.1.4.5 Cultural Resources

Cultural resources include historic and archaeological resources that can have historic significance. Cultural resources are often considered community resources because they serve as tangible expressions of shared community values and help define the character of a community. There are 12 properties in the study area listed in the National Register of Historic Places (NRHP) as historic sites or districts. Cemeteries and burial places are also considered cultural resources.

These resources are subject to additional regulatory requirements. SCDOT will continue to coordinate with the State Historic Preservation Office to ensure compliance with state and federal cultural resources regulations. More information regarding cultural resources is in the *Bishopville Truck Route Project Cultural Resources Assessment (2020)*.

3.1.4.6 Medical Facilities and Civic Resources

There is no general hospital located within the study area or in Lee County. The nearest hospital to Bishopville is in Hartsville, located less than 20 miles to the north. The ALPHA Behavioral Health Center and the Gibbs Community Training Center are private facilities located in the study area. **Table 16** lists the medical facilities and civic resources located in the study area. These resources are shown in **Figure 4a-4d**. None of these facilities are located in or adjacent to the footprints of the build alternatives.



TABLE 16. MEDICAL FACILITIES AND CIVIC RESOURCES		
RESOURCE	LOCATION	MAP ID
Civic Resources		
Bishopville Opera House	109 N. Main Street	75
Lee County Veterans Museum	112 W. Cedar Lane	78
Pearl Fryer’s Topiary Garden	145 Broad Acres Road	79
South Carolina Cotton Museum	121 W. Cedar Lane	80
Medical Facilities		
The ALPHA Behavioral Health Center	108 E. Church Street	81
CareSouth Carolina	545 Sumter Highway	82
Fresenius Kidney Care Lee County	299 Fairview Avenue	83
Gibbs Community Training Center	307 Chappell Drive	84
Palmetto Health – USC Family Medicine	116 Hospital Square	85
Source: City of Bishopville. <i>Places to visit while in Bishopville</i> . Retrieved from https://cityofbishopvillesc.com/places-to-visit.html Lee County Chamber. <i>Business Directory Search</i> . Retrieved from https://www.leecountychambersc.com/list Additional sources were identified through local plans, aerial imagery (including Google Earth), and field visits.		

3.1.5 Land Use

The study area encompasses about 15,000 acres of land, excluding roadways and bodies of water. The City of Bishopville has a commercial main street through the center city, with residential uses outside of the core. Outside of the city municipal boundary, land use transitions to rural farmland. The area has not experienced previous development pressures or changes in land use.

Larger industrial and commercial sites are located near I-20, including James Industrial Park off Wisacky Highway (SC 341) on the southeastern end of the study area and I-20 Industrial Center off Browntown Road on the southwestern end. The Lee County Correctional Institution is located on the southern end of Wisacky Highway (SC 341). A portion of Lee State Park runs through the study area, following the Lynches River. The Lee County Airport is located on the northern end of the study area.

Bishopville is primarily rural in character, with large parcels of agricultural land. As seen in **Table 17** and **Figure 5**, nearly half of the study area is zoned for agricultural use, or as defined by the SLRCOG, land that is primarily used for agricultural and farming activities with scattered low-density residential and commercial uses.

The area has been dominated by the agricultural sector since the early 19th century. As of 2017, Lee County was comprised of 334 farms, averaging 330 acres. The main food and fiber crops produced in the county include grains, oilseeds, dry beans, dry peas, cotton, and cottonseed. With a long history of farming and agricultural production, maintaining the existing farmland has been emphasized in local plans and through public comment. Additional information about farmland is included in the *Bishopville Truck Route Project Farmlands Technical Memorandum* (2020).



TABLE 17. EXISTING LAND USE		
LAND USE CATEGORY	TOTAL ACRES	PERCENTAGE OF STUDY AREA
Agricultural/Rural	7,566	50.8%
Community Resource	503	3.4%
Core Commercial	39.8	0.3%
General Residential/Manufactured Housing	515	3.5%
General Commercial	957	6.4%
Heavy Industrial	1,099	7.4%
Historic Conservation	6.3	<0.1%
Light Industrial	852	5.7%
Professional, Medical, Office	181	1.2%
Single-Family Residential District	1,867	12.5%
Vacant Land	1,304	8.8%
Total	14,890	100%

Source: SLRCOG. (2020). GIS Data.

3.1.5.1 Local Plans

Several local and regional plans are associated with the study area. These plans establish goals to guide development in the community and larger region. Common concerns are noted in these plans, including acknowledgment of the slow-moving and dangerous truck traffic along Bishopville’s downtown. Concerns for safety and transportation improvements are discussed as well as plans to progress the economic development of the area. The Bishopville Truck Route project is in alignment with these area plans, which are summarized below.

Lee County Comprehensive Plan (2020):

The most recent *Lee County Comprehensive Plan* was approved on June 9, 2020. The Plan includes current data and trends in the county, emphasizes current and future needs, provides recommendations, and is used as a guide for development and growth in the county. The Plan is organized into several different elements: population, economic conditions, natural assets, cultural resources, community facilities, housing, land use, transportation, priority investment, existing goals and needs review, and recommendations.

Lee County is predominately non-urbanized, comprised of about 405 square miles and a population of nearly 18,000. The region is dominated by agricultural land, with more than 110,000 acres of farmland and nearly 50,000 acres of forest land. The Plan identifies the land cover for the region, showing development concentrated within the core of the City of Bishopville and surrounding land comprised of cultivated crops and woody wetlands.

The general direction for future development involves balancing rural and urban development and combining urban-rural strategies. The Plan notes that capitalizing on the high traffic volumes along I-20 will aid in the support of local tourism and economic growth. Future development goals include encouraging the development of affordable housing near planned industrial and employment nodes, attracting new industries and businesses while maintaining agricultural resources, and promoting the development of the I-20 corridor businesses.



Lee County Comprehensive Plan (2011):

The *Lee County Comprehensive Plan (2011)* is summarized below because the more recent *Lee County Comprehensive Plan (2020)* does not include a discussion of current land use zoning and future land use. The *Lee County Comprehensive Plan* was approved on June 23, 2011.

The Plan includes current data and trends in the county, emphasizes current and future needs, provides recommendations, and is used as a guide for development and growth in the county. The Plan is organized into several different elements: population, economic development, natural resources, cultural resources, community facilities, housing, transportation, priority investment, land use, and plan implementation strategy.

By 2011, agricultural land use patterns had changed significantly. The acreage and number of farms have decreased over the past decades and have been replaced by larger farms with increased production. However, the development in the area has remained predominately agricultural with scattered residential development.

Future development objectives highlighted in the Plan include discouraging high-density residential development in areas having conservational value and encouraging high-density areas in proximity to good transportation access. Guidelines for each future land use zone are discussed in the Plan. The development trend in the area is projected to remain low-density with the predominant land use being agriculture. The 2011 Plan suggested that the Bishopville area is projected to experience the greatest amount of growth over the next five to 20 years, which is predominantly due to the availability of water and sewer systems in the area, excellent transportation access, availability of development sites, and amenities offered by living near or in an urban area. The 2011 Plan also noted that new development in the form of development districts is encouraged where areas are currently served by public improvements, facilities, and services between I-20 and the city limits and in downtown Bishopville. These districts are described in **Section 3.1.5.2**.

There is a strong emphasis on business development along the I-20 corridor, as well as bringing new industry to the county. Total industry job opportunities are decreasing throughout the county and there has become a clear need for attracting new businesses and industries. Although economic development is important to the community, maintaining agricultural resources remains a priority.

The Plan notes Lee County faces several challenges with transportation infrastructure, including the need for safety improvements, decreasing congestion, and reducing truck traffic through Bishopville.

Bishopville Comprehensive Plan (2011):

The *Bishopville Comprehensive Plan* adopted on November 1, 2011, is a guide to the physical, social, and economic growth and development of the community. The Plan identified nine elements where goals were established in recognition of existing conditions and needs. These nine elements include population, housing, economic development, natural resources, cultural resources, community facilities, land use, transportation, and priority investment. The Plan emphasizes the importance of maintaining the downtown due to its role in Bishopville's culture.

The Plan notes that downtown serves as a reminder of the past and reflects on the town's culture and that it is important to the community that future planning is sensitive to Bishopville's heritage. Although the downtown area is no longer the retail center it once was, there are plans to transition the area into specialty shops and restaurants while maintaining its historical appeal.



The Plan notes that Bishopville has a relatively small workforce, that agricultural and manufacturing industries have seen a significant decline in recent years, and that the business sector is relatively strong and continues to grow. Economic goals for Bishopville are identified in the Plan, including creating new industry and business and supporting the development of the I-20 corridor.

Increasing truck traffic on Main Street (US 15) was identified as a problem in the Plan. At a public forum in 2006, the public expressed interest in an alternate route that would alleviate truck traffic through downtown. The route would not only create a safer route through downtown but would help to improve the air quality along Main Street (US 15) by reducing the hours of truck operation. The Plan notes the city's intention to work with the SCDOT and the SLRCOG on any major road or highway improvement projects.

Santee-Lynches 2017-2022 Comprehensive Economic Development Strategy (CEDS) (2017):

The *Santee-Lynches 2017-2022 CEDS* was developed by the SLRCOG and adopted by the Board of Directors on September 26, 2017. The *CEDS* assesses progress in the region and allows for adjustments to improve returns on previous public investments. The plan incorporates collaboration and coordination of both public and private sector interests to analyze the demographics, infrastructure systems, and economic trends and conditions in the region and lists comprehensive goals and plans for the region, which includes Clarendon, Kershaw, Lee, and Sumter counties.

The region is identified as having a diverse natural landscape, with nearly 24% of the land cover used for agricultural purposes. Future land use strategies for the area include planning and expansion of business development sites and buildings to attract new businesses. The action plan identifies the importance of developing critical infrastructure, including both water and wastewater infrastructure and the roadway network, to support expansion. The Bishopville Truck Route is identified as a long-term priority project.

Forward 2045: Santee-Lynches Regional Long-Range Transportation Plan (LRTP) (2019):

The *Forward 2045: Santee-Lynches Regional LRTP* was adopted on June 3, 2019. This Plan specifically addresses the transportation needs and vision for the region. In addition to the current and future transportation needs, the Plan lays out long-term transportation goals and opportunities and identifies the multi-modal strategies to address needs through 2045. As Lee County has had a continuous decline in population between 2000 and 2017 and has a high concentration of poverty, Lee County is focused on enhancing the economic development of downtown Bishopville.

The latest available land use, population, employment, travel, and economic assumptions were analyzed to verify consistency with the transportation improvements in the region. Lee County has 115 proposed projects and there are several fiscally constrained projects listed by rank in priority. This includes three roadway projects in the study area: US 15 from Browntown Road to I-20 (ranked 5th), Wisacky Highway (SC 341) from Main Street (US 15) to I-20 (ranked 7th), and Main Street (US 15) from Bethune Highway (SC 341) to Edmund Avenue (ranked 8th). Two fiscally constrained intersection projects are in the study area: the intersection of Main Street (US 15) and I-20 and the intersection of Main Street (US 15) and Gregg Street. The issue of slower-moving freight traffic is acknowledged and that solutions are being identified to improve system reliability.



3.1.5.2 Future Development

The SLRCOG has identified areas where urban expansion and land development are anticipated for the future and areas where redevelopment is likely and preferred. In the *Lee County Comprehensive Plan* (2011), the areas anticipated to experience growth and development are zoned as part of the:

Development Holding District (DHD) – the DHD is comprised of land tracts located primarily on the fringe of urban growth where the predominant character of urban development has not been fully established, but where the current characteristics of use are predominantly residential, agricultural, or similar development, with scattered related uses; or the

Redevelopment District (RD) – the RD is an area where the intent is to encourage efficient redevelopment of the central city areas whose predominant character is no longer industrial or where more efficient use of the land can be promoted by redevelopment.

The DHD is zoned for nearly 1,700 acres of land located in the study area. All 12 build alternatives are in the DHD. The RD, which is located in the downtown center, is zoned for 9 acres. The updated *Lee County Comprehensive Plan* (2020) discusses how improvement districts are implemented and funded. The districts allow for local government to plan and implement public infrastructure improvements and to apply assessments on property in the district (with the concurrence of property owners) to pay all or a portion of the cost of the improvements.

3.1.6 Transportation Setting

The roadway network in the study area includes an interstate (I-20), one US route (US 15), three state highways (SC 34, SC 154, and SC 341), and several local roads. The city and county are centrally located to accommodate freight movement throughout South Carolina and beyond the state's borders.

Interstate-20 (I-20) is a four-lane controlled-access east-west freeway south of Bishopville. Interstate-20 travels through the state of South Carolina, from Florence to the east, to North Augusta to the west, and crosses into Georgia. The interstate serves as one of the main routes for freight and vehicle traffic traveling to/from Florence (east) and Columbia (west). Most of the truck tonnage in Lee County is through-traffic, mostly on I-20. According to the *Forward 2045: Santee-Lynches Regional Long-Range Transportation Plan* (2019), I-20 carries just under 15 million tons of goods and services annually through Kershaw and Lee Counties and is expected to carry up to 25 million tons annually by 2040. I-20, along with I-95, provides access to two major US seaports: the Port of Charleston (South Carolina) and the Port of Savannah (Georgia), as well as an inland port: the Port of Dillon (South Carolina). Railroad access in Bishopville is maintained by the South Carolina Central Railroad (SCRF), which provides a short line that extends to Darlington and a short line that extends to Shaw Air Force Base.

Main Street (US 15) is a southwest to northeast arterial that serves as the primary corridor through the downtown area, connecting I-20 to Bishopville, Hartsville, Bennettsville, and other towns in the northeastern region of South Carolina. Beginning at I-20, US 15 is a four-lane median-divided roadway, narrowing to a three-lane section with a center turn lane following the St. Charles Road (SC 154) intersection. This is the cross-section for most of the corridor before an additional southbound through-lane is added from just south of Dixon Drive to Bethune Highway (SC 341). Main Street (US 15) provides important access to the west and south for traffic to/from Darlington County. In addition, a notable share of SC 341 truck traffic north of Bishopville funnels into US 15.



SC 341 connects downtown Bishopville to I-20 in the southeast and connects to the towns of Lynchburg and Bethune to the southeast of Bishopville and the towns of Olanta and Kershaw to the northwest. SC 341 enters the study area in the north as Bethune Highway (SC 341), intersecting Main Street (US 15) north of downtown Bishopville. SC 341 shares the Main Street (US 15) alignment until the intersection of Main Street (US 15) and Church Street (SC 34/SC 341). SC 341 continues southeast as Wisacky Highway, beginning at around English Mill Road, crossing over I-20 then continuing outside the study area. Classified as a minor arterial, SC 341 serves both freight and vehicle traffic, carrying less than one million tons of goods annually. The highest volume of goods travels on Bethune Highway (SC 341) leading to the Town of Kershaw and is projected to see an increase in the amount of carried goods to over one million tons annually in 2040.

SC 34 traverses the study area to the west as Camden Highway. SC 34 continues east towards downtown Bishopville, where it is known as W. Church Street within the city limits. From the intersection of Main Street (US 15) and Church Street (SC 34/SC 341), SC 34 follows the US 15 alignment north, through downtown Bishopville and exits the study area to the north. SC 34 is classified as a major collector roadway and provides a transportation link to the City of Camden (to the west) and the City of Darlington (to the northeast).

St. Charles Road (SC 154) is a major collector roadway and runs southeast-northwest through the study area. St. Charles Road (SC 154) begins to the southeast in the Town of Mayesville, continues northwest through the study area, and ends at the Sumter Highway (US 15) in Bishopville.

Browntown Road, which extends from the west, terminates at Sumter Highway (US 15) north of I-20.

There are four existing signalized intersections in the study area:

- Main Street (US 15) at St. Charles Road (SC 154)/McIntosh Street
- Main Street (US 15) at Church Street (SC 34/SC 341)
- Main Street (US 15) at Cedar Lane
- E. Church Street (SC 341) at Nettles Street

Since 2014, the Santee-Wateree Regional Transportation Authority (SWRTA) has operated four fixed bus routes in and around Bishopville. Lee County Transit operates as a subsidiary of SWRTA in providing transport services with the four fixed routes.

There are existing sidewalks on both sides of Main Street (US 15) along the entire north-south length of the Bishopville city limits. Sidewalks are present on both sides along W. Church Street (SC 34) through the intersection shared with Main Street (US 15) and continue east along E. Church Street (SC 341). Sidewalks are present on one side of the neighboring streets around the downtown area. There are no designated bike paths in Lee County or the City of Bishopville.

Lee County Airport, also known as Butters Field, is located less than two miles north of the Bishopville city center. The public airport is owned by Lee County and has a 3,200-foot-long and 60-foot-wide runway with two, single-engine aircraft on site. Classified as a Basic Utility Airport, the airport is capable of handling small general aviation single- and twin-engine aircraft. The closest commercial airports are Florence Regional (47 miles east) and Columbia Metropolitan (55 miles southwest).



3.2 ENVIRONMENTAL CONSEQUENCES

The project has the potential to impact the human environment. 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. An overview of the residential areas and the block group in which the area is located is provided below and shown in **Figure 3a-3d**. Potential impacts to residential areas (organized by block group) are presented in **Table 18**.

Project effects are presented by category at a broader level as well as at a smaller community (residential area) level. As seen in **Table 18**, 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.

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%.

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%.

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%.

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%.

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%.

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%.

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%.

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%.

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%. The Lynches River Apartments 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%.

Davis Street (CT 9203.02, BG 2) – 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%.

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%.

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%. 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%. The Lee County Correctional Institution is 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 (CT 9203.02, BG 4)

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%.

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.



TABLE 18. 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.



3.2.1 Mobility and Access

No-Build Alternative

The No-Build Alternative would likely negatively impact mobility and access with increased congestion and a continued increase in truck traffic downtown.

Build Alternatives

Project construction would have accessibility impacts such as permanent or temporary driveway relocations and/or temporary detours. No long-term adverse impacts on accessibility are anticipated.

The proposed project would have a beneficial effect on mobility and access in the project vicinity as a result of improving truck and automobile access to businesses, public services, and other services in the area. The project could reduce travel times for residents to existing employment centers, commercial and retail areas, thereby improving mobility and access for residents and travelers. In addition, the proposed project would provide enhanced access to areas around I-20 where economic development initiatives are focused.

3.2.2 Relocations and Displacements

No-Build Alternative

The No-Build Alternative would not require any property acquisition or relocations.

Build Alternatives

Eight of the build alternatives would likely result in residential and/or commercial relocations. The number of relocations ranges from zero to eight, as shown in **Table 19** and **Figure 6a-6d**. Alternatives 9 and 11 would require the most relocations (seven and eight, respectively), and Alternatives 2, 5, and 8 would not require any relocations. Alternative 6 (Preferred Alternative) would also not require any relocations.

The residential relocations would be single-family homes, and commercial relocations would be mostly small businesses typical of those in the community, with one larger commercial site used for storage. Businesses anticipated for relocations are located along Sumter Highway/Main Street (US 15). Long-term disruption to the surrounding community is not anticipated.

Alternative 6 (Preferred Alternative) is not anticipated to require any relocations. The SCDOT will conduct the relocation process in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended, should the proposed project require design modifications that would result in relocations.

IMPACTS	ALTERNATIVE												
	NO-BUILD	1	2	3	4	5	6	7	8	9	10	11	12
Residential (#)	0	1	0	3	3	0	0	1	0	4	3	4	3
Commercial (#)	0	3	0	0	1	0	0	3	0	3	0	4	1
Total	0	4	0	3	4	0	0	4	0	7	3	8	4

Note: Impacts for all build alternatives were estimated based on the proposed footprint plus a 25-foot buffer.



3.2.3 Community Cohesion

No-Build Alternative

The No-Build Alternative would have no potential impacts on community cohesion.

Build Alternatives

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood or community, including a commitment to the community or level of attachment to neighbors, institutions in the community, or subgroups. Community cohesion includes the degree of social networking in a community, including the degree to which residents cooperate and interact.

Transportation projects can impact community cohesion by bisecting neighborhoods, isolating a portion of a neighborhood, and/or creating barriers.

Alternatives 3, 4, 9, 10, 11, and 12 have the potential to impact the community cohesion of the Edgefield Drive residential area because they bisect the existing residences along Edgefield Drive. As shown in **Table 18**, Alternatives 3, 4, 9, 10, 11, and 12 have the potential for accessibility and visual character impacts on the Edgefield Drive residential area due to the proximity of these build alternatives to existing residences and potential residential relocations.

Aside from localized impacts to the Edgefield Drive residential area, the overall project is not anticipated to result in long-term negative impacts on community cohesion within these communities. The new location roadway would not physically create barriers to access, move within, or between these communities; nor would the project prohibit the ability of these communities to reach the community resources (schools, places of worship, etc.) identified in **Section 3.1.4**.

3.2.4 Community Resources

No-Build Alternative

The No-Build Alternative would have no potential impacts on community resources.

Build Alternatives

Community resources and services would experience temporary adverse effects during project construction, including temporary changes in access to some resources and services during construction. However, no long-term adverse impacts are anticipated.

3.2.5 Visual Character

No-Build Alternative

The No-Build Alternative would likely continue to negatively impact the visual character of downtown Bishopville as a result of increased truck traffic.

Build Alternatives

A desktop survey was completed to determine general conclusions regarding potential changes in visual character. Overall, build alternatives that would have a higher number of residential areas exposed to the roadway (i.e., those which impact a greater number of neighborhoods with residential relocations) would have a greater degree of visual impacts. Alternatives without potential relocations would not result in substantive adverse visual effects.

As seen in **Table 18**, changes to the visual characteristics are likely to occur in the Edgefield Drive residential area for Alternatives 3, 4, 9, 10, 11, and 12. Alternatives 3, 9, and 10 will divide the residences along Edgefield Drive. There are two, single-family residential properties along Edgefield



Drive that will potentially require relocation based on alignments for Alternatives 3, 9, and 10. Alternatives 4, 11, and 12 will cross the middle portion of the Edgefield Drive residential area along the existing alignment of Wilkinson Road. There are two single-family residential properties along Wilkinson Road that will potentially require relocation based on the alignments for Alternatives 4, 11, and 12. Either of these actions from each group of build alternatives will likely result in a visual impact for the single-family residences along Edgefield Drive.

Changes to visual characteristics are also likely to occur in the Dixon Drive residential area for all build alternatives. Alternatives 1, 7, 9, and 11 propose an alignment through the northern section of the residential area. There are two potential property relocations (one residential and one commercial) in the residential area that could alter the visual aesthetics of this area. Alternatives 2, 3, 4, 5, 6 (Preferred Alternative), 8, 10, and 12 propose alignments along Dixon Drive and a connection to Academy Road, which would divide the Lynches River Apartments from two single-family residences on Academy Road.

Residents in the James Street and Wags Drive residential areas could experience minor visual impacts because of the proximity of all build alternatives to their eastern sides (roughly 300 feet for Alternatives 2, 3, 4, 5, 6 (Preferred Alternative), 8, 10, and 12 at James Street, 500 feet for Alternatives 1, 7, 9, and 11 at James Street, and 350 feet for all build alternatives at Wags Drive). Improvements are proposed at the intersection of each build alternative and Wisacky Highway (SC 341); adjoining the Wags Drive residential area. Residents in the Edgefield Drive and Magnolia Drive residential areas may incur minor visual impacts because of the proximity of Alternatives 2, 7, and 8 to their southern sides (roughly 350 feet at Edgefield Drive and 150 feet at Magnolia Drive). Improvements are proposed at the intersection of Alternatives 2, 7, and 8 and St. Charles Road (SC 154); adjoining the Magnolia Drive residential area. The topography in the majority of the project area consists primarily of low-lying, flat-terrain, which are common land characteristics for agricultural production. The addition of a new roadway in the general vicinity will be visually recognizable from the portions of these residential areas that lack a tree buffer.

SCDOT completed an Abbreviated Visual Impact Assessment (VIA) for Alternative 6 (Preferred Alternative) to further assess the potential visual impacts of the proposed project on the environment and to understand the degree and breadth of the potential visual impacts. The Preferred Alternative would result in both short-term and long-term visual impacts. Short-term impacts include disruptions during construction while long-term impacts are the result of permanent alterations that change the way people commute in and around the area. The Preferred Alternative has the potential to detract from existing visually pleasing views of rural and natural areas afforded to residents and users of property adjacent to the proposed project. The Preferred Alternative would directly alter daily viewer experiences (residential, business patrons, and other travelers) in the area. However, individual visual resources and the overall rural visual character are not anticipated to be substantively altered as a result of the project. The Preferred Alternative is similar to existing roadways in the project study area and is expected to blend with the existing terrain. More information on potential visual impacts can be found in the *Bishopville Truck Route Project Abbreviated Visual Impact Assessment (2021)*.

3.2.6 Noise

No-Build Alternative

Traffic noise impacts occur when the predicted traffic noise levels either approach (within 1-dBA of the Noise Abatement Criteria [NAC] for each land use category) or exceed the NAC, or when the predicted noise levels substantially exceed the existing noise levels. According to the SCDOT *Traffic Noise*



Abatement Policy (2014), a 15-dBA or greater increase is deemed to be a "substantial increase." Noise abatement measures must be considered for receivers that fall in either category.

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).

Build Alternatives

A temporary increase in noise levels is anticipated during the construction phase for all build alternatives, but no long-term traffic noise impacts are anticipated. The *Bishopville Truck Route Project Traffic Noise Analysis* (2020) provides more detail on traffic noise analysis.

3.2.7 Land Use

No-Build Alternative

The No-Build Alternative would have no potential impacts on land use

Build Alternatives

All 12 build alternatives would require the direct conversion of existing non-transportation land uses to transportation uses in the project study area. **Table 20** shows the estimated impact in acreage from each alternative. These estimates only include non-transportation land and do not account for additional right-of-way that may be required. The build alternative impacts range from 53.4 to 64.0 acres. Overall, most of the anticipated impacts are to agricultural/rural land. The majority of the impacted land is located in the Development Holding District.

	ALTERNATIVE												
	No-Build	1	2	3	4	5	6	7	8	9	10	11	12
Total (acres)	0.0	63.2	57.6	60.3	57.8	59.5	64.0	61.3	62.0	59.4	55.7	57.1	53.4

Source: Based on calculations of direct conversion to transportation use from GIS data provided by SLRCOG.
 Note: Impacts for all build alternatives were estimated based on the proposed footprint plus a 25-foot buffer.

3.2.8 Economics

No-Build Alternative

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.



Build Alternatives

The potential short-term adverse effects from all 12 build alternatives include adverse effects on some businesses as a result of reduced or altered access during construction. The potential long-term adverse effects of diverting truck traffic include the loss of revenue for businesses downtown from truck drivers stopping for food, gas, and/or other retail needs.

The potential beneficial direct and indirect economic effects from all 12 build alternatives include increased short-term employment during construction, increased short-term retail spending on food, clothing, and/or other services in the area during construction, and increased spending and tax revenue in the long term. This is because the build alternatives would facilitate economic redevelopment initiatives in the Redevelopment District downtown and facilitate local development decisions and initiatives in the Development Holding District.

Additional discussion of potential economic impacts from the alternatives is in the *Bishopville Truck Route Project Economic Development Report (2020)*.

3.2.9 Construction Impacts

No-Build Alternative

The No-Build Alternative would have no potential construction impacts.

Build Alternatives

Construction impacts are anticipated for all build alternatives. Typical construction impacts include dust, noise and vibration, traffic disruption, congestion, and diversion as well as a limited or temporary reduction in access for businesses. Potential air quality impacts could occur due to the dust and fumes from equipment, earthwork activities, and vehicles accessing the construction site. The sound levels resulting from construction activities at nearby residences will be a function of the types of equipment used, the duration of the activities, and the distances between construction activities and nearby land use. Temporary detours and road closures may increase travel times, fuel use, and air pollutant emissions for the area. Local residential areas may experience temporary access disruption, resulting in longer commute times and a potential short-term economic impact on some businesses.

3.2.10 Environmental Justice Analysis

No-Build Alternative

The No-Build Alternative would not reduce truck traffic downtown and would not provide the direct and indirect economic benefits that are anticipated with the build alternatives.

Build Alternatives

Environmental Justice (EJ) populations are communities of minority and/or low-income populations. 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 project effects on these populations encourages projects that are desired by communities, provide an equitable distribution of benefits, and may identify early actions to avoid impacts (FHWA, 2018).

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.

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 health and environmental impacts. Based on the community impact assessment of existing conditions and analysis of project impacts, the conclusion is that none of the proposed 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. The *Bishopville Truck Route Project Environmental Justice Assessment (2021)* provides a more detailed discussion about the presence of and impacts on special populations.

3.3 MITIGATION

3.3.1 Mobility and Access

To mitigate impacts on mobility and access, the construction contractor will develop a traffic control plan to minimize interference to traffic flow from construction equipment and activities. This plan would require that access to businesses and residences be maintained, to the extent practicable, and that existing roads be kept open to traffic unless alternate routes are provided.

A comprehensive public information campaign would be implemented to inform the public about construction activities to reduce impacts. Construction schedule, work hours, potential detours, and impacts on traffic operations are examples of information that would be released to the public. Changeable message signs would be used on the construction site to notify motorists about construction activities, changes to traffic patterns, and night or weekend work.

3.3.2 Relocations and Displacements

If required, 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 provides uniform policy and procedures for the acquisition of property by agencies that receive financial assistance for any project of the US Government. The SCDOT Right-of-Way Department is responsible for the acquisition of land and right-of-way (ROW) for highway 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*.

3.3.3 Visual Character

Although the project is not anticipated to have substantive adverse visual impacts, the project team has identified mitigation measures to minimize minor visual impacts. These measures may include minimizing cut and fill; adhering to SCDOT standards for signing, signals, railings, and pavement markings; and designing the proposed roadway to follow existing ground wherever feasible. The project design will also follow landscape standards set forth by SCDOT.

3.3.4 Noise

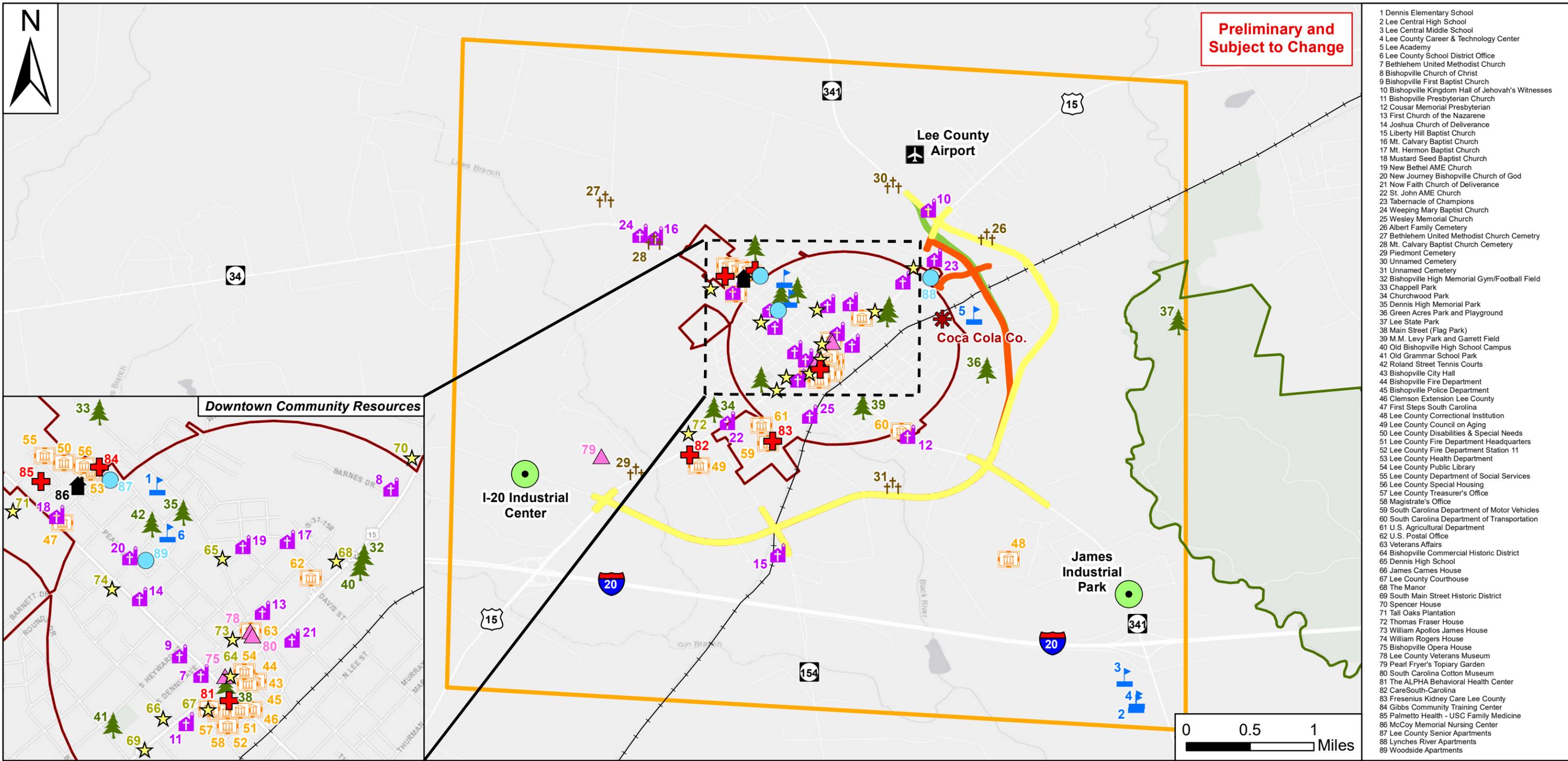
To mitigate noise impacts from construction, low-cost and easily implemented construction noise control measures should be incorporated into the project plans and specifications to the extent possible. These measures include but are not limited to work-hour limits, equipment exhaust muffler requirements, haul-road locations, elimination of "tailgate banging," ambient-sensitive backup alarms, noise complaint mechanisms, and consistent and transparent community communication. Construction noise would be subject to compliance with local noise regulations/ordinances. Powered construction equipment shall not be operated during the traditional evening and/or sleeping hours within 150 feet of a noise-sensitive site (e.g., residences, schools, preschools, daycares, places of worship, hospitals, retirement homes, parks, campgrounds, and apartment complex pools), to be decided either by local ordinances and/or agreement with the SCDOT. The public would be notified and given the opportunity to provide comments prior to the use of powered construction equipment being operated adjacent to residential communities during the evening and/or sleeping hours.

3.3.5 Land Use

Transportation projects can also result in indirect and cumulative impacts in the form of induced development or other land use influences. Any new development would be guided by adopted zoning regulations and land use plans.

In addition to the sections above, outreach will be used to provide pertinent information and coordinate with stakeholders and service providers to mitigate short-term construction disruptions. These outreach measures will be to:

- Identify and incorporate design modifications through final design to minimize potential project impacts to affected stakeholders;
- Meet with neighborhood organization and business community representatives;
- Coordinate with emergency service providers, schools, and other community resources that may be affected by construction activities to minimize construction impacts; and
- Schedule construction operations for off-peak hours when reasonable/feasible.



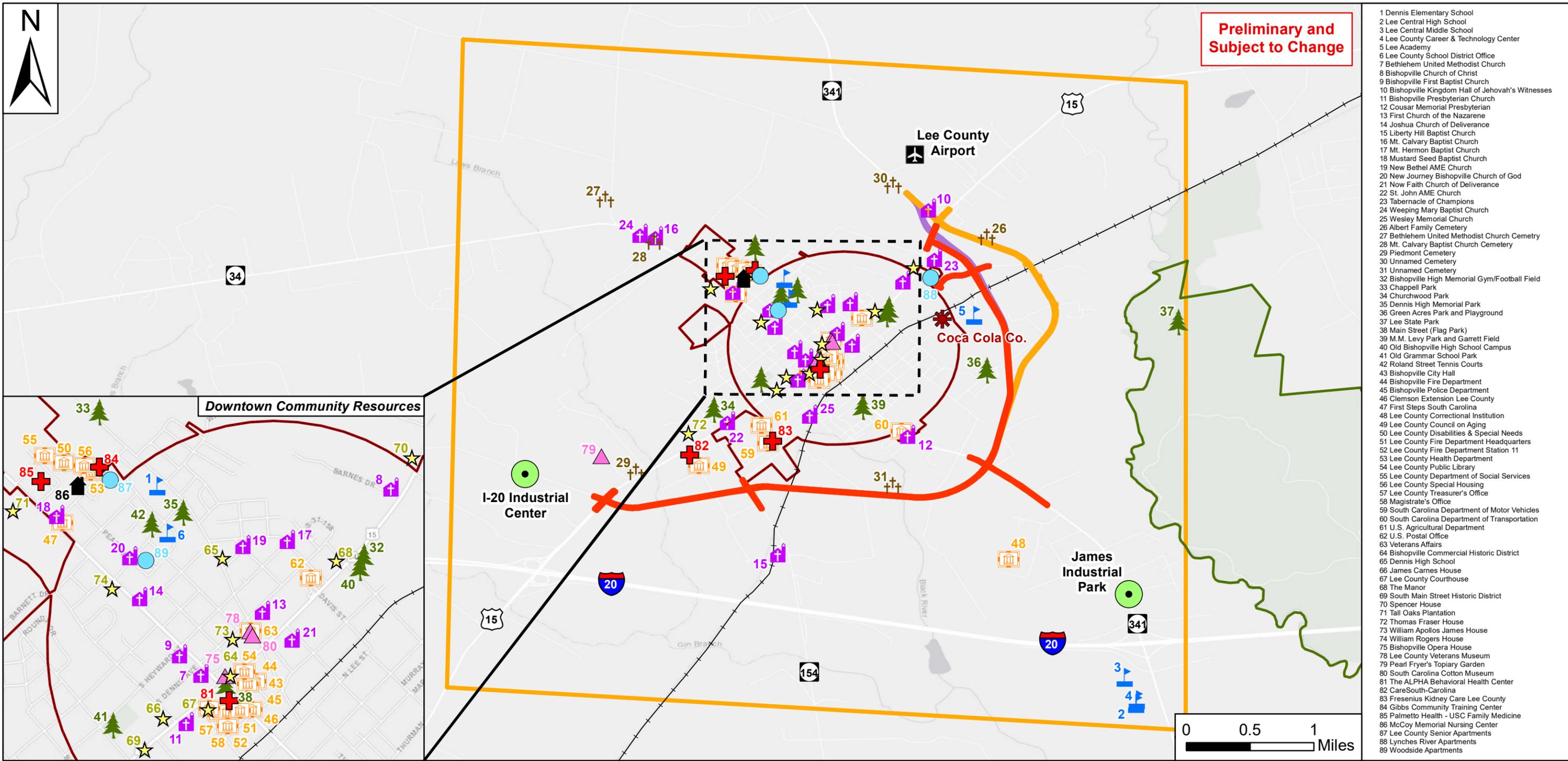
- 1 Dennis Elementary School
- 2 Lee Central High School
- 3 Lee Central Middle School
- 4 Lee County Career & Technology Center
- 5 Lee Academy
- 6 Lee County School District Office
- 7 Bethlehem United Methodist Church
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- 11 Bishopville Presbyterian Church
- 12 Cousar Memorial Presbyterian
- 13 First Church of the Nazarene
- 14 Joshua Church of Deliverance
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- 17 Mt. Hermon Baptist Church
- 18 Mustard Seed Baptist Church
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- 86 McCoy Memorial Nursing Center
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- 88 Lynchs River Apartments
- 89 Woodside Apartments

Assisted Living Facility	Government Resource	Recreational Resource	Alternative 5
Cemetery	Medical Resource	Section 8 Housing	Alternative 6
Cultural Resource	Other Resource	SCRF Railroad	Municipal Boundary
Educational Resource	Place of Worship	Alternative 1	Study Area

**Bishopville Truck Route Project
Community Impact
Assessment**

November 2021

Community Resources – Alternatives 1, 5, and 6	Figure 4a
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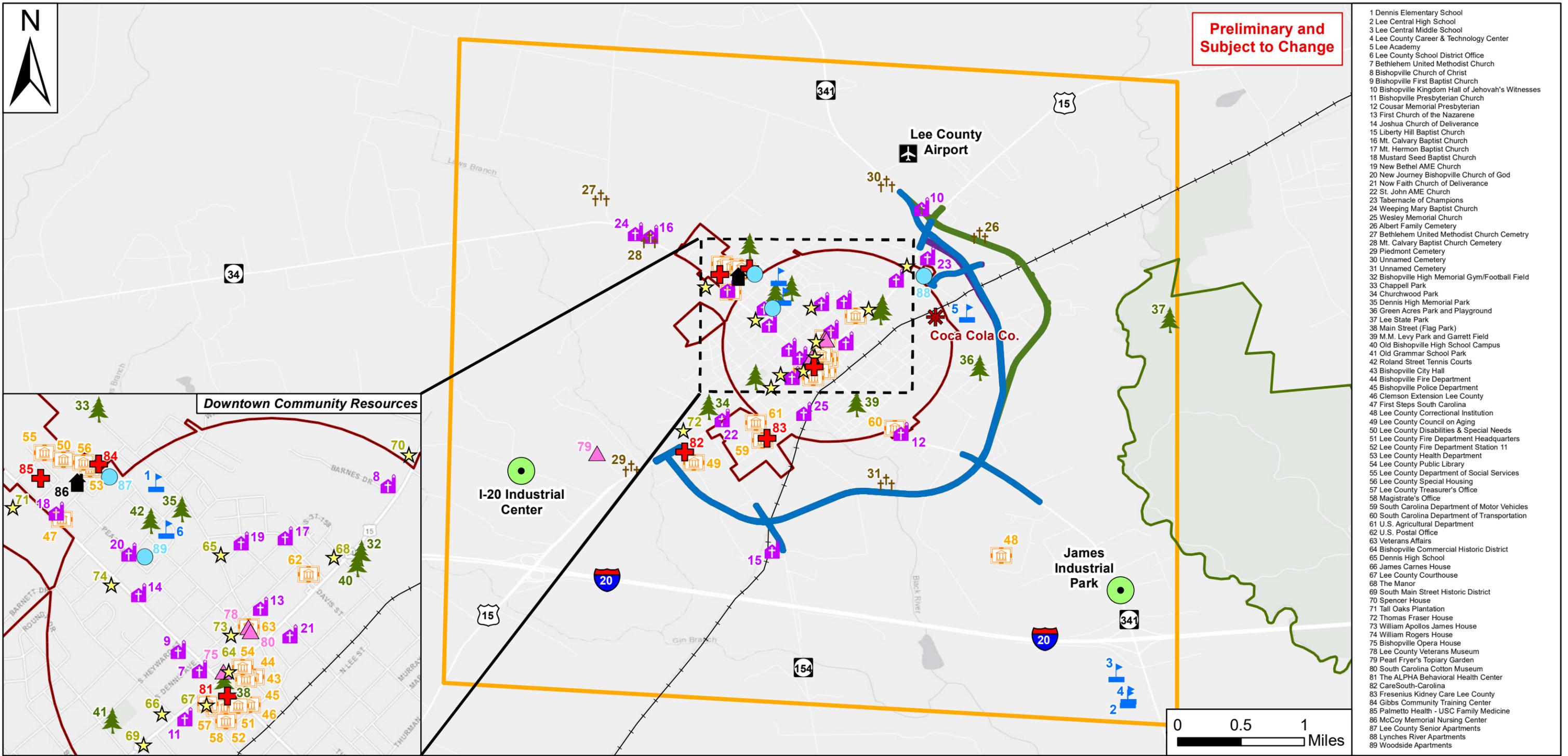
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- 89 Woodside Apartments

Assisted Living Facility	Government Resource	Recreational Resource	Alternative 7
Cemetery	Medical Resource	Section 8 Housing	Alternative 8
Cultural Resource	Other Resource	SCRF Railroad	Municipal Boundary
Educational Resource	Place of Worship	Alternative 2	Study Area

**Bishopville Truck Route Project
Community Impact
Assessment**

November 2021

Community Resources – Alternatives 2, 7, and 8	Figure 4b
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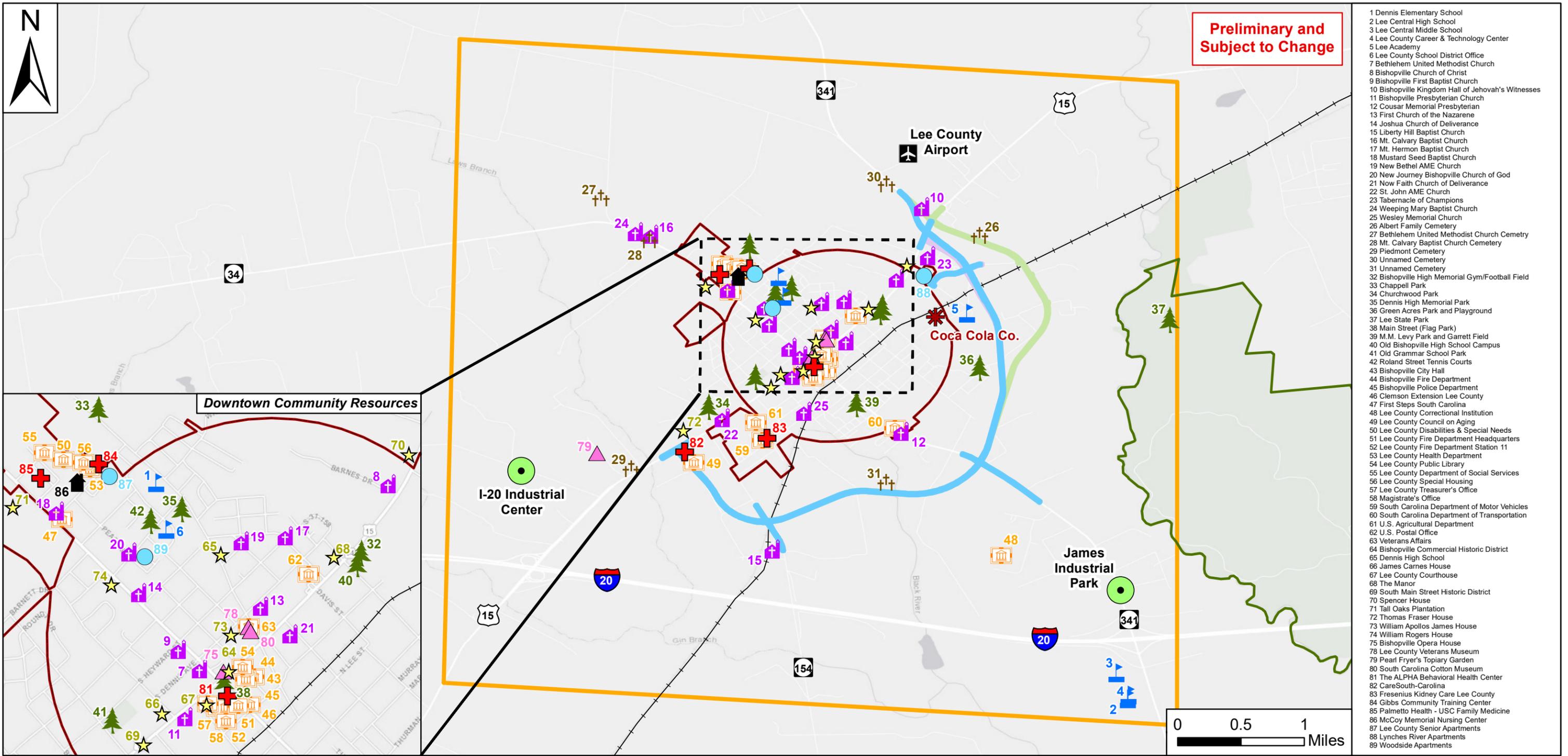
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Assisted Living Facility	Government Resource	Recreational Resource	Alternative 9
Cemetery	Medical Resource	Section 8 Housing	Alternative 10
Cultural Resource	Other Resource	SCRF Railroad	Municipal Boundary
Educational Resource	Place of Worship	Alternative 3	Study Area

**Bishopville Truck Route Project
Community Impact
Assessment**

November 2021

Community Resources – Alternatives 3, 9, and 10	Figure 4c
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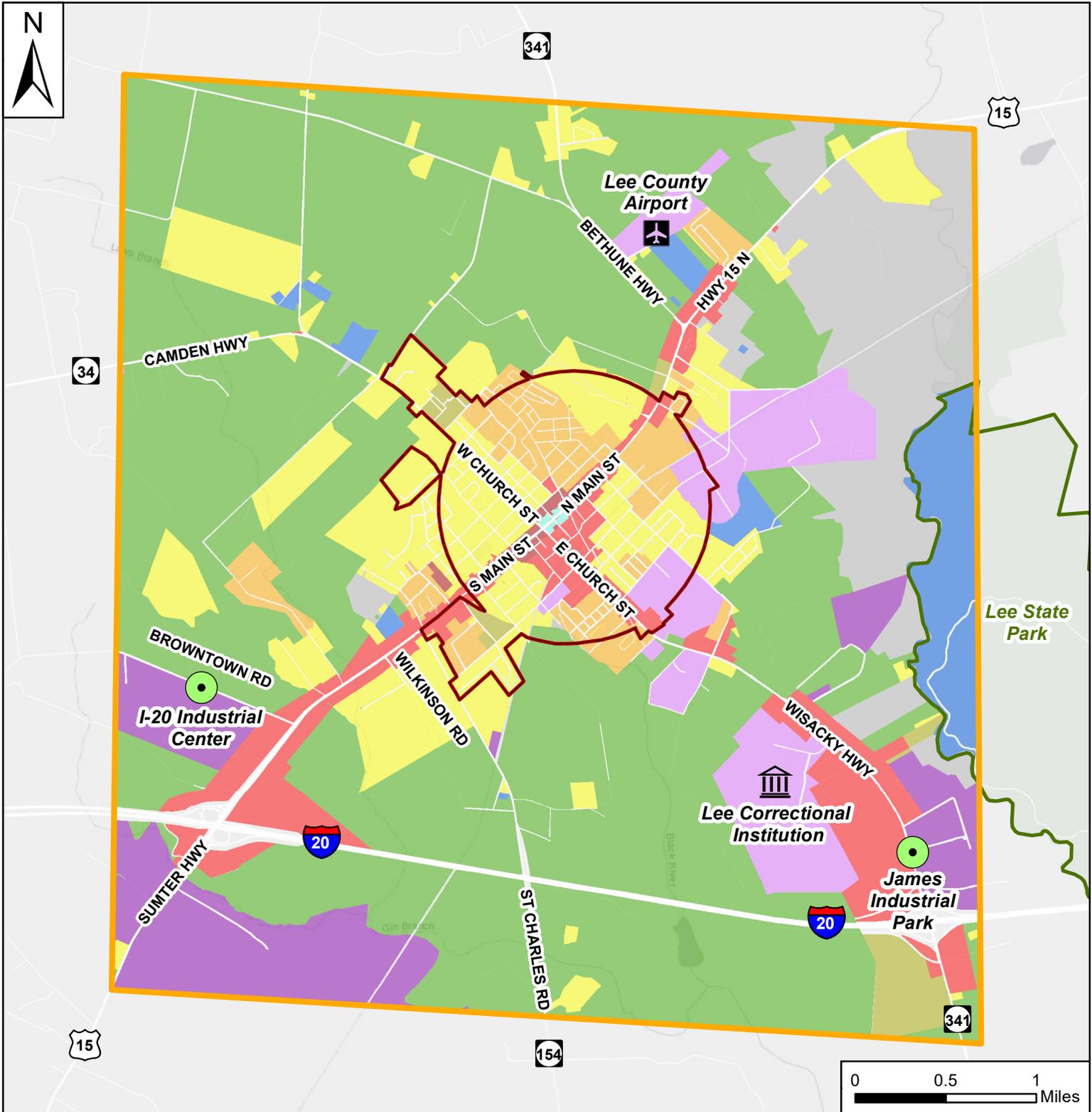
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Assisted Living Facility	Government Resource	Recreational Resource	Alternative 11
Cemetery	Medical Resource	Section 8 Housing	Alternative 12
Cultural Resource	Other Resource	SCRF Railroad	Municipal Boundary
Educational Resource	Place of Worship	Alternative 4	Study Area

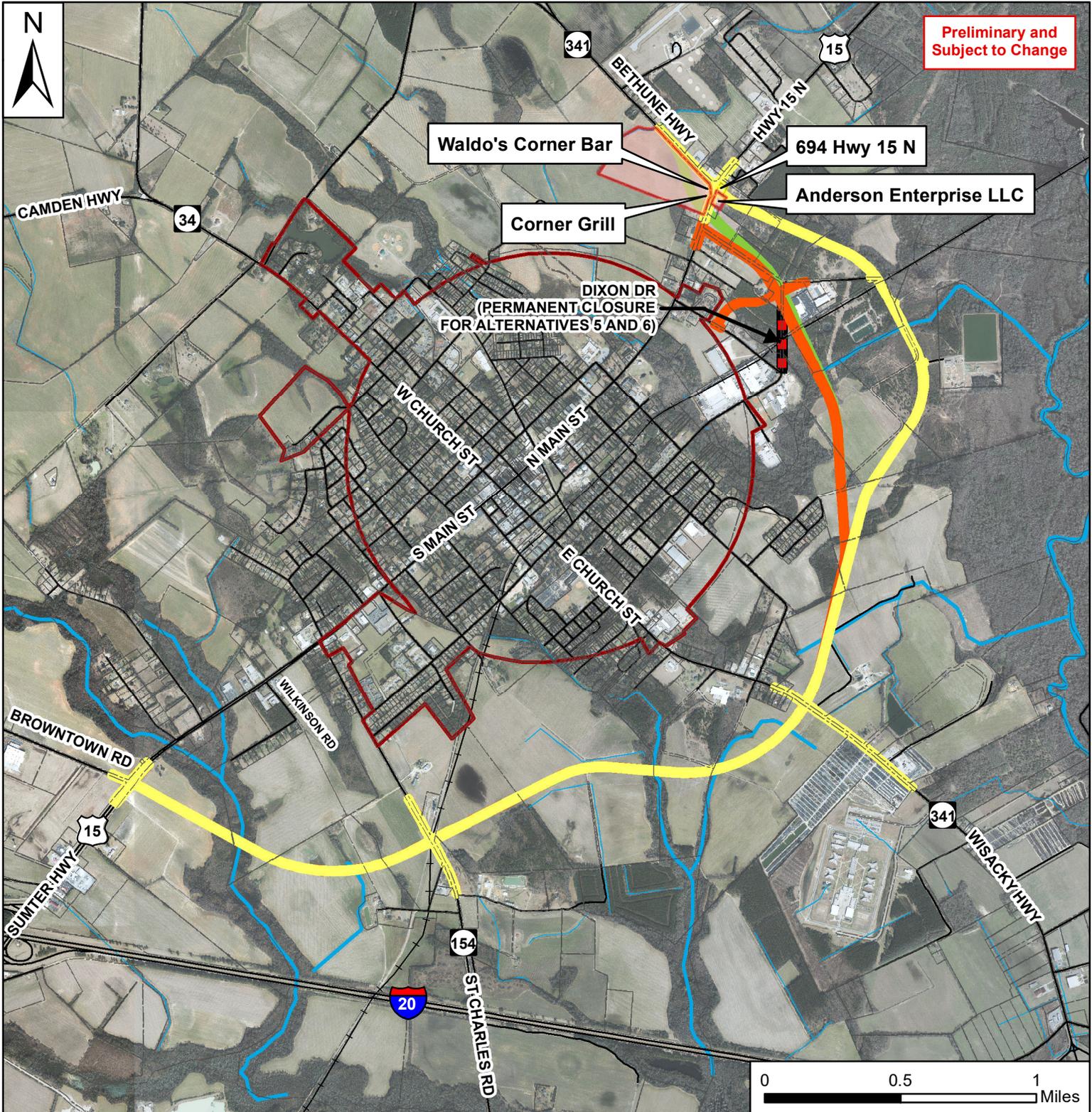
**Bishopville Truck Route Project
Community Impact
Assessment**

November 2021

Community Resources – Alternatives 4, 11, and 12	Figure 4d
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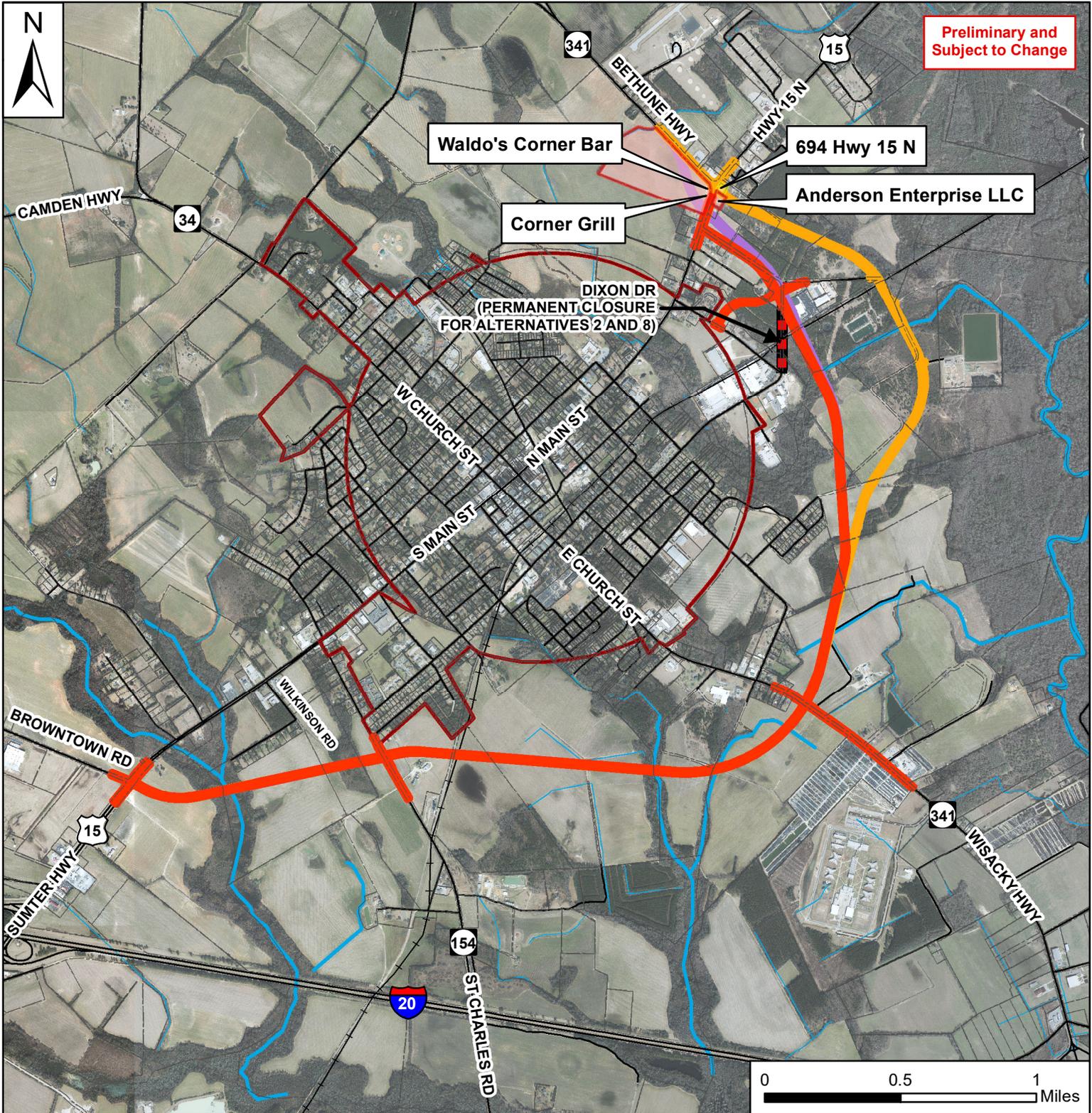
Agricultural/Rural	Heavy Industrial	Vacant Land	Bishopville Truck Route Project Community Impact Assessment	
Community Resource	Historic Conservation	Study Area		
Core Commercial	Light Industrial	Municipal Boundary	November 2021	
General Commercial	Professional, Medical, Office		Existing Land Use	Figure 5
General Residential/ Manufactured Housing	Single-Family Residential District			



Preliminary and Subject to Change

- Permanent Road Closure
- Rivers and Streams
- Road
- SCRF Railroad
- Alternative 1
- Alternative 5
- Alternative 6
- Commercial Relocation
- Municipal Boundary
- Parcel
- Residential Relocation

<i>Bishopville Truck Route Project Community Impact Assessment</i>	
<i>November 2021</i>	
Potential Relocations – Alternatives 1, 5, and 6	Figure 6a



Preliminary and Subject to Change

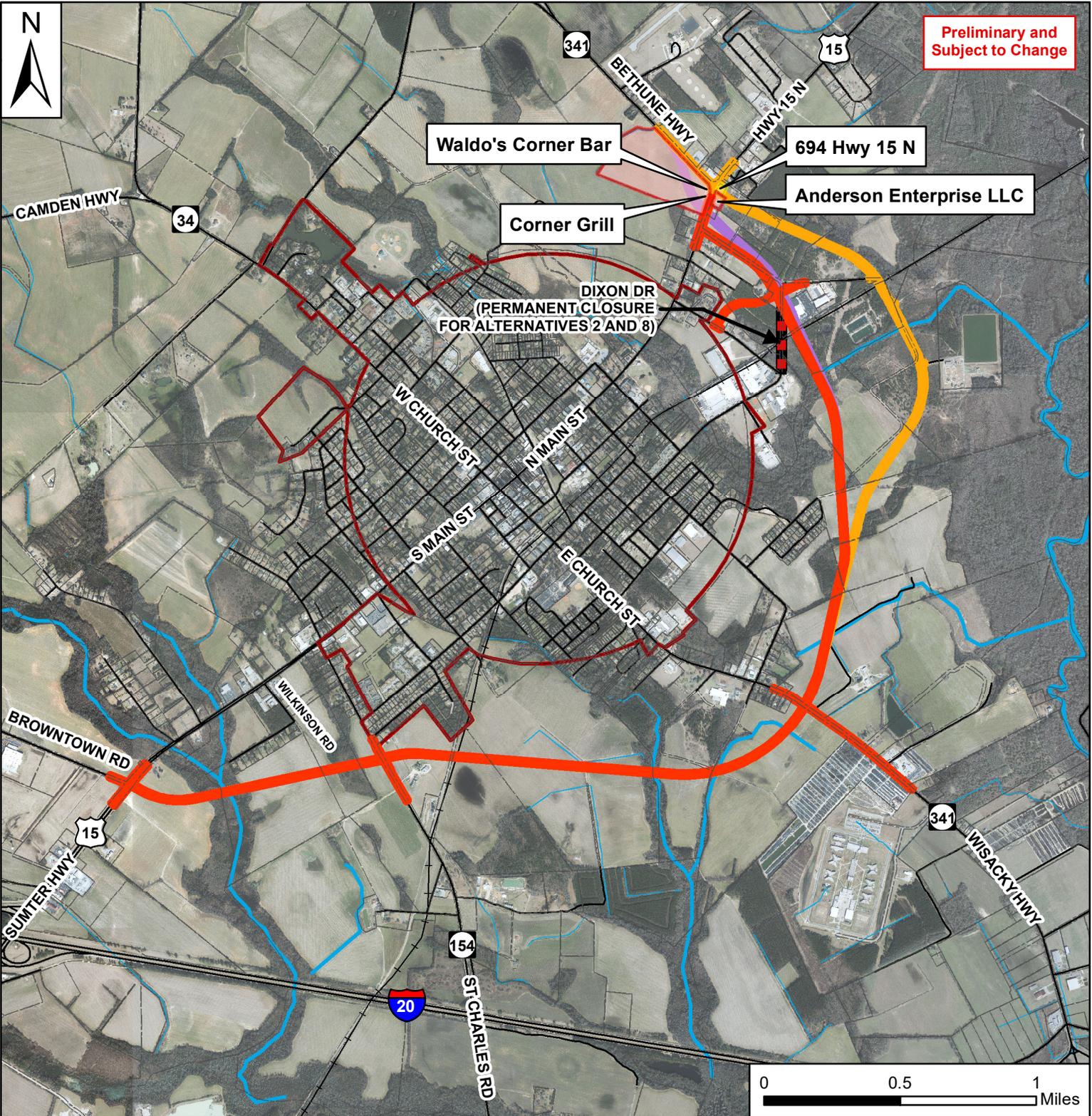
Waldo's Corner Bar

694 Hwy 15 N

Anderson Enterprise LLC

Corner Grill

DIXON DR
(PERMANENT CLOSURE FOR ALTERNATIVES 2 AND 8)



Permanent Road Closure

Rivers and Streams

Road

SCRF Railroad

Alternative 2

Alternative 7

Alternative 8

Commercial Relocation

Municipal Boundary

Parcel

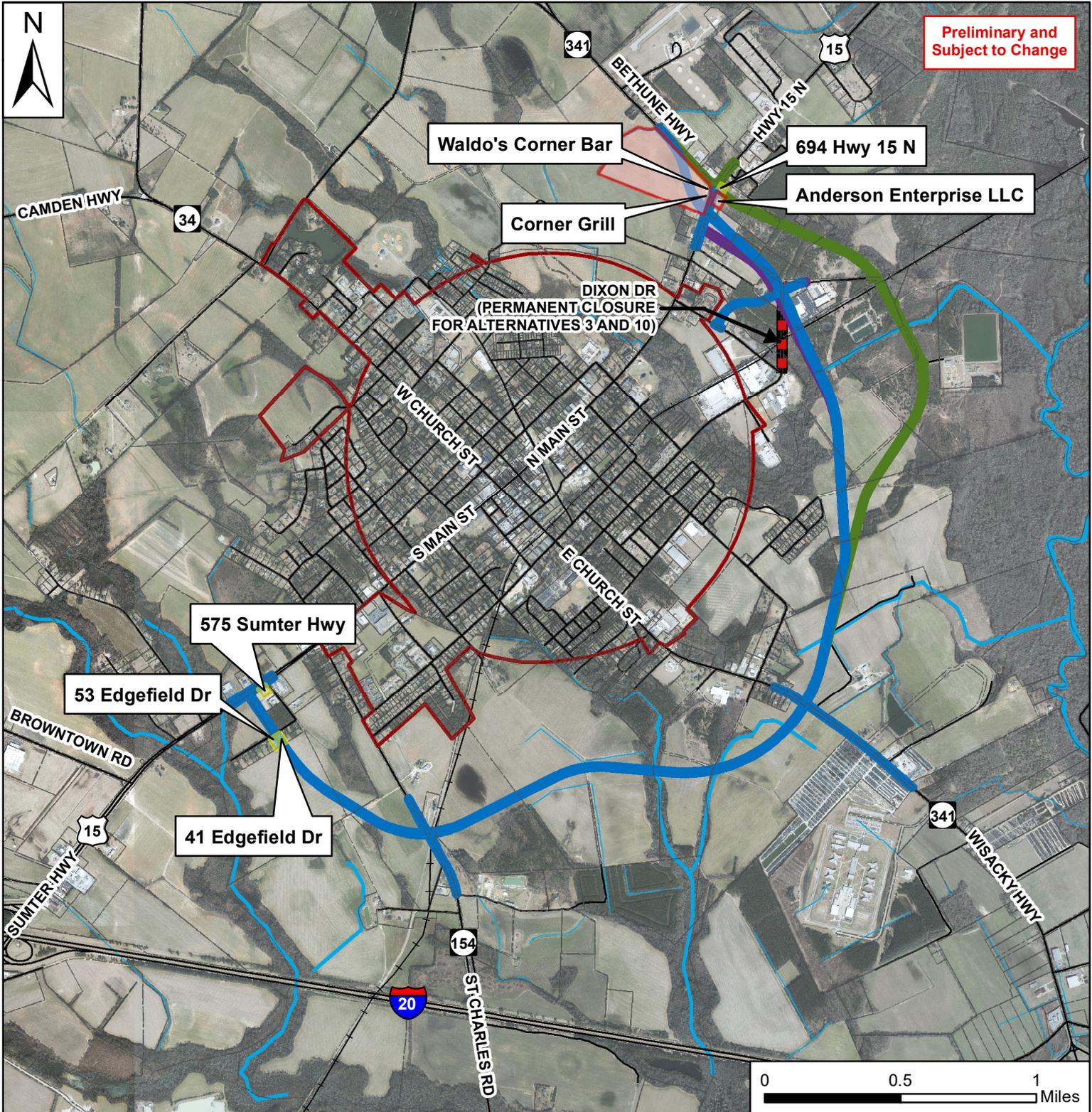
Residential Relocation

**Bishopville Truck Route Project
Community Impact
Assessment**

November 2021

**Potential
Relocations -
Alternatives
2, 7, and 8**

**Figure
6b**



Preliminary and Subject to Change

Permanent Road Closure

Rivers and Streams

Road

SCRF Railroad

Alternative 3

Alternative 9

Alternative 10

Commercial Relocation

Municipal Boundary

Parcel

Residential Relocation

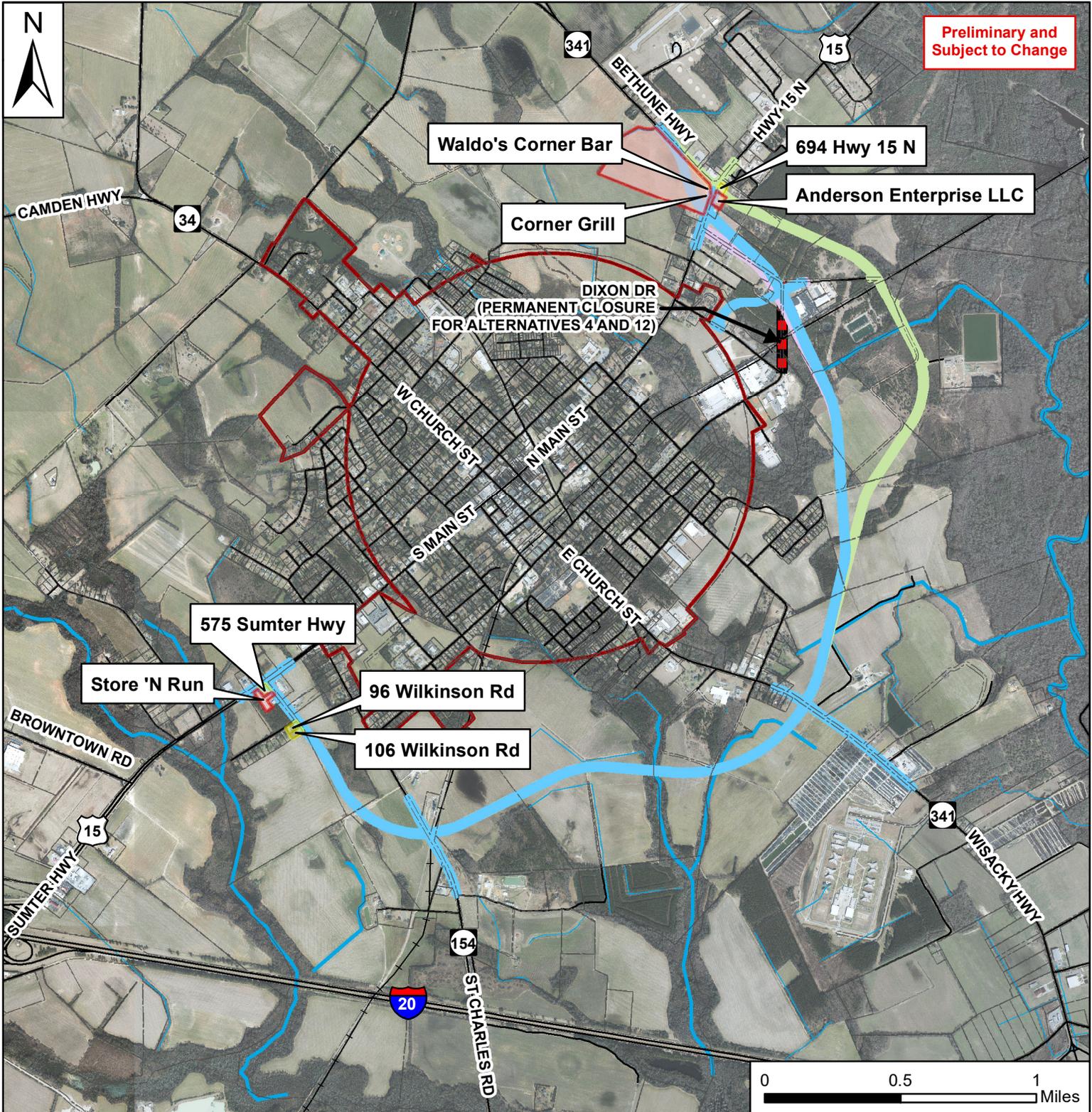
**Bishopville Truck Route Project
Community Impact
Assessment**

November 2021

**Potential
Relocations –
Alternatives
1, 5, and 6**

Figure

6c



Preliminary and Subject to Change

Permanent Road Closure	Alternative 11	Bishopville Truck Route Project Community Impact Assessment	
Rivers and Streams	Alternative 12		
Road	Commercial Relocation	November 2021	
SCRF Railroad	Municipal Boundary	Potential Relocations – Alternatives 4, 11, and 12	Figure 6d
Alternative 4	Parcel		
	Residential Relocation		



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