



APPENDIX C-3.6. PUBLIC INFORMATION MEETING

Thursday, June 7th, 2018

Proposed Bishopville Truck Route Project Lee County

Public Information Meeting

Meeting:

The South Carolina Department of Transportation (SCDOT) has scheduled a public information meeting on Thursday, June 7, in Lee County to consider preliminary alternative corridors for a proposed Bishopville Truck Route. The public is invited to stop by the Lee Central High School cafeteria, 1800 Wisacky Highway, Bishopville, anytime between 5 pm and 7 pm.

Purpose:

The purpose of this meeting is for SCDOT to present several preliminary build alternative corridors that are being considered to address the project's purpose of addressing existing and future truck volumes traveling through downtown Bishopville on US 15/North Main Street. A no-build alternative is also being evaluated by the project team. Another purpose of the meeting is to gather information from the public or any interested organization on historic or cultural resources in the area.

The preliminary routes and segments under consideration were developed after feedback from last year's project scoping meeting, field research, as well as any environmental and community impacts. SCDOT, along with the Federal Highway Administration (FHWA), will use information and feedback gathered at this meeting and through public comments to further evaluate these routes and segments before determining a preferred alternative.

The meeting's informal, drop-in format will display each potential alternative. SCDOT staff and project team members will be available to gather feedback, answer questions, and to address specific concerns such as property impacts or project background.

SCDOT will continue to receive comments regarding this phase of the project until June 30, 2018.

Contact:

For more information, the public may contact SCDOT Project Manager Jacob Meetze at (803) 737-1037, or at meetzej@scdot.org or through the project's website-<http://www.scdot.org/inside/BishopvilleTruckRoute/>, where they can also sign-up for project updates. Persons with disabilities who may require special accommodations at the meeting should contact Betty Gray at (803)737-1395.

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Best of Sumter celebration banquet will be Tuesday (/stories/best-of-sumter-celebration-banquet-will-be-tuesday-tickets-available-to-public-on-first-come,309212)

Sumter man's disappearance still a mystery decades later (/stories/sumter-mans-disappearance-still-a-mystery-decades-later,309214)

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PEARL HOLMES Pearl Holmes, the late Louis 19, 1923, in St 2018, at Palm receive ...

MORE OBITUARI

OBITUARIE JESSICA R. DU PINWOOD Saturday, Jan Elmore-Carlin of Sumter.

BRONCO PRAZ FLORENCE 2018, at ... was a son of E and was born receiving ...



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(tel:1-803-774-1200)

(mailto:webmaster@theitem.com)



Questions?

SCDOT Project Manager

Jacob Meetze, PE

803-737-1037

meetzej@scdot.org

Para obtener más información,
llame al

803-737-2314



Public Information Meeting Proposed Bishopville Truck Route

Study team members have used the input provided at last year's public scoping meeting to analyze multiple options for the Proposed Bishopville Truck Route Project. Now, SCDOT wants to share these alternative corridor options for your preferences and feedback.

This public information meeting will utilize an informal drop-in format between 5:00 PM and 7:00 PM.

Please Join Us

Thursday, June 7, 2018

5:00 – 7:00 PM

Lee Central High School

1800 Wisacky Hwy., Bishopville, SC 29010

Different alternatives will be displayed with SCDOT Staff and Project Team Members available to answer your questions, discuss the strengths of each alternative, and gather feedback about your preferences.

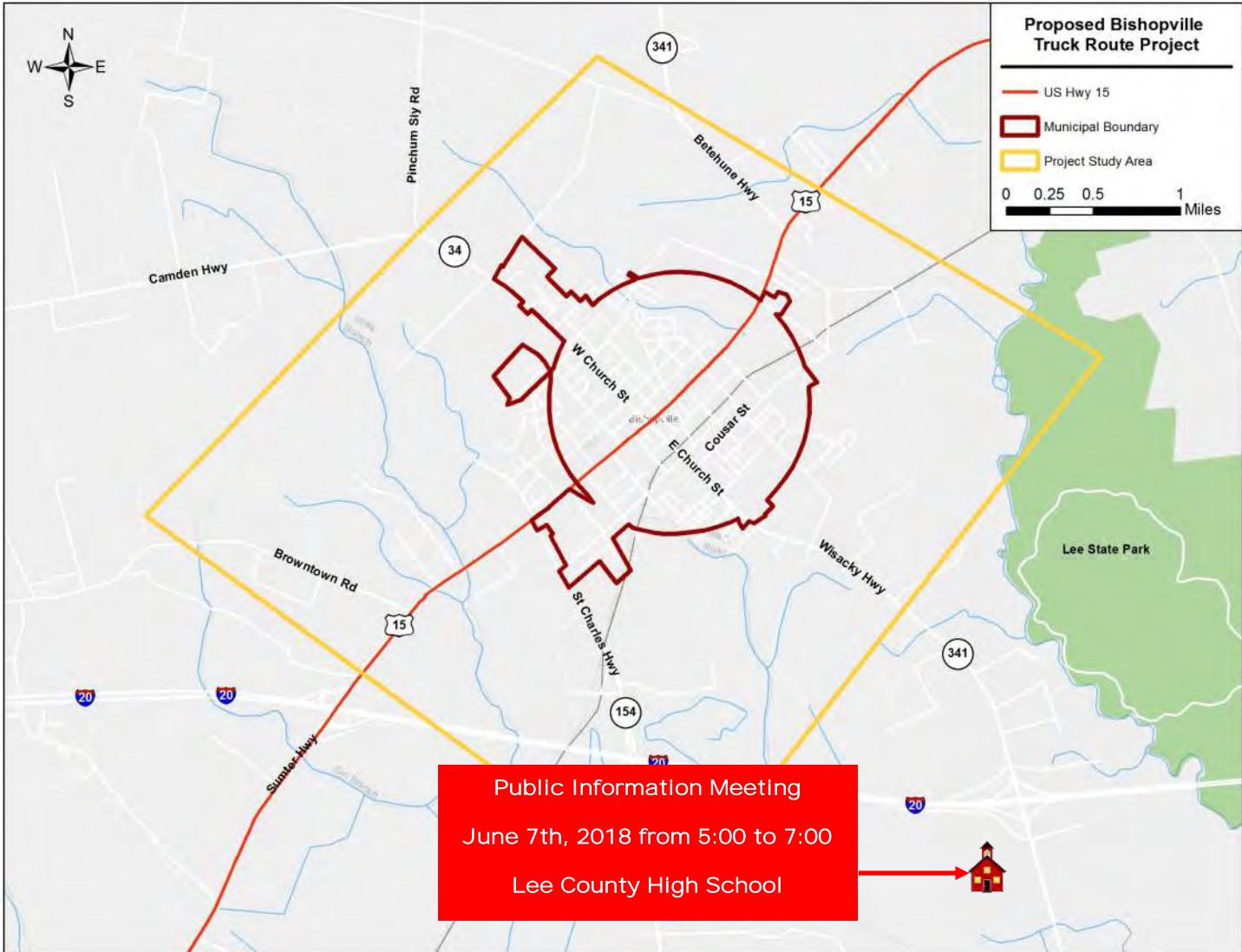
Persons with disabilities who may require special accommodations at the meeting may receive interpretive services upon request prior to the meeting by calling Betty Gray at (803) 737-1395.

For more information about the project, please contact the SCDOT Project Manager or visit the project website: <http://www.scdot.org/inside/BishopvilleTruckRoute/>.

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Meeting Purpose:	Public Mtg – Proposed Alternatives
Date/Time:	June 7, 2018
Location:	Lee Central High School

SIGN-IN SHEET

Name	Address
1. Janis Garrick (WF)	215 Country Manor Est Bishopville, SC 29010
2. Sam Garrick	" " " "
3. Carrie L. Gass (BF)	630 E. Church St. Bishopville, SC 29010
4. Diane Boone	138 Wags Dr. Bishopville, SC 29010
5. Mattie Westry (BF)	15 Mags Dr. Bishopville, SC 29010
6. Stephen Beasley	4210 High Point Rd. Hartsvilles, SC 29550
7. Ronnie Williams	303 Barnett Dr. Bishop SC 29010
8. Joshua Coughman	122 Wags Dr Bishop SC
9. Jerry Coughman (WF)	161 Wags Dr.
10. Patricia Lucas (BF)	324 Cousar St. Bishop SC 29010
11. Walter Lucas	" " " "
12. Willie Blyther (BM)	159 Hansel St Bishop SC
13. Leon White (BM)	224 S. Main St Bisho SC
14. Edward Alexander	3307 Dunhill Ct. Florence SC 29501

Pls. Note: Information provided, including name & address, will be published & is subject to disclosure under the Freedom of Information Act.

Name	Address
15. Jervyn Simon (BM)	251 Lynchburg Hwy Bishopville, SC 29010
16. Matt Hicks	3564 Lee State Park Rd Bishopville, SC
17. Dawn Hicks (WF)	11 11 11 11
18. Ruby Gibbs (BF)	172 Broad Acres Rd Bishopville, SC 29010
19. Jerry Law	200 S. Main St Bishopville, SC 29010
20. Janine Beasley (WF)	4210 High Point Rd. Hartsville, SC 29550
21. Don Wetmore	668 Hwy 15 North Bishopville, SC 29010
22. Jeffrey Wilks	R.M.E for Lee County
23.	
24.	
25.	
26.	
27.	
28.	
29.	
30.	
31.	
32.	
33.	

* Please note, if we already have your contact information, you do not need to complete these columns.



Meeting Purpose:	Public Mtg – Proposed Alternatives
Date/Time:	June 7, 2018
Location:	Lee Central High School

SIGN-IN SHEET

Name	Address
1. Brooks Stuckey	13141 Haygood Ave, Columbia, SC ²⁹²⁰⁵
2. John McWorter	N/A
3. W. S. Reynolds III	319 McDonald Pl. Bishopville
4. Jacqueline Josey	P.O. Box 21 Lynchburg, SC 29802 29080
5. Wayne Hancock	240 So. Main Bishop
6. Bobby Stokes	BF 19 Davis St Bishop
7. Jarric Jaye	BF 420 Gum St. Bishop
8. Hattie Scott	BF 122 Chapman St, Bishop
9. Willie Mae Michiens	BF 427 Gum St, Bishop
10. Geneka ^{Wilson} Williamson	BF 414 Perkins St B
11. Phil Houch Houch	397 Woodhrom St, Bis
12. Bernard Simon	3M 409 Perkins, Bishop.
13. Rusty Barry	10 N. Homestead Lane, Elgin ²⁹⁰⁴⁵
14.	

Please Note: Information provided, including name & address, will be published & is subject to disclosure under the Freedom of Information Act.

Name	Address
15. Carl Whetsel	387 Country Manor Est Bish
16. Mike Bedenbaugh	119 Deschamps St, B
17. Brandon Holloman	421 Law St B
18. Anra Alvarez	415 N. Main Bishop.
19. Tanya Carter	415 N. Main
20. Landette Hayes	214 Roundup Dr B
21. Dwayne Huggins	426 St Phillips Rd, Dalzell
22. Joe Holladay	3273 Lee State Hwy 290108
23. Vance Stover	1890 Stokes Bridge Rd W. B
24. Harold McLamb	
25. Ray Stockey	68 Dixon Dr. B
26. Tim DuBose	311 So Mattles,
27. Matt Matela	45 So Calhoun St Bish
28. Little Florist	123 Old Main B
29. Patricia Carter	246 Jamestown Rd Camden
30. David Atkinson	1017 Wisacky Bishop
31. Wendy Logan	59 Dixon Drive
32. Sandra Dixon	65 Dixon Drive
33. John Lem	1020 Kings Ave, Camden

* Please note, if we already have your contact information, you do not need to complete these columns.

Name	Address
34. Ernie Bryant Sr	BM 215 Green St, Bishop
35. Don R McDaniell, Sr.	WF 421 Bradley Ave, Bish
36. Levi Scarborough Sr.	WF 1290 Swimming Pen Rd. Mayesville, SC 29104
37. Gee Whetsel	WF 387 Country Manor Est. Bish, SC 29010
38. George Roberts	WF 412 Meadows Lane, Bish
39. Margaret Copeland	WF 700 Ra 562, Bish.
40. Millie Scott	WF 304 Ridge St. Bishop
41. Daniel Simon	BM 302 Elliott Highway, Bish
42. Venetta Gull	BF 418 Marsh St, Bishop
43. Warren Soyce	BM 383 Calvary Church Rd, B
44. Barbara Elmore	WF 314 Browntown Rd, Bishop
45. Harry Elmore	" " " "
46. April Savarnde	WF 345 Country Manor Estate, Bis
47.	
48.	
49.	
50.	

* Please note, if we already have your contact information, you do not need to complete these columns.



Welcome to the Proposed Bishopville Truck Route

Open House June 7, 2018

Today's Public Meeting is an important step in the Proposed Bishopville Truck Route Environmental Impact Statement process. The Project Team is here to hear your input, comments and concerns regarding the proposed alternatives.

The open house covers the following topics:

- Project overview presentation
- Project Status Update
- Review Preliminary Alternative Corridors
- Provide your input on Preliminary Alternative Corridors
- Next Steps in the Project

SCDOT, in response to the nondiscrimination requirements set forth by the Federal regulations issued by the U.S. Department of Transportation to effectuate Title VI of the Civil Rights Act of 1964, as amended, complies with all regulations in this regard. Any person who believes that he or she has been discriminated against because of race, color, religion, sex, age, handicap/ disabilities or national origin under a program receiving Federal Aid has the right to file a complaint with the SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at (803) 737-1372. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident.



The Proposed Bishopville Truck Route Project Team Welcomes You!

We're here to:

- Provide Project Status Update
- Review Preliminary Alternative Corridors
- Receive Input on Preliminary Corridors
- Share Next Steps in the Project

We encourage you to submit a comment on the study.

June 7, 2018
5 PM to 7 PM
Lee Central High School



Draft Purpose and Need



Draft Project Purpose

- The primary purpose of the project is to address the existing and future truck traffic traveling through downtown Bishopville.
- The secondary purpose is to enhance economic development in the area.

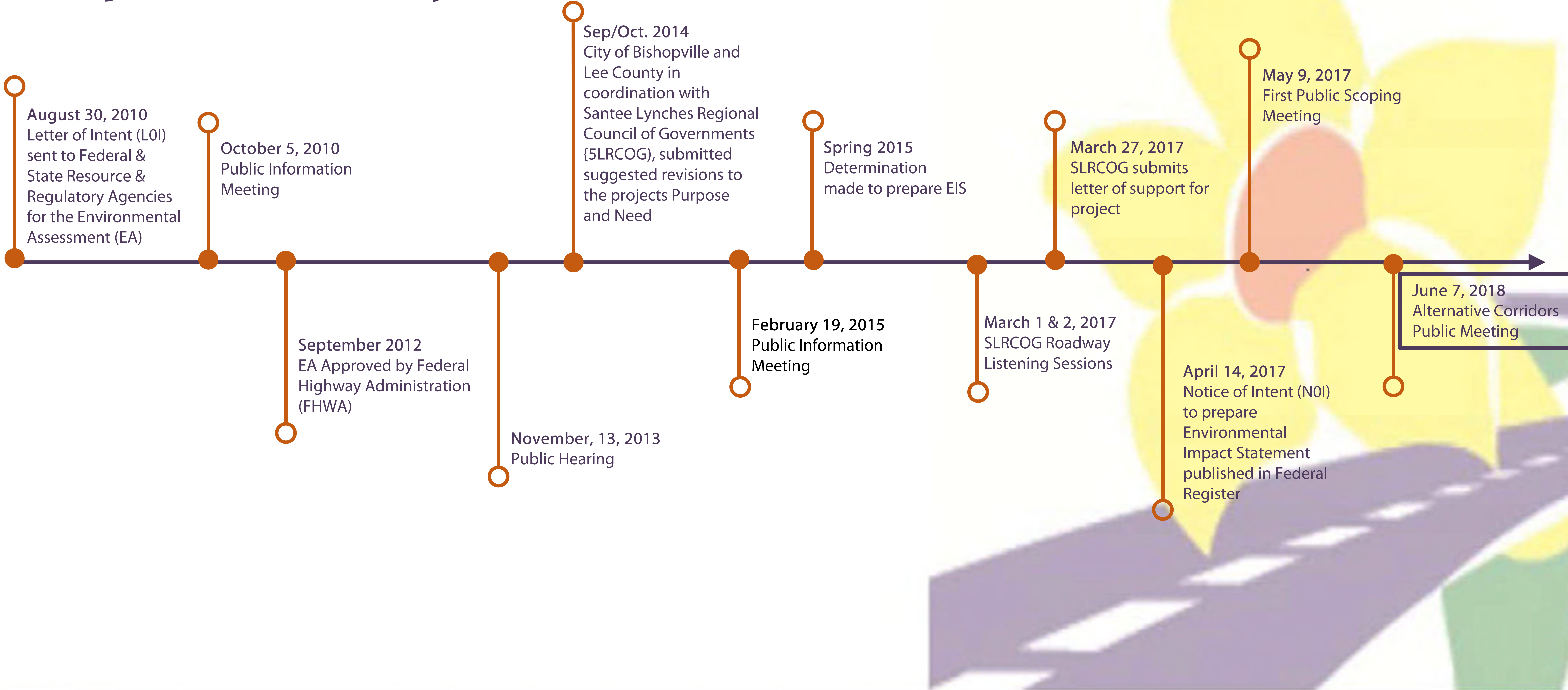
Draft Purpose and Need



Draft Project Need

- US 15 / N. Main Street through downtown Bishopville is currently a two-lane roadway with a raised median and on-street parking,
- On average, over 700 large commercial trucks travel this corridor daily.
- Development of the proposed truck route is considered necessary to reduce the existing and future truck congestion through downtown.

Project History & Overview



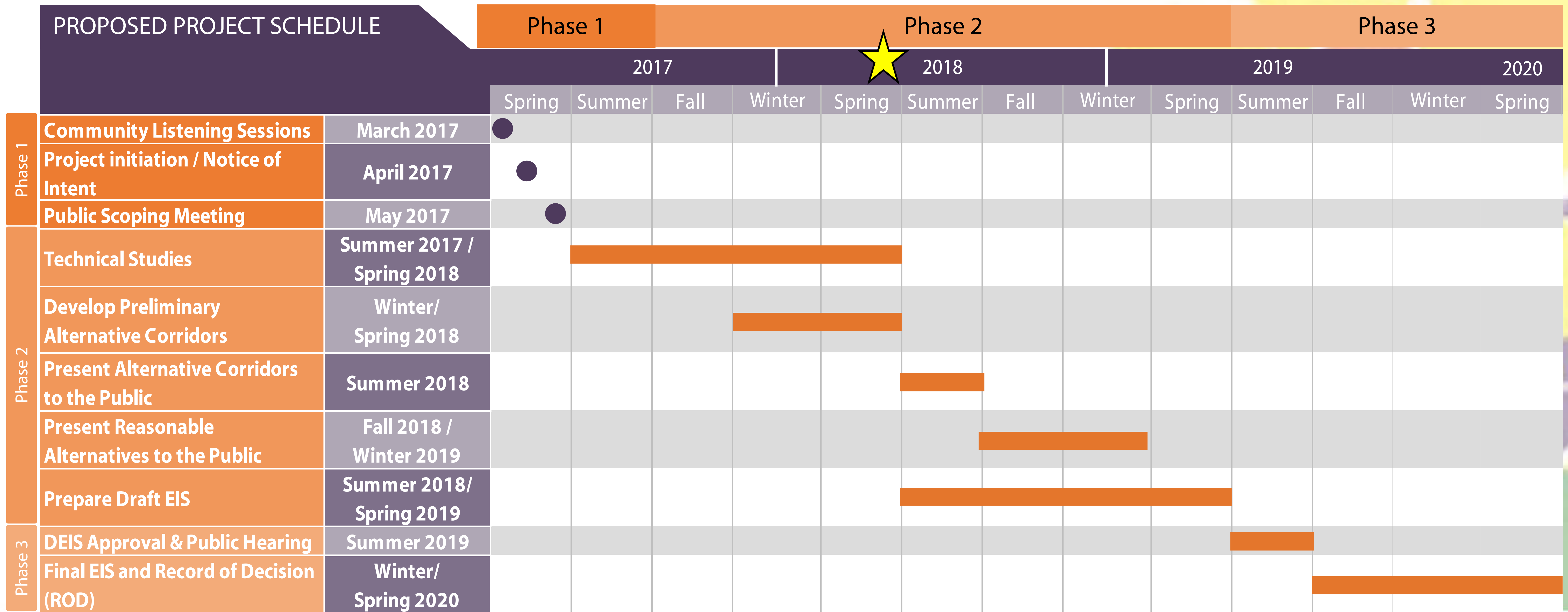
Project Schedule

★ - We are here

Phase 1:
Notice of Intent (NOI) to Prepare an EIS and Scoping

Phase 2:
Alternative Development and Analysis

Phase 3:
Prepare a Draft EIS, Final EIS and Record of Decision



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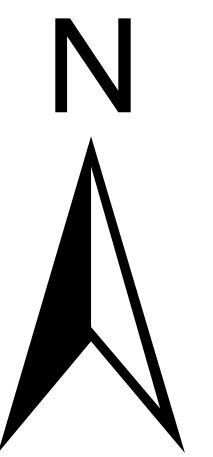


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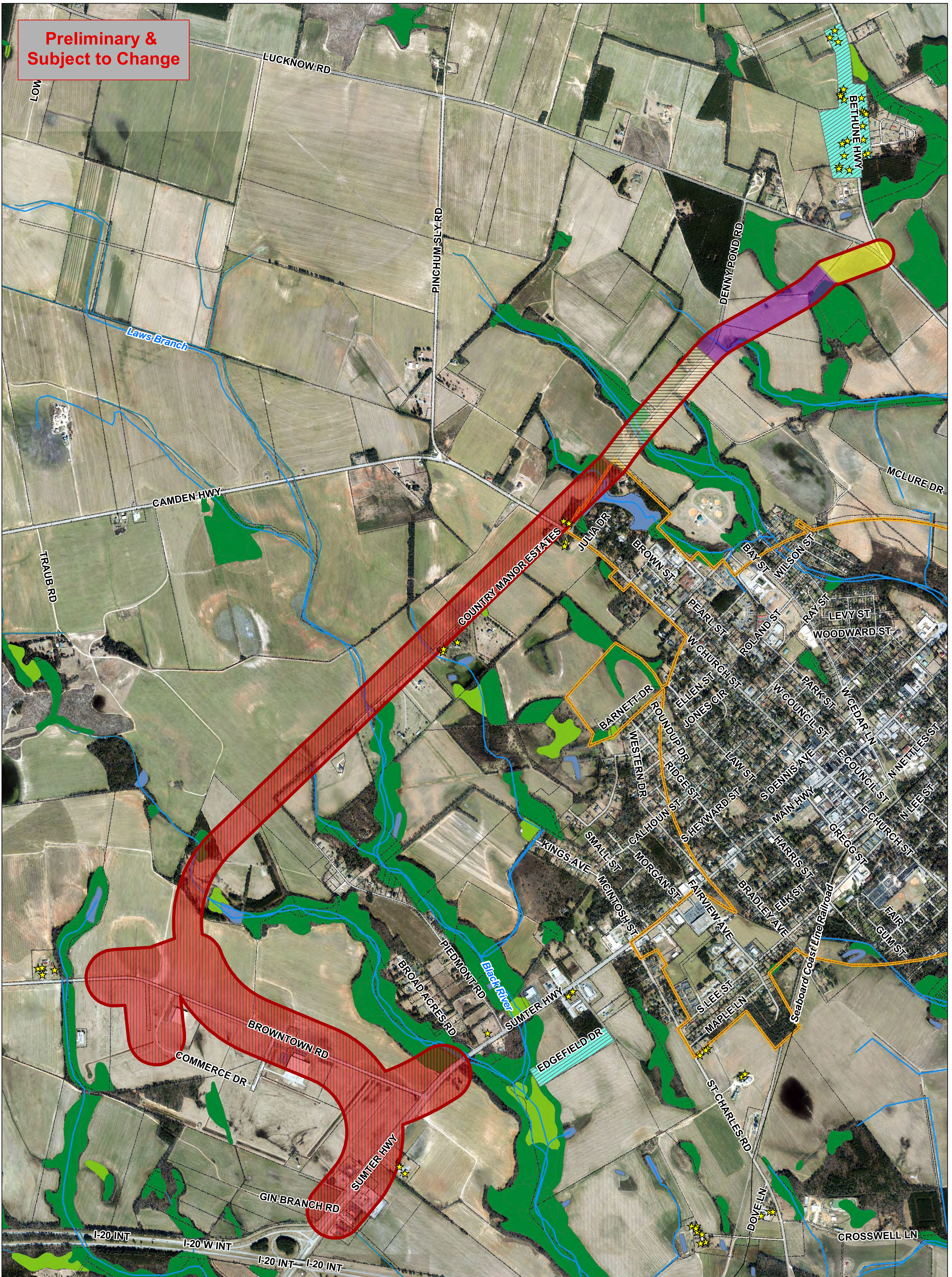
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June 2018

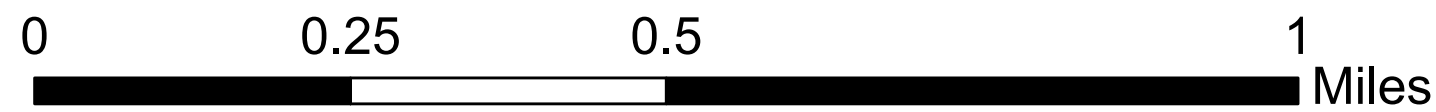
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| ★ Architectural Resources | Historic Districts | Segment 21 (500 ft) | Property Parcels | Pond |
| Rivers & Streams | Alternative A Corridor | Segment 24 (500 ft) | Freshwater Wetland | Riverine |
| Railroad | Segment 16 (500 & 1,000 ft) | Municipal Boundary | Forested Wetland | |



**Preliminary &
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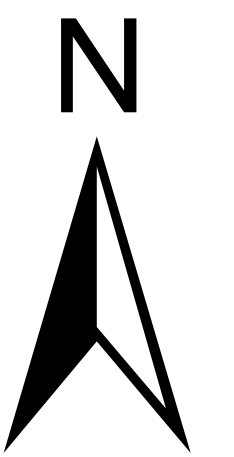


Alternative B



June 2018

★ Architectural Resources	Historic Districts	Segment 21 (500 ft)	Municipal Boundary	Forested Wetland
Rivers & Streams	Alternative B Corridor	Segment 22 (500 ft)	Property Parcels	Pond
Railroad	Segment 16 (500 & 1,000 ft)	Segment 25 (500 ft)	Freshwater Wetland	Riverine



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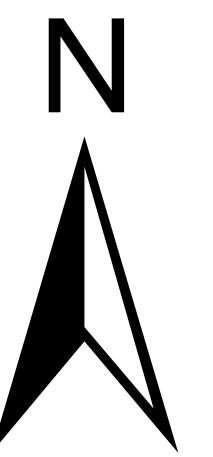


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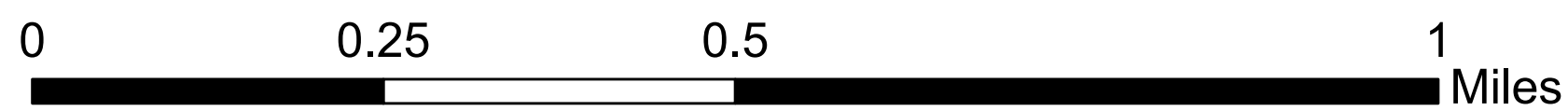
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| ★ Architectural Resources | Historic Districts | Segment 21 (500 ft) | Municipal Boundary | Forested Wetland |
| Rivers & Streams | Alternative C Corridor | Segment 22 (500 ft) | Property Parcels | Pond |
| Railroad | Segment 16 (500 & 1,000 ft) | Segment 26 (500 ft) | Freshwater Wetland | Riverine |



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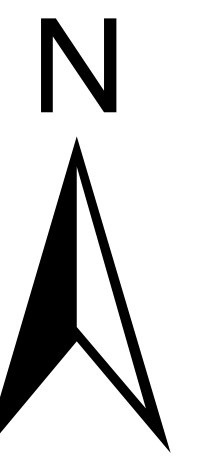


Alternative E



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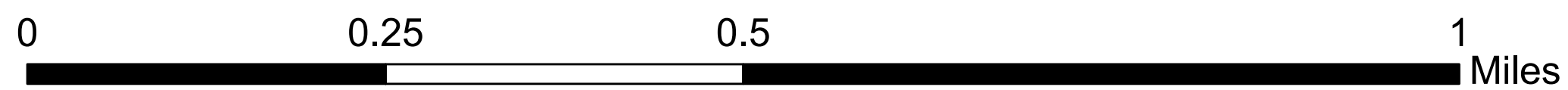
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| ★ Architectural Resources | Historic Districts | Segment 19 (500 ft) | Municipal Boundary | Forested Wetland |
| Rivers & Streams | Alternative E Corridor | Segment 21 (500 ft) | Property Parcels | Pond |
| Railroad | Segment 17 (500 ft) | Segment 24 (500 ft) | Freshwater Wetland | Riverine |



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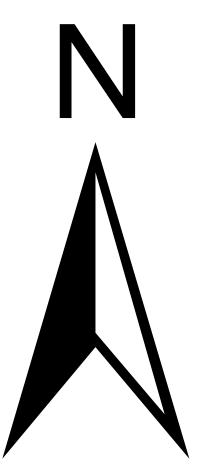


Alternative F

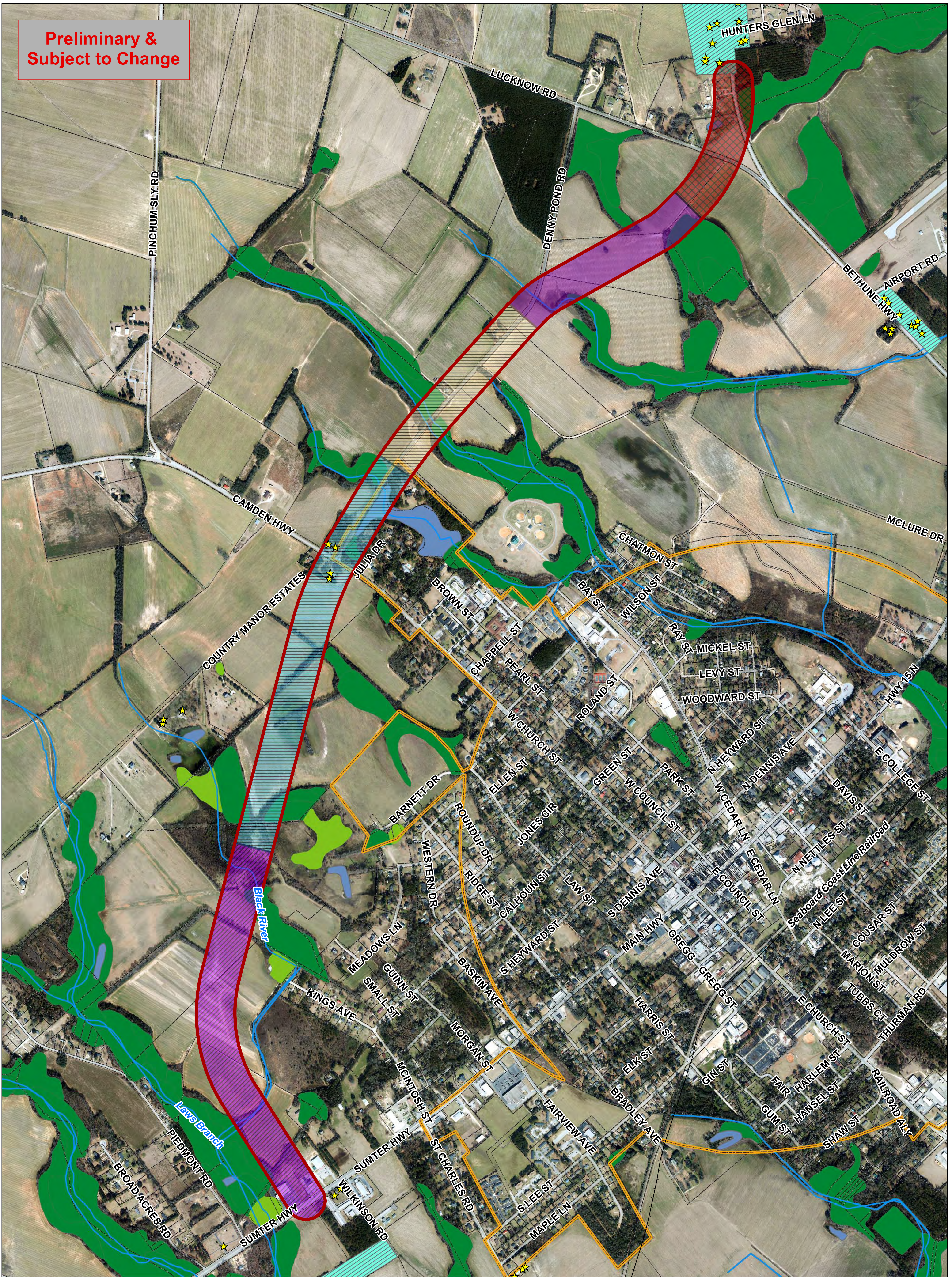


June 2018

Architectural Resources	Alternative F Corridor	Segment 22 (500 ft)	Freshwater Wetland
Rivers & Streams	Segment 17 (500 ft)	Segment 25 (500 ft)	Forested Wetland
Railroad	Segment 19 (500 ft)	Municipal Boundary	Pond
Historic Districts	Segment 21 (500 ft)	Property Parcels	Riverine



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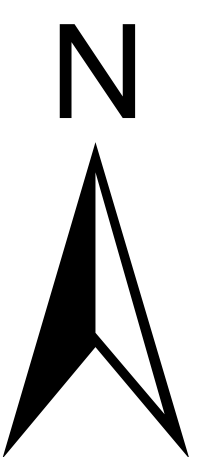


Alternative G

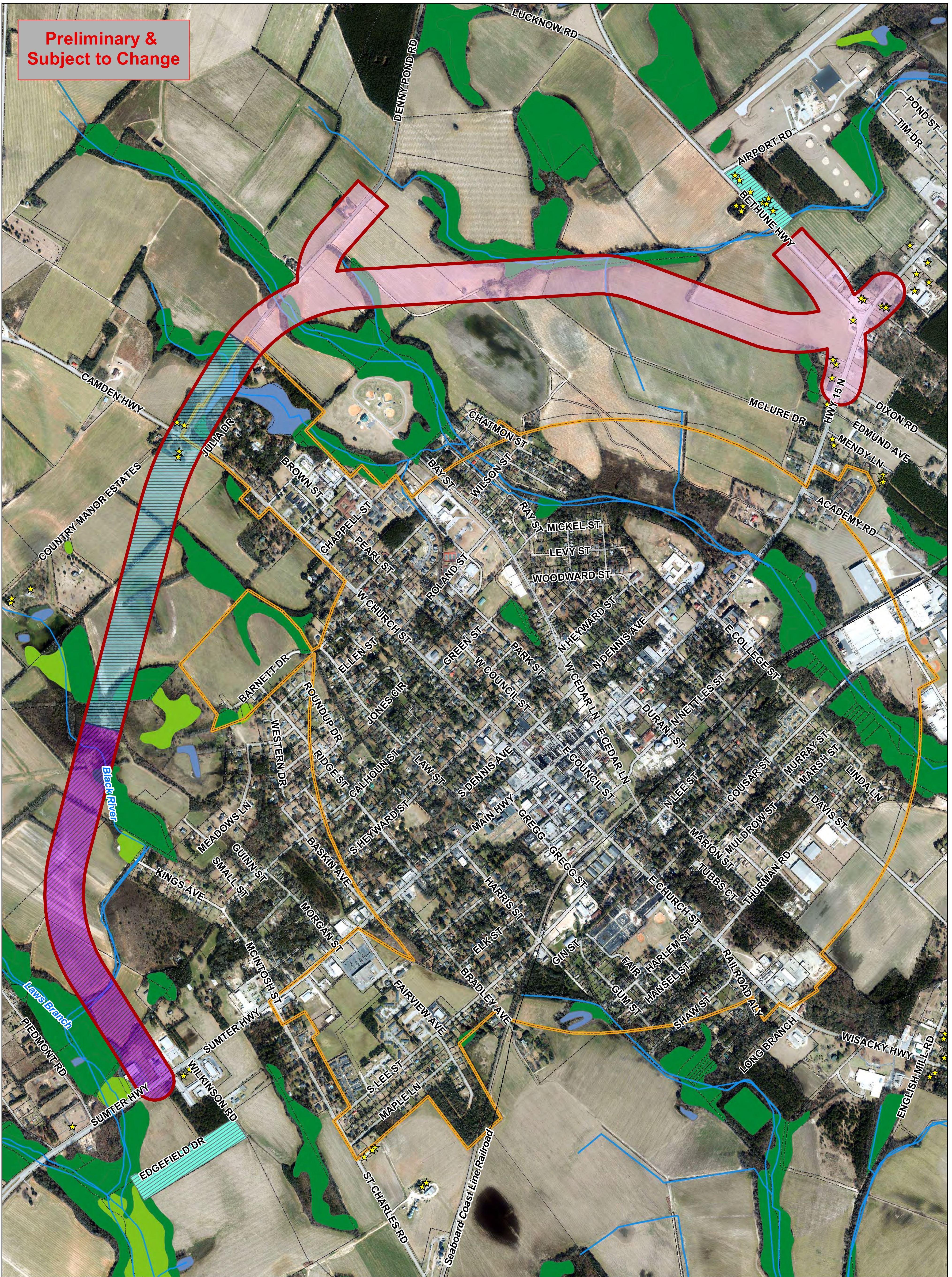
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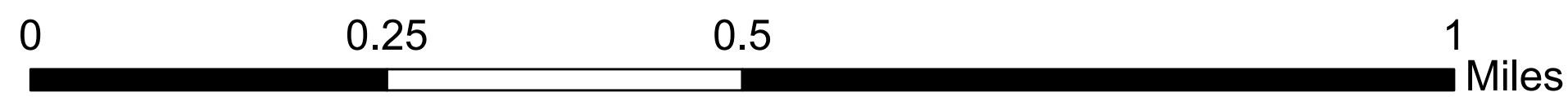
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| ★ Architectural Resources | Alternative G Corridor | Segment 22 (500 ft) | Freshwater Wetland |
| Rivers & Streams | Segment 17 (500 ft) | Segment 26 (500 ft) | Forested Wetland |
| Railroad | Segment 19 (500 ft) | Municipal Boundary | Pond |
| Historic Districts | Segment 21 (500 ft) | Property Parcels | Riverine |



**Preliminary &
Subject to Change**



Alternative H



June 2018

Architectural Resources	Historic Districts	Segment 19 (500 ft)	Property Parcels	Pond
Rivers & Streams	Alternative H Corridor	Segment 20 (500 ft)	Freshwater Wetland	Riverine
Railroad	Segment 17 (500 ft)	Municipal Boundary	Forested Wetland	

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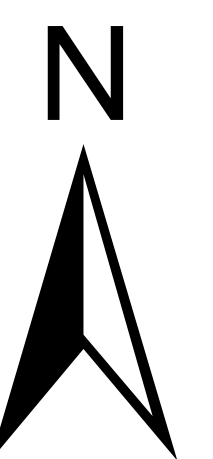


Alternative I

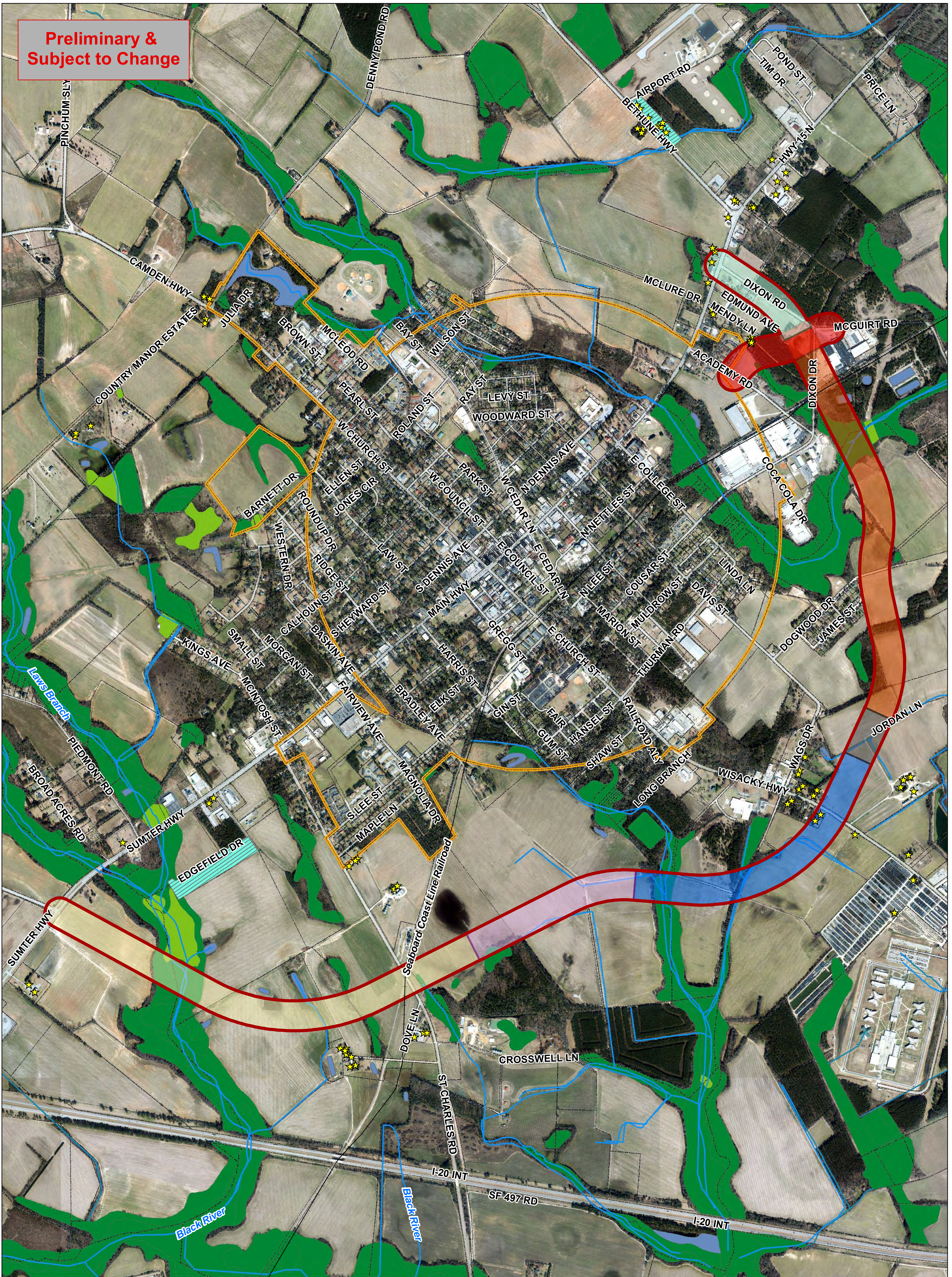
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June 2018

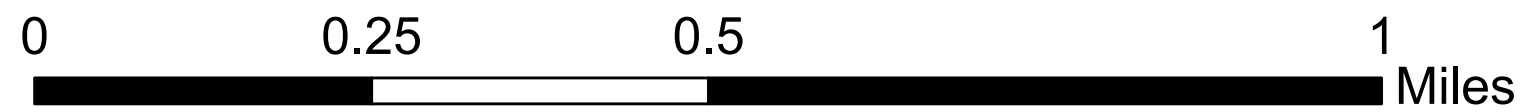
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| ★ Architectural Resources | Alternative I Corridor | Segment 9 (500 ft) | Municipal Boundary | Forested Wetland |
| — Rivers & Streams | Segment 1 (500 ft) | Segment 11 (500 ft) | Property Parcels | Pond |
| — Railroad | Segment 2 (500 ft) | Segment 12 (500 ft) | Freshwater Wetland | Riverine |
| ▨ Historic Districts | Segment 6 (500 ft) | Segment 15 (500 ft) | | |



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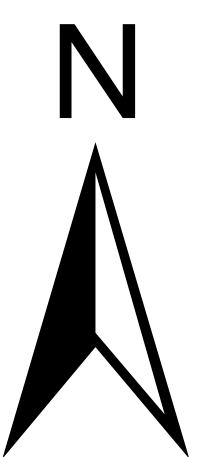


Alternative J



June 2018

Architectural Resources	Alternative J Corridor	Segment 9 (500 ft)	Municipal Boundary	Forested Wetland
Rivers & Streams	Segment 4 (500 ft)	Segment 11 (500 ft)	Property Parcels	Pond
Railroad	Segment 7 (500 ft)	Segment 12 (500 ft)	Freshwater Wetland	Riverine
Historic Districts	Segment 8 (500 ft)	Segment 15 (500 ft)		



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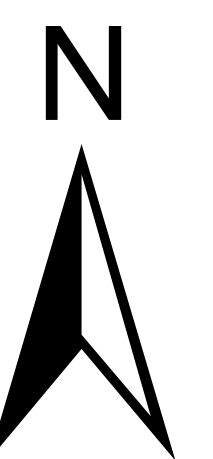


Alternative K

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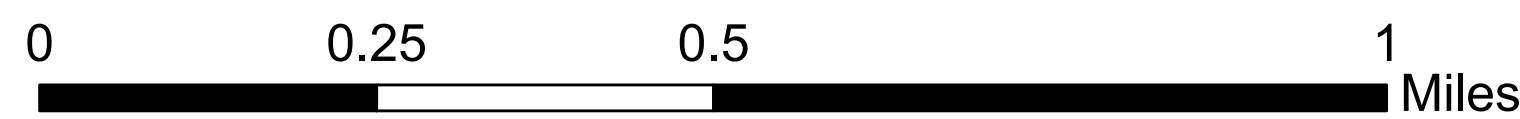
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| ★ Architectural Resources | Alternative K Corridor | Segment 7 (500 ft) | Segment 12 (500 ft) | Freshwater Wetland |
| — Rivers & Streams | Segment 1 (500 ft) | Segment 8 (500 ft) | Segment 15 (500 ft) | Forested Wetland |
| — Railroad | Segment 2 (500 ft) | Segment 9 (500 ft) | Municipal Boundary | Pond |
| Historic Districts | Segment 5 (500 ft) | Segment 11 (500 ft) | Property Parcels | Riverine |



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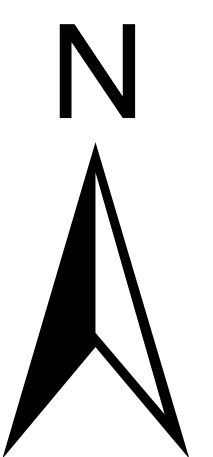


Alternative L



June 2018

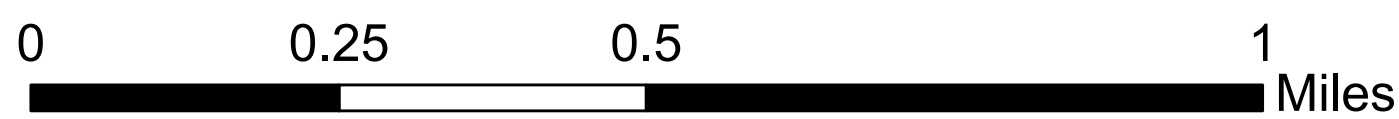
Architectural Resources	Alternative L Corridor	Segment 8 (500 ft)	Segment 15 (500 ft)	Forested Wetland
Rivers & Streams	Segment 1 (500 ft)	Segment 9 (500 ft)	Municipal Boundary	Pond
Railroad	Segment 3 (500 ft)	Segment 11 (500 ft)	Property Parcels	Riverine
Historic Districts	Segment 7 (500 ft)	Segment 12 (500 ft)	Freshwater Wetland	



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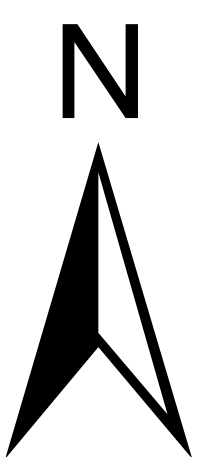


Alternative M

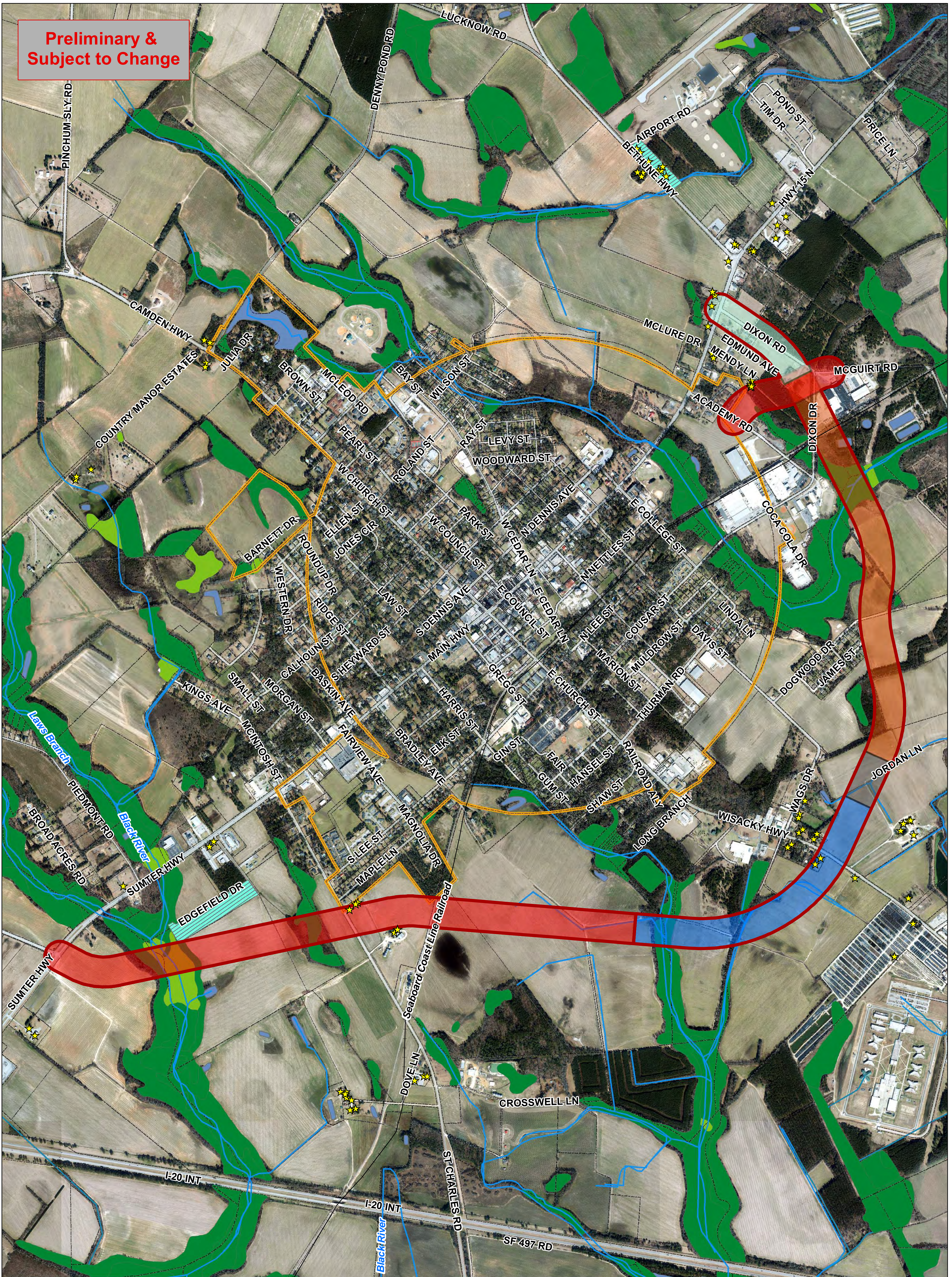


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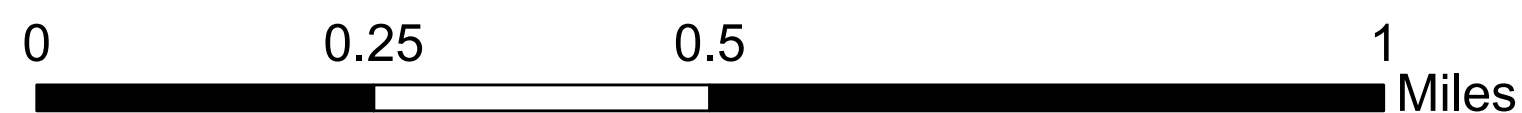
Architectural Resources	Alternative M Corridor	Segment 9 (500 ft)	Property Parcels	Pond
Rivers & Streams	Segment 1 (500 ft)	Segment 11 (500 ft)	Freshwater Wetland	Riverine
Railroad	Segment 3 (500 ft)	Segment 13 (500 ft)	Forested Wetland	
Historic Districts	Segment 7 (500 ft)	Municipal Boundary		



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Subject to Change**

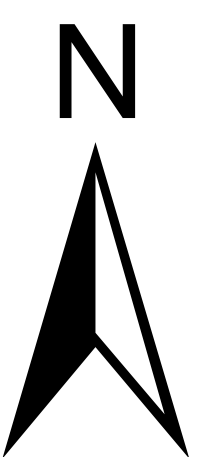


Alternative N



June 2018

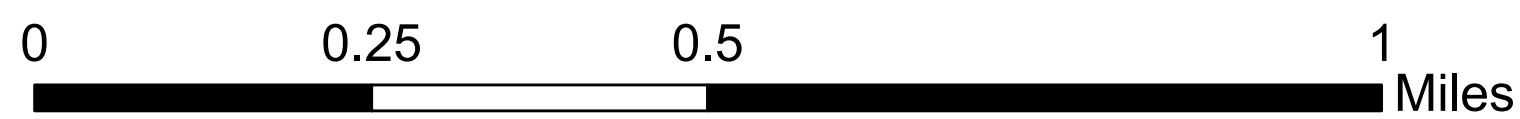
Architectural Resources	Alternative N Corridor	Segment 9 (500 ft)	Property Parcels	Pond
Rivers & Streams	Segment 4 (500 ft)	Segment 11 (500 ft)	Freshwater Wetland	Riverine
Railroad	Segment 7 (500 ft)	Segment 13 (500 ft)	Forested Wetland	
Historic Districts	Segment 8 (500 ft)	Municipal Boundary		



**Preliminary &
Subject to Change**



Alternative O



June 2018

Architectural Resources	Alternative O Corridor	Segment 7 (500 ft)	Segment 13 (500 ft)	Forested Wetland
Rivers & Streams	Segment 1 (500 ft)	Segment 8 (500 ft)	Municipal Boundary	Pond
Railroad	Segment 2 (500 ft)	Segment 9 (500 ft)	Property Parcels	Riverine
Historic Districts	Segment 5 (500 ft)	Segment 11 (500 ft)	Freshwater Wetland	N

**Preliminary &
Subject to Change**



Alternative P

0 0.25 0.5 1 Miles

June 2018

Architectural Resources	Alternative P Corridor	Segment 8 (500 ft)	Municipal Boundary	Pond
Rivers & Streams	Segment 1 (500 ft)	Segment 9 (500 ft)	Property Parcels	Riverine
Railroad	Segment 3 (500 ft)	Segment 11 (500 ft)	Freshwater Wetland	
Historic Districts	Segment 7 (500 ft)	Segment 13 (500 ft)	Forested Wetland	

**Preliminary &
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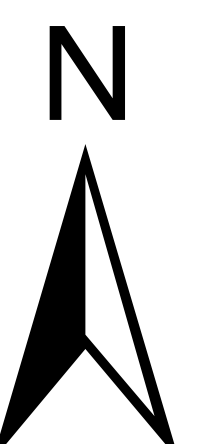


Alternative Q

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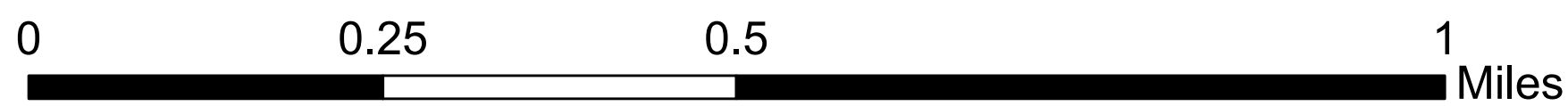
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| ★ Architectural Resources | Alternative Q Corridor | Segment 8 (500 ft) | Municipal Boundary | Forested Wetland |
| — Rivers & Streams | Segment 1 (500 ft) | Segment 11 (500 ft) | Property Parcels | Pond |
| — Railroad | Segment 2 (500 ft) | Segment 12 (500 ft) | Freshwater Wetland | Riverine |
| Historic Districts | Segment 6 (500 ft) | Segment 14 (1,100 ft) | | |



**Preliminary &
Subject to Change**

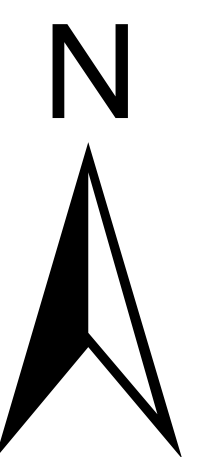


Alternative R



June 2018

- | | | | | |
|---------------------------|------------------------|-----------------------|--------------------|------------------|
| ★ Architectural Resources | Alternative R Corridor | Segment 9 (500 ft) | Municipal Boundary | Forested Wetland |
| — Rivers & Streams | Segment 4 (500 ft) | Segment 11 (500 ft) | Property Parcels | Pond |
| — Railroad | Segment 7 (500 ft) | Segment 12 (500 ft) | Freshwater Wetland | Riverine |
| Historic Districts | Segment 8 (500 ft) | Segment 14 (1,100 ft) | | |



**Preliminary &
Subject to Change**

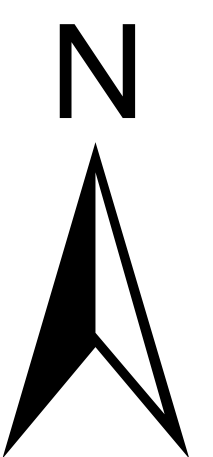


Alternative S

0 0.25 0.5 1 Miles

June 2018

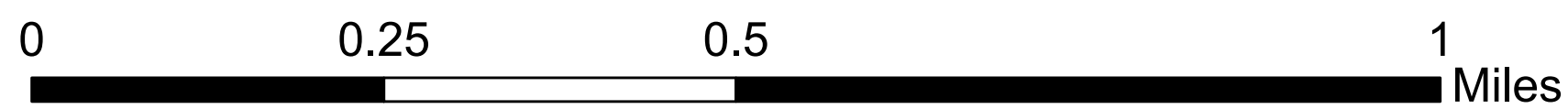
Architectural Resources	Alternative S Corridor	Segment 7 (500 ft)	Segment 12 (500 ft)	Freshwater Wetland
Rivers & Streams	Segment 1 (500 ft)	Segment 8 (500 ft)	Segment 14 (1,100 ft)	Forested Wetland
Railroad	Segment 2 (500 ft)	Segment 9 (500 ft)	Municipal Boundary	Pond
Historic Districts	Segment 5 (500 ft)	Segment 11 (500 ft)	Property Parcels	Riverine



**Preliminary &
Subject to Change**

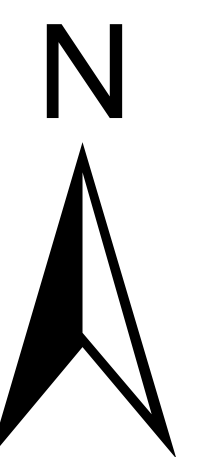


Alternative T



June 2018

- | | | | | |
|---------------------------|------------------------|---------------------|-----------------------|------------------|
| ★ Architectural Resources | Alternative T Corridor | Segment 8 (500 ft) | Segment 14 (1,100 ft) | Forested Wetland |
| Rivers & Streams | Segment 1 (500 ft) | Segment 9 (500 ft) | Municipal Boundary | Pond |
| Railroad | Segment 3 (500 ft) | Segment 11 (500 ft) | Property Parcels | Riverine |
| Historic Districts | Segment 7 (500 ft) | Segment 12 (500 ft) | Freshwater Wetland | |



**Preliminary &
Subject to Change**

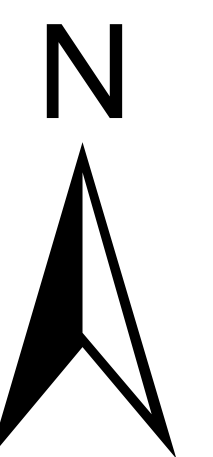


Alternative U

0 0.25 0.5 1 Miles

June 2018

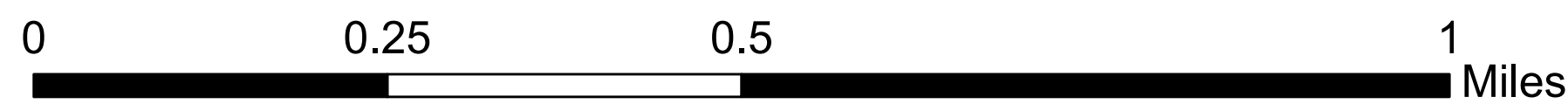
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|---------------------------|------------------------|---------------------|--------------------|
| ★ Architectural Resources | Alternative U Corridor | Segment 9 (500 ft) | Freshwater Wetland |
| — Rivers & Streams | Segment 1 (500 ft) | Segment 10 (500 ft) | Forested Wetland |
| — Railroad | Segment 2 (500 ft) | Municipal Boundary | Pond |
| Historic Districts | Segment 6 (500 ft) | Property Parcels | Riverine |



**Preliminary &
Subject to Change**

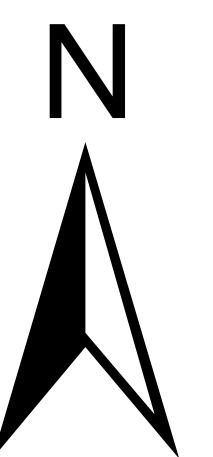


Alternative W



June 2018

Architectural Resources	Alternative W Corridor	Segment 7 (500 ft)	Municipal Boundary	Forested Wetland
Rivers & Streams	Segment 1 (500 ft)	Segment 8 (500 ft)	Property Parcels	Pond
Railroad	Segment 2 (500 ft)	Segment 9 (500 ft)	Freshwater Wetland	Riverine
Historic Districts	Segment 5 (500 ft)	Segment 10 (500 ft)		



**Preliminary &
Subject to Change**

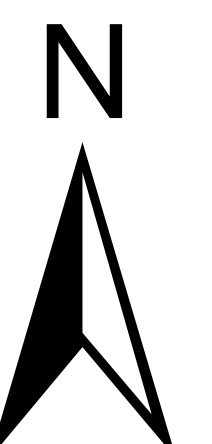


Alternative X

0 0.25 0.5 1 Miles

June 2018

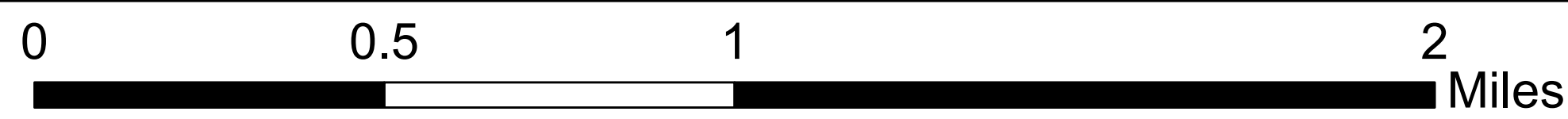
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|---------------------------|------------------------|---------------------|--------------------|----------|
| ★ Architectural Resources | Alternative X Corridor | Segment 8 (500 ft) | Property Parcels | Pond |
| — Rivers & Streams | Segment 1 (500 ft) | Segment 9 (500 ft) | Freshwater Wetland | Riverine |
| — Railroad | Segment 3 (500 ft) | Segment 10 (500 ft) | Forested Wetland | |
| ▨ Historic Districts | Segment 7 (500 ft) | Municipal Boundary | | |



**Preliminary &
Subject to Change**

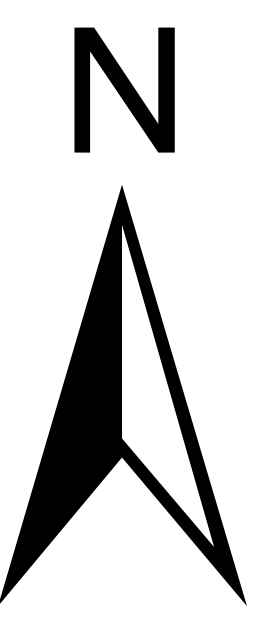


Corridor Segments

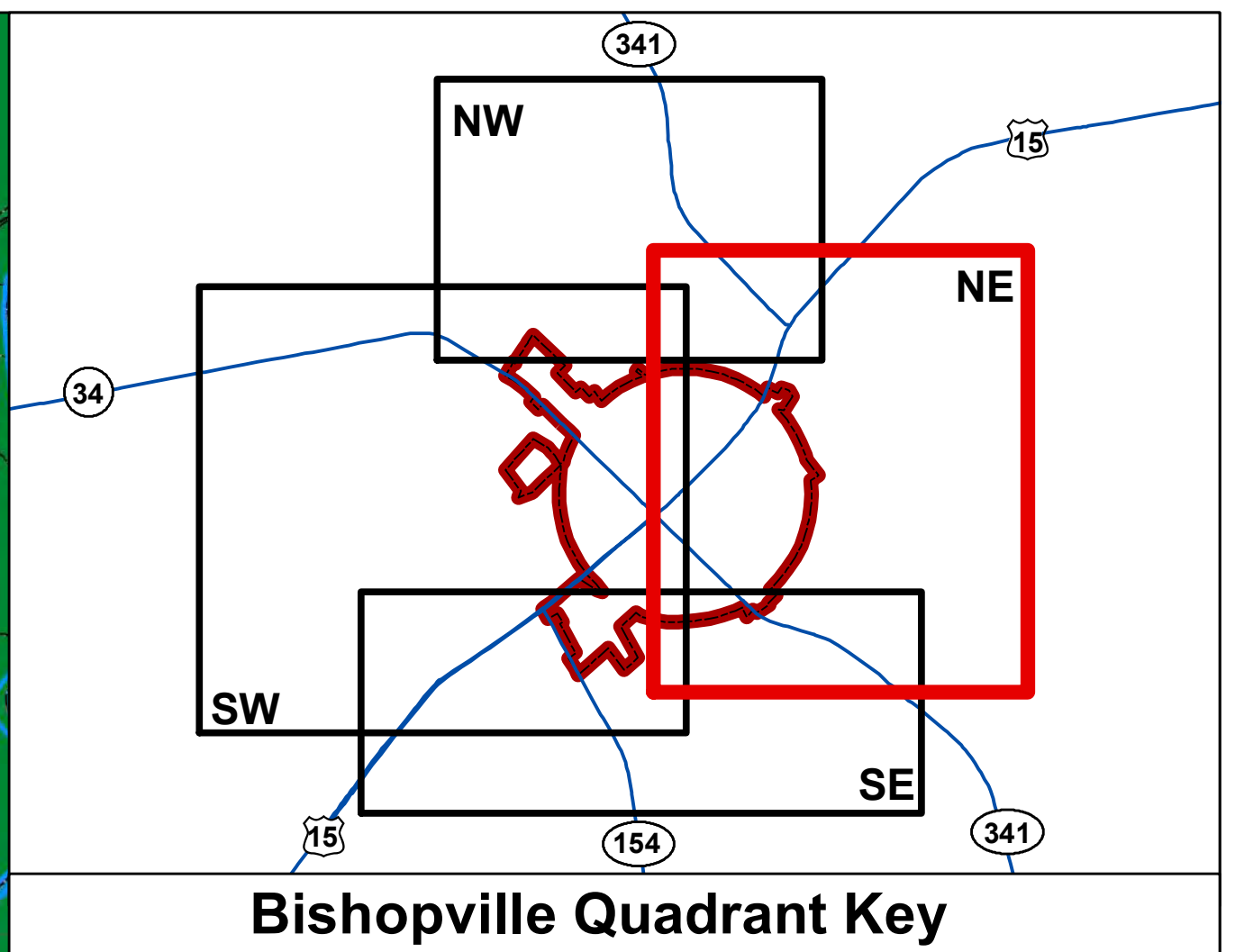
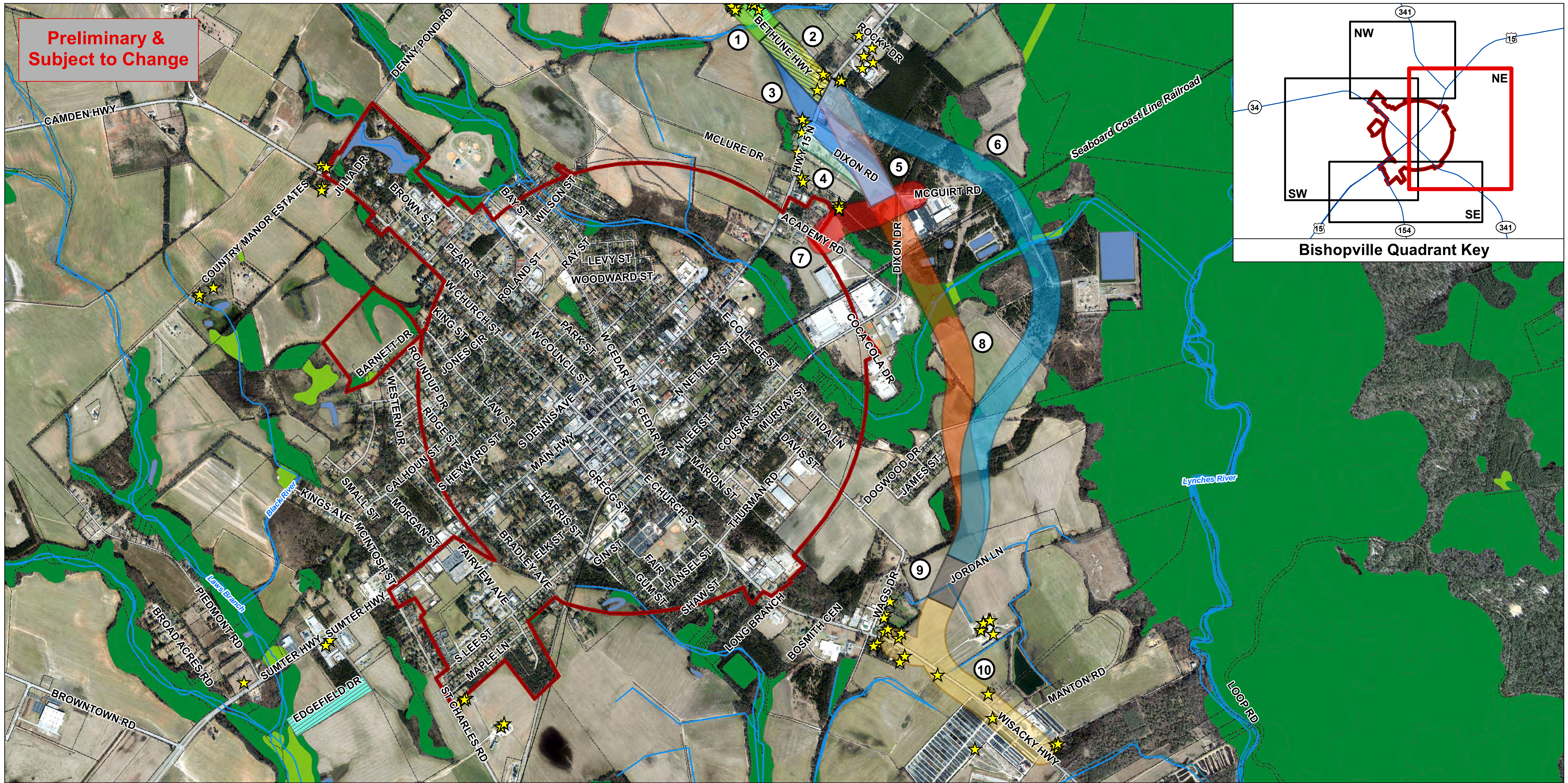


June 2018

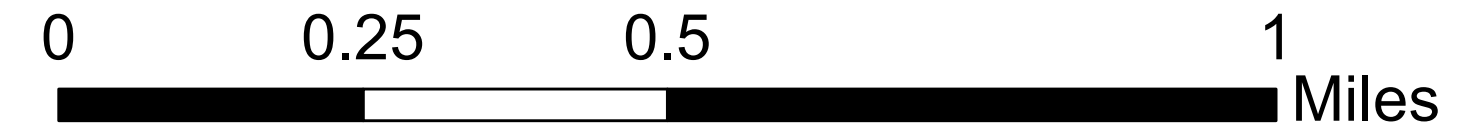
Architectural Resources	Segment 6 (500 ft)	Segment 15 (500 ft)	Segment 25 (500 ft)
Rivers & Streams	Segment 7 (500 ft)	Segment 16 (500 & 1,000 ft)	Segment 26 (500 ft)
Railroad	Segment 8 (500 ft)	Segment 17 (500 ft)	Parcels
Historic Districts	Segment 9 (500 ft)	Segment 19 (500 ft)	Municipal Boundary
Segment 1 (500 ft)	Segment 10 (500 ft)	Segment 20 (500 ft)	Freshwater Wetland
Segment 2 (500 ft)	Segment 11 (500 ft)	Segment 21 (500 ft)	Forested Wetland
Segment 3 (500 ft)	Segment 12 (500 ft)	Segment 22 (500 ft)	Pond
Segment 4 (500 ft)	Segment 13 (500 ft)	Segment 24 (500 ft)	Riverine
Segment 5 (500 ft)	Segment 14 (1,100 ft)		



**Preliminary &
 Subject to Change**

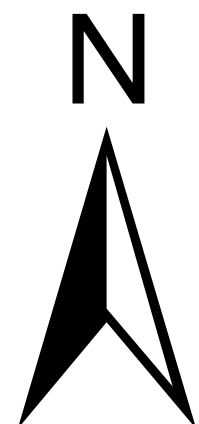


Northeast Quadrant

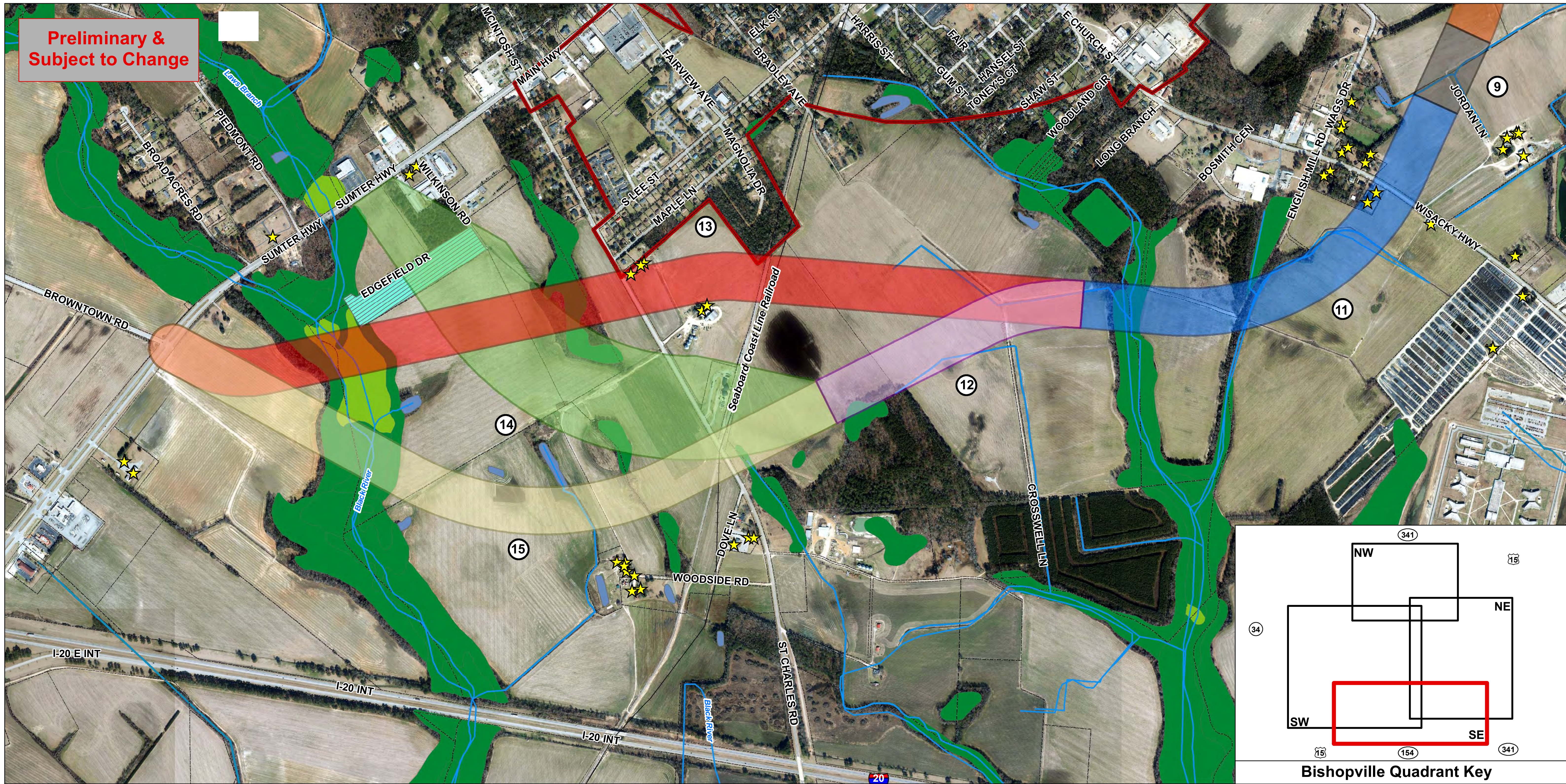


June 2018

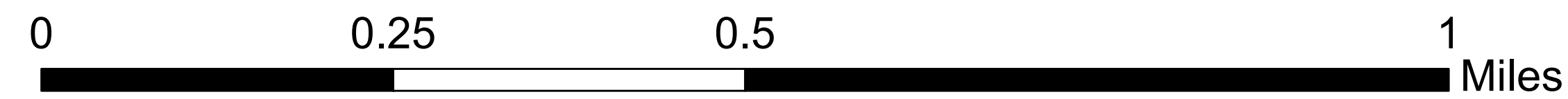
Architectural Resources	Segment 1 (500 ft)	Segment 5 (500 ft)	Segment 9 (500 ft)	Freshwater Wetland
Railroad	Segment 2 (500 ft)	Segment 6 (500 ft)	Segment 10 (500 ft)	Forested Wetland
Rivers & Streams	Segment 3 (500 ft)	Segment 7 (500 ft)	Parcels	Pond
Historic Districts	Segment 4 (500 ft)	Segment 8 (500 ft)	Municipal Boundary	Riverine



Preliminary &
 Subject to Change

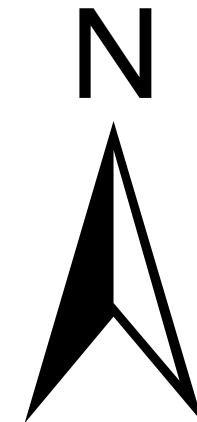


Southeast Quadrant

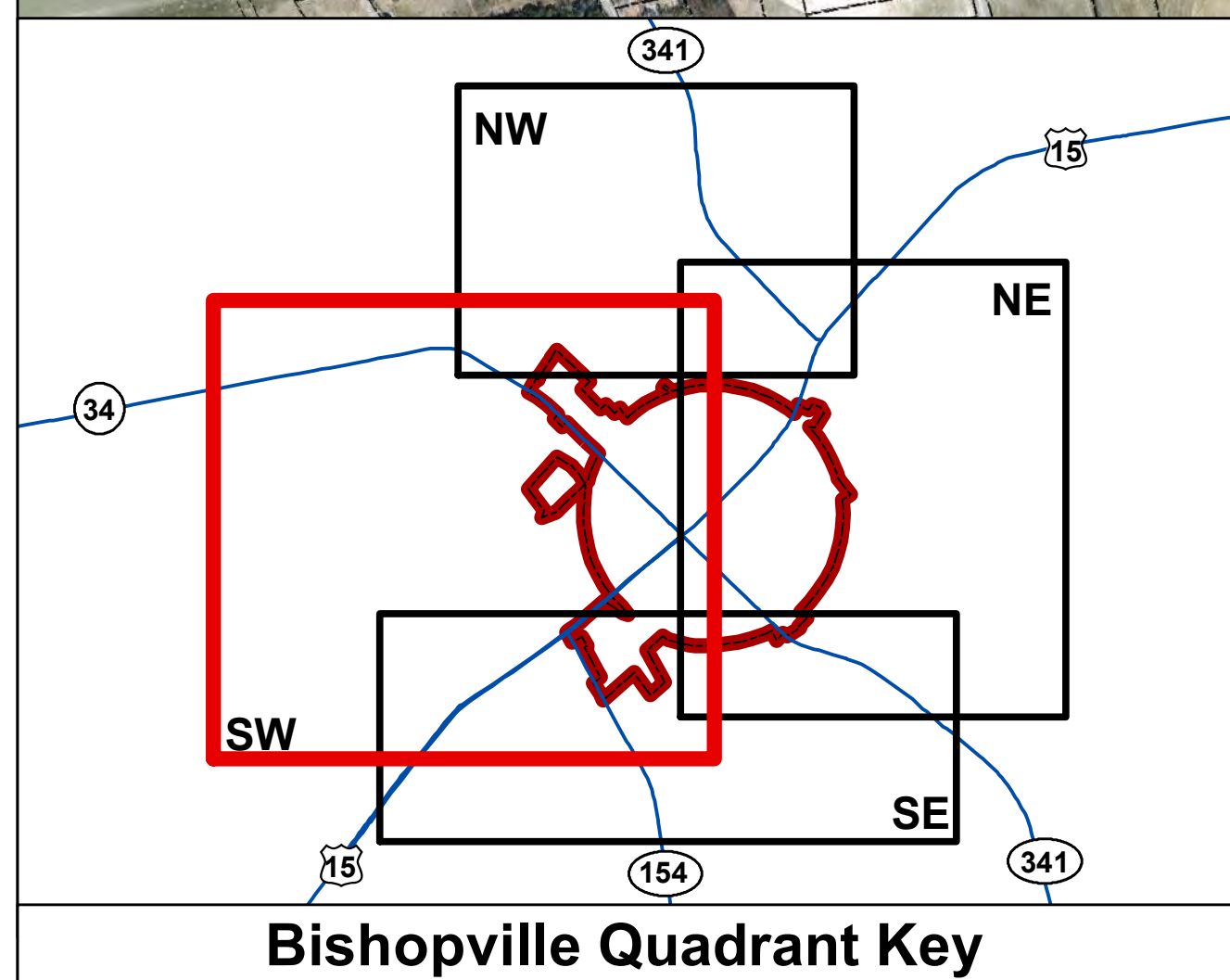
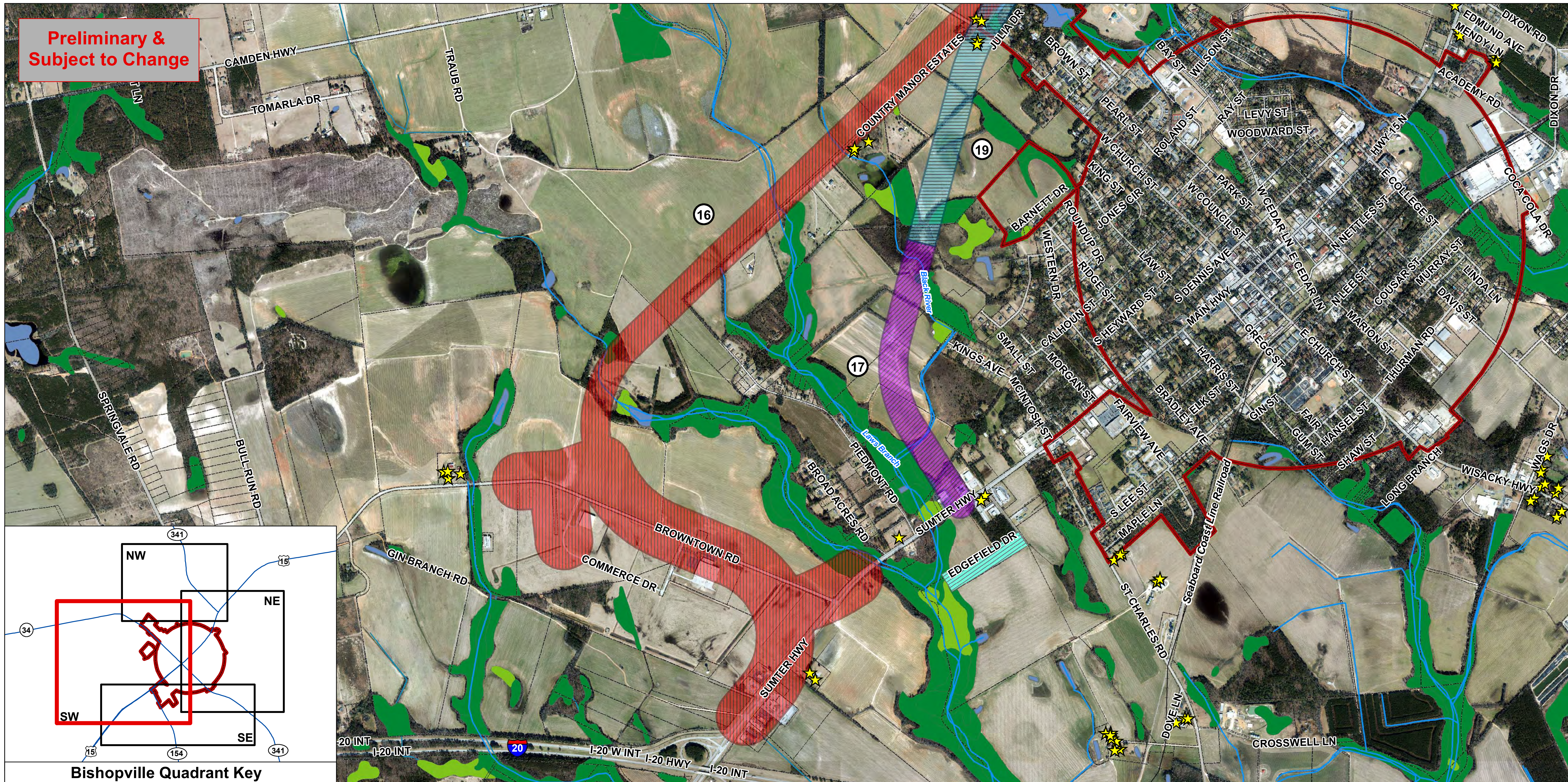


June 2018

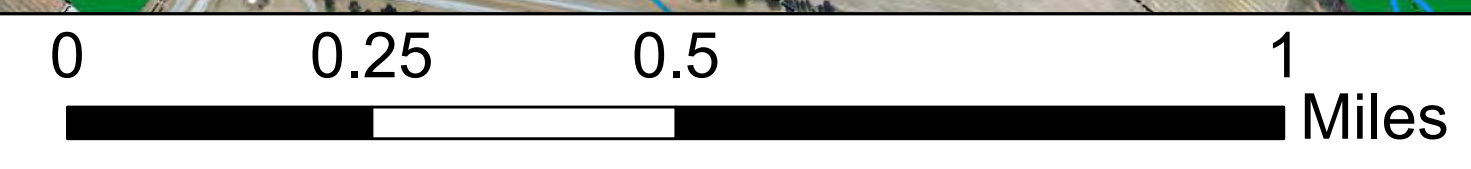
- | | | | | |
|---------------------------|---------------------|-----------------------|---------------------|--------------------|
| ★ Architectural Resources | Segment 8 (500 ft) | Segment 12 (500 ft) | Segment 15 (500 ft) | Freshwater Wetland |
| — Rivers & Streams | Segment 9 (500 ft) | Segment 13 (500 ft) | Parcels | Forested Wetland |
| — Railroad | Segment 11 (500 ft) | Segment 14 (1,100 ft) | Municipal Boundary | Pond |
| ▨ Historic Districts | | | | Riverine |



**Preliminary &
 Subject to Change**

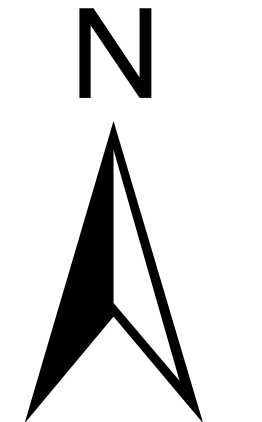


Southwest Quadrant

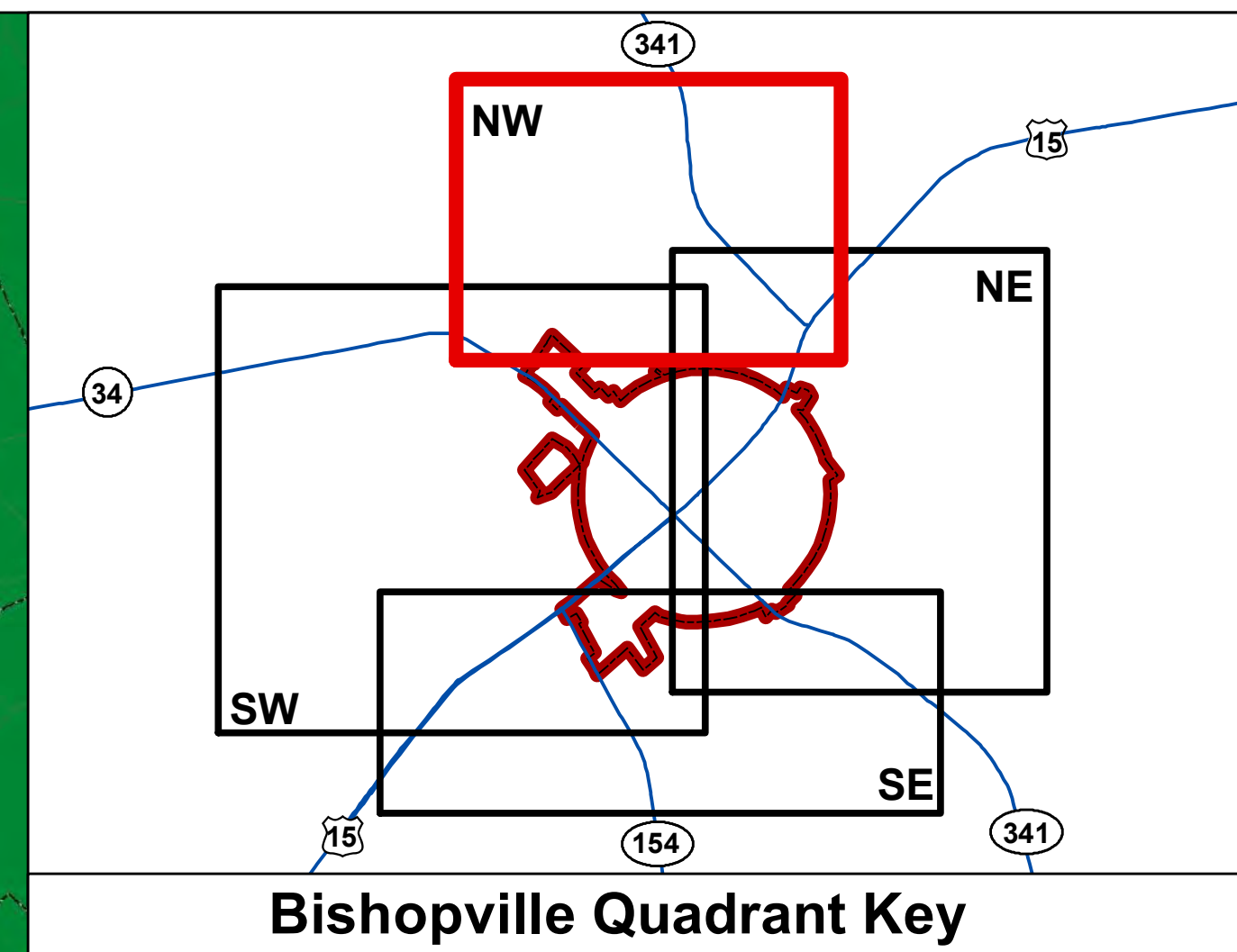
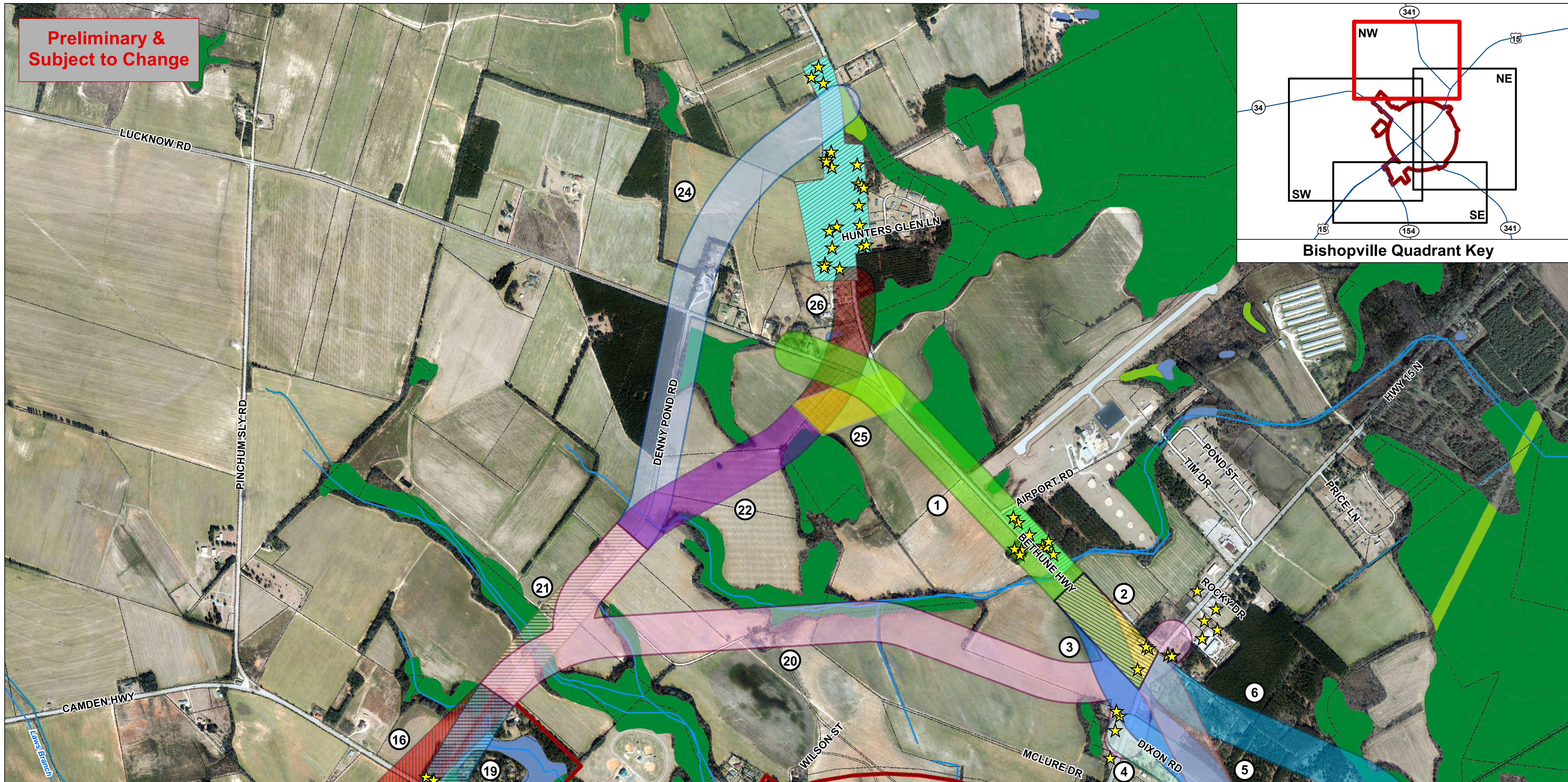


June 2018

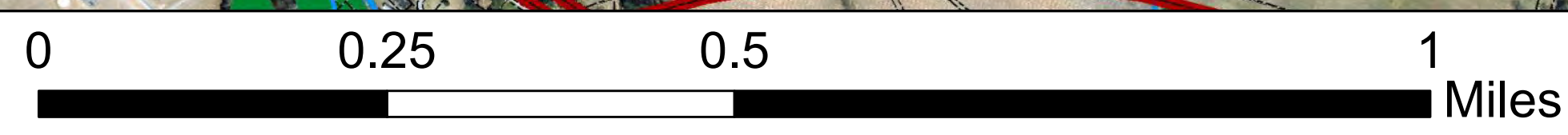
★	Architectural Resources		Historic Districts		Segment 19 (500 ft)		Freshwater Wetland		Pond
	Rivers & Streams		Segment 16 (500 & 1,000 ft)		Parcels		Forested Wetland		Riverine
	Railroad		Segment 17 (500 ft)		Municipal Boundary				



Preliminary &
 Subject to Change



Northwest Quadrant



June 2018

★	Architectural Resources		Segment 2 (500 ft)		Segment 6 (500 ft)		Segment 21 (500 ft)		Segment 26 (500 ft)		Forested Wetland
	Rivers & Streams		Segment 3 (500 ft)		Segment 16 (500 & 1,000 ft)		Segment 22 (500 ft)		Parcels		Pond
	Historic Districts		Segment 4 (500 ft)		Segment 19 (500 ft)		Segment 24 (500 ft)		Municipal Boundary		Riverine
	Segment 1 (500 ft)		Segment 5 (500 ft)		Segment 20 (500 ft)		Segment 25 (500 ft)		Freshwater Wetland		



The Proposed Bishopville Truck Route Project Team Welcomes You!

We're here to:

- Provide Project Status Update
- Review 24 Preliminary Alternative Corridors
- Receive Input on Preliminary Corridors
- Share Next Steps in the Project

We encourage you to submit a comment on the study by **June 30th**.

June 7, 2018
5 PM to 7 PM
Lee Central High School



Thank you for attending this Alternative Corridors Public Informational Meeting for the Proposed Bishopville Truck Route. At this meeting:

- We will share the work we have done since last spring when we received input about the interest in reducing truck traffic through downtown Bishopville while still enabling goods to move across our state.
- We will present 24 Preliminary Alternative Corridors and different ways to move truck traffic around Bishopville.
- We will review the options which have been studied in the past and show which options are being dropped because they do not meet the community's desire to reduce traffic in the city center
- We are asking for your feedback on these 24 Preliminary Alternative Corridors.
- We will explain the project's next steps and our schedule.

Your input at this meeting is very important to help us move forward. Our team wants to know:

- Are some of these options better than others?
- Is there a corridor or segment we haven't considered?
- How would you personally be impacted, positively or negatively, by one of these options?

Following this presentation, please visit our project displays, look at the different options on the boards, and talk to our project team.

Team members with project nametags can answer your questions or take your comments. Your local input is very important. Share your thoughts with any of the team members here tonight. Please fill out a comment form, or submit a comment online or through the mail by June 30th. You can even take some comment forms to share and spread the word with others who could not attend tonight.

Previous Study Corridors



Original Corridors

- Previous Study
 - Five bypass alternatives
 - Two truck route alternatives
- Previous alternatives considered in development of new corridors



The original Environmental Assessment which was completed in 2012 proposed five alternatives to route trucks away from downtown Bishopville and looked at two truck routes on existing roads. These seven options were used as the basis for the development of the 24 preliminary alternative corridors.

Public input received last spring and through field studies was considered in the development of these 24 alternative corridors.

Every corridor presented tonight was evaluated on its ability to reduce truck traffic traveling through downtown Bishopville on Main Street while still enabling freight to move through the region.

Eliminated Study Corridors



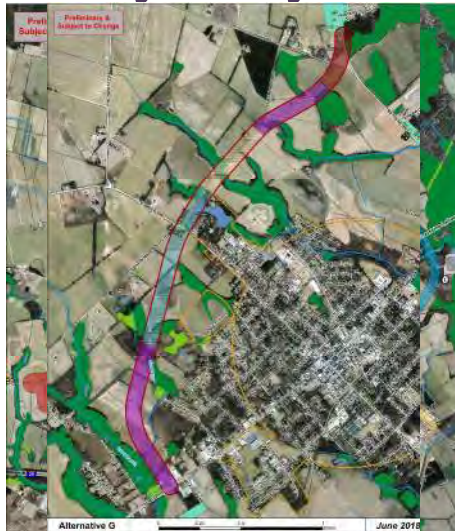
- Study team considered previous alternatives from the Environmental Assessment.
- Alternatives through downtown eliminated from further consideration.
- Others moved further away from neighborhoods.
- Additional options developed for consideration.



Some of the alternative corridors that were initially investigated were eliminated from further consideration:

- Corridors, which utilized the existing roadway network and only relocated trucks off Main Street, but kept them in the vicinity of downtown were eliminated because they did not keep trucks from passing through downtown, they just moved trucks off of US 15 and onto surrounding streets.
- We heard local concerns about the impact of truck traffic within neighborhoods – such as the James Street area. Corridors and segments which divided neighborhoods were eliminated. As the new corridors were developed, the project team tried to distance each alternative from adjacent neighborhoods as much as possible.
- Corridor segments that were similar with other alternatives were either eliminated or merged with a similar alternative to make certain each of the 24 Preliminary Alternative offers a unique alignment.

Preliminary Study Corridors



Updated Corridors

- Corridors vary between 500 and 1100 feet in width.
 - Entire corridor width does not depict anticipated right of way. Actual right of way requirements will be less than 150 feet.
- End-to-End alignment alternative to be developed by combining the various corridor segments.



Here are all of the 24 corridors currently under consideration. The preliminary alternative corridors are shown in great detail on the presentation boards in the main display area.

Each corridor includes several different segments.

The segments designated by the various colors and numbers. Corridor segments were combined in various combinations to create the alternative corridors presented this evening.

Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

The development of each corridor segment considered:

- Existing and future land uses
- Potential impacts to the natural environment
- Potential impacts to humans
- Previous public input
- The ability of each segment to meet the project's purpose and need of getting trucks out of downtown while still moving freight across the region.

Each corridor offered some opportunities but also some challenges.

Corridor Features



Northeast Quadrant

- Historic Properties
- Neighborhood Cohesiveness
- Wetlands and Streams
- School
- Water Treatment Plant



In the northeast quadrant of the project, challenges include:

- Numerous historic properties and districts
- Public concerns about disturbing neighborhood cohesiveness and agricultural lands
- Wetlands and streams
- The Seaboard Coast Line Railroad
- Robert E. Lee Academy
- and, the Town of Bishopville Water Treatment Plant

Corridor Features

Northwest Quadrant

- Historic Properties
- Wetlands and Streams
- Airport
- Agriculture lands



In the northwest quadrant, challenges included:

- Historic properties
- Numerous wetlands and streams
- Lee County Airport
- And, surrounding agricultural lands

Corridor Features



Southwest Quadrant

- Historic Properties
- Wetlands and Streams
- Agriculture lands
- Industrial Businesses



In the southwest quadrant, challenges included:

- Historic properties
- wetlands and streams
- Agricultural lands
- Existing and proposed industrial businesses

Corridor Features



Southeast Quadrant

- Historic Properties
- Wetlands and Streams
- Agriculture lands
- Railroad crossing
- Neighborhood Cohesiveness



And finally, challenges in the southeast quadrant included:

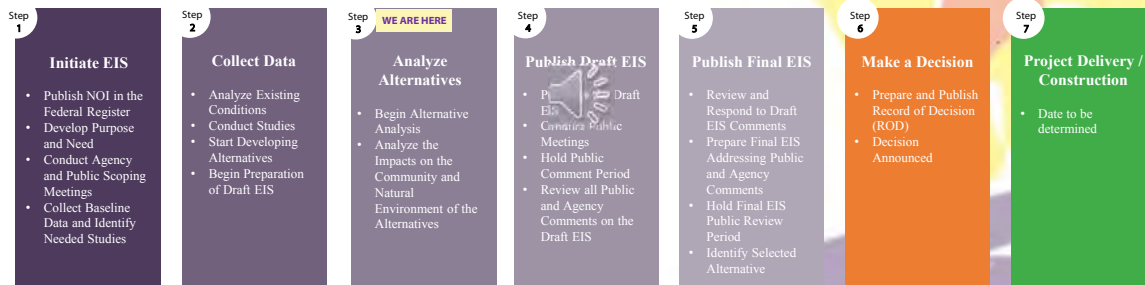
- More historic properties
- Numerous wetlands and streams
- Agricultural lands
- The Seaboard Coast Line Railroad crossing
- And, concerns about disturbing neighborhoods

As the corridors were developed and each challenge was thoroughly considered. Not one of the challenges was given priority over the others, all of the challenges were treated equally.

Because it was not possible to avoid every potential impact, our goals were to find alternatives, which minimized all the impacts to the greatest extent.

National Environmental Policy Act (NEPA)

- An Environmental Impact Statement (EIS) is required by NEPA and is administered by FHWA
- Provides for informed decision-making
- Includes partners in the process
- Considers a wide variety of factors



If you attended any of our previous meetings, you will recognize this slide which is an overview of the National Environmental Policy Act or NEPA process drives our work and schedule.

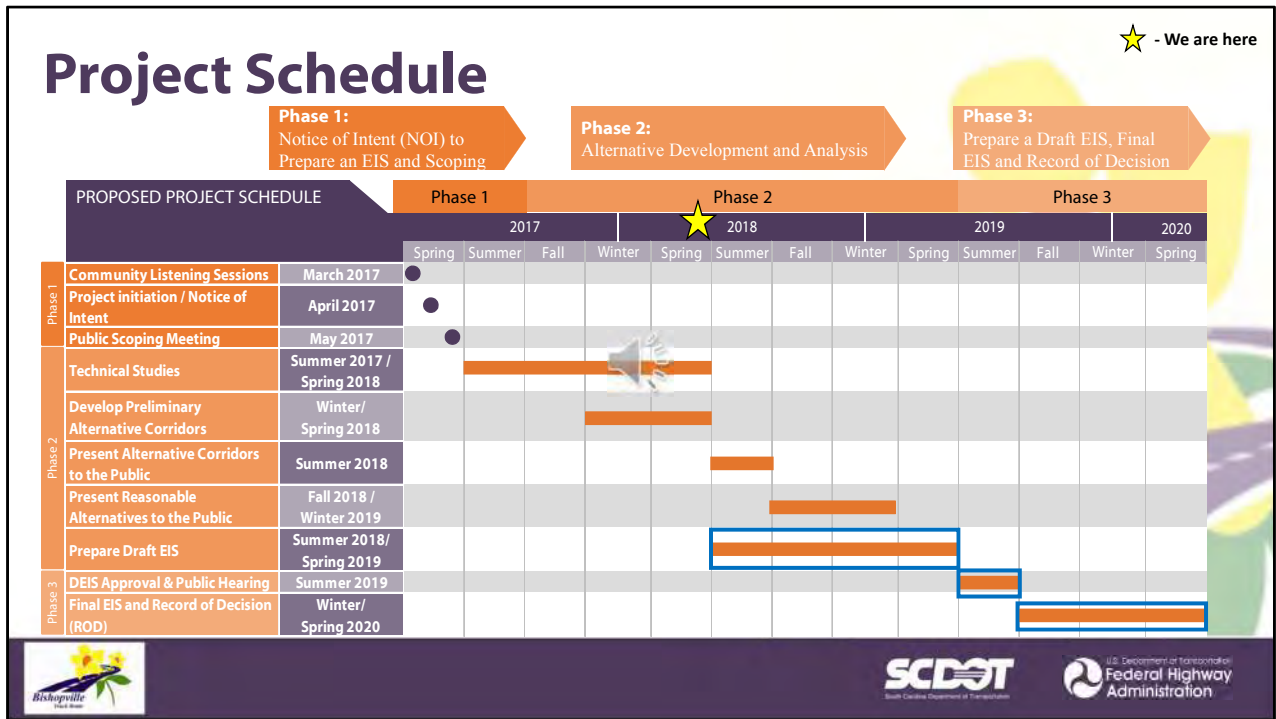
Identifying different alternatives, weighing their ability to meet the project's purpose and need, and addressing all of the potential project challenges is a part of the National Environmental Policy Act or NEPA process.

NEPA is a multi-step process that requires projects seeking federal funds to consider project impacts and invite public participation and your feedback.

The Project Team has completed initiation steps in starting the Environmental Impact Statement or EIS. We have completed a majority of our data collection activities. We are early in the analysis phase and this is a point in which your local input is very important.

As you review the 24 Preliminary Alternative Corridors on display this evening, please:

- Share your thoughts with our project team and through our comment form
- Are their challenges for a corridor or segment we need to know about?
- Let us know your opinion and concerns about which corridors and segments you like and want to see move forward
- Let us know which corridors and segments you think should be eliminated from further consideration.



Looking forward –

Your input will help us determine our reasonable alternatives which will be presented to you late fall or early winter of this year.

Once we have identified the reasonable alternatives we can begin to develop and analyze the alternative roadway segments and alignments to determine impacts to the Community and Natural Environment.

This information will be incorporated into a Draft Environmental Impact Statement, which will plan to share with you a public hearing next summer.

At next summer’s Public Hearing, the project team will recommend which preferred alternative should move forward into final design or if the challenges of the different alternatives are such that a “No-Build “ alternative should be selected.

The Draft Environmental Impact Statement presented at the public hearing will move to a Final Environmental Impact Statement and Record of Decision after receiving and reviewing comments from the public hearing. We expect the final Record of Decision as to how the project should proceed to be completed in early 2020.

Thank You!!



- Visit the main display area
- Talk with team members
- Provide feedback

June 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30



Thank you for attending the Proposed Bishopville Truck Route Alternative Corridors Public Informational Meeting.

Please visit our main display area to review the preliminary corridor maps.

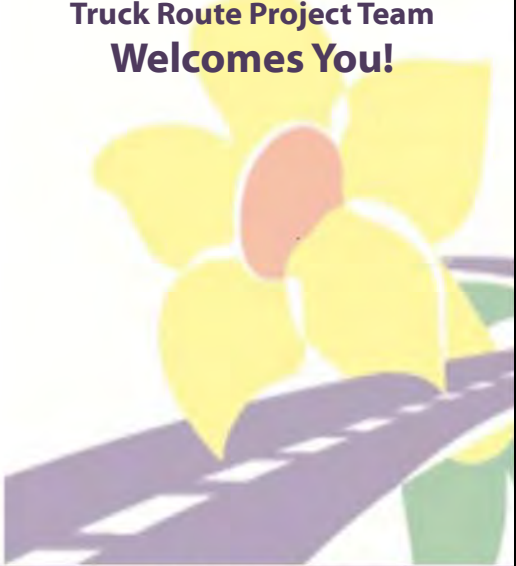
Project team members are available to explain the displays and answer any questions you might have. Team members can take your comments. Feel free to spend some time at the tables writing out your comments so you can submit them before you leave. You are also welcome to take a comment form home or share some copies with neighbors, friends, family and co-workers. The comment submittal deadline is June 30th. Details about how to submit your comments are on the forms.

This now concludes this project overview. If you missed any part of this presentation, it will be starting again in 4 minutes.

Thank you again for your interest in the Proposed Bishopville Truck Route Project.

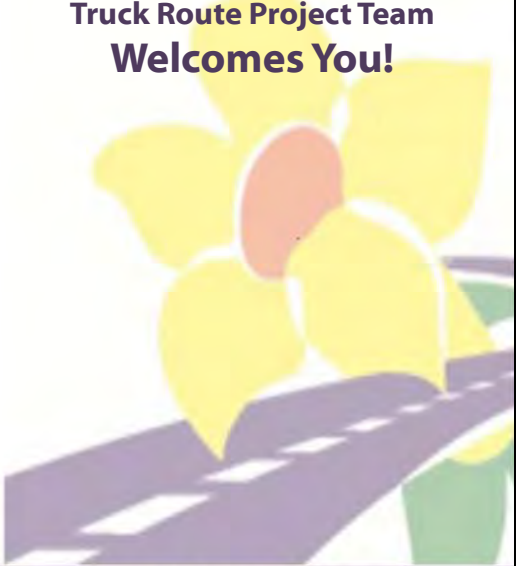
**The Proposed Bishopville
Truck Route Project Team
Welcomes You!**

**The presentation
will begin in:
4 Minutes**



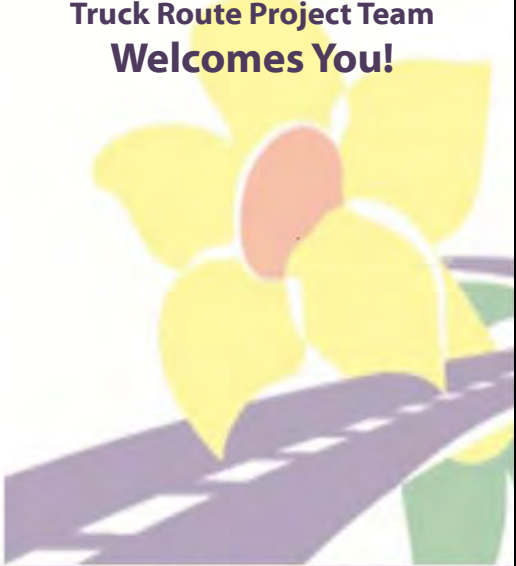
**The Proposed Bishopville
Truck Route Project Team
Welcomes You!**

**The presentation
will begin in:
3 Minutes**



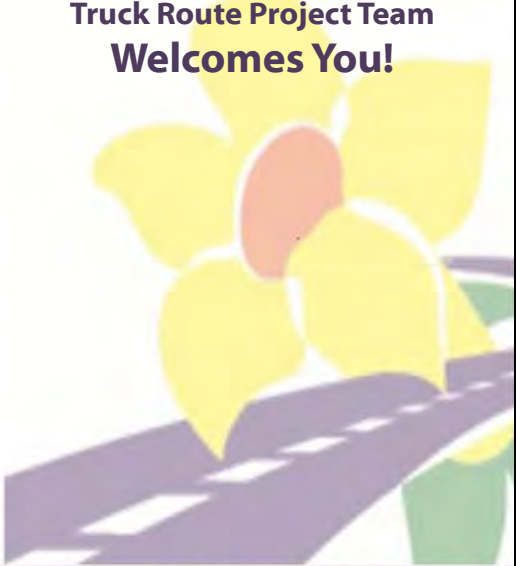
**The Proposed Bishopville
Truck Route Project Team
Welcomes You!**

**The presentation
will begin in:
2 Minutes**



**The Proposed Bishopville
Truck Route Project Team
Welcomes You!**

**The presentation
will begin in:
1 Minute**



Project Schedule




Purpose and Need

The primary purpose of this project is to address the existing and future truck traffic traveling through downtown Bishopville. The secondary purpose is to enhance the economic development of the area. As alternatives are developed, their ability to meet these purposes will be evaluated.

US 15 / N. Main Street through downtown Bishopville is currently a two-lane roadway with a raised median and on-street parking. On average, over 700 large commercial trucks travel this corridor daily. Development of the proposed truck route is considered necessary to reduce the existing and future truck congestion through downtown.

Stay Involved

 Jacob Meetze, PE (SCDOT)
Project Manager
PO Box 191
Columbia, SC 29202
(803) 737-1037

 Visit the project website:
www.scdot.org/inside/BishopvilleTruckRoute/

 Email: MeetzeJ@scdot.org

SCDOT, in response to the nondiscrimination requirements set forth by the Federal regulations issued by the U.S. Department of Transportation to effectuate Title VI of the Civil Rights Act of 1964, as amended, complies with all regulations in this regard. Any person who believes that he or she has been discriminated against because of race, color, religion, sex, age, handicap/disabilities or national origin under a program receiving Federal Aid has the right to file a complaint with the SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at (803) 737-1372. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident.

Preliminary Alternative Corridors Public Meeting

Proposed Bishopville Truck Route

June 7, 2018



Purpose of Tonight's Meeting

The purpose of this meeting is for SCDOT to present several preliminary build alternative corridors that are being considered to address the project's purpose of reducing existing and future truck volumes traveling through downtown Bishopville on US 15/North Main Street. A no-build alternative will also be evaluated by the project team.

Another purpose of the meeting is to gather information from the public or any interested organization on historic or cultural resources in the area. The preliminary routes and segments under consideration were developed after feedback from last year's project scoping meeting, field research, as well as any potential environmental and community impacts. SCDOT, along with the Federal Highway Administration (FHWA), will use information and feedback gathered at this meeting and through public comments to further evaluate these routes and segments before determining the reasonable alternatives, and ultimately the recommended preferred alternative.

The meeting's informal, drop-in format will display each preliminary alternative corridor. SCDOT staff and project team members are available to gather feedback, answer questions, and to address specific concerns.

Project Schedule

After completion of this public meeting, the Project Team will:

- » Present Reasonable Alternatives to the Public — **Fall 2018 / Winter 2019**
- » Prepare Draft EIS (DEIS) — **Summer 2018/Spring 2019**
- » DEIS Approval & Public Hearing — **Summer 2019**
- » Final EIS and Record of Decision — **Winter / Spring 2020**



Next Steps

SCDOT will evaluate comments received on these preliminary alternative corridors to identify the Reasonable Alternatives to be carried forward for further detailed analysis. These Reasonable Alternatives will be analyzed to identify impacts to the community and natural environment and will be presented to the public in Fall 2018 / Winter 2019. This information will then be incorporated into the Draft Environmental Impact Statement which will be shared with you at a public hearing currently scheduled for next summer. At the Public Hearing the project team will make a recommendation as to which alternative should move forward into final design or if the "No-Build" alternative should be selected. Following that hearing we will review all comments that we received and move into the preparation of the Final Environmental Impact Statement and Record of Decision. We expect a final decision as to how the project should proceed to be made in early 2020.

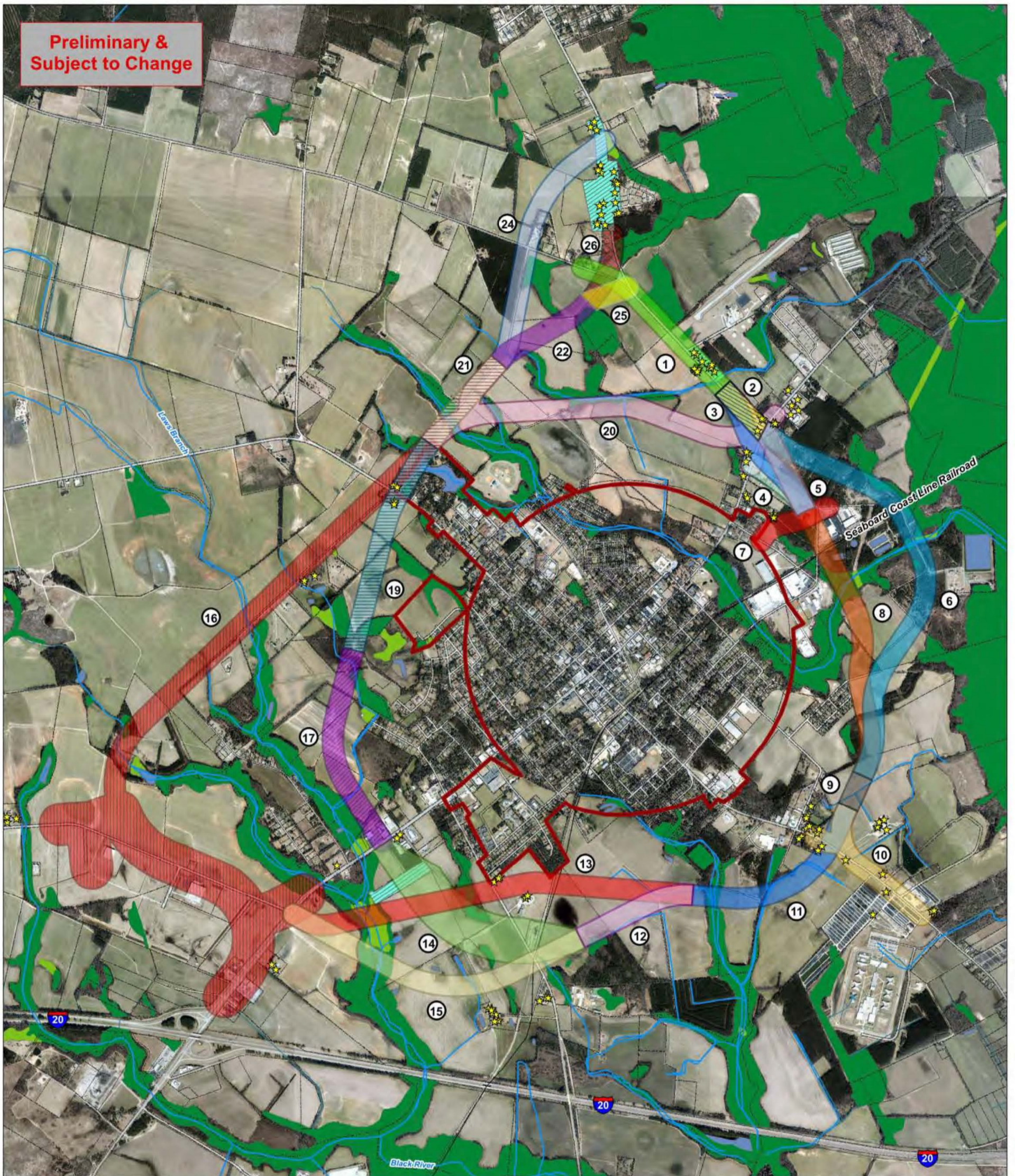
We Want Your Input

Visit the Project website at www.scdot.org/inside/BishopvilleTruckRoute/ where you can access project information anytime. You can submit a comment via the website or by mail to:

Proposed Bishopville Truck Route Project
C/O Jacob Meetze, PE, RPG-2
PO Box 191
Columbia, SC 29202
(803) 737-1037

Email comments to: MeetzeJ@scdot.org

**Preliminary &
Subject to Change**



Corridor Segments

0 0.5 1 2 Miles

June 2018

★ Historic Resources	Segment 6 (500 ft)	Segment 15 (500 ft)	Segment 25 (500 ft)
— Rivers & Streams	Segment 7 (500 ft)	Segment 16 (500 & 1,000 ft)	Segment 26 (500 ft)
— Railroad	Segment 8 (500 ft)	Segment 17 (500 ft)	Parcels
▨ Historic Districts	Segment 9 (500 ft)	Segment 19 (500 ft)	Municipal Boundary
Segment 1 (500 ft)	Segment 10 (500 ft)	Segment 20 (500 ft)	Freshwater Wetland
▨ Segment 2 (500 ft)	Segment 11 (500 ft)	Segment 21 (500 ft)	Forested Wetland
Segment 3 (500 ft)	Segment 12 (500 ft)	Segment 22 (500 ft)	Pond
Segment 4 (500 ft)	Segment 13 (500 ft)	Segment 24 (500 ft)	Riverine
Segment 5 (500 ft)	Segment 14 (1,100 ft)		





SCDOT PUBLIC INFORMATION MEETING

Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Wendy Logan

MAILING ADDRESS

59 Dixon Dr - Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

803-428-8989

COMMENTS

I am opposed to Alternatives I through X - all of them. Everyone of those affects my family's homes, property and business.

I like alternatives A-G that bypass town as well as my home.

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address

Mail Comments to:

Comments must be received by June 30, 2018

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

Please Note: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.



SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

John Lam

MAILING ADDRESS

656 Hwy 15
Street/Route

Bishopville
City

SC
State

29010
Zip Code

PHONE NUMBER

COMMENTS

Corridor 7 is a good choice, but are concerned about the impact it may cause to our business (restaurant). Can you share more information about that corridor through mail.

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

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SCDOT PUBLIC INFORMATION MEETING

Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Leon S. White

MAILING ADDRESS

224 South Main St. Bishopville S.C. 29010
Street/Route City State Zip Code

PHONE NUMBER

843-670-2034

COMMENTS

As A Resident for the Pass 10 yrs Living on Main St. I Pick to Pass the Brownstown Road less traffic and Residential area for small children. Alternative D is my choice.

224 South Main St. Bishopville S.C.
29010

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address _____

Mail Comments to:

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PO Box 191
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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

DONALD A. WETMORE

MAILING ADDRESS

668 HWY 15 N BISHOPVILLE SC 29010
Street/Route City State Zip Code

PHONE NUMBER

301-633-9870

COMMENTS

PLEASE NOTIFY US OF RESULTS AS EARLY AS POSSIBLE, A-H LOOK TO BE THE SIMPLEST ROUTES!

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address _____

Mail Comments to:

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Janice Atkinson - The Little Florist

MAILING ADDRESS

123 N. Main St. Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

803-484-5210

COMMENTS

I own a business on Main Street. There are too many trucks on our main street. I believe starting at seg. 13 or 15 and carrying it around the city. Trucks hurt my business. No one - especially elderly people, want to come down town. The org. "Greater Bishopville" is trying to build up our town and I don't believe any new businesses want to come because of street traffic. I am for any alternative that will take trucks off the streets.

How would you like a response to your comment (please choose one)?

No response required
Written response

Email response
Email Address littleflorist@ftc-i.net

Mail Comments to:

Comments must be received by June 30, 2018

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

The Little Florist

MAILING ADDRESS

123 N. MAIN ST Bishopville SC 29020

PHONE NUMBER

803-484-5210

COMMENTS

*I Am in favor of starting truck route
at segment 13 or 15 & carrying it around
city to Hwy 15*

*Large trucks on main st is a hindrance
to my business. Customers do not feel
safe parking on main st due to the high
volume of trucks.*

How would you like a response to your comment (please choose one)?

No response required
 Written response

Email response
Email Address _____

Mail Comments to:

Comments must be received by June
30, 2018

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SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs George E Roberts
 (Please choose one:)

MAILING ADDRESS 412 Meadows Ln Bishopville SC 29010
 Street/Route City State Zip Code

PHONE NUMBER 803-229-2679

COMMENTS 1) Section 17 will be very close to my property. I am a farmer with horses & beef cattle. I am concerned with the impact of the highway with NOISE. Also will there be a fence along the highway to prevent wild life & escaped cattle/horses from being struck.

2) US 15 is a Federal Highway. Can Truck drivers be prohibited from using US 15 or is it voluntary

3. As a farmer I have 3 Tractors and access to farm & associated lands inside the proposed area & Tractor routes will start require me to utilize highway 15 to execute my business.

4. Definitely needed.

How would you like a response to your comment (please choose one)?

No response required Email response
 Written response Email Address MWATRINS1@SC.PRR.COM

Mail Comments to:

Comments must be received by June 30, 2018
 Mr. Jacob Meetze, P.E.
 SC Department of Transportation
 PO Box 191
 Columbia, SC 29202-0191
 MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
 (Please choose one:)

Joseph HOLLADAY

MAILING ADDRESS

3273 Lee State Park Rd Bishopville, SC 29010

Street/Route

City

State

Zip Code

PHONE NUMBER

803-428-5289

COMMENTS

GENERAL: YOU ALL are Dept of Transport. NOT Dept of Education

You have boxes of road maps. Bring as giveaways to all SCDOT meetings

Assume 99% of truck traffic from east comes from Hartsville. Darlington et al have better I-20 access than B'ville. Do truck count if needed.

East legs of bypass 24 corridors go through swamp, lot of water. Express re construction, FEMA permits etc.

Scrap all. Start at intersection Hwy 15 & Hwy 403 south of Hartsville.

Redo Hwy 403 from intersection to I-26. Open land. Already existing highway. No EPA or swamps. Bus stations/burger joints in Dots will have the widened traffic and businesses. Repair? widen? 403. Has to be a lot cheaper than any of 24 corridors east of B'ville.

Route west of B'ville still needed. Start Hwy 341, end at 16 just before exit 116. Segments 16, 21, 24 or 22/25

See marked up road map attached.

Who knows - you do - may be time to redo/upgrade 403 anyway. 2 birds - 1 stone.

How would you like a response to your comment (please choose one)?

No response required

Email response

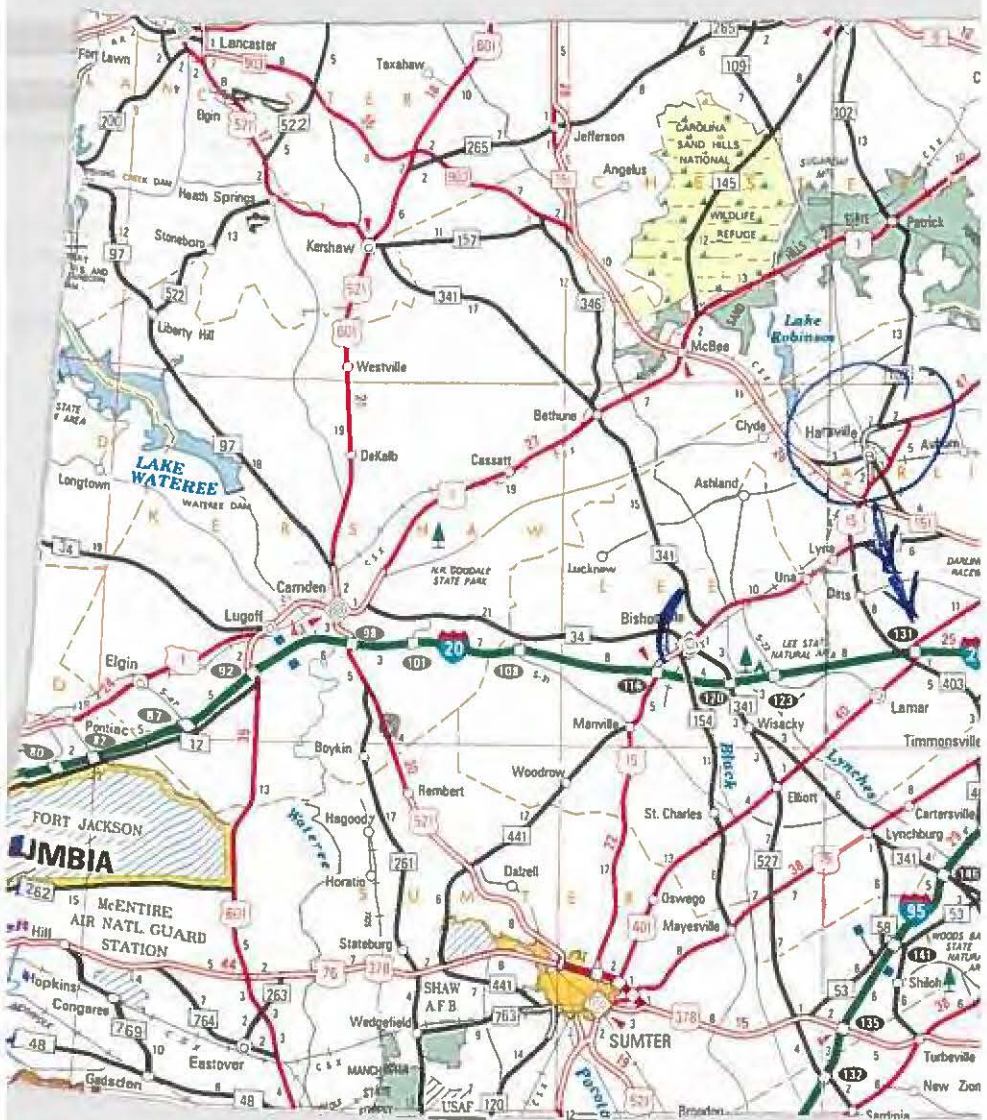
Written response

Email Address anviluser@yahoo.com

Mail Comments to:

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

Comments must be received by June 30, 2018





SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Don R McDaniel Jr

MAILING ADDRESS

421 Bradley Ave, Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

803-484-6187(w); 803-428-8495(m)

COMMENTS

I live at the end of Bradley Ave
(the last house) and one of the proposed routes
is through the middle of the farm right behind
my house. Sections 11, 12 & 13.

The biggest problem I see, in addition to
running through the middle of my neighbor's farming
operation, including his irrigation systems, is that
Section 11 appears to run through the site of an
African American cemetery - most likely a slave
cemetery.

It certainly would not be appropriate to run
through that cemetery

Thank you

Don R. McDaniel, Jr.

How would you like a response to your comment (please choose one)?

- No response required
Written response

Email response

Email Address raemedaniel@scfbins.com

Mail Comments to:

Comments must be received by June
30, 2018

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Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

April Saverance & Pat Saverance

MAILING ADDRESS

345 Country Manor Estate Bishopville SC 2

Street/Route

City

State

Zip Code

PHONE NUMBER

803-459-4053

COMMENTS

It is not needed in Lee County.

It is affecting property of people who pay double taxes in this county city & county -

Bishopville is a dead town and

what will this benefit to it in the end but the end -

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

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MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Janis Garrick

MAILING ADDRESS

215 Country Manor Estates Bishopville, SC 29010
Street/Route City State Zip Code

PHONE NUMBER

803 - 428 - 8693

COMMENTS

I do not feel that a truck route around Bishopville is necessary. The traffic on the Main Street part of Highway 15 is not any worse than traffic is in neighboring towns - Sumter, Camden, Florence. Not that there needs to be an accident to change things, but how many accidents have there been in our downtown area caused by our "truck traffic"? I favor a NO BUILD!!!

On a more personal note, if the powers-that-be determine that a bypass is a must, why would they deliberately choose any route that will destroy a person's home? Why not route across a field instead of through or nearly through a person's house? See the beginning part of Segment 19.

Specifically, Segment 16 hits very close to home. The 5 houses on Country Manor Estates are part of the newest housing development in Bishopville. Each family built here

How would you like a response to your comment (please choose one)?

- No response required
Written response
Email response
Email Address

OVER with arrow pointing right

Mail Comments to:

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SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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in a rural, quiet setting to raise their families, not to have truck traffic right in front of our homes! What is this doing to our lifestyle and property values as homeowners? I pray that you may never have to face a situation like this - that you have worked and worked to build a home in a place that now has the potential to become a truck route.

That being said, if this side of town has to be chosen for a bypass route, please consider using Segments 19 and 17 which would affect less homeowners.

Thank you,
Janis S. Yanick

RECEIVED

JUN 29 2018

SCDOT RPG-2



SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr. Mrs, Ms, Mr & Mrs
 (Please choose one)

Russell Berry

MAILING ADDRESS

10 North Olmsted Lane Elgin SC 29045

Street/Route

City

State

Zip Code

PHONE NUMBER

803 - 428 - 8395

COMMENTS

I Attended the meeting in Bishopville and was very concerned about two of your proposed routes. I find that the corridor segment labeled 16 very evasive to me as a landowner. As you see from the enlarged picture, which I have enclosed, of your map from the meeting; that the majority of the land which this segment runs through is mine. I have demonstrated this by highlighting the entire fields which I own. This would cause a hardship financially on me, because all of this land is currently rented to a farmer for agricultural crop production. As you see this segment splits my farm and would cause major damage to my rental income each year. Also segment 15 splits another field I own, which is also rental income as agricultural production. Any questions, please contact me at my address

How would you like a response to your comment (please choose one)?

No response required

Written response

Email response

Email Address

rberrussellsells.com

*Thank you
Russell Berry*

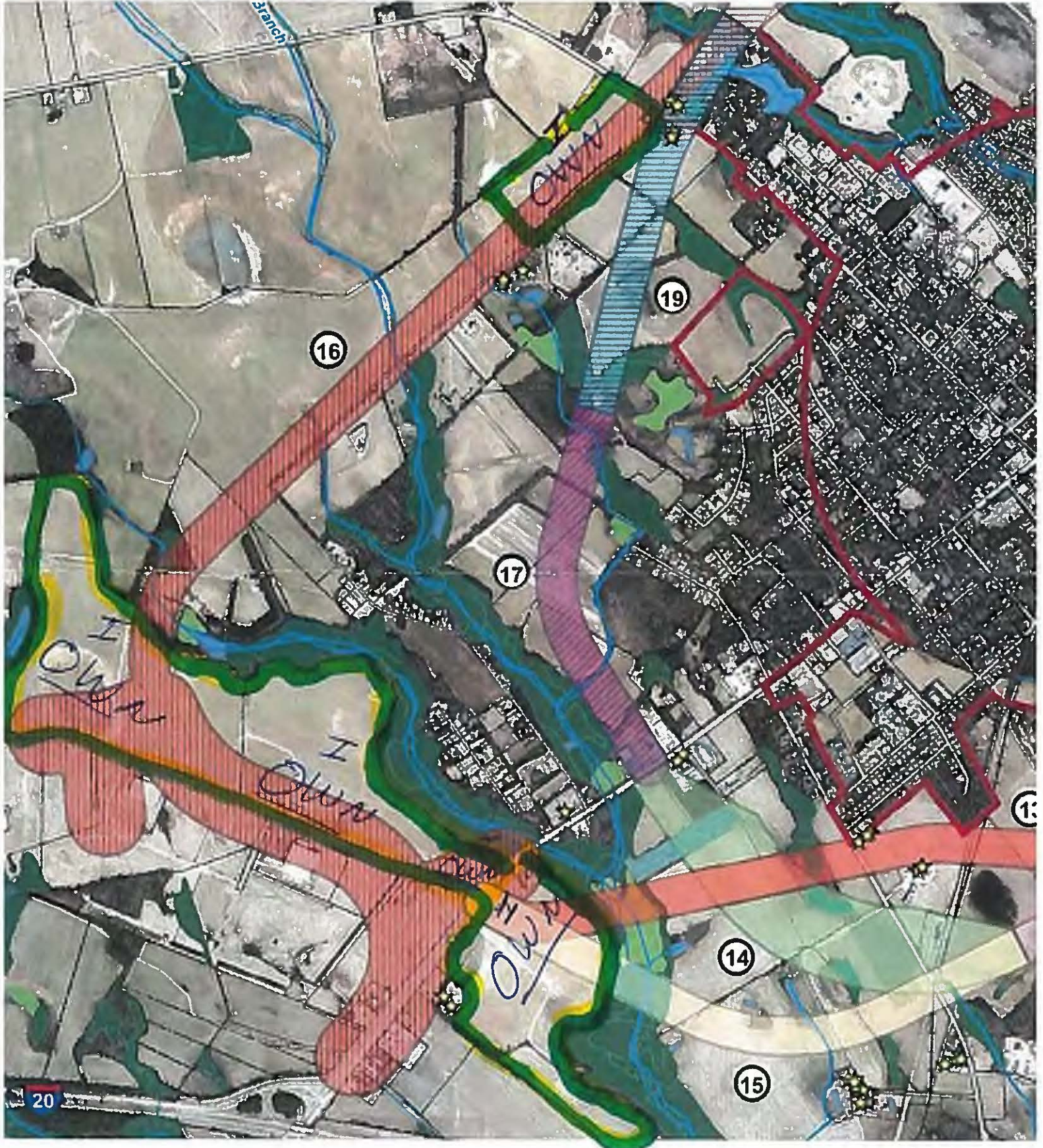
Mail Comments to:

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 SC Department of Transportation
 PO Box 191
 Columbia, SC 29202-0191
 MeetzeJ@scdot.org

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Bishopville Track Route Project





SCDOT PUBLIC INFORMATION MEETING Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Emma Logan

MAILING ADDRESS

59 Dixon Dr. Bishopville SC 29010

Street/Route City State Zip Code

PHONE NUMBER

803-486-0750

COMMENTS

I feel that the proposed bypass will keep our little downtown that is trying to be revitalized. I am opposed to the truck route bypass, specifically routes / alternatives I through X, all the way those. Each of those possible routes will either go across my front yard, my back yard, right on top of my house across my grandparents property including the house they currently reside in or it will go across my family's business that has been in that spot since the 60's. If the bypass must come choose route A-G- any of those that won't affect my family!!

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

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SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr., Mrs., Ms, Mr & Mrs Sam Garrick
(Please choose one:)

MAILING ADDRESS 215 Country Manor Estates Bishopville, SC 29010
Street/Route City State Zip Code

PHONE NUMBER 803-229-0441

COMMENTS I am opposed to a bypass truck route. I owned a business in downtown Bishopville 40 years. I never had a problem with downtown truck traffic.

One proposed route, Segment 16, is Country Manor Estates which is the newest housing development in Bishopville. This road is also a privately owned road. The homeowners do not want truck traffic on this road!!!

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address samgarrick51@yahoo.com

Mail Comments to:

Comments must be received by June 30, 2018

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SC Department of Transportation
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Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING

Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one):

Robert M. Stake's

MAILING ADDRESS

119 Davis St Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

803-310-0069

COMMENTS

First, it seems that as much money is being spent on this project, to get started, the South Carolina Department of Transportation would have maps that are correct. Second, I think this project is away the SCDOT and (FHWA) Federal Highway Administration wants to correct their mistake in closing highway 15 to (2) lanes through Bishopville, SC. Third, there are (5) five to (8) eight areas on each of the proposed routes. Fourth, these proposals will divide a number of properties where farmers will have to cross over to the other side endangering their employees, themselves, and persons traveling on said ~~road~~ road. Also most of these farmers are 3rd and 4th generation men who have (30) thirty to (40) forty years of life left. This will cut into their income for the next (30) thirty to (40) years, plus these men have sons and daughters who may want to farm also cutting into their income. There is no more land being made, but this will day up Bishopville, as bypasses have gone in same rural area Jefferson and other same place in South Carolina.

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address _____

Mail Comments to:

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SCDOT PUBLIC INFORMATION MEETING

Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Matt Hicks

MAILING ADDRESS

3564 Lee State Park Rd Bishopville SC 29010

Street/Route

City

State

Zip Code

PHONE NUMBER

(509) 995-1835

COMMENTS

Do Not Build! It is unconscionable to spend 19 million-ish dollars to alleviate a non-existent congestion problem. I assume that the traffic study wasn't done by actually driving through town because that takes 5 minutes on the worst day. I assume my No-Build opinion will be ignored so if/when you build, make sure you build segment 19. That way, the rich people who live in the northwest part of town can share in the pain caused by this boondoggle.

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

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SC Department of Transportation
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SCDOT PUBLIC INFORMATION MEETING

Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Mr & Mrs. Dot & Harold McLamb

MAILING ADDRESS

236 S. Main Street Bishopville SC

Street/Route

City

State

Zip Code

PHONE NUMBER

COMMENTS

We live on Main Street & are in support of the project. Trucks stop in the middle of the street & run into Harkness to run into the bathroom and block our drive ways. to eat.

We live next to the corner street on Ridge Street. house on

These trucks cause a lot of noise.

Summer is worse than winter for trucks.

We are FOR the project!

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

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SCDOT PUBLIC INFORMATION MEETING

Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs Mr. Will J. McElveen
(Please choose one:)

MAILING ADDRESS 500 St Charles Rd Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER 803-484-6533

COMMENTS I am a farmer that owns the Majority of land on segments 12,13,14,15. I have worked hard the last 10 years to put pivots on this land. Each of the 3 planned routes will go through 4-5 pivots. A bypass through my land will be devastating to my farming operation. Please consider another route.

How would you like a response to your comment (please choose one)?

- No response required
- Written response
- Email response
- Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

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MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Gee Whetsel

MAILING ADDRESS

387 Country Manor Est, Bishopville SC
Street/Route City State Zip Code

PHONE NUMBER

803-229-7603 29010

COMMENTS

I work on Main Street in Bishopville every day and see the need for a truck bypass firsthand. The 18-wheelers are pretty much non-stop and frequently the smell of the garbage trucks going to the landfill will gag you!
Greater Bishopville Inc. is trying to revitalize the ~~down~~ downtown area and the great number of trucks rolling through are a great deterrent.

How would you like a response to your comment (please choose one)?

- No response required
- Written response

Email response

Email Address gatkinson@theleeCountyObserver.com

Mail Comments to:

Comments must be received by June 30, 2018

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING

Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Vance E Stover

MAILING ADDRESS

1890 Stokes Bridge Rd W Bishopville 29010

Street/Route

City

State

Zip Code

PHONE NUMBER

803-428-5353

COMMENTS

A ✓

Alternative C ✓

B ✓

E

F

G

H

* Too costly

This project needs to take place, And I would recommend Alternative A, B, C. The reason for my recommending A, B, or C is because a tremendous number of garbage trucks traveling from Kershaw, Lancaster and others travel this road. This And a tremendous number of gravel trucks also. This would take these odorous vehicles around town. I have ~~been~~ experienced many many very stinky trucks traveling through town at times so bad nearly unbearable. This NEEDS TO BE DONE!

How would you like a response to your comment (please choose one)?

No response required

Written response

Email response

Email Address Vesyard@ffc-i.net

Mail Comments to:

Comments must be received by June 30, 2018

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SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Mr. Warren S. Joye

MAILING ADDRESS

383 Calvary Church Rd Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

(803) 428-5274

COMMENTS

Could this bypass produce economic
growth for the county by means of tolls, potential
trucking industries, and/or more commercial developments?

How would you like a response to your comment (please choose one)?

- No response required
- Written response

Email response
Email Address wjoye72@yahoo.com

Mail Comments to:

Comments must be received by June 30, 2018

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING

Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Tim D'Boise

MAILING ADDRESS

311 S. Nettles St. Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

803-459-2664

COMMENTS

I'm the EMS + 911 Director for Lee County. Our EMS
Headquarter is located near I-20 on Hwy 341. The By-pass would give
us quicker access to upper + lower parts of the County by by-passing
down town. (12)

How would you like a response to your comment (please choose one)?

- No response required
- Written response

- Email response
- Email Address _____

Mail Comments to:

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Mr. Gubie A. Lenoir Bishopville

MAILING ADDRESS

Street/Route

City

State

Zip Code

34 Brownstown SC 29010

PHONE NUMBER

803-728-6889

COMMENTS

*Willard
wind eye*

No bill

How would you like a response to your comment (please choose one)?

- No response required
- Written response

Email response

Email Address _____

Mail Comments to:

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
 (Please choose one):

Kathryn Stuckey

MAILING ADDRESS

68 Dixon Dr., Bishopville, SC 29010
 Street/Route City State Zip Code

PHONE NUMBER

803-983-7417

COMMENTS

Thank you for explaining the different "segments" of the maps. Years ago, I was very much opposed to a bypass. However, now I see the need to get the trucks off Main St, and I will welcome the bypass for the community. My property will probably be affected by the choice of the corridor. I have been in "limbo" since 2010, waiting on a decision about this bypass so all I want is for a decision to be made, and for the government to get on with road! It is unconscionable to keep land owners from selling their properties for as long as they have been planning this bypass! Just go ahead and decide on a corridor and let people know! Make a decision!

How would you like a response to your comment (please choose one)?

No response required
 Written response

Email response
 Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

Mr. Jacob Meetze, P.E.
 SC Department of Transportation
 PO Box 191
 Columbia, SC 29202-0191
 MeetzeJ@scdot.org

Please Note: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.



SCDOT PUBLIC INFORMATION MEETING Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

HARRY Elmore

MAILING ADDRESS

314 Beavertan Rd. Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

803-428-6889

COMMENTS

#16 - Opposed to Route -

Animals + wildlife abundant in AREA -

Arrowheads found in AREA - Area Sucked -

For 40 - no neighbors - quite poor -

For NO Bill -

How would you like a response to your comment (please choose one)?

No response required
 Written response

Email response
Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Nattie Scott

MAILING ADDRESS

722 Chatman St Bishopville SC 29010

Street/Route

City

State

Zip Code

PHONE NUMBER

803-484-6960

COMMENTS

map X

map W

map U

map V

Do not want 6+8 DO NOT want 6-8

16-17 I want

Do not want 6+8 because of the two school schools

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Mrs. Wileen Mae Mickers

MAILING ADDRESS

427 Cum St Bishopville
Street/Route City State SC Zip Code 29010

PHONE NUMBER

908-249-6101

COMMENTS

map A 6-8 Do not want
map B
map C 16-17 I want

Don't want 6-8 because off (2) school and children
16-17 I want - no children involved

How would you like a response to your comment (please choose one)?

- No response required
- Written response
- Email response
- Email Address

Mail Comments to:

Comments must be received by June 30, 2018

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

JANNIE JOYE

MAILING ADDRESS

420 DUNST Bishopville Rd 29010
Street/Route City State Zip Code

PHONE NUMBER

803-484-9393

COMMENTS

map ~~map~~ 6-8 Do NOT want
map ~~map~~ 16-17 I WONT
map ~~map~~
map ~~map~~

Dont want 6-8 BECAUSE OF (2) Schools and Children
In danger.

16-17 I want - no children involved

How would you like a response to your comment (please choose one)?

- No response required
- Written response
- Email response
- Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

W J O Y E

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs BROOKS STUCKEY
(Please choose one:)

MAILING ADDRESS 1314 Hagood Ave Columbia SC 29205
Street/Route City State Zip Code

PHONE NUMBER 803 468 2182

COMMENTS own land - Dixon Dr. + on RR

How would you like a response to your comment (please choose one)?

No response required Email response
Written response Email Address _____

Mail Comments to:
1314 Hagood Ave Columbia SC 29205

Comments must be received by June 30, 2018
Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one)

Ana Alvarez

MAILING ADDRESS

415 N. MAIN St Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

754-918-1784

COMMENTS

I believe that is very necessary to move the truck route for these two reasons that it mentioned in the outline, but I also have other personal reasons to believe that it is also to be consider. One and most important reason is the seat of my own safety. I have created a beautiful landscape in front of my house ever since I moved here in Bishopville in 2012, that enhanced the look of our community and raise of the value of our property. At the same time I put my safety on the line having to watered my flower beds every day because every so often I find debris coming from the trucks driving by. Debris as: a huge log-lumber 10x8x2 in the middle of

How would you like a response to your comment (please choose one)?

- No response required
Written response

- Email response
Email Address

back

Mail Comments to:

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

Comments must be received by June 30, 2018

Please Note: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

my yard. (2) A pellet piece of metal
2 ft x 4 x 4 also laying on the middle
and closer to my front porch. Other debris
also as gravel, reflectors from the street
coming loose, flying to my yard - pea
gravel, huge pieces of crash runs and other
materials as feathers from chickens. As you
can see one of those debris can hit me
since I am usually in my yard few
hours every day in the summer, in the morning
or in the afternoon. Besides that all the noises
that we have to put up with. Other cities
have a barrier around the highway to block
the noises. We deserve the same benefit, so
I deeply believe that it must be moved
ASAP.

Sincerely,

Mrs. Aharey

P.S. I have also loose 2 cats and a dog being
run over. 2 other cats got kill in front
of my house, belong to someone else.

RECEIVED

JUN 11 2018

SCDOT RPG-2



SCDOT PUBLIC INFORMATION MEETING Thursday, June 7, 2018

Proposed Bishopville Truck Route Lee County

6-27-18

NAME

Mr. Mrs. Ms. Mr & Mrs
(Please choose one:)

Sandra Mixon

MAILING ADDRESS

65 Mixon Dr Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

803-484-6357

COMMENTS

A "no-build" alternative is best. Obviously, citizens oppose this bypass-how many years and meetings have been held with more to come. DOT should strongly listen to the citizens in opposition and less to C.O.G + Council, who seem to be pushing so hard to override the citizens choice. This bypass would affect farmland, & farmers, wetlands, schools and private property owners. We already have a prison and landfill so I'm sure, attracting desirable business is a difficult task. Business will be lost or moved to bypass- who stands to gain from that.

No bypass!

How would you like a response to your comment (please choose one)?

No response required

Written response

Email response

Email Address _____

Mail Comments to:

Comments must be received by June 30, 2018

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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SCDOT PUBLIC INFORMATION MEETING
Thursday, June 7, 2018

Proposed Bishopville Truck Route
Lee County

NAME

Mr. (Mrs) Ms, Mr & Mrs
(Please choose one:)

Veretta J. Gill

MAILING ADDRESS

418 Marsh Street, Bishopville, SC 29010
Street/Route City State Zip Code

PHONE NUMBER

(803) 486-5318

COMMENTS

I would like to take this time to thank
the SCDOT for all of their hardwork in trying
to solve the issue of the amount of trucks
coming through downtown Bishopville.
Therefore, I would like to see the
truck traffic routed around the Browntown
Industrial complex area.

How would you like a response to your comment (please choose one)?

No response required

Email response

Written response

Email Address _____

Mail Comments to:

Comments must be received by June
30, 2018

Mr. Jacob Meetze, P.E.
SC Department of Transportation
PO Box 191
Columbia, SC 29202-0191
MeetzeJ@scdot.org

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Carl Gibilaro

From: Meetze, Jacob M. <MeetzeJ@scdot.org>
Sent: Monday, June 11, 2018 11:53 AM
To: Carl Gibilaro
Cc: Cooper, Christopher B.; Sturm, Joe; Amado, Bener
Subject: FW: Comment from SCDOT contact form - Proposed Bishopville Truck Route

Carl,

See below comment that we will also need a response to.

Thanks,
Jacob

From: SMPSHPT1302@scdot.org [mailto:SMPSHPT1302@scdot.org]
Sent: Monday, June 11, 2018 11:34 AM
To: Meetze, Jacob M.
Subject: Comment from SCDOT contact form - Proposed Bishopville Truck Route

Workflow Notification

The following message was sent from the Proposed Bishopville Truck Route contact form:

Name: Kay Stuckey

Email: rdstuckey@sc.rr.com

Phone: 8039837417

Comment: Did you get any new insights into the route plans for the bypass? There weren't many people at the meeting and that's because they feel like it's the same info that they've heard so many times.

Jacob, I do have one concern. After talking to the engineer (was it Bartorri) who said that he was studying the wetlands, etc., he said that they would only pay for the land that they actually cross. What about where the ROW will come VERY close to a residence? He said something about paying for any damage, but what of the damage of large trucks coming very near a residence, all day every day? You're looking at foundations cracking, and long range ruining of the house, not to mention the aesthetic damage.

I try not to think about what might happen, but as I try to update my house in order to list it for sale, I don't know whether to fix it to sell to someone who wants to live here and raise a family, or have it taken over by business that doesn't care if it's updated or not. As always, any info that you can share will be appreciated. (Just don't say, "Get on with your life"!!!) Thanks! And don't call, just email!

Respond to This Comment: Yes

Carl Gibilaro

From: Meetze, Jacob M. <MeetzeJ@scdot.org>
Sent: Monday, June 11, 2018 4:13 PM
To: Carl Gibilaro
Cc: Sturm, Joe; Cooper, Christopher B.
Subject: FW: Comment from SCDOT contact form - Proposed Bishopville Truck Route

[See additional comment](#)

From: SMPSHPT1302@scdot.org [mailto:SMPSHPT1302@scdot.org]
Sent: Monday, June 11, 2018 3:57 PM
To: Meetze, Jacob M.
Subject: Comment from SCDOT contact form - Proposed Bishopville Truck Route

Workflow Notification

The following message was sent from the Proposed Bishopville Truck Route contact form:

Name: Gee Whetsel

Email: gatkinson@theleecountyobserver.com

Phone: 8032297603

Comment: I attended the public meeting last week and filled out a comment form but neglected to express an opinion/preference on the route the bypass should take. I strongly believe that the bypass should go on the EAST side of town as 90 percent of the truck traffic is headed that way--much of it going to I-95. It simply makes no sense whatsoever to build it on the west (Camden) side of town. In addition, if the bypass goes on the east side of town, it will be visible from the interstate. That increases the chances of stores/businesses building on the bypass. There would be no chance of any growth if the bypass is located on the west side towards Camden. By simply studying the traffic patterns of these trucks, I think it's a no-brainer. The bypass goes on the east side of Bishopville. Otherwise, I believe we would have problems forcing the trucks to use the bypass and all of this would have been for nothing.

Respond to This Comment: No

From: SMPSHPT1302@scdot.org [mailto:SMPSHPT1302@scdot.org]
Sent: Tuesday, June 19, 2018 6:47 AM
To: Meetze, Jacob M.
Subject: Comment from SCDOT contact form - Proposed Bishopville Truck Route

Workflow Notification

The following message was sent from the Proposed Bishopville Truck Route contact form:

Name: Ellie Green

Email: elliewgreen@yahoo.com

Phone: 8934535236

Comment: I'm a farmer that owns land in Lee County and I drive an 18-wheeler through here regularly. I think it's an egregious waste of money to build a truck route when the town closed the last one and gave part of the road away to a large corporation (including a just-replaced state-funded bridge). That route diverted SC341 traffic from downtown, all while vacancy levels increased there. How can public money be used to embellish private property that's almost worthless?

Respond to This Comment: No

Tanya Thompson

From: SMPSHPT1302@scdot.org
Sent: Saturday, June 30, 2018 8:58 PM
To: Meetze, Jacob M.
Subject: Comment from SCDOT contact form - Proposed Bishopville Truck Route

Workflow Notification

The following message was sent from the Proposed Bishopville Truck Route contact form:

Name: Stephen Beasley
Email: elevenoaksfarm@gmail.com
Phone: 843-332-7363

Comment: Several years ago a group of concerned citizens had numerous meetings over concern of the proposed Bishopville Truck Bypass and its impact to not only Bishopville but, surrounding lands and areas versus the overall benefit of the bypass. In these meetings it was deemed necessary to fully understand the amount of true impact that all traffic both autos and trucks really have on Bishopville and the corridors thru it. Members of the group obtained from SCDOT ADT counts from 1996 to 2013, the two Traffic Studies conducted in 2010 and 2013 by consulting firms (Numerics and Short Counts) for SCDOT with this data they compiled various scenarios that all concluded that the overall traffic both auto and truck for these years is flat with little or no increase.

Furthermore the data from the consulting counts confirmed that the number of large trucks passing through Bishopville is less than 10% of the total that probably averages near the 600-700 total trucks per day average that pass through Bishopville.

The group also compiled other information for analysis and consideration and is as follows:
Lee County Socioeconomic and Traffic Data

The trend of the Traffic Volume passing thru Bishopville (downtown) since 1996 has remained flat

The estimated average vehicles passing thru Bishopville (downtown) in 2013 on Highway 15 was approximately 11,966 vehicles per day.

The estimated average trucks traveling Highway 15 in 2013 thru Bishopville (downtown) as approximately 915 trucks per day

Out of the estimated number of trucks traveling through Bishopville (downtown) in 2013 approximately half are classified as three or more axle trucks (large tractor trailers) the remanding half are two axle six-wheeled delivery type trucks

According to 2008 Santee Lynches Council of Governments (SLCOG) Traffic Demand Model only 300 to 500 trucks per day may be diverted from the Bishopville downtown area as result of a By Pass

Peak Traffic times on Highway 15 thru Bishopville are around 7am in the morning and 5 pm in the afternoon with 7am being the most travelled time. 3

Calculated time to travel from Piedmont Cemetery to the old Dairy O (approximately 2 miles) by posted speed limits with no traffic and no stops is approximately 3.89 minutes with an average speed of 33 mph.

Actual average travel time from Piedmont Cemetery to the old Dairy O (approximately 2 miles) at 4:30 pm (peak time) without stopping is approximately 4.45 minutes with an average speed of approximately 25 mph.7

Lee County has no roadways classified as Principal Arterials that are usually associated with a By Pass, as in surrounding Counties

Freight tonnage miles hauled by Trucks has decreased 7% since 2007 in South Carolina

In 2000 there were 246 businesses employing 2,711 employees in Lee County in 2012 there were only 207 employing 1,835 employees almost a 16% decline in businesses and almost a 33% decline in employment.

Lee County's population since the 2000 Census has decreased by approximately 4.6% to 19,220 and is expected to decrease to another approximate 2.2% to 18800 by 2020

.
As member of this group and carefully reading most all the documents involved with this project (some that the general public has not read nor maybe would understand) it is very evident that the project may only partially reduce the number of trucks through Bishopville, it only slightly affects some aspects of pedestrian safety, will probably have little or no impact and perhaps a negative impact on economic development to Bishopville and Lee County. Weighing this against the tremendous cost to construct the bypass it would seem to be a waste of State and Federal Funds for such low traffic volumes and benefits as was pointed out in 2008 by SCDOT Area Planning Engineer Mike Sullivan in a letter to James Darby Executive Director of SLCOG. it seems senseless to continue forward with the project.

As a taxpayer that does travel across South Carolina and US and sees the decaying state of our roads/highways, bridges/overpasses and other infrastructure, with areas of real traffic congestion and over capacity traffic volumes, with real public safety issues, and real support for economic development which compared to Bishopville's truck and traffic problems it would be a great injustice to the people/taxpayers of South Carolina and United States to spend their money on a project with so little return on investment both locally, regionally, and beyond.
It is my opinion and desire for a NO BUILD vote on this project.

Respond to This Comment: Yes

Tanya Thompson

From: SMPSHPT1302@scdot.org
Sent: Saturday, June 30, 2018 8:59 PM
To: Meetze, Jacob M.
Subject: Comment from SCDOT contact form - Proposed Bishopville Truck Route

Workflow Notification

The following message was sent from the Proposed Bishopville Truck Route contact form:

Name: Janine Beasley
Email: jbeasleyrn@gmail.com
Phone: 843-332-7363

Comment: Several years ago a group of concerned citizens had numerous meetings over concern of the proposed Bishopville Truck Bypass and its impact to not only Bishopville but, surrounding lands and areas versus the overall benefit of the bypass. In these meetings it was deemed necessary to fully understand the amount of true impact that all traffic both autos and trucks really have on Bishopville and the corridors thru it. Members of the group obtained from SCDOT ADT counts from 1996 to 2013, the two Traffic Studies conducted in 2010 and 2013 by consulting firms (Numerics and Short Counts) for SCDOT with this data they compiled various scenarios that all concluded that the overall traffic both auto and truck for these years is flat with little or no increase.

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Actual average travel time from Piedmont Cemetery to the old Dairy O (approximately 2 miles) at 4:30 pm (peak time) without stopping is approximately 4.45 minutes with an average speed of approximately 25 mph.7
Lee County has no roadways classified as Principal Arterials that are usually associated with a By Pass, as in surrounding Counties
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In 2000 there were 246 businesses employing 2,711 employees in Lee County in 2012 there were only 207 employing 1,835 employees almost a 16% decline in businesses and almost a 33% decline in employment.

Lee County's population since the 2000 Census has decreased by approximately 4.6% to 19,220 and is expected to decrease to another approximate 2.2% to 18800 by 2020

.
As member of this group and carefully reading most all the documents involved with this project (some that the general public has not read nor maybe would understand) it is very evident that the project may only partially reduce the number of trucks through Bishopville, it only slightly affects some aspects of pedestrian safety, will probably have little or no impact and perhaps a negative impact on economic development to Bishopville and Lee County. Weighing this against the tremendous cost to construct the bypass it would seem to be a waste of State and Federal Funds for such low traffic volumes and benefits as was pointed out in 2008 by SCDOT Area Planning Engineer Mike Sullivan in a letter to James Darby Executive Director of SLCOG. it seems senseless to continue forward with the project.

As a taxpayer that does travel across South Carolina and US and sees the decaying state of our roads/highways, bridges/overpasses and other infrastructure, with areas of real traffic congestion and over capacity traffic volumes, with real public safety issues, and real support for economic development which compared to Bishopville's truck and traffic problems it would be a great injustice to the people/taxpayers of South Carolina and United States to spend their money on a project with so little return on investment both locally, regionally, and beyond.
It is my opinion and desire for a NO BUILD vote on this project.

Respond to This Comment: Yes

Tanya Thompson

From: mwatkins1@sc.rr.com
Sent: Thursday, June 28, 2018 9:17 PM
To: Meetze, Jacob M.
Subject: BV TRUCK ROUTE

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Why a two lane vice 4 lane divided highway? Cost yes, but safety concerns, also economic corridor. Invest now not later.

Is the US Army Corps of engineers involved? Regardless, need to consult with Indian Tribes on scared lands etc.

George Roberts

Tanya Thompson

From: Mike Bedenbaugh <mbedenbaugh@leecountysc.org>
Sent: Friday, June 29, 2018 9:45 AM
To: Meetze, Jacob M.
Subject: Bishopville Truck route Lee County
Attachments: New SC DOT bypass letter.docx

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Good Morning

The Attached above is the letter from 2015

I am still agreement of the bypass around the City of Bishopville. I think the bypass on the east side of town is the best for the Emergency Management and Fire Dept. Due to if we have a wreck on the I – 20 or the repair of a bridge we can use the bypass to move cars and people without them having to go thru town as they do now. The bypass will all so help the traffic flow on the main Street of Bishopville and help reduce wrecks at the corner of Main and Church street. The wrecks at Main and Church are cause by the turn to the right to enter Main street the trucks have to enter the center lane and cars try to skirt by to beat the truck or do not realize that the truck is turning to the right.

Over all it would be best for the traffic in the City, less roadway damage, would make it better for all emergency vehicles to get around, and keep the flow of traffic from the I – 20 interstate from coming thru the city due to wrecks or road construction mainly weekends when there is more traffic in the City and I- 20. We have more wrecks during that time frame coming from the I- 20 incidents.

I cannot tell you which route is the best I know that the east side works best for the emergency services.

thanks

Mike L Bedenbaugh
Lee County Fire Department Chief
Lee County Emergency Management Director
119 DesChamps Street
PO Box 87
Bishopville SC 29010
Mbedenbaugh@LeeCountySC.Org
803-484-5274



Virus-free. www.avg.com

LEE COUNTY FIRE DEPARTMENT

119 Des Champs Street

P.O. Box 87

Bishopville SC, 29010

Phone: (803) 484-5274

Fax: (803) 484-5043

February 1, 2015

Kenneth Johnson
SCDOT
P.O. Box 191
Columbia, SC 29201

Dear Mr. Johnson

I support the Bishopville Bypass (truck bypass). By moving the trucks traffic off main street Bishopville this allow emergency vehicles and passenger vehicles to move safely without having the traffic jams on main street that the street scape causes from time to time. This will have the effect of a safer environment for the business and residential district of Bishopville by removing the truck traffic.

To mitigate the high risk of a potential hazardous material incidents form a freight vehicle within the City of Bishopville. We should see fewer wrecks at the corner of Church and Main Street.

I support the bypass as it will improve public safety for the residents and business owners of Bishopville.

Sincerely,

Mike Bedenbaugh

Lee County Fire Chief / Emergency Management Director

6/30/2018

Brandon Holloman
Lee County Fire/Emergency Management
P.O. Box 87
Bishopville SC,29010

Jacob Meetze
SCDOT
P.O. Box 191
Columbia, SC 29201

Dear Mr. Meetze.

I would like to express the support of the Bishopville Truck Bypass . This project will create a more safer environment for the business and residential district of Bishopville by removing the truck traffic. By moving the truck traffic off of US 15 Main Street would allow pedestrians, emergency vehicles and passengers vehicles to move around more safely and efficiently.

The project should reduce our response to collisions and fires involving trucks within the City of Bishopville. It will also mitigate the high risk of a potential hazardous material incidents form a freight vehicle within the City of Bishopville.

Please consider when deciding on an alternate Interstate 20.We are currently experiencing a lot of traffic from Interstate 20 coming thru Bishopville during peak travel times. This is due to the construction at the 116 overpass. At times this traffic has spanned from the traffic light at Church and Main Street to well beyond the city limits of Bishopville. Several times this has impacted the response of both Fire/Rescue and EMS units. Not only will this bypass help when there is construction it will also help when there is just a traffic collision on the Interstate near Bishopville. Many of the surrounding cities in our area have bypasses in their areas.

I fully support the bypass as it will improve public safety for the residents and business owners of Bishopville.

You may follow up to these comments via email bholloman@leecountysc.org

Lee County Fire/Emergency Management



Sincerely,

Brandon Holloman

Brandon Holloman

Fire Marshal/Asst. EMD Director
Lee County Fire/Emergency Management

Lee County Emergency Services
911 Communications

109 DesChamps St.
PO Box 323
Bishopville, SC 29010

Phone: 803-484-1723
Fax: 803-484-1963



To: SCDOT

Date: June 28, 2018

Re: Proposed Lee County Truck Route

My name is Dwayne Huggins and I am the Public Safety Director for Lee County. This letter is in support for the proposed truck route being placed on the south east side of Bishopville.

In February of 2014 the County moved our EMS Services to the James Industrial Park out by Interstate 20 and Hwy 341. By having the truck route on that side town would enable our EMS crews to respond to areas North and West of Bishopville without having to go through downtown Bishopville. This would be a quicker and safer route for our responding crews and the citizens of Lee County. Our crews now on occasions get stopped by the train when they come through town responding to calls causing a delay I response.

Most recently, we had a tractor trailer truck and an automobile involved in a collision at Church and Main Streets. Fortunately, no one was hurt seriously, but if this had involved a chemical spill, this could have led to the evacuation of the majority of the town's population and businesses.

That being said, I believe the most important issue in this whole process is to remove the heavy truck traffic from Main Street by whatever means possible. Allowing these trucks to continue using Main Street as their main route through the city only endangers the lives and businesses of the citizens of Lee County and Bishopville.

I do believe that a new truck route is the best option to resolve or at least help mitigate these safety concerns.

Sincerely,

Dwayne Huggins
Emergency Services Director
Lee County
Ph: 803-484-1723
E-mail: dhuggins@leecountysc.org

LEE COUNTY



OFFICE OF COUNTY ADMINISTRATOR

ALAN W. WATKINS
ADMINISTRATOR

P.O. BOX 309
BISHOPVILLE, SOUTH CAROLINA 29010
(803) 484-5341

JULIE P. STOKES
ASSISTANT ADMINISTRATOR

June 28, 2018

Jacob Meetze
SC DOT, PE, RPG-2
955 Park St.
Columbia, SC 29201

Dear Mr. Meetze,

On behalf of Lee County Council, I want to share an overview of the importance of the proposed Truck Route under consideration by SC Dot and FHA for construction in Lee County. This project has been a priority for Lee County Council for over a decade and the reasons for the need for this project have become more clear and demonstrable with each year which has passed; and as this project has been discussed, analyzed and reviewed. There are two primary issues which define the purpose and need for this project; improving the safety of the citizens in the downtown area of Bishopville due to the high volume of truck traffic and creating a corridor for new growth in proximity to the most developed municipality in our rural county, the City of Bishopville.

The issue of improving safety in the downtown of Bishopville by rerouting truck traffic has been at the forefront of every survey and transportation need discussion in Lee County for over 20 years. SC DOT has conducted numerous traffic counts which clearly demonstrate the high volume of truck traffic traveling through a two lane commercial district and the safety concerns this raises. Local surveys have reflected the concerns of local citizens regarding traveling to the downtown commercial area for fear of parking on Main St. and facing the heavy volume of traffic, especially the large trucks traversing the downtown streets; as well as the problems at the choke point intersection of Church and Main Streets. SC DOT traffic counts show over 700 trucks per day pass through downtown Bishopville and this number is projected to increase considerably over the next decade as the Port of Charleston continues to grow and the economy continues to develop throughout this region

of the state. The SC DOT representative conducting the formal presentation at the Scoping Meeting on May 9, 2017 in Bishopville made reference to the number of trucks observed by SC DOT personnel visiting Main St. and the problems the trucks present. These same comments regarding truck volume and congestion have been shared in private conversations with SC DOT personnel on numerous occasions over the many years this project has been under review.

When examining the potential economic impacts of a truck route being constructed around Bishopville there are two major positive outcomes which can be achieved. First, the removal of trucks from the two block core commercial district of the downtown, as well as the extended commercial areas between Hwy. 341 North and the Exit 116 interchange, will alleviate a major obstacle to recruiting and retaining businesses. There is a private effort underway to revitalize the downtown area of Bishopville and this effort has been bolstered by a \$1 million dollar private donation towards purchasing and restoring vacant buildings to attract new merchants. One of the major concerns when interviewing potential entrepreneurs to the downtown is the volume of truck traffic discouraging customers from coming into the area; two successful local businesses have relocated out of the downtown core district towards the interstate to mitigate this issue; Jared's Ace Hardware and BoSmith Furniture Co. The effort to restore the downtown properties and make them attractive to prospective business owners as well as shoppers is being greatly hindered due to the truck traffic issues.

The second major economic benefit of a truck route being constructed is the potential for growth associated with a new roadway and infrastructure corridor in proximity to the developed interstate interchanges at exits 116 and 120. Lee County has a Comprehensive Plan that was last updated in 2010; Page 79 of this document, under Proposed Long Range Land Development Plan, item #2- Bishopville Growth Area- describes the following: "The Bishopville area between Interstate 20, highways 341 and 15 and the City of Bishopville is projected to experience the greatest amount of growth over the next 5 to 20 years. The factors influencing this development are 1) the availability of water and sewer systems in the area, 2) the excellent transportation access provided by I-20, Highway 15 and Highway 341, 3) the availability of developable sites, 4) the amenities offered by living near or in an urban area." The construction of a roadway dissecting the open farmland between Bishopville and the interstate which can be subsequently enhanced with water and sewer infrastructure is the needed enhancement this community is desperate for to make this potential for growth a reality.


There is a clear purpose and need for this project to move forward and address the concerns detailed above. Every year this project is delayed is another year of safety issues faced by our residents and visitors to the community as well as the loss of economic growth potential for this community presented by a project of this scope.

The concerns of the individuals opposed to this project due to the negative impacts on their particular personal situations are certainly valid and understood by County Council. The

Council implores those in charge of developing this project to make every effort to limit the negative impacts on farmers and private property owners when developing the potential routes for new construction. Dealing with the issue of road construction is never easy in any community; there will always be impacts on individuals which cannot be entirely avoided. It is the collective view of Lee County Council the benefits of a truck route being constructed far outweighs the negative impacts on individual property owners in the community.

Thank you for your consideration of this information and feel free to contact my office for any additional assistance I can provide as this process moves forward.

Sincerely,

A handwritten signature in black ink that reads "Alan Watkins". The signature is written in a cursive, flowing style with a large initial "A" and "W".

Alan Watkins, Lee County Administrator



August 28, 2018

Ms. Janice Atkinson.
VIA EMAIL: littleflorist@ftc-i.net

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Atkinson,

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,

A handwritten signature in blue ink that reads "Jacob M. Meetze".

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch

ec:

FILE



August 28, 2018

Mr. Stephen Beasley
4210 High Point Road
Hartsville, SC 29550
VIA EMAIL: elevenoaksfarm@gmail.com
RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Beasley,

Thank you for your continued participation in this process.

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

As required by the National Environmental Policy Act, a No-Build Alternative will be considered as part of this study. While the No-Build Alternative will not meet the projects stated Purpose and Need of addressing the existing and future truck traffic passing through downtown Bishopville along with enhancing the economic development in the area, it will be carried through the development of the Environmental Impact Statement and serve as a baseline for comparison against the Build Alternatives. If over the course of the study, all Build Alternatives are determined to have significant environmental impacts that outweigh the No-Build Alternatives inability to meet the stated Purpose and Need, a decision could be made to select the No-Build Alternative as the Preferred Alternative.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Mr. Stephen Beasley
Page 2 of 2
August 28, 2018

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch

ec:

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August 28, 2018

Mr. Russell Berry
10 N. Homestead Lane
Elaine, SC 29045
VIA EMAIL: rb@russellsells.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr Berry,

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The preliminary alternative corridors presented at the June 7th meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet. Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact Statement that is being prepared.

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Mr. Russell Berry
Page 2 of 2
August 28, 2018

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch

ec:

FILE



August 28, 2018

Mr. Sam Garrick
215 Country Manor Estates
Bishopville, SC 29010
VIA EMAIL: samgarrick51@yahoo.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Garrick,

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Because of the Public Input raised as part of the previous analysis, the Federal Highway Administration instructed the South Carolina Department of Transportation to prepare an Environmental Impact Statement and restart the analyses. As part of this new analysis, all previous corridors are being re-evaluated and new corridors have been developed. The development of each preliminary alternative corridor considered:

- Existing and future land uses
- Potential impacts to the natural environment
- Potential impacts to humans
- Previous public input
- The ability of each segment to meet the project's purpose and need of getting trucks out of downtown while still moving freight across the region.

Each corridor offers some opportunities but also some challenges. As required by the National Environmental Policy Act, all corridors must be looked at equally and there is no pre-determined outcome.

The preliminary alternative corridors presented at the June 7th meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact Statement that is being prepared.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch

ec:

FILE





August 28, 2018

Mr. Joseph Holladay,
3273 Lee State Park Road
Bishopville, SC 29010
VIA EMAIL: anviluser@yahoo.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Holladay,

SCDOT has received and is reviewing your comments and suggested routes from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Enclosed please find a copy of the most recent SCDOT Highway map. Additional copies can also be requested online at: www.scdot.org/scdotwebforms/travel-map-information.aspx.

As part of current analysis, we are collecting additional truck volume data as well as origin – destination data to help us determine 1) the amount of trucks predicted to pass thru the area, 2) where the trucks are coming from, and 3) where the trucks are going to. This information will be included in our traffic analysis to help identify alternatives which best address the projects Purpose and Need of addressing the existing and future truck traffic passing through downtown Bishopville along with enhancing the economic development in the area.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.



Mr. Joseph Holladay
Page 2 of 2
August 28, 2018

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

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August 28, 2018

Mr. Dwayne Huggins.
426 St. Phillips Road
Dalzelle, SC 29040
VIA EMAIL: dhuggins@leecountysc.org

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Huggins

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch

ec:

FILE



August 28, 2018

Mr. Warren Joye
383 Calvary Church Road
Bishopville, SC 29010
VIA EMAIL: wjoye72@yahoo.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Joye,

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch

ec:

FILE



August 28, 2018

Mr. Don R. McDaniel, Jr.
421 Bradley Avenue
Bishopville, SC 29010
VIA EMAIL: raemcdaniel@scfbins.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. McDaniel,

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Because of the Public Input raised as part of the previous analysis, the Federal Highway Administration instructed the South Carolina Department of Transportation to prepare an Environmental Impact Statement and restart the analyses. As part of this new analysis, all previous corridors are being re-evaluated and new corridors have been developed. The development of each preliminary alternative corridor considered:

- Existing and future land uses
- Potential impacts to the natural environment
- Potential impacts to humans
- Previous public input
- The ability of each segment to meet the project's purpose and need of getting trucks out of downtown while still moving freight across the region.

Each corridor offers some opportunities but also some challenges. As required by the National Environmental Policy Act, all corridors must be looked at equally and there is no pre-determined outcome.

Mr. Don R. McDaniel, Jr.
Page 2 of 2
August 28, 2018

The preliminary alternative corridors presented at the June 7th meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact Statement that is being prepared.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch

ec:

FILE



August 28, 2018

Pat Saverance
345 Country Manor Estates
Bishopville, SC 29010
VIA EMAIL: saverancelaw@ftc-i.net

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Pat,

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Because of the Public Input raised as part of the previous analysis, the Federal Highway Administration instructed the South Carolina Department of Transportation to prepare an Environmental Impact Statement and restart the analyses. As part of this new analysis, all previous corridors are being re-evaluated and new corridors have been developed. The development of each preliminary alternative corridor considered:

- Existing and future land uses
- Potential impacts to the natural environment
- Potential impacts to humans
- Previous public input
- The ability of each segment to meet the project's purpose and need of getting trucks out of downtown while still moving freight across the region.

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The preliminary alternative corridors presented at the June 7th meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact Statement that is being prepared.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch

ec:

FILE



August 28, 2018

Ms. Janie Beasley
4210 High Point Road
Hartsville, SC 29550
VIA EMAIL: jbeasleym@gmail.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Beasley,

Thank you for your continued participation in this process.

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

As required by the National Environmental Policy Act, a No-Build Alternative will be considered as part of this study. While the No-Build Alternative will not meet the projects stated Purpose and Need of addressing the existing and future truck traffic passing through downtown Bishopville along with enhancing the economic development in the area, it will be carried through the development of the Environmental Impact Statement and serve as a baseline for comparison against the Build Alternatives. If over the course of the study, all Build Alternatives are determined to have significant environmental impacts that outweigh the No-Build Alternatives inability to meet the stated Purpose and Need, a decision could be made to select the No-Build Alternative as the Preferred Alternative.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At his meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Ms. Janie Beasley
Page 2 of 2
August 28, 2018

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch

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South Carolina
Department of Transportation

August 30, 2018

Ms. Wendy Logan
59 Dixon Drive
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Logan:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
FILE: PC/JMM



August 30, 2018

Mr. John Lem
656 US Highway 15
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Lem:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The preliminary alternative corridors presented at the June 7, 2018, meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet. Your property located at 656 Highway 15 is currently within three of our preliminary corridor segments, #s 3, 5 and 20. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



August 30, 2018

Mr. Leon White
224 S. Main Street
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. White:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



August 30, 2018

Mr. Donald Wetmore
668 US Highway 15
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Wetmore:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



August 30, 2018

Ms. Janis Garrick
215 Country Manor Estates
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Garrick:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018 Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

While accidents are one factor that is being evaluated as part of our study, the Purpose and Need of the project is addressing the existing and future truck traffic passing through downtown Bishopville along with enhancing the economic development in the area. Alternatives will be assessed as to how they address the project purpose and need.

Because of the Public Input raised as part of the previous analysis, the Federal Highway Administration instructed the South Carolina Department of Transportation to prepare an Environmental Impact Statement and restart the analyses. As part of this new analysis, all previous corridors are being re-evaluated and new corridors have been developed. The development of each preliminary alternative corridor considered:

- Existing and future land uses
- Potential impacts to the natural environment
- Potential impacts to humans
- Previous public input
- The ability of each segment to meet the project's purpose and need of getting trucks out of downtown while still moving freight across the region.



Each corridor offers some opportunities but also some challenges. As required by the National Environmental Policy Act, all corridors must be looked at equally and there is no pre-determined outcome.

The preliminary alternative corridors presented at the June 7, 2018, meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact Statement that is being prepared.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



South Carolina
Department of Transportation

August 30, 2018

Ms. Emma Logan
59 Dixon Drive
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Logan:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

This project originated at the request of local officials due to concerns regarding the negative impact that truck traffic was having on the downtown area. The Purpose and Need of the project is to address the existing and future truck traffic passing through downtown Bishopville along with enhancing the economic development in the area.

The preliminary alternative corridors presented at the June 7, 2018, meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact Statement that is being prepared.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



August 30, 2018

Mr. Robert M. Stokes
119 Davis Street
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Stokes:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The development of each preliminary alternative corridor considered:

- Existing and future land uses (including agriculture lands)
- Potential impacts to the natural environment
- Potential impacts to humans
- Previous public input
- The ability of each segment to meet the project's purpose and need of getting trucks out of downtown while still moving freight across the region.

The preliminary alternative corridors presented at the June 7, 2018, meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.



Mr. Robert M. Stokes

Page 2

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact Statement that is being prepared.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars

File: PC/JMM



South Carolina
Department of Transportation

August 30, 2018

Mr. Matt Hicks
3564 Lee State Park Road
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Hicks:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

As required by the National Environmental Policy Act, a No-Build Alternative will be considered as part of this study. While the No-Build Alternative will not meet the projects stated Purpose and Need of addressing the existing and future truck traffic passing through downtown Bishopville along with enhancing the economic development in the area, it will be carried through the development of the Environmental Impact Statement and serve as a baseline for comparison against the Build Alternatives. If over the course of the study, all Build Alternatives are determined to have significant environmental impacts that outweigh the No-Build Alternatives inability to meet the stated Purpose and Need, a decision could be made to select the No-Build Alternative as the Preferred Alternative.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



August 30, 2018

Mr. Harold McLamb
236 Main Street
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. McLamb:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM





South Carolina
Department of Transportation

August 30, 2018

Mr. Brooks Stuckey
1314 Hagood Avenue
Columbia, South Carolina 29205

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Stuckey:

The South Carolina Department of Transportation has received your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Feedback, comments, and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The preliminary alternative corridors presented at the June 7, 2018, meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



August 30, 2018

Gee Whitsel
387 Country Manor Estates
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

To Whom It May Concern:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



August 30, 2018

Mr. Brandon Holloman
421 Law Street
Bishopville, SC 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Holloman:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



August 30, 2018

Mr. Mike Bedenbaugh
119 Deschamps Street
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Bedenbaugh:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



August 30, 2018

Mr. George E. Roberts
412 Meadows Lane
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Roberts:

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

With regards to your question of removing trucks from US 15, while restrictions on oversized and overweight trucks are possible in certain conditions, we cannot restrict all trucks from a US route.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



September 6, 2018

Ms. Kay Stuckey

VIA EMAIL: rdstuckey@sc.rr.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Stuckey,

Thank you for your email.

SCDOT has received and is reviewing your comments, along with the formal comments from 23 other community members, from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The preliminary alternative corridors presented at the June 7th meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width.

The final determination of right of way width will consider the impacts of neighbors and residents adjacent to the roadway. Should it be determined that a property will suffer significant impact because of its proximity to the proposed roadway, that property owner can seek consideration for purchase from the project's right-of-way team.

Owners of buildings adjacent to the construction zone, which are damaged during construction, will be able to submit claims for damages and receive compensation when claims are verified.

Ms. Kay Stuckey
Page 2 of 2
September 6, 2018 August 30, 2018

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region
(803) 737-1037
meetzej@scdot.org

JMM: jch

ec:

FILE:

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Columbia, SC 29202-0191



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**Public Scoping Meeting Comments
Proposed Bishopville Truck Route Project (S-69-08)
Bishopville, Lee County, South Carolina**



Date Prepared:	August 13-15, 2018
Meeting Date/Time/Place:	June 7, 2018, 5:00-7:00 PM, Lee Central High School
Meeting Purpose:	To provide citizens the opportunity to learn about the alternatives and to provide an opportunity for the public to give feedback that will aid in the project development.
Prepared By:	Civic Communications, LLC and DRMP, Inc.

There were **67** meeting attendees. Listed below are **38** comments submitted via the public meeting, website, and letters and emails to the project manager.

- Comment on Alternatives**
- Comment Opposing Bypass**
- Comment Supporting Bypass**
- Comments General**

Name: Wendy Logan **Address:** 59 Dixon Dr **City, State, Zip Code:** Bishopville, SC 29010
Phone: (803) 428-8989 **Email Address:**

COMMENT: I am opposed to Alternatives I through X – all of them. Every one of those affects my family’s homes, property and business. I like Alternatives A-G that bypass town as well as my home.

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: John Lem **Address:** 656 Highway 15 **City, State, Zip Code:** Bishopville, SC 29010
Phone: **Email Address:**

COMMENT: Corridor 7 is a good choice but are concerned about the impact it may cause to our business (restaurant). Can you show more information about that corridor through mail?

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The preliminary alternative corridors presented at the June 7, 2018, meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet. Your property located at 656 Highway 15 is currently within three of our preliminary corridor segments, #s 3, 5 and 20. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter.

Name: Leon White	Address: 224 S. Main St	City, State, Zip Code: Bishopville, SC 29010
Phone: (843) 670-2034	Email Address:	

COMMENT: As a resident for the past 10 years living on Main St. I pick bypass 16 thru Browntown Road. Less traffic and residential area for small children...Alternative D is my choice.

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Donald A. Wetmore	Address: 668 Highway 15	City, State, Zip Code: Bishopville, SC 29010
Phone: (301) 633-9870	Email Address:	

COMMENT: Please notify us of results as early as possible, A-H look to be the simplest routes!

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Janice Atkinson / The Little Florist	Address: 123 N. Main St	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 484-5210	Email Address: littleflorist@ftc-i.net	

COMMENT: I own a business on Main Street. There are too many trucks on our main street. I believe starting at seg. 13 or 15 and carrying it around the city. Trucks hurt my business. No one- especially elderly people, want to come downtown. The org. "Greater Bishopville" is trying to build up our town and I don't believe any new businesses want to come because of street traffic. I am for any alternative that will take trucks off the streets.

COMMENT: I am in favor of starting truck route at segment 13 or 15 and carrying it around city to Hwy 15. Large trucks on Main St is a hinderance to my business. Customers do not feel safe parking on Main St due to the high volume of trucks.

RESPONSE: SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: George E. Roberts
Phone: (803) 229-2679

Address: 412 Meadows Ln
Email Address: mwatkins1@sc.rr.com

City, State, Zip Code: Bishopville, SC 29010

COMMENT: 1) Section 17 will be very close to my property. I am a farmer with horses & beef cattle. I am concerned with the impact of the highway with NOISE. Also, will there be a fence along the highway to prevent wildlife & escaped cattle/horses from being struck?

COMMENT: 2) US15 is a Federal Highway. Can truck drivers be prohibited from use?

COMMENT: 3) As a farmer I have 3 trucks and access to farm & assorted lands inside of one proposed area of truck routes will still require one to utilize Highway 15 to execute my business.

COMMENT: 4) Definitely needed.

COMMENT (FOLLOW-UP EMAIL): Why a two lane vice 4 lane divided highway? Cost yes, but safety concerns, also economic corridor. Invest now not later. Is the US Army Corps of engineers involved? Regardless, need to consult with Indian Tribes on scared lands etc.

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

With regards to your question removing trucks from US 15, while restrictions on oversized and overweight trucks are possible in certain conditions, we cannot restrict all trucks from a US route.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Joseph Holladay
Phone: (803) 428-5289

Address: 3273 Lee State Park Rd
Email Address: anviluser@yahoo.com

City, State, Zip Code: Bishopville, SC 29010

COMMENT: You all are Dept. of Transport. Not Dept. of Education. You have boxes of road maps. Bring as giveaways to all SCDOT meetings. Assume 99% of truck traffic from east comes from Hartsville. Darlington have better I-20 access than B'ville. Do truck count if needed. East legs at bypass corridors go through swamp, lot of water. Expensive construction, EIA permits etc. S crop all, start at intersection Hwy 15 & Hwy 403 south of Hartsville. Redo Hwy 403 from intersection to I-20. Open land. Already existing Hwy. No EPA or swamps. Gas stations/burger joints in outs will lower the increased traffic and businesses. Repave? Widen? 403. Has to be a lot cheaper than any of 24 corridors east of Bishopville. Route west of B'ville still needed. Start Hwy 341, end at 15 just before exit 116. Segments 16, 21, 24 or 22/25. See marked up road map attached. Who knows-you do-may be time to redo/upgrade 403 anyway. 2 birds-1 stone.

RESPONSE: SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Enclosed please find a copy of the most recent SCDOT Highway map. Additional copies can also be requested online at: www.scdot.org/scdotwebforms/travel-map-information.aspx.

As part of current analysis, we are collecting additional truck volume data as well as origin-destination data to help us determine 1) the amount of trucks predicted to pass thru the area, 2) where the trucks are coming from, and 3) where the trucks are going to. This information will be included in our traffic analysis to help identify alternatives which best address the projects Purpose and Need of addressing the existing and future truck traffic passing through downtown Bishopville along with enhancing the economic development in the area.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Dwayne Huggins	Address: 426 St. Phillips Rd	City, State, Zip Code: Dalzell, SC 29040
Phone: (803) 484-1723	Email Address: dhuggins@leecountysc.org	

COMMENT: My name is Dwayne Huggins and I am the Public Safety Director for Lee County. This letter is in support for the proposed truck route being placed on the south east side of Bishopville. In February of 2014 the County moved our EMS Services to the James Industrial Park out by Interstate 20 and Hwy 341. By having the truck route on that side town would enable our EMS crews to respond to areas North and West of Bishopville without having to go through downtown Bishopville. This would be a quicker and safer route for our responding crews and the citizens of Lee County. Our crews now on occasions get stopped by the train when they come through town responding to calls causing a delay I response. Most recently, we had a tractor trailer truck and an automobile involved in a collision at Church and Main Streets. Fortunately, no one was hurt seriously, but if this had involved a chemical spill, this could have led to the evacuation of the majority of the town's population and businesses. That being said, I believe the most important issue in this whole process is to remove the heavy truck traffic from Main Street by whatever means possible. Allowing these trucks to continue using Main Street as their main route through the city only endangers the lives and businesses of the citizens of Lee County and Bishopville. I do believe that a new truck route is the best option to resolve or at least help mitigate these safety concerns.

RESPONSE: SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Don R. McDaniel Jr.	Address: 421 Bradley Ave	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 484-6187, (803) 428-8445	Email Address: raemcdaniel@scfbins.com	

COMMENT: I live at the end of Bradley Ave (the last house), and one of the proposed routes is through the middle of the farm right behind my house. Sections 11, 12, & 13. The biggest problem I see, in addition to running through the middle of my neighbor's farming operation, including his irrigation systems, is that Section 11 appears to run through the site of an African American cemetery – most likely a slave cemetery. It certainly would not be appropriate to run through that cemetery. Thank you.

RESPONSE: SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Because of the Public Input raised as part of the previous analysis, the Federal Highway Administration instructed the South Carolina Department of Transportation to prepare an Environmental Impact Statement and restart the analyses. As part of this new analysis, all previous corridors are being re-evaluated and new corridors have been developed. The development of each preliminary alternative corridor considered:

- Existing and future land uses
- Potential impacts to the natural environment
- Potential impacts to humans

- Previous public input
- The ability of each segment to meet the project's purpose and need of getting trucks out of downtown while still moving freight across the region.

Each corridor offers some opportunities but also some challenges. As required by the National Environmental Policy Act, all corridors must be looked at equally and there is no pre-determined outcome.

The preliminary alternative corridors presented at the June 7th meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact State that is being prepared.

Name: April & Pat Saverance	Address: 345 Country Manor Ests	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 459-4093	Email Address: saverancelaw@ftc-i.net	

COMMENT: This email is in reference to the proposed bypass for Lee County. One of the proposed routes goes down Country Manor Estate encroaching upon several residential houses. Please provide me with the study justifying this route instead of other proposed routes. Is there also a study which justifies the bypass on this part of the county? It is my understanding this route will also interfere with other residential homes on Denny Pond Road. Why are there not better alternatives which don't include taking and interfering with private land. Has there been any studies to determine less intrusive routes? There is a large amount of farm land between Country Manor Estate and highway 34. A previously proposed route cut through the farm land instead of right down country manor road. Is there a study justifying the change in that proposed route? I look forward to your response and copies of any relevant studies.

RESPONSE: SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Because of the Public Input raised as part of the previous analysis, the Federal Highway Administration instructed the South Carolina Department of Transportation to prepare an Environmental Impact Statement and restart the analyses. As part of this new analysis, all previous corridors are being re-evaluated and new corridors have been developed. The development of each preliminary alternative corridor considered:

- Existing and future land uses
- Potential impacts to the natural environment
- Potential impacts to humans
- Previous public input
- The ability of each segment to meet the project's purpose and need of getting trucks out of downtown while still moving freight across the region.

Each corridor offers some opportunities but also some challenges. As required by the National Environmental Policy Act, all corridors must be looked at equally and there is no pre-determined outcome.

The preliminary alternative corridors presented at the June 7th meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some

of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact State that is being prepared.

Name: Janis Garrick	Address: 215 Country Manor Ests	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 428-8693	Email Address:	

COMMENT: I do not feel that a truck route around Bishopville is necessary. The traffic on the Main Street part of Highway 15 is not any worse than traffic is in neighboring towns – Sumter, Camden, & Florence. Not that there needs to be an accident to change things, but how many accidents have there been in our downtown area caused by our “truck traffic”?

COMMENT: I favor NO BUILD!!!

COMMENT: On a more personal note, if the powers-that-be determine that a bypass is a must, why would they deliberately choose any route that will destroy a person’s home? Why not route across the field instead of through or nearly through a person’s house? See the beginning part of Segment 19. Specifically, Segment 16 hits very close to home. The 5 houses on Country Manor Estates are part of the newest housing development in Bishopville. Each family built here in a rural, quiet setting to raise their families, not to have truck traffic right in front of our homes! What is this doing to our lifestyle and property values as homeowners? I pray that you may never have to face a situation like this – that you have worked and worked to build a home in a place that now has the potential to become a truck route.

COMMENT: That being said, if this side of town has to be chosen for a bypass route, please consider using Segments 19 and 17 which would affect less homeowners.

RESPONSE: SCDOT has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

While accidents are one factor that is being evaluated as part of our study, the Purpose and Need of the project is addressed the existing and future truck traffic passing through downtown Bishopville along with enhancing economic development in the area. Alternatives will be assessed as to how they address the project purpose and need.

Because of the Public Input raised as part of the previous analysis, the Federal Highway Administration instructed the South Carolina Department of Transportation to prepare an Environmental Impact Statement and restart the analyses. As part of this new analysis, all previous corridors are being re-evaluated and new corridors have been developed. The development of each preliminary alternative corridor considered:

- Existing and future land uses
- Potential impacts to the natural environment
- Potential impacts to humans
- Previous public input
- The ability of each segment to meet the project’s purpose and need of getting trucks out of downtown while still moving freight across the region.

Each corridor offers some opportunities but also some challenges. As required by the National Environmental Policy Act, all corridors must be looked at equally and there is no pre-determined outcome.

The preliminary alternative corridors presented at the June 7, 2018, meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in

areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact State that is being prepared.

Name: Russell Berry	Address: 10 N. Olmsted Ln	City, State, Zip Code: Elgin, SC 29045
Phone: (803) 428-8395	Email Address: rb@russellsells.com	

COMMENT: I attended the meeting in Bishopville and was very concerned about two of your proposed routes. I find that the corridor Segment labeled 16 very evasive to me as a landowner. As you see from the enlarged picture, which I have enclosed, of your map from the meeting; that the majority of the land which this segment runs through is mine. I have demonstrated this by highlighting the entire fields which I own! This would cause a hardship financially on me, because all of this land is currently rented to a farmer for Agricultural Crop Production. As you see this segment splits my farm and would cause major damage to my rental income each year. Also Segment 15 splits another field I own, which is also rental income as Agricultural Production. Any questions, please contact me at my address below. Thank you.

RESPONSE: SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The preliminary alternative corridors presented at the June 7th meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact Statement that is being prepared.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Emma Logan	Address: 59 Dixon Dr	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 486-0750	Email Address:	

COMMENT: I feel that the proposed bypass will kill our little downtown that is trying to be revitalized.

COMMENT: I am opposed to the truck route bypass, specifically routes/alternatives I through X, all 16 of those. Each of those possible routes will either go across my front yard, my back yard, right on top of my house, across my grandparent's property. Including the house, they currently reside in or it will go across my family's business that has been in that spot since the 60's.

COMMENT: If the bypass must come, choose route A-G – any of those that won't affect my family!!

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the

reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The project originated at the request of local officials due to concerns regarding the negative impact that truck traffic was having on the downtown area. The Purpose and Need of the project is to address existing and future truck traffic passing through downtown Bishopville along with enhancing economic development in the area.

The preliminary alternative corridors presented at the June 7, 2018, meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact State that is being prepared.

Name: Sam Garrick	Address: 215 Country Manor Ests	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 229-0441	Email Address: samgarrick51@yahoo.com	

COMMENT: I am opposed to a bypass truck route. I owned a business in downtown Bishopville 40 years. I never had a problem with downtown truck traffic.

COMMENT: One proposed route, Segment 16, is Country Manor Estates which is the newest housing development in Bishopville. This road is also a privately-owned road. The homeowners do not want truck traffic on this road!!!

RESPONSE: SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Because of the Public Input raised as part of the previous analysis, the Federal Highway Administration instructed the South Carolina Department of Transportation to prepare an Environmental Impact Statement and restart the analyses. As part of this new analysis, all previous corridors are being re-evaluated and new corridors have been developed. The development of each preliminary alternative corridor considered:

- Existing and future land uses
- Potential impacts to the natural environment
- Potential impacts to humans
- Previous public input
- The ability of each segment to meet the project's purpose and need of getting trucks out of downtown while still moving freight across the region.

Each corridor offers some opportunities but also some challenges. As required by the National Environmental Policy Act, all corridors must be looked at equally and there is no pre-determined outcome.

The preliminary alternative corridors presented at the June 7th meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact State that is being prepared.

Name: Will J. McElveen Phone: (803) 484-6533	Address: 500 St. Charles Rd Email Address:	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: I am a farmer that owns the majority of land on segments 12, 13, 14, 15. I have worked hard the last 10 years to put pivots on this land. Each of the 3 planned routes will go through 4-5 pivots. A bypass through my land will be devastating to my farming operation. Please consider another route. **(No Response Required)**

Name: Vance E. Stover Phone: (803) 428-5353	Address: 1890 Stokes Bridge Rd. Email Address: vesyard@ftc-i.net	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: This project needs to take place. And I would recommend Alternative A, B, or C. The reason for my recommending A, B, or C is because a tremendous number of garbage trucks traveling from Kershaw, Lancaster and others travel this road. And a tremendous number of gravel trucks also. This would take these odorous vehicles around town. I have experienced many very stinky trucks traveling through town at times so bad nearly unbearable. This needs to be done! **(No Response Required)**

Name: Hattie Scott Phone: (803) 484-6960	Address: 722 Chatman St Email Address:	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: Do not want 6-8. 16-17 I want. Do not want 6 and 8 because of the two schools. **(No Response Required)**

Name: Willie Mae Mickens Phone: (908) 249-6101	Address: 427 Gum St Email Address:	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: 6-8 do not want. 16-17 I want. Don't want 6-8 because of (2) schools and children. 16-17 I want – no children involved. **(No Response Required)**

Name: Jannie Joye Phone: (908) 249-6101	Address: 420 Gum St Email Address:	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: 6-8 do not want. 16-17 I want. Don't want 6-8 because of (2) schools and children in danger. 16-17 I want – no children involved. **(No Response Required)**

Name: Kay Stuckey Phone: (803) 983-7417	Address: 215 Country Manor Ests Email Address: rdstuckey@sc.rr.com	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: Did you get any new insights into the route plans for the bypass? There weren't many people at the meeting and that's because they feel like it's the same info that they've heard so many times. Jacob, I do have one concern. After talking to the engineer (was it Bartorri) who said that he was studying the wetlands, etc., he said that they would only pay for the land that they actually cross. What about where the ROW will come VERY close to a residence? He said something about paying for any damage, but what of the damage of large trucks coming very near a residence, all day every day? You're looking at foundations cracking, and long range ruining of the house, not to mention the aesthetic damage. I try not to think about what might happen, but as I try to update my house in order to list it for sale, I don't know whether to fix it to sell to someone who wants to live here and raise a family, or have it taken over by business that doesn't care if it's updated or not. As always, any info that you can share will be appreciated. (Just don't say, "Get on with your life"!!!) Thanks! And don't call, just email!

RESPONSE: SCDOT has received and is reviewing your comments, along with the formal comments from 23 other community members, from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting.

Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The preliminary alternative corridors presented at the June 7th meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

The final determination of right of way width will consider the impacts of neighbors and residents adjacent to the roadway. Should it be determined that a property will suffer significant impact because of its proximity to the proposed roadway, that property owner can seek consideration for purchase from the project's right-of-way team.

Owners of buildings adjacent to the construction zone, which are damaged during construction, will be able to submit claims for damages and receive compensation when claims are verified.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Robert M. Stokes Phone: (803) 310-0069	Address: 119 Davis St Email Address:	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: It seems that as much money is being spent on this project, to get statutes, the South Carolina Department of Transportation would have ways that are correct.

COMMENT: I think this project is a way the SCDOT and (FHWR) Federal Highway Administration wants to correct their mistake in closing highway 15 to (2) lanes through Bishopville, SC.

COMMENT: There are (5) five to (8) eight areas on each of the proposed routes.

COMMENT: These proposals will divide a number of properties where farmers will have to cross over to the other side endangering their employees, themselves, and person's traveling on said road. Also, most of these farmers are 3rd and 4th generation men who have (30) thirty to (40) forty years of life left. This will cut into their income for the next (30) thirty to (40) years, plus these men have sons and daughters who may want to farm also cutting into their income. There is no more land being made. Last, this will dry up Bishopville, as bypasses have done in same rural area, Jefferson, and other small places in South Carolina.

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The development of each preliminary alternative corridor considered:

- Existing and future land uses (including agricultural lands)
- Potential impacts to the natural environment
- Potential impacts to humans
- Previous public input
- The ability of each segment to meet the project's purpose and need of getting trucks out of downtown while still moving freight across the region.

The preliminary alternative corridors presented at the June 7, 2018, meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments. Analyses of all these preliminary alternative corridors and documentation as to why they were either eliminated or remained for further evaluation will be included in the Draft Environmental Impact State that is being prepared.

Name: Stephen Beasley	Address: 4210 High Point Rd	City, State, Zip Code: Hartsville, SC 29550
Phone: (843) 332-7363	Email Address: elevenoaksfarm@gmail.com	

COMMENT: Several years ago, a group of concerned citizens had numerous meetings over concern of the proposed Bishopville Truck Bypass and its impact to not only Bishopville but, surrounding lands and areas versus the overall benefit of the bypass. In these meetings it was deemed necessary to fully understand the amount of true impact that all traffic both autos and trucks really have on Bishopville and the corridors thru it. Members of the group obtained from SCDOT ADT counts from 1996 to 2013, the two Traffic Studies conducted in 2010 and 2013 by consulting firms (Numeric and Short Counts) for SCDOT with this data they compiled various scenarios that all concluded that the overall traffic both auto and truck for these years is flat with little or no increase. Furthermore, the data from the consulting counts confirmed that the number of large trucks passing through Bishopville is less than 10% of the total that probably averages near the 600-700 total trucks per day average that pass-through Bishopville. The group also compiled other information for analysis and consideration and is as follows: Lee County Socioeconomic and Traffic Data. The trend of the Traffic Volume passing thru Bishopville (downtown) since 1996 has remained flat. The estimated average vehicles passing thru Bishopville (downtown) in 2013 on Highway 15 was approximately 11,966 vehicles per day. The estimated average trucks traveling Highway 15 in 2013 thru Bishopville (downtown) as approximately 915 trucks per day. Out of the estimated number of trucks traveling through Bishopville (downtown) in 2013 approximately half are classified as three or more axle trucks (large tractor trailers) the remaining half are two axle six-wheeled delivery type trucks. According to 2008 Santee Lynches Council of Governments (SLCOG) Traffic Demand Model only 300 to 500 trucks per day may be diverted from the Bishopville downtown area as result of a By Pass Peak Traffic times on Highway 15 thru Bishopville are around 7am in the morning and 5 pm in the afternoon with 7am being the most travelled time. Calculated time to travel from Piedmont Cemetery to the old Dairy O (approximately 2 miles) by posted speed limits with no traffic and no stops is approximately 3.89 minutes with an average speed of 33 mph. Actual average travel time from Piedmont Cemetery to the old Dairy O (approximately 2 miles) at 4:30 pm (peak time) without stopping is approximately 4.45 minutes with an average speed of approximately 25 mph. Lee County has no roadways classified as Principal Arterials that are usually associated with a By Pass, as in surrounding Counties. Freight tonnage miles hauled by Trucks has decreased 7% since 2007 in South Carolina. In 2000 there were 246 businesses employing 2,711 employees in Lee County in 2012 there were only 207 employing 1,835 employees almost a 16% decline in businesses and almost a 33% decline in employment. Lee County's population since the 2000 Census has decreased by approximately 4.6% to 19,220 and is expected to decrease to another approximate 2.2% to 18800 by 2020. As member of this group and carefully reading most all the documents involved with this project (some that the general public has not read nor maybe would understand) it is very evident that the project may only partially reduce the number of trucks through Bishopville, it only slightly affects some aspects of pedestrian safety, will probably have little or no impact and perhaps a negative impact on economic development to Bishopville and Lee County. Weighing this against the tremendous cost to construct the bypass it would seem to be a waste of State and Federal Funds for such low traffic volumes and benefits as was pointed out in 2008 by SCDOT Area Planning Engineer Mike Sullivan in a letter to James Darby Executive Director of SLCOG. it seems senseless to continue forward with the project. As a taxpayer that does travel across South Carolina and US and sees the decaying state of our roads/highways, bridges/overpasses and other infrastructure, with areas of real traffic congestion and over capacity traffic volumes, with real public safety issues, and real support for economic development which compared to Bishopville's truck and traffic problems it would be a great injustice to the people/taxpayers of South Carolina and United States to spend their money on a project with so little return on investment both locally, regionally, and beyond. It is my opinion and desire for a NO BUILD vote on this project.

RESPONSE: Thank you for your continued participation in this process.

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

As required by the National Environmental Policy Act, a No-Build Alternative will be considered as part of this study. While the No-Build Alternative will not meet the projects states Purpose and Need of addressing the existing and future truck traffic passing through downtown Bishopville along with enhancing the economic development in the area, it will be carried through the development of the Environmental Impact Statement and serve as a baseline for comparison against the Build Alternatives. If over the course of the study, all Build Alternatives are determined to have significant environmental impacts that outweigh the No-Build Alternatives inability to meet the states Purpose and Need, a decision could be made to select the No-Build Alternative as the Preferred Alternative.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Janie Beasley Phone: (843) 332-7363	Address: 4210 High Point Rd Email Address: jbeasleyrn@gmail.com	City, State, Zip Code: Hartsville, SC 29550
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COMMENT: Several years ago, a group of concerned citizens had numerous meetings over concern of the proposed Bishopville Truck Bypass and its impact to not only Bishopville but, surrounding lands and areas versus the overall benefit of the bypass. In these meetings it was deemed necessary to fully understand the amount of true impact that all traffic both autos and trucks really have on Bishopville and the corridors thru it. Members of the group obtained from SCDOT ADT counts from 1996 to 2013, the two Traffic Studies conducted in 2010 and 2013 by consulting firms (Numeric and Short Counts) for SCDOT with this data they compiled various scenarios that all concluded that the overall traffic both auto and truck for these years is flat with little or no increase. Furthermore, the data from the consulting counts confirmed that the number of large trucks passing through Bishopville is less than 10% of the total that probably averages near the 600-700 total trucks per day average that pass-through Bishopville. The group also compiled other information for analysis and consideration and is as follows: Lee County Socioeconomic and Traffic Data. The trend of the Traffic Volume passing thru Bishopville (downtown) since 1996 has remained flat. The estimated average vehicles passing thru Bishopville (downtown) in 2013 on Highway 15 was approximately 11,966 vehicles per day. The estimated average trucks traveling Highway 15 in 2013 thru Bishopville (downtown) as approximately 915 trucks per day. Out of the estimated number of trucks traveling through Bishopville (downtown) in 2013 approximately half are classified as three or more axle trucks (large tractor trailers) the remanding half are two axle six-wheeled delivery type trucks. According to 2008 Santee Lynches Council of Governments (SLCOG) Traffic Demand Model only 300 to 500 trucks per day may be diverted from the Bishopville downtown area as result of a By Pass Peak Traffic times on Highway 15 thru Bishopville are around 7am in the morning and 5 pm in the afternoon with 7am being the most travelled time. Calculated time to travel from Piedmont Cemetery to the old Dairy O (approximately 2 miles) by posted speed limits with no traffic and no stops is approximately 3.89 minutes with an average speed of 33 mph. Actual average travel time from Piedmont Cemetery to the old Dairy O (approximately 2 miles) at 4:30 pm (peak time) without stopping is approximately 4.45 minutes with an average speed of approximately 25 mph. Lee County has no roadways classified as Principal Arterials that are usually associated with a By Pass, as in surrounding Counties. Freight tonnage miles hauled by Trucks has decreased 7% since 2007 in South Carolina. In 2000 there were 246 businesses employing 2,711 employees in Lee County in 2012 there were only 207 employing 1,835 employees almost a 16% decline in businesses and almost a 33% decline in employment. Lee County's population since the 2000 Census has decreased by approximately 4.6% to 19,220 and is expected to decrease to another approximate 2.2% to 18800 by 2020. As member of this group and carefully reading most all the documents involved with this project (some that the general public has not read nor maybe would understand) it is very evident that the project may only partially reduce the number of trucks through Bishopville, it only slightly affects some aspects of pedestrian safety, will probably have little or no impact and perhaps a negative impact on economic development to Bishopville and Lee County. Weighing this against the tremendous cost to construct the bypass it would seem to be a waste of State and Federal Funds for such low traffic volumes and benefits as was pointed out in 2008 by SCDOT Area Planning Engineer Mike Sullivan in a letter to James Darby Executive Director of SLCOG. it seems senseless to continue forward with the project. As a taxpayer that does travel across South Carolina and US and sees the decaying state of our roads/highways, bridges/overpasses and other infrastructure, with areas of real traffic congestion and over capacity traffic volumes, with real public safety issues, and real support for economic development which compared to Bishopville's truck and traffic problems it would be a great injustice to the people/taxpayers of South Carolina and United States to spend their money on a project with so little return on investment both locally, regionally, and beyond. It is my opinion and desire for a NO BUILD vote on this project.

RESPONSE: Thank you for your continued participation in this process.

SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

As required by the National Environmental Policy Act, a No-Build Alternative will be considered as part of this study. While the No-Build Alternative will not meet the projects states Purpose and Need of addressing the existing and future truck traffic passing through downtown Bishopville along with enhancing the economic development in the area, it will be carried through the development of the Environmental Impact Statement and serve as a baseline for comparison against the Build Alternatives. If over the course of the study, all Build Alternatives are determined to have significant environmental impacts that outweigh the No-Build Alternatives inability to meet the states Purpose and Need, a decision could be made to select the No-Build Alternative as the Preferred Alternative.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Matt Hicks Phone: (509) 995-1835	Address: 3564 Lee State Park Rd Email Address:	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: Do Not Build! It is unconscionable to spend 19 million-ish dollars to alleviate a non-existent congestion problem. I assume that the traffic study wasn't done by actually driving through town because that takes 5 minutes on the worst day. I assume my No-Build opinion will be ignored so if/when you build, make sure you build segment 19. That way, the rich people who live in the northwest part of town can share in the pain caused by this boondoggle.

The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

As required by the National Environmental Policy Act, a No-Build Alternative will be considered as part of this study. While the No-Build Alternative will not meet the projects states Purpose and Need of addressing the existing and future truck traffic passing through downtown Bishopville along with enhancing the economic development in the area, it will be carried through the development of the Environmental Impact Statement and serve as a baseline for comparison against the Build Alternatives. If over the course of the study, all Build Alternatives are determined to have significant environmental impacts that outweigh the No-Build Alternatives inability to meet the states Purpose and Need, a decision could be made to select the No-Build Alternative as the Preferred Alternative.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Barbara H. Elmore Phone: (803) 428-6889	Address: 314 Browntown Rd Email Address:	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: No build (No Response Required)

Name: Harry Elmore **Address:** 314 Browntown Rd **City, State, Zip Code:** Bishopville, SC 29010
Phone: (803) 428-6889 **Email Address:**

COMMENT: #16 – Opposed to route – animals and wildlife abundant in area – arrowheads found in area – area [unintelligible]. For 40 – no neighbors – quiet area. For no bill [build]. **(No Response Required)**

Name: Sandra Mixon **Address:** 65 Mixon Dr **City, State, Zip Code:** Bishopville, SC 29010
Phone: (803) 484-6357 **Email Address:**

COMMENT: A “no-build” alternative is best. Obviously, citizens oppose this bypass – how many years and meetings have been held with more to come. DOT should strongly listen to the citizens in opposition and less to COGF and Council who seem to be pushing so hard to override the citizen’s choice. This bypass would affect farmland and farmers, wetlands, schools, and private property owners. We already have a prison and a landfill so I’m sure attracting desirable business is a difficult task. Business will be lost or moved to bypass – who stands to gain from that. No bypass! **(No Response Required)**

Name: Ellie Green **Address:** **City, State, Zip Code:**
Phone: (893) 453-5236 **Email Address:** elliewgreen@yahoo.com

COMMENT: I'm a farmer that owns land in Lee County and I drive an 18-wheeler through here regularly. I think it's an egregious waste of money to build a truck route when the town closed the last one and gave part of the road away to a large corporation (including a just-replaced state-funded bridge). That route diverted SC341 traffic from downtown, all while vacancy levels increased there. How can public money be used to embellish private property that's almost worthless? **(No Response Required)**

Name: Dot & Harold McLamb **Address:** 236 S. Main St **City, State, Zip Code:** Bishopville, SC 29010
Phone: **Email Address:**

COMMENT: We live on Main Street & are in support of the project. Trucks stop in the middle of the street & run into Hardee’s to run into the bathroom/get food and block our driveway. We live next to the corner house on street on Ridge Street. The trucks cause a lot of noise. Summer is worse than winter for trucks. We are for the project!

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

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Name: Mike L. Bedenbaugh **Address:** 119 DesChamps St **City, State, Zip Code:** Bishopville, SC 29010
Phone: (803) 484-5274 **Email Address:** Mbedenbaugh@LeeCountySC.org

COMMENT: “I support the Bishopville Truck Route (truck bypass). By moving the trucks traffic off main street Bishopville this allow emergency vehicles and passenger vehicles to move safely without having the traffic jams on main street that the street scape causes from time to time. This will have the effect of a safer environment for the business and residential district of Bishopville by removing the truck traffic. To mitigate the high risk of a potential hazardous material incidents, form a freight vehicle within the City of Bishopville. We should see fewer wrecks at the corner of Church and Main Street. I support the bypass as it will improve public safety for the residents and business owners of Bishopville.” The attached above is the letter from 2015. I am still agreement of the bypass around the City of Bishopville. I think the bypass on the east side of town is the best for the Emergency Management and Fire Dept. Due to if we have a wreck on the I-20 or the repair of a bridge we can use the bypass to move cars and people without them having to go thru town as they do now. The bypass will all so help the traffic flow on the main Street of Bishopville and help reduce wrecks at the corner of Main and Church street. The wrecks at Main and Church are cause by the turn to the right to enter Main street the trucks have to enter

the center lane and cars try to skirt by to beat the truck or do not realize that the truck is turning to the right. Over all it would be best for the traffic in the City, less roadway damage, would make it better for all emergency vehicles to get around, and keep the flow of traffic from the I-20 interstate from coming thru the city due to wrecks or road construction mainly weekends when there is more traffic in the City and I-20. We have more wrecks during that time frame coming from the I-20 incidents. I cannot tell you which route is the best I know that the east side works best for the emergency services.

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Brandon Holloman	Address: 421 Law St	City, State, Zip Code: Bishopville, SC 29010
Phone:	Email Address: bholloman@leecountysc.org	

COMMENT: I would like to express the support of the Bishopville Truck Bypass. This project will create a more safer environment for the business and residential district of Bishopville by removing the truck traffic. By moving the truck traffic off of US 15 Main Street would allow pedestrians, emergency vehicles and passengers vehicles to move around more safely and efficiently. The project should reduce our response to collisions and fires involving trucks within the City of Bishopville. It will also mitigate the high risk of a potential hazardous material incidents form a freight vehicle within the City of Bishopville. Please consider when deciding on an alternate Interstate 20. We are currently experiencing a lot of traffic from Interstate 20 coming thru Bishopville during peak travel times. This is due to the construction at the 116 overpasses. At times this traffic has spanned from the traffic light at Church and Main Street to well beyond the city limits of Bishopville. Several times this has impacted the response of both Fire/Rescue and EMS units. Not only will this bypass help when there is construction it will also help when there is just a traffic collision on the Interstate near Bishopville. Many of the surrounding cities in our area have bypasses in their areas. I fully support the bypass as it will improve public safety for the residents and business owners of Bishopville. You may follow up to these comments via email bholloman@leecountysc.org

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Gee Whetsel	Address: 387 Country Manor Ests	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 229-7603	Email Address: gatkinson@theleecountyobserver.com	

COMMENT: I work on Main Street in Bishopville every day and see the need for a truck bypass firsthand. The 18-wheelers are pretty much nonstop and frequently the smell of the garbage trucks going to the land full will gag you! Greater Bishopville Inc is trying to revitalize the downtown area and the great number of trucks rolling through are a great deterrent.

COMMENT (FOLLOW-UP EMAIL): I attended the public meeting last week and filled out a comment form but neglected to express an opinion/preference on the route the bypass should take. I strongly believe that the bypass should go on the EAST side of town as 90 percent of the truck traffic is headed that way--much of it going to I-95. It simply makes no sense whatsoever to build it on the west (Camden) side of town. In addition, if the bypass goes on the east side of town, it will be visible from the interstate. That increases the chances of stores/businesses building on the bypass. There would be no chance of any growth if the bypass is located on the west side towards Camden. By simply studying the traffic patterns of these trucks, I think it's a no-brainer. The bypass goes on the east side

of Bishopville. Otherwise, I believe we would have problems forcing the trucks to use the bypass and all of this would have been for nothing.

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Tim DuBose	Address: 311 S. Nettles St	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 459-2664	Email Address:	

COMMENT: I'm the EMS and 911 director for Lee County. Our EMS Headquarters is located near I-20 on Hwy 341. The bypass would give us quicker access to upper and lower parts of the county by bypassing downtown. **(No Response Required)**

Name: Kathryn Stuckey	Address: 68 Dixon Dr	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 983-7417	Email Address:	

COMMENT: Thank you for explaining the different "segments" of the maps. Years ago, I was very much opposed to a bypass. However, now I see the need to get the trucks off Main St and I will welcome the bypass for the community. My property will probably be affected by the choice of the corridor. I have been in "limbo" since 2010, waiting on a decision about this bypass so all I want is for a decision to be made, and for the government to get on with road! It is unconscionable to keep land owners from selling their properties for as long as they have been planning this bypass! Just go ahead and decide on a corridor and let people know! Make a decision! **(No Response Required)**

Name: Ana Alvarez	Address: 415 N. Main St	City, State, Zip Code: Bishopville, SC 29010
Phone: (754) 918-1784	Email Address:	

COMMENT: I believe that it is very necessary to move the truck route for these two reasons that it mentioned in the outline but I also have other personal reasons to believe that it is also to be consider[ed]. One and most important reasons is the sake of my own safety. I have created a beautiful landscape in front of my house ever since I moved here in Bishopville in 2012. That enhanced the look of our community and raised the value of our property. At the same time I put my safety on the line having to water my flower beds every day because every so often I find debris coming from the trucks driving by. Debris as: 1) a huge log-lumber 10 ft x 8 ft x 2 ft in the middle of my yard. 2) A pellet piece of metal 2 ft x 4 ft x 4 ft also laying in the middle and closer to my front porch. Other debris also as gravel, reflectors from the street coming loose, flying to my yard – pea gravel, huge pieces of crash [unintelligible] and other materials as feathers from chickens. As you can see one of those debris can hit me since I am usually in my yard a few hours every day in the summer in the morning or in the afternoon. Besides that all the noises that we have to put up with. Other cities have a barrier around the highway to block the noises. We deserve the same benefit, so I deeply believe it must be moved ASAP. P.S. I have also lost 2 cats and a dog [from] being run over. 2 other cats got kill[ed] in front of my house, [they] belong[ed] to someone else **(No Response Required)**

Name: Vanetta J. Gill	Address: 418 Marsh St	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 486-5318	Email Address:	

COMMENT: I would like to take this time to thank the SCDOT for all of their hard work in trying to solve the issue of the amount of trucks coming through downtown Bishopville. Therefore, I would like to see the truck traffic routed around the Bishopville Industrial Complex area. **(No Response Required)**

Name: Brooks Stuckey
Phone: (803) 468-2182

Address: 1314 Hagood Ave
Email Address:

City, State, Zip Code: Columbia, SC 29205

COMMENT: Our land-Dixon Dr. & on RR.

RESPONSE: The South Carolina Department of Transportation has received and is reviewing your comments from the June 7, 2018, Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Feedback, comments, and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

The preliminary alternative corridors presented at the June 7, 2018, meeting identified the limits of our initial investigations and do not depict final alignments. Most corridors are 500 feet in width while some have been expanded to 1100 feet wide in areas where additional options could be necessary. The corridor width of 500-1100 feet is the area we are using for the field investigation and is not the required right of way for the final roadway segment. As we move forward with our analyses, some of these corridors may be eliminated from further analysis and corridors that remain will be reduced in width. The final alignment will be somewhere within the corridor shown and actual roadway right of way widths will be less than 150 feet.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.

Name: Warren S. Joye
Phone: (803) 428-5274

Address: 383 Calvary Church Rd
Email Address: wjoye72@yahoo.com

City, State, Zip Code: Bishopville, SC 29010

COMMENT: Could this bypass produce economic growth for the county by means of tolls, potential trucking industries, and/or more commercial development?

RESPONSE: SCDOT has received and is reviewing your comments from the June 7th Proposed Bishopville Truck Route Preliminary Alternative Corridors Public Meeting. Your comments and local insight are valuable in our analyses of the preliminary alternative corridor segments as we move towards the identification of the reasonable alternatives to carry forward which best addresses the project purpose and need with minimal environmental and community impacts.

Corridors identified for additional evaluation along with preliminary roadway alignments will be presented at our next public meeting anticipated to be held this winter. At this meeting you will once again be provided with an opportunity to comment on the remaining alternative corridors and preliminary alignments.



APPENDIX C-3.7. STAKEHOLDER GROUP MEETING

Thursday, August 22nd, 2019



August 1, 2019

**SUBJECT: STAKEHOLDER ADVISORY GROUP MEETING
PROPOSED BISHOPVILLE TRUCK ROUTE**

Dear Stakeholder:

The South Carolina Department of Transportation (SCDOT) would like to invite you to attend a Stakeholder Advisory Group meeting for the Proposed Bishopville Truck Route Project. The meeting will be held on **Thursday, August 22, 2019, from 1:00 PM to 2:00 PM at the City/County Building in Bishopville** (140 N. Main Street). Since the last stakeholder meeting, SCDOT has conducted a comprehensive alternative-screening process and identified three build alternatives that will be evaluated further in the draft environmental impact statement. A no-build (or “do nothing”) alternative will be evaluated as well.

The purpose of the meeting is to provide you with an opportunity to review the proposed build alternatives and answer any questions you may have. That same evening, the project team will be holding a Public Information Meeting from 5:00 PM to 7:00 PM at Lee Central High School to present the alternatives to the public. The materials at both meetings will be identical, but SCDOT is providing this opportunity to review the materials and provide your input in a smaller setting.

For more information and to receive updates regarding the Bishopville Truck Route Project, please visit the project website at <https://www.scdot.org/inside/BishopvilleTruckRoute/>. Please contact me directly at (803) 737-1037, or by email at meetzej@scdot.org, if you will be attending the meeting or if you have any questions or comments. We appreciate your continued commitment and participation in the project-development process and look forward to seeing you August 22nd.

Sincerely,

Jacob Meetze, PE
SCDOT Project Manager

Post Office Box 191
955 Park Street
Columbia, SC 29202-0191



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South Carolina
Department of Transportation

Stakeholder Advisory Group Meeting Sign-In Sheet

Proposed Bishopville Truck Route Project

City/County Building, Bishopville, SC

August 22, 2019

1:00-2:00 PM

Name	Organization	E-Mail	Phone Number
Carrie G. Gann	Concerned Citizen		803-484-4608 803 484-5503
Delphine A. Petersen	Ch. Comm.	delphinepetersen@sc.nv.com	
Andy Harris	Black River Elect	andy.harris@blackriver ^{sc} .org	803-459-8001
Jake Whitmire	SLCOG	jwhitmire@slcog.org	803-774-1381
HENRY PHILLIPS	SCDOT	PHILLIPSMH@scdot.org	737-1572
ALAN WATKINS	Lee County Admin	awatkins@leecounty-sc.org	803-428-7102
Thomas Higgs	City of Bishopville	thiggs@cityofbishopville-sc.com	803-459-6001
Wayne Hancock	City Council Chartered Comm.	whancock3@gmail.com	803-428-7667
Chris Cooper	SCDOT	CooperCB@scdot.org	803-737-1046
Mike Hage	DRMP	mhage@drmp.com	704-332-2289
Walter Mims	DRMP	wmims@drmp.com	981-299-4097
Jacob Meetze	SCDOT	jmeetze@scdot.org	737-1037
JACK BLACKWELL	SCDOT	BLACKWELLJC@scdot.org	737-0209





South Carolina
Department of Transportation

Stakeholder Advisory Group Meeting Sign-In Sheet

Proposed Bishopville Truck Route Project

City/County Building, Bishopville, SC

August 22, 2019

1:00-2:00 PM

Name	Organization	E-Mail	Phone Number
Ken Martin	SCDOT	martinke@scdot.org	803 737 1874
Bener Amado	SCDOT	amadob@scdot.org	803.737.0181
Will J. McElven	Farmer	pmwtfarmer1980@yahoo.com	803-428-7935
Andrea McCutchen	Farmer	andreamccutchen@icloud.com	843-307-2322
Wiley King	Farmer	wiley4850@yahoo.com	803-428-8733
SHAWN BLANCHARD	DRMP	sblanchard@drmp.com	- -

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955 Park Street
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Stakeholder Advisory Group Meeting
Proposed Bishopville Truck Route Project
City/County Building, Bishopville, SC
August 22, 2019
1:00-2:00 PM

- 1) Welcome and IntroductionsJacob Meetze

- 2) Project Update/Presentation.....Jacob Meetze

- 3) Alternative-Screening Process DiscussionJacob Meetze

- 4) Next Steps/Schedule.....Jacob Meetze

- 5) Questions.....All



Stakeholder Advisory Group Meeting Comments
Proposed Bishopville Truck Route Project (S-69-08)
Bishopville, Lee County, South Carolina



Date Prepared:	October 14, 2019
Meeting Date/Time/Place:	August 22, 2019, 1:00 - 3:00 pm, Colclough Memorial Building
Meeting Purpose:	To provide stakeholders the opportunity to review the proposed build alternatives and present questions and concerns to SCDOT staff and the project team.
Prepared By:	DRMP, Inc.

A Stakeholder Advisory Group Meeting was held prior to the Public Information Meeting for the Proposed Bishopville Truck Route Project on August 22, 2019 at the Colclough Memorial Building. The purpose of the meeting was to provide stakeholders the opportunity to review the three build alternatives identified through a comprehensive alternative-screening process to be evaluated further in a draft environmental impact statement (DEIS). SCDOT and the project team were present to provide additional information and answers questions/concerns of the stakeholders.

The Stakeholder Advisory Group Meeting was opened by Jacob Meetze of SCDOT, followed by introductions of the project team and individual stakeholders. The project team provided a project update and discussed how the three build alternatives were selected through a comprehensive alternative-screening process. The project team presented the next steps and project schedule prior to opening the floor to the group to propose questions and comments to the team. The following questions/comments were presented by the stakeholders during the meeting to the project team and their corresponding responses are provided below:

QUESTION: Why is the project team asking for comments when comments were submitted at previous meetings?

RESPONSE: In the next stage of the project, a detailed draft environmental impact statement (DEIS) will be prepared in compliance with the National Environmental Policy Act (NEPA). The purpose of this meeting is to get feedback on the three proposed build alternatives identified to move forward with the project. Previous comments from past meetings are still being considered and will be included in the project record. This is an opportunity for stakeholders to give additional feedback or to restate previous comments.

QUESTION: Are stakeholders allowed to still share approval/disapproval regarding the project?

RESPONSE: The project team welcomes and encourages all comments and concerns by individuals to be shared during the planning process. Information provided by stakeholders and the public is critical during every stage of the planning process.

COMMENT: Please consider how the change in the interchange impact safety, school, cemetery, churches, etc. Family and gathering places will be affected as well. There are a lot of families that have lived in their homes for a long time. Also concerned that the schools are not on the map (Lee Central High and Lee Middle School). Students and school busses will be affected. Project has fallen to the East side and not West side. Not comfortable with affecting neighbors.

RESPONSE: The project team is aware of the resources located within the study area. The community impact assessment area has been expanded to include Lee Middle and Central High Schools, and a detailed analysis of potential impacts will be included in the DEIS. SCDOT will work with residents, local government, planners, etc. on how to address impacts to community resources, including cemeteries, churches, gathering places, residents, and schools.

QUESTION: Why are we being asked to resubmit comments already resubmitted?

RESPONSE: You do not have to resubmit previously submitted comments. All previous comments are part of the project record. If you want to restate your comments however, please feel free to.

QUESTION: Have not heard anything regarding the project in some time. Who is pushing this project forward?

RESPONSE: The Santee Lynches Regional Council of Governments (SLRCOG) identified the need for this project. Previous studies identified truck traffic as a problem on Main Street. SLRCOG presented a comprehensive study to SCDOT and asked for assistance addressing truck traffic. SLRCOG is not advocating where the road should be built; SCDOT is evaluating project alternatives.

QUESTION: How is the project to be funded and what is to happen if funds run out as prices increase in the years to come? Are there any additional options for funding?

RESPONSE: A true understanding of funding cannot be reached until the project is further along in to the design. The first step is to identify how much funding is needed and then assess the magnitude, necessary funds, and other possible funding opportunities.

QUESTION: Considering that all of the proposed build alternatives are located on the east side, what are the anticipated impacts to the schools and residents on the east side? How will the project impact the I-20 interchange with SC 341 (Wisacky Highway) as trucks are directed to use this route?

RESPONSE: The project team is aware of the schools, neighborhoods, and other resources within the study area. The team will work with local governments, planners, etc. on how to address and mitigate impacts to resources, including residents and schools. In addition, SCDOT is currently studying the crash history at the I-20 interchange with SC 341.

QUESTION: Why are trucks not following signs posted regarding truck travel, and why are they not taking different routes?

RESPONSE: Depending on the route or needs of the truck, truck traffic will typically follow the most optimal route. This could be the fastest route, shortest distance, limited turns, etc. SCDOT cannot forecast if trucks will adhere to posted signs.

QUESTION: Why not institute signs rerouting trucks instead of spending a lot of money on a truck route? An example given is the **“No Trucks Route” sign down Chandler Street**. The money from tickets can be spent on fixing up the town.

RESPONSE: Removing truck traffic from downtown is unfortunately more complicated than **installing “No Trucks” signs**. SCDOT is not involved in issuing citations to trucks operating against an ordinance; the ordinance is enforced by the local authorities.

QUESTION: Why spend \$25 million on a truck route when trucks will still come through downtown?

RESPONSE: The purpose of the project is to reduce truck traffic from downtown, not to eliminate it entirely. The project team is aware that trucks can/will still opt to travel downtown even if a truck route is constructed.

QUESTION: Why has Interstate 20 not been looked at as a possible truck route? It has been paved five or six times in the past four years.

RESPONSE: Based on the initial traffic forecasts, a west side option would not reduce the number of trucks downtown. Without a connection on the east side, Interstate 20 would not serve as a viable option for trucks that travel to SC 341 (Bethune Highway) or US 15 (N. Main Street) as trucks will typically follow the most optimal route.

QUESTION: A viable option to the build alternatives would be to use Lee State Park Road (Exit 123). This is a two-lane road that provides access to SC 341 (Bethune Highway). Instead of money to construct the build alternative, why not use the funds to widen Lee State Park Road?

RESPONSE: Widening Lee State Park Road would be an expensive project due to having to purchase right-of-way from a significant number of residential tracts, significant drainage improvements, and existing utility impacts. The road would also have to be realigned in several locations to bring the existing horizontal and vertical curves up to new design standards.

QUESTION: Can SCDOT require trucks to take a longer route to avoid downtown? This was brought up a few years ago.

RESPONSE: Implementing restricted routes would require that signs and ordinances to be put in to place. SCDOT does not enforce ordinances; those would be left up to the local authorities to enforce.

QUESTION: How do you know if you build the truck route, that trucks will use the road? Why only have alternatives on the east side of Bishopville?

RESPONSE: Using previously developed segments, field studies, and comments received, SCDOT created 24 complete alternatives. An initial “high-level” traffic study was then conducted, **which studied a “no-build” alternative and** the 24 complete alternatives, which were located on both the east and west sides of town. The modeling results indicated that 1,500 trucks would travel through downtown in 2045 if the project was not built. The initial traffic modeling results indicated truck traffic downtown would decrease with some of the possible alternatives. The results were then used to screen the alternatives, and the alternatives that were not anticipated to meet the project purpose and need of reducing truck traffic in 2045 were eliminated from further consideration. Alternatives which had the potential for greater environmental impacts were also eliminated, as were alternatives with similar alignments.

QUESTION: **Why doesn't SCDOT try a trial run and look into using a “temporary” truck route?** This can use signage to direct trucks off of Main Street and be implemented at both the east and west ends.

RESPONSE: The primary purpose of the project is to address future truck traffic traveling through downtown Bishopville. The study shows that not many independent truck drivers are traveling through downtown. Most are part of something bigger, more complex network system.

QUESTION: Has SCDOT looked in to how the build alternatives will affect farmland and irrigation? A road constructed through farmland will cause remapping of the property and insurance rates to increase.

RESPONSE: In the next stage of the project, a detailed DEIS will be prepared in compliance with NEPA, which requires the project team to identify the presence of resources, potential project impacts, and opportunities to mitigate impacts, including those related to farmland and irrigation systems. In the event that property must be acquired or property/irrigation would be affected, the SCDOT encourages landowners to discuss any impacts or losses, both current and potential, with SCDOT and the project team.

QUESTION: Traffic counts were taken (uncertain as to the time) coming off of I-20. What came from those traffic counts?

RESPONSE: SCDOT is not familiar with counts taken in the area during this time. That may have been a district study. More detailed traffic counts and traffic analyses will be conducted as part of the DEIS process.

QUESTION: Is there a sunset year as to when the landfill will reach its max capacity?

RESPONSE: We are not aware of when that will/might happen. For more information contact the Lee County Landfill (803) 428-2400.



APPENDIX C-3.8. PUBLIC INFORMATION MEETING

Thursday, August 22nd, 2019

Proposed Bishopville Truck Route Project

Lee County

Public Information Meeting

Meeting:

The South Carolina Department of Transportation (SCDOT) has scheduled a public information meeting for Thursday, August 22, 2019, from 5 p.m. to 7 p.m. concerning the proposed Bishopville Truck Route Project located in Lee County. The meeting will be held at Lee Central High School, 1800 Wisacky Highway, Bishopville.

Purpose:

The purpose of the meeting is for SCDOT to present information and gather input on the proposed reasonable alternatives that are being considered to address the project's purpose of addressing future truck traffic traveling on U.S. 15/North Main Street through downtown Bishopville in Lee County. Another purpose of the meeting is to gather information from the public, or any interested organization, on historic or cultural resources in the area.

A wide range of previously developed segments and routes have been evaluated using comments received after the public meeting last summer, additional research, and a preliminary assessment of future truck traffic and anticipated environmental impacts. SCDOT, along with the Federal Highway Administration (FHWA), will use the information and feedback gathered at this meeting, along with public comments received, to further evaluate the proposed alternatives and identify a preferred alternative in a draft environmental impact statement (DEIS), in accordance with the National Environmental Policy Act (NEPA). A no-build alternative will be evaluated as well.

The meeting will have an informal drop-in format, with displays, informational handouts, and comment forms. Formal verbal comments will not be taken during this meeting. SCDOT staff and project team members will be available to gather feedback and answer questions. Project information, including meeting materials and comment forms, will also be available on the SCDOT project website: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

In order for comments to be included in the official project record, comments must be submitted by Friday, September 6, 2019. Comments can be submitted in person at the public information meeting, via U.S. mail, by email, or through the project website (for more information on how to comment, visit the website at <https://www.scdot.org/inside/BishopvilleTruckRoute/default.aspx>).

Contact:

Additional information concerning the project may be obtained by contacting Jacob Meetze, SCDOT Project Manager, at (803) 737-1037 or by email at meetzej@scdot.org. Persons with disabilities who may require special accommodations should contact Betty Gray at (803) 737-1395.



Questions?

Jacob Meetze, PE
SCDOT Project Manager
PO Box 191
Columbia, SC 29202

Phone: (803) 737-1037
Email: MeetzeJ@scdot.org

Para obtener más información,
llame al (803) 737-2314

Please Join Us!



Proposed Bishopville Truck Route Project

Public Information Meeting

The South Carolina Department of Transportation (SCDOT) invites you to attend a public information meeting regarding the *Proposed Bishopville Truck Route Project*. The meeting will be held at Lee Central High School on Thursday, August 22, 2019, from 5:00-7:00 p.m.

Thursday, August 22, 2019

5:00 p.m. – 7:00 p.m.

Lee Central High School
1800 Wisacky Highway
Bishopville, SC 29010

SCDOT has evaluated the previously developed preliminary alternative corridors presented in June of 2018 and identified the reasonable alternatives that would address future truck traffic using US 15/North Main Street through downtown Bishopville. The purpose of the meeting is to provide an opportunity to review and discuss the proposed reasonable alternatives that will be evaluated further in a draft environmental impact statement. Another purpose of the meeting is to gather information on historic or cultural resources in the area.

The meeting will have an informal drop-in format, with displays, informational handouts, and comment forms. SCDOT staff and project team members will be available to gather feedback and answer your questions. **We look forward to seeing you on August 22nd!**

Persons with disabilities who may require special accommodations at the meeting should contact Betty Gray at (803) 737-1395. For project information, please contact the SCDOT Project Manager Jacob Meetze, or visit the project website at <https://www.scdot.org/inside/BishopvilleTruckRoute/>.



Jacob Meetze, P.E.
SCDOT Project Manager
PO Box 191
Columbia, SC 29202-0191

Please join us at a Public Information Meeting to discuss the Proposed Bishopville Truck Route Project on August 22nd!



South Carolina
Department of Transportation

SCDOT PUBLIC INFORMATION MEETING SIGN IN SHEET

Thursday, August 22, 2019

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PROPOSED BISHOPVILLE TRUCK ROUTE PROJECT LEE COUNTY

NAME (please print)

ADDRESS (please print)

Willie Blyther

159 Hansel St. Bishopville SC,

~~John Mc~~

811 West Church St.

~~Felix Mc~~

119 Davis St Bishopville SC 29010

H.S. Reynolds III

319 Mc Donald Place, Bishopville, S.C. 29010-1321

~~John Babin~~

20 Hunters Pt. Lugoff SC 29078

~~Paul Byrd~~

454 Meadows Ln. Bishopville, SC 29010

Nathan Scarborough

~~Nathan Scarborough~~

Bruce Stuckey

1314 Haspod Ave Columbia SC 29205

Russell Berry

10 North Olmsted Lane Elgin SS 29045

KANTILAL PATEL

27 Charlemes lane Bishopville SC 29010

~~Buster & Elsie Burreck~~

707 Hwy 15 N. Bishopville, SC 29010

Kay Stuckey

68 Dixon Dr Bishopville

Sandra Mixon

65 Mixon Dr BV

Brandon Holloman

421 Low street Bishopville

Frank Bantshu

5305 main St. Buile

Marie P. Smith

707 W Church Bishopville, SC

Boody Beasley

PO BOX 1002 Bishopville SC 29010

~~John B~~

620 W. Church St. Buile 29010

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

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South Carolina
Department of Transportation

SCDOT PUBLIC INFORMATION MEETING

SIGN IN SHEET

Thursday, August 22, 2019

PROPOSED BISHOPVILLE TRUCK ROUTE PROJECT LEE COUNTY

NAME (please print)

ADDRESS (please print)

DALE Hopping	116 Houck dr.
Steve Ward	2725 ASHLAND STORER BRIDGE
Kay Farmer	715 Gum Springs Rd
Warren FARMER	" " " "
James O Brailoff	
Emma Logen	59 Dixon Drive Bville
Mattie Westy	15 Mag's Dr. B'ville, SC
Joshua Caughman	122 Wags Dn. Bishopville
Tyson Ecks	P.O. Box 29
Opul Rembert	120 Lucknow Rd Bville
Edward Todd	405 Law St Bishop
Wendy Logan	59 Dixon Dr. Bishopville
Alan Williams	657 Eddie Watkins Pl. Cassatt, SC 29018
Wilke J. Regner	3945 St. Charles Rd Bishopville
Irin Park	414- Murray St Bishopville
Baron M. Turner	71 White Road Bishopville, SC 29010
Harry L Moore Jr	119 Sumter Hwy Bville, SC 29010

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

Page 2 of 5

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South Carolina
Department of Transportation

SCDOT PUBLIC INFORMATION MEETING SIGN IN SHEET

Thursday, August 22, 2019

PROPOSED BISHOPVILLE TRUCK ROUTE PROJECT LEE COUNTY

NAME (please print)

ADDRESS (please print)

Alphine M. Chemons

1600 Charles St.
Columbia, SC 29203

Larry Huggins

1732 Green Ln. Bishopville SC 29010

Bethie Toney

465 Old Camden Road Bishopville, SC 29010

Charles H. Bewley

2571 Raccoon Rd Maysville S.C. 29104

Gene I. Felt

749 Wells Chouvr Lynchburg 29080

Jake Whitmire

50 Putter Dr Sumter 29150

Patricia Solomon

561 N. Heyward St

James L.

317 W. Columbia Lane Bishopville 29010

J.D. Dellinger

802 Bethune Hwy Bishopville

RICHARD WEADEAU

1020 Hwy 154 Bishopville

WARRD TARNER

715 64M SPRING B'VILLE

Lee Whitel

787 County Manor Est

Dr. Carl Whitel

u u u

Pat Carter

2616 Jamestown Rd Camden 29020

Jeany Cargnum

161 Wags Bishopville SC 29010

Edie McCathern

2084 Elliott Hwy Bishopville SC 29010

Jared Smith

707 W. Church St, Bishopville, SC 29010

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

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South Carolina
Department of Transportation

SCDOT PUBLIC INFORMATION MEETING SIGN IN SHEET

Thursday, August 22, 2019

PROPOSED BISHOPVILLE TRUCK ROUTE PROJECT LEE COUNTY

NAME (please print)

ADDRESS (please print)

GORDON ECKLEY

1935 ST. CHARLES RD. BISHOPVILLE

Wayne Hancock

212 Roundup Dr Bishopville SC 29010

Missy Kruiser

857 Bethune Hwy Bishopville

Emma Brackley

3763 St. Charles Rd Bishopville SC

Patricia & Walter Lucas

324 Couser St. Bishopville SC

Oriel & Serena Francis

1935 Hwy 15N Bishopville

Dana Mixon

50 Mixon Drive

Michael Boykin

50 Mixon Drive

John Gentry

Hwy 15 N

Jeffrey Wilkes

703 E Church St Bishopville SC

Burkhard W. Wilmore

710 W. Cedar Lane Bishopville SC

Martha P. Hester

1805 Wisacky Hwy Bishopville SC

Vance Stover

1890 Stokes Bridge Rd W Bishopville

Warren S. Jaye

383 Calvary Church Rd. Bishopville, SC 29010

LAVAN ATKINSON

123 N. MAIN ST Bishopville 29010

Rae Madaniel

421 Bradley Ave, Bishopville, SC 29010

Amel S. Sultan

331 S. Stoneledge Dr. Columbia SC 29210

ROCKFORD DENNY

1400 US15N BISHOPVILLE

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

Page 4 of 5

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South Carolina
Department of Transportation

SCDOT PUBLIC INFORMATION MEETING SIGN IN SHEET

Thursday, August 22, 2019

PROPOSED BISHOPVILLE TRUCK ROUTE PROJECT LEE COUNTY

NAME (please print)

ADDRESS (please print)

Joseph Berry + Shannon
Shr

936 West Church St

Aleo Blalock 229 N MAIN ST

Margaret + Buddy Stuckey

355 Lucknow Ave

Janice M. Atkinson

123 N. Main St Bishopville

Olene Mars

Bradley Ave

Joe Ray

Highway 15 South

Thomas Alton

City of Bishopville City Admin.

Marsha Hewitt

4900 St Charles Rd B.ville

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

10





Welcome to the
Bishopville Truck Route Project
Public Information Meeting!

Lee Central High School
Thursday, August 22, 2019
5:00 PM – 7:00 PM





Welcome to the *Proposed Bishopville Truck Route Project* Public Information Meeting! Thursday, August 22, 2019

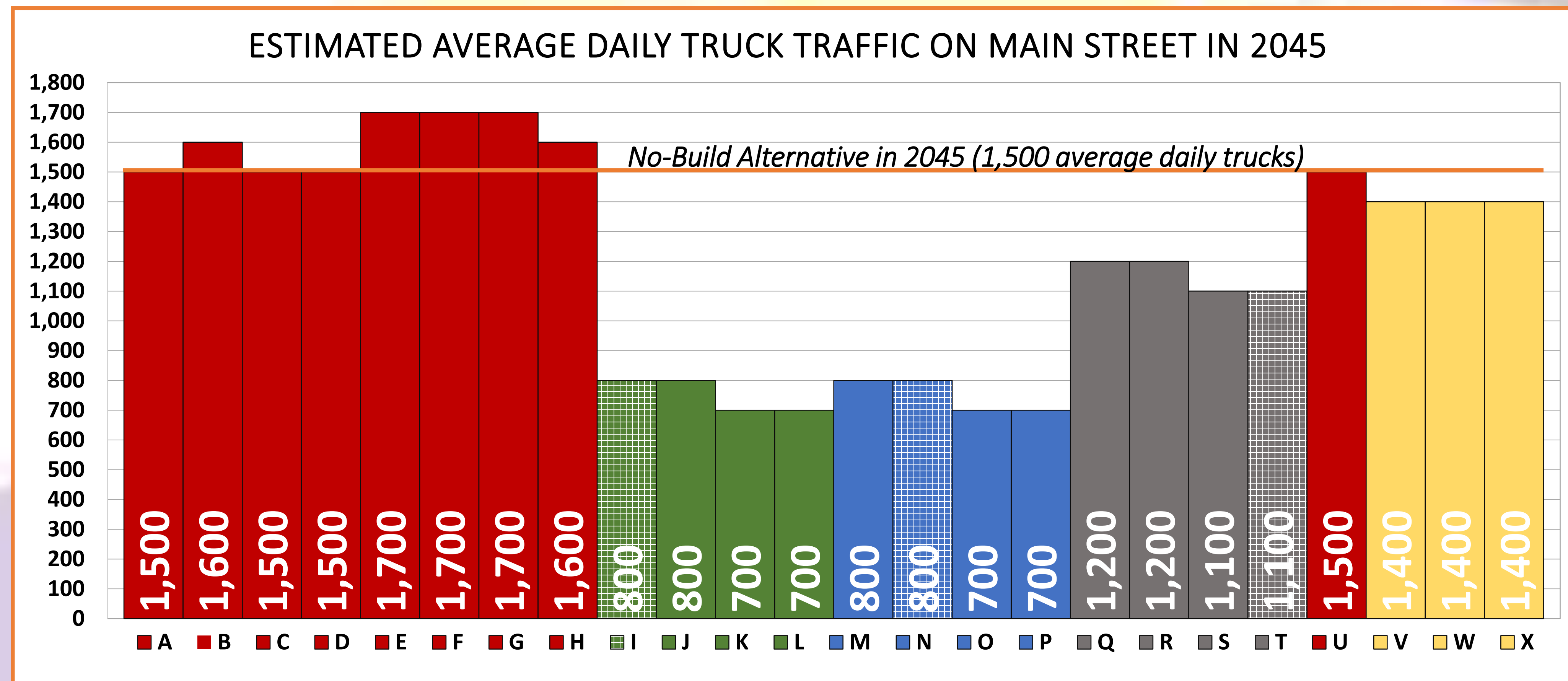


- Welcome to the Bishopville Truck Route Project Public Information Meeting.
- SCDOT has conducted comprehensive alternative-screening and identified three build alternatives to be evaluated further.
- The purpose of this meeting is to provide you with an opportunity to review the alternatives and talk to the project team.
- We encourage you to provide verbal and/or written input on the project.
- Thank you for attending!



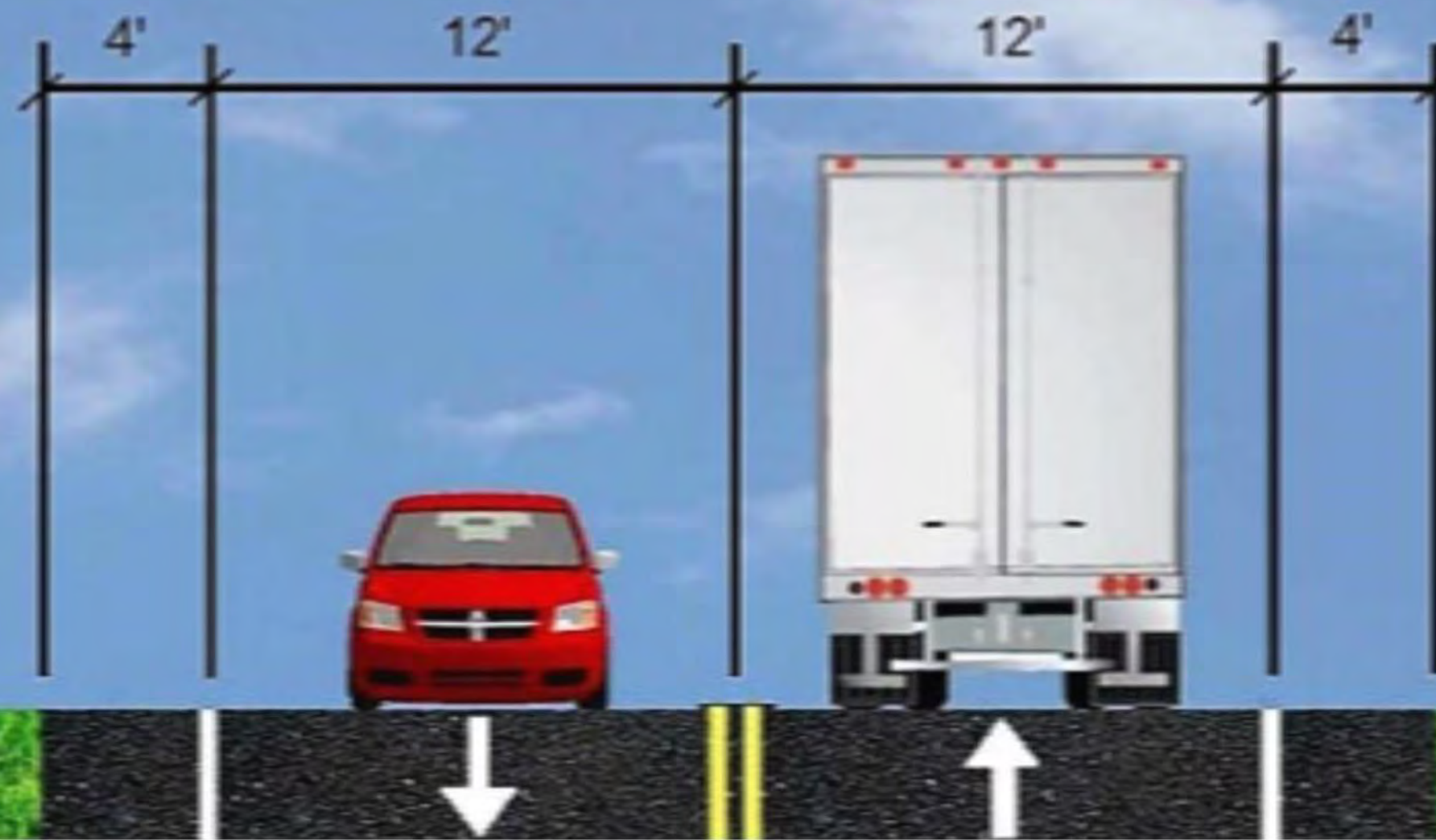
Alternative-Screening Process

- ❑ The Environmental Assessment (2012) presented seven corridors: five routes around Bishopville and two routes through Bishopville. The two corridors through Bishopville were eliminated because they would not keep trucks out of downtown.
- ❑ SCDOT created 24 “end-to-end”/complete alternatives (Alternatives A-X). These alternatives were analyzed further using a statewide travel-demand traffic model, which was used to estimate how much traffic would use each alternative (see chart).
- ❑ Alternatives that would not meet the project’s purpose and need (i.e., reduce truck traffic more than the No-Build Alternative in 2045) and alternatives with the potential for greater environmental impacts were eliminated.
- ❑ The remaining alternatives were evaluated side-by-side and alternatives with similar alignments were eliminated.
- ❑ SCDOT has identified three reasonable alternatives (I, N, and T) to be evaluated in the draft environmental impact statement (DEIS) that meet the project’s purpose and need and provide design flexibility. A no-build alternative will be analyzed as well.
- ❑ More refined roadway design, an origin-destination study and traffic microanalysis, and comprehensive technical reports assessing impacts on the human and natural environment will be used to identify a preferred alternative in the DEIS.

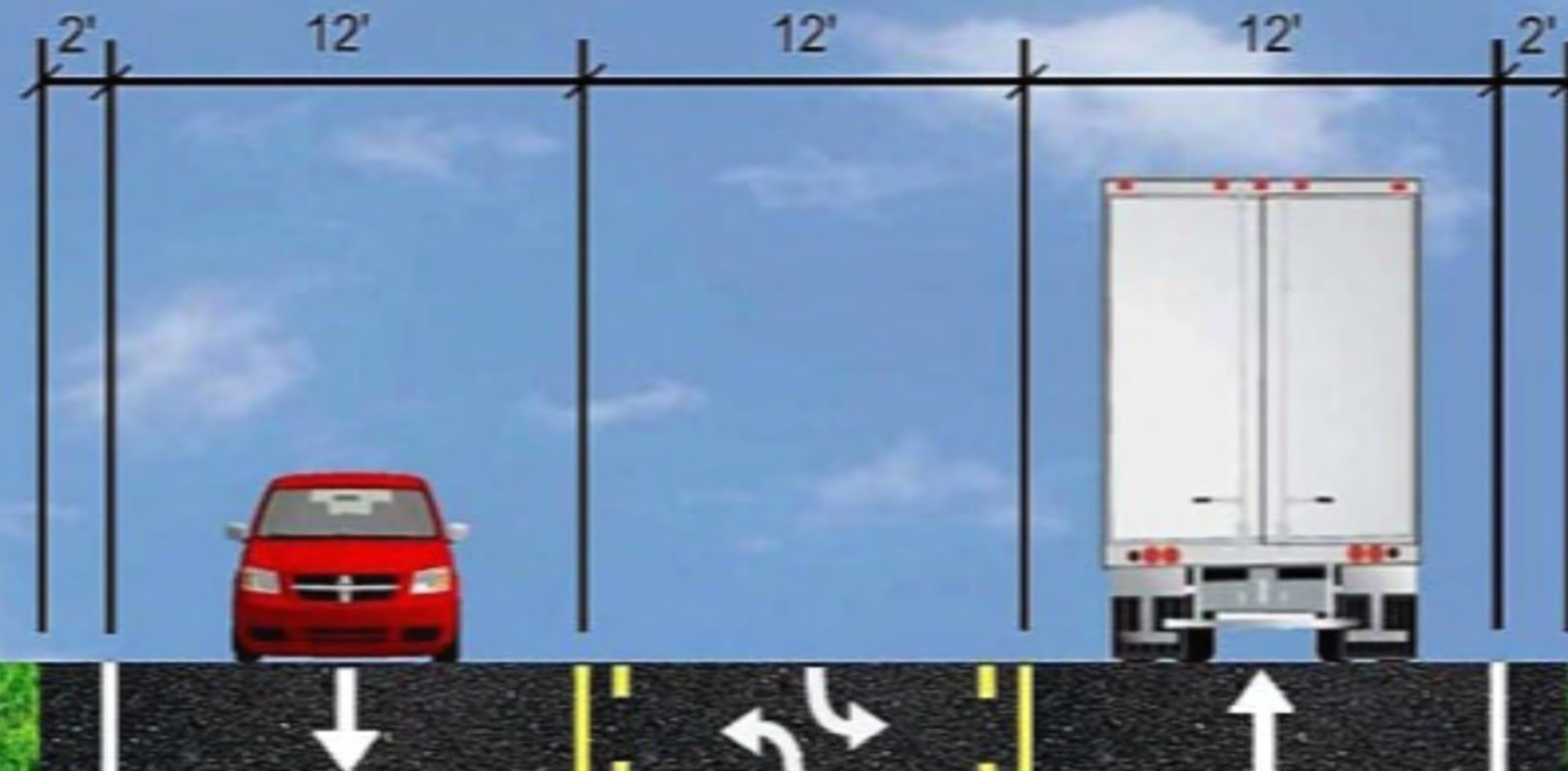


Proposed Typical Roadway Sections

Two-Lane Roadway



Three-Lane Roadway





Project Schedule



Spring 2017

Listening Sessions/Project Initiation/Notice of Intent/Scoping

Summer 2017–Spring 2018

Prepare Technical Studies

Winter 2018–Spring 2018

Develop Preliminary Alternative Corridors

Spring 2018

Present Alternative Corridors to the Public

Summer 2018–Summer 2019

Develop and Screen Reasonable Alternatives

 **Summer 2019**

Present Build Alternatives to the Public

Summer 2019–Spring 2020

Prepare Draft Environmental Impact Statement

Spring 2020

Draft Environmental Impact Statement Approval and Public Hearing

Spring 2020–Fall 2020

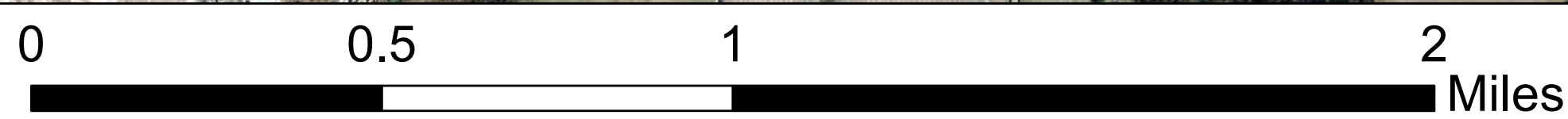
Prepare Final Environmental Impact Statement/Record of Decision

**Preliminary &
Subject to Change**



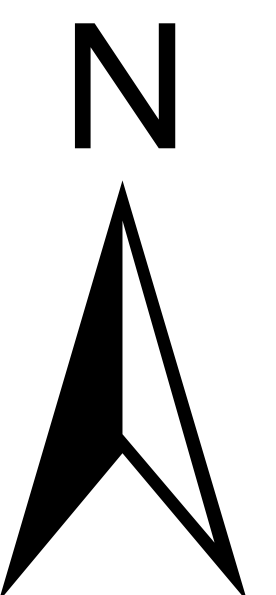
Note: The alternatives are still conceptual in design, so the corridors shown are 500 feet wide. Additional fieldwork, engineering, and public input will be used in the next phase of the project to identify the actual proposed width of the alternatives analyzed in the draft environmental impact statement.

Alternative I



August 2019

- | | | |
|---------------------------------------|------------------------------------|---------------------------------|
| ★ NRHP - Eligible or Listed Resources | Blue box Freshwater Pond | Yellow dashed box Alternative I |
| †† Cemetery | Light green box Freshwater Wetland | |
| — Railroads | Dark green box Forested Wetland | |
| Blue line Rivers & Streams | White box Parcels | |
| Blue box Riverine | Red outline Municipal Boundary | |



**Preliminary &
Subject to Change**



Note: The alternatives are still conceptual in design, so the corridors shown are 500 feet wide. Additional fieldwork, engineering, and public input will be used in the next phase of the project to identify the actual proposed width of the alternatives analyzed in the draft environmental impact statement.

Alternative N	0	0.5	1	2	Miles	August 2019
<ul style="list-style-type: none"> ★ NRHP - Eligible or Listed Resources †† Cemetery — Railroads — Rivers & Streams — Riverine 	<ul style="list-style-type: none"> Freshwater Pond Freshwater Wetland Forested Wetland Parcels Municipal Boundary 	<ul style="list-style-type: none"> Alternative N 				

**Preliminary &
Subject to Change**



Note: The alternatives are still conceptual in design, so the corridors shown are 500 feet wide. Additional fieldwork, engineering, and public input will be used in the next phase of the project to identify the actual proposed width of the alternatives analyzed in the draft environmental impact statement.

Alternative T	0	0.5	1	2	Miles	August 2019
<ul style="list-style-type: none"> ★ NRHP - Eligible or Listed Resources †† Cemetery — Railroads — Rivers & Streams — Riverine 	<ul style="list-style-type: none"> — Freshwater Pond — Freshwater Wetland — Forested Wetland — Parcels — Municipal Boundary 	<ul style="list-style-type: none"> — Alternative T 				

**Preliminary &
Subject to Change**



Note: The alternatives are still conceptual in design, so the corridors shown are 500 feet wide. Additional fieldwork, engineering, and public input will be used in the next phase of the project to identify the actual proposed width of the alternatives analyzed in the draft environmental impact statement.

Alternatives I, N, T

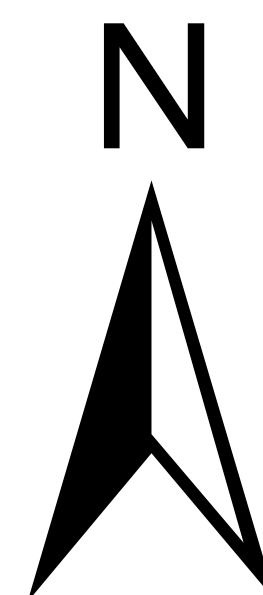


August 2019

- ★ NRHP - Eligible or Listed Resources
- †† Cemetery
- Railroads
- Rivers & Streams
- Riverine

- Freshwater Pond
- Freshwater Wetland
- Forested Wetland
- Parcels
- Municipal Boundary

- Alternative I
- Alternative N
- Alternative T





Welcome to the *Proposed Bishopville Truck Route Project* Public Information Meeting!



- Welcome to this Public Information Meeting on the Bishopville Truck Route Project.
- SCDOT has identified three build alternatives that will be evaluated further.
- The purpose of this meeting is so you can review the alternatives and talk to the project team.
- Another purpose is to gather information on historic or cultural resources in the area.



We Need Your Input!

SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET
Thursday, August 22nd, 2019
Proposed Bishopville Truck Route Project
Lee County

NAME _____
Mr. Mrs. Ms. Mr & Mrs
(Please choose one)

MAILING ADDRESS _____
Street/Route City State Zip Code

PHONE NUMBER _____

COMMENTS _____

**Comments are due
September 6!**

How would you like a response to your comment (please choose one)?
 No response Email response (provide email below) Phone response

Mail Comments by September 6 to: Mr. Jacob Meetze, P.E.
SC Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191

Please Note: Information provided, including name and address, will be published and is subject to disclosures under the Freedom of Information Act.

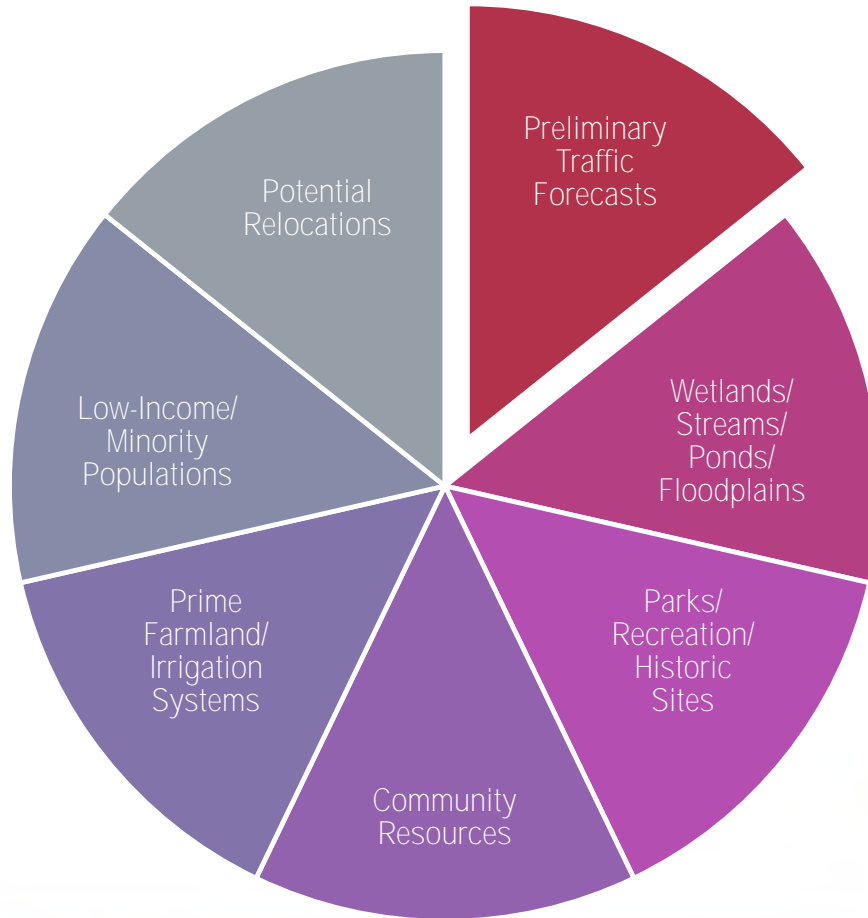
- We will present the three build alternatives that SCDOT has identified to move forward.
- We will discuss the extensive alternative-screening process that SCDOT conducted.
- We will be asking for your input on the three build alternatives and the no-build alternative.
- We will discuss project schedule and next steps.
- We encourage you to provide verbal and/or written input on the project.

Project Purpose and Need



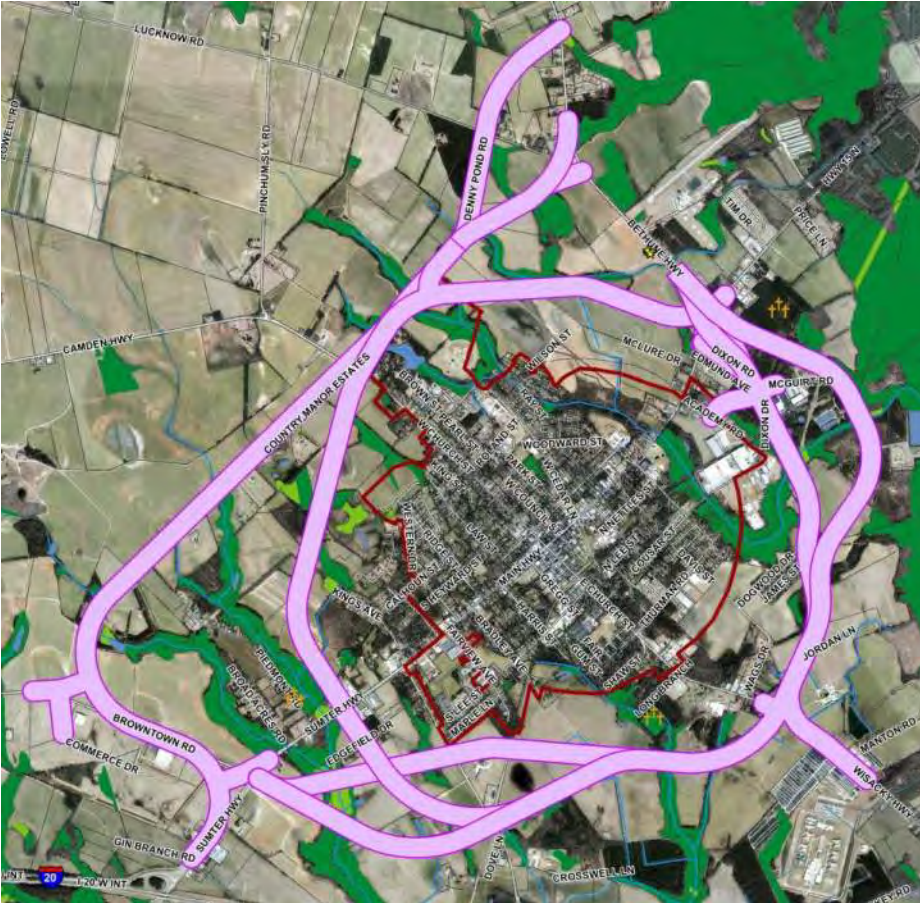
- The primary purpose of the project is to address future truck traffic traveling through downtown Bishopville.
- The secondary purpose is to enhance the economic development of the area.
- On average, over 700 large commercial trucks travel U.S. 15/N. Main Street through downtown Bishopville daily.
- Development of a truck route is considered necessary to reduce future truck congestion.

Alternative-Screening



- ❑ Using corridor segments, field studies, and comments received, SCDOT created 24 “end-to-end”/complete alternatives.
- ❑ SCDOT then conducted a comprehensive alternative-screening process.
- ❑ Alternatives that would not reduce truck traffic in 2045 were eliminated.
- ❑ Alternatives with the potential for greater environmental impacts were eliminated.
- ❑ Alternatives with similar alignments were eliminated.

Alternative-Screening

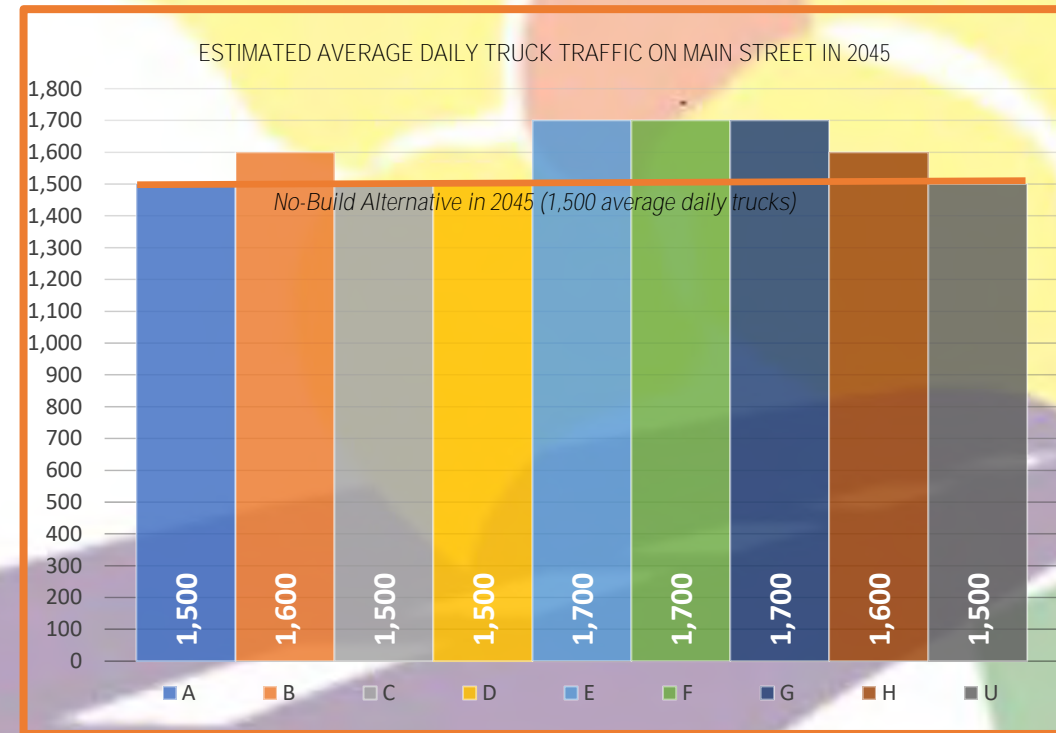


- The development of the alternatives considered:
 - Existing and future land use
 - Potential impacts to the natural environment
 - Potential impacts to the built environment
 - Public input and feedback
- Each of the alternatives offered some opportunities, but also some challenges.

Alternative-Screening



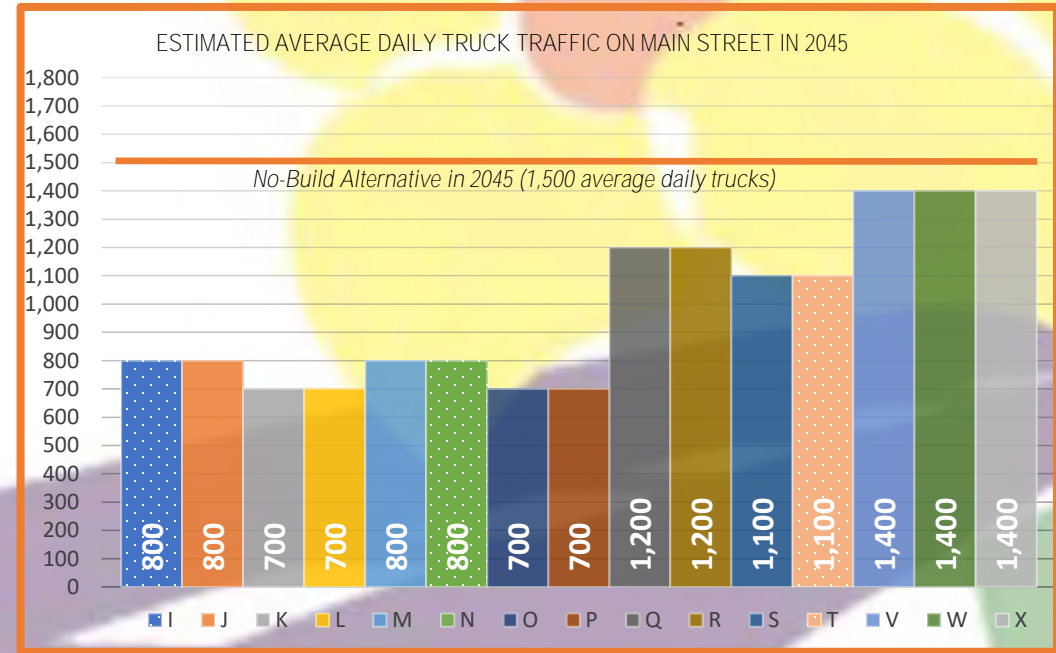
- ❑ The nine alternatives that would not meet the project's purpose and need were eliminated.



Alternative-Screening



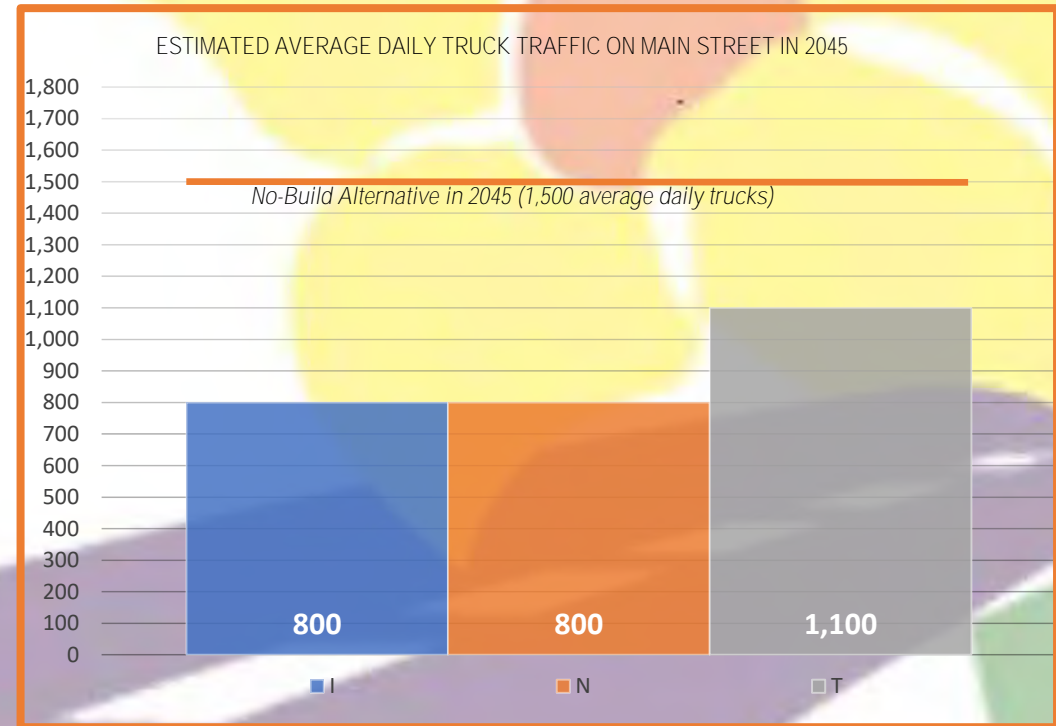
- Alternatives with the potential for greater environmental impacts were eliminated.
- Alternatives with similar alignments were eliminated.



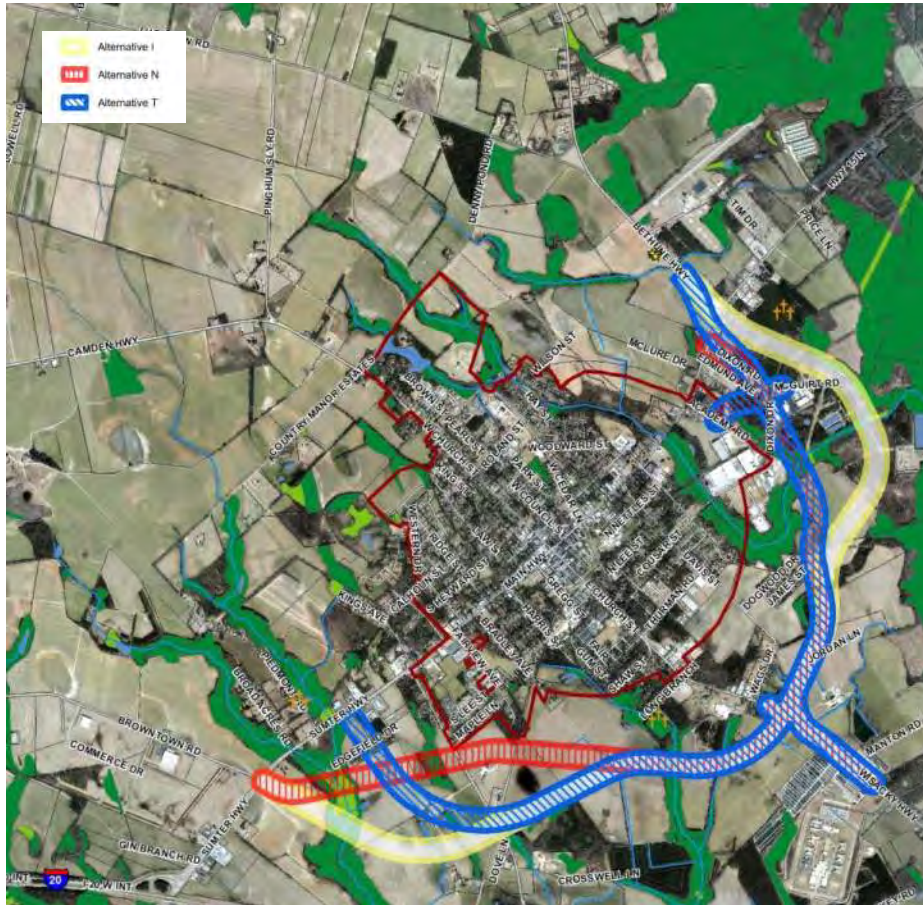
Alternative-Screening



- ❑ Alternatives I, N, and T will be evaluated further in the draft environmental impact statement (DEIS).



Proposed Build Alternatives



- Alternatives I, N, and T will be evaluated further in the DEIS.
- A no-build (or “do nothing”) alternative will be evaluated as well.
- The DEIS will analyze the existing conditions of the area and assess the potential environmental effects.
- The DEIS will analyze how well the alternatives will meet the purpose and need of the project.



Project Schedule/Next Steps



- SCDOT will assess the effects and how well each alternative is anticipated to meet the purpose and need in the DEIS.
- This assessment—along with your input—will help SCDOT to identify a preferred alternative.
- Once identified, SCDOT will prepare a combined final environmental impact statement/record of decision (FEIS/ROD).

 *We are here!*

Thank You!



- Talk to one of the project team members.
- Complete a comment form and leave it in the comment box.
- Mail your comment form to:
Jacob Meetze, PE
SCDOT Project Manager
PO Box 191
Columbia, SC 29202-0191
- Email your comment to MeetzeJ@scdot.org.
- Submit your comment online:
<https://www.scdot.org/inside/BishopvilleTruckRoute/>.
- Comments are due Friday, September 6, 2019.

Proposed Bishopville Truck Route

Bishopville, Lee County, South Carolina

Project Fact Sheet

Public Information Meeting: August 22, 2019



Welcome

The South Carolina Department of Transportation (SCDOT) is pleased to have you attend this Public Information Meeting on the *Proposed Bishopville Truck Route Project*. Since the public meeting last year, SCDOT has conducted a comprehensive alternative-screening process and identified three build alternatives that will be evaluated further in a draft environmental impact statement (DEIS).

The purpose of this meeting is to provide you with an opportunity to review the build alternatives and discuss your questions or concerns with SCDOT staff and the project team. You are encouraged to provide a written record of your input and can submit your comment in the following ways:

- ◇ **Complete a comment form and place it in the comment box.**
- ◇ **Mail your comment form to: Jacob Meetze, PE**
SCDOT Project Manager
PO Box 191
Columbia, SC 29202-0191
- ◇ **Email your comment to: MeetzeJ@scdot.org.**
- ◇ **Submit your comment online: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.**

Please provide your comments on the project no later than Friday, September 6, 2019.

Project Purpose and Need

The primary purpose of the project is to address future truck traffic traveling through Bishopville. The secondary purpose is to enhance the economic development of the area. On average, over 700 large commercial trucks travel U.S. 15/N. Main Street through downtown Bishopville daily. The proposed route is considered necessary to reduce existing and future truck congestion downtown.



Proposed Bishopville Truck Route

Project Fact Sheet



Next Steps

The next step is to evaluate the three proposed build alternatives (Alternatives, I, N, and T) in a draft environmental impact statement (DEIS). A no-build (or “do nothing”) alternative will be evaluated as well.

The DEIS will analyze the following in detail: project-development, the purpose and need of the project, the range of alternatives considered, the existing conditions of the project area, and the potential adverse and beneficial environmental effects of the alternatives.

SCDOT will use the assessment of the effects and how well each alternative is anticipated to meet the project's purpose and need—along with your input—in order to identify a preferred alternative.

Once a preferred alternative has been identified, SCDOT will prepare a combined final environmental impact statement/record of decision (FEIS/ROD) in accordance with Section 1319 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), *Accelerated Decision-Making in Environmental Reviews*.



For More Information:

Jacob Meetze, PE
 SCDOT Project Manager
 PO Box 191
 Columbia, SC 29202-0191
 Phone: (803) 737-1037
 Email: MeetzeJ@scdot.org

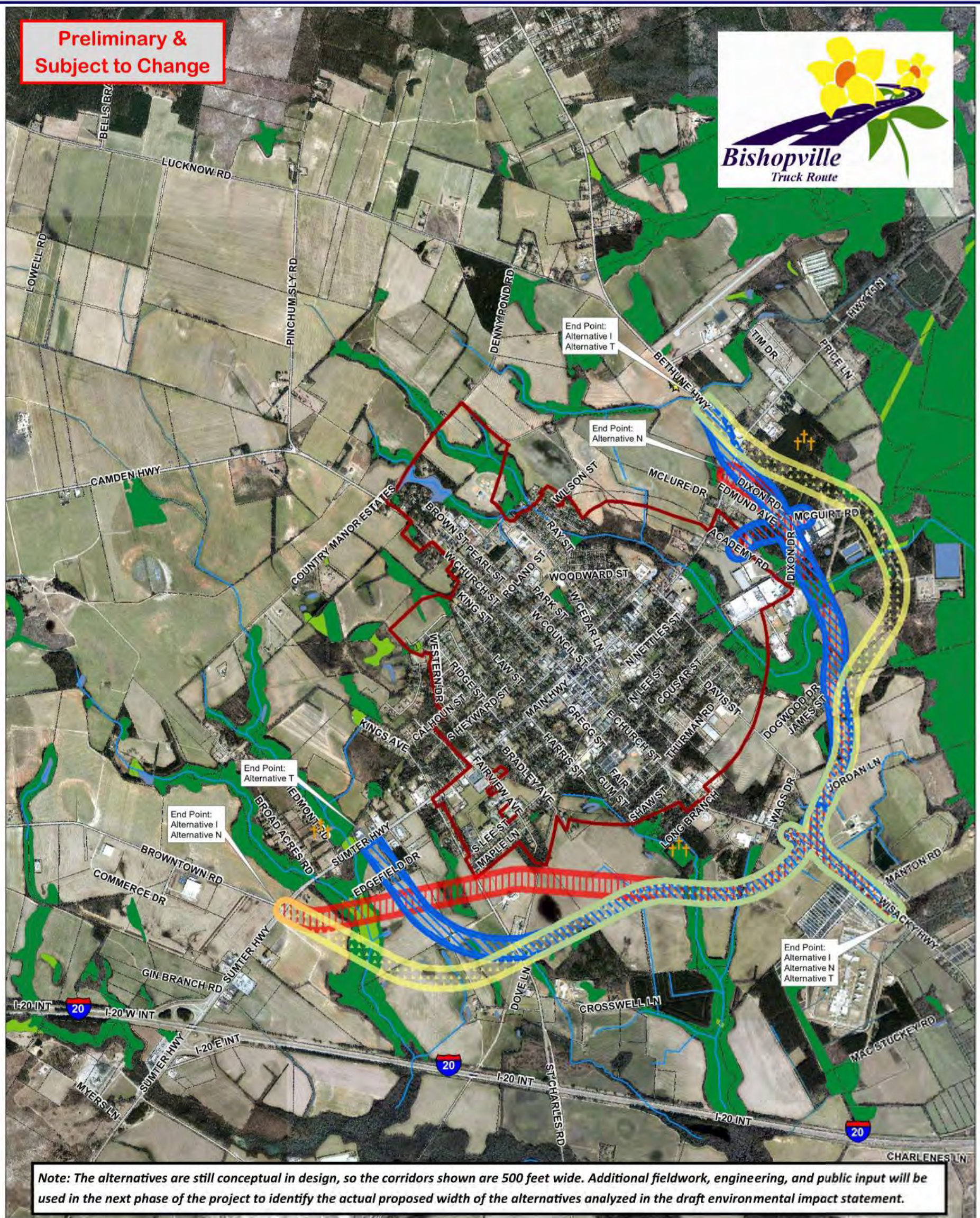
For more information, visit the project website: <https://www.scdot.org/inside/BishopvilleTruckRoute/>

Project Schedule		2017				2018				2019				2020			
		Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	
Community Listening Sessions	Spring 2017	●															
Project Initiation/ Notice of Intent	Spring 2017	●															
Public Scoping Meeting	Spring 2017	●															
Prepare Technical Studies	Summer 2017 - Spring 2018		■	■	■	■											
Develop Preliminary Alternative Corridors	Winter 2018 - Spring 2018			■	■	■											
Present Alternative Corridors to the Public	Spring 2018					●											
Develop and Screen Reasonable Alternatives	Summer 2018 - Summer 2019					■	■	■	■	■	■						
Present Build Alternatives to the Public	Summer 2019									★							
Prepare DEIS	Summer 2019 - Spring 2020									■	■	■	■	■			
DEIS Approval and Public Hearing	Spring 2020														●		
Prepare FEIS/ROD	Spring 2020 - Fall 2020														■	■	

SCDOT complies with all requirements set forth by Federal regulations issued by the U.S. Department of Transportation under the Title VI of the Civil Rights Act of 1964, as amended. Any persons who believe that he or she has been discriminated against because of race, color, religion, sex, age, handicap or disability, or nation origin under a program receiving federal aid has the right to file a complaint with SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at the Office of Business Development & Special programs, 955 Park Street, Suite 117, Columbia, SC 29202 or at 803.737.5095. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident and should be signed by the person making the complaint.

Proposed Build Alternatives

Preliminary & Subject to Change



Note: The alternatives are still conceptual in design, so the corridors shown are 500 feet wide. Additional fieldwork, engineering, and public input will be used in the next phase of the project to identify the actual proposed width of the alternatives analyzed in the draft environmental impact statement.

Proposed Build Alternatives		0	0.5	1	2	August 2019	
		Miles					
★	NRHP - Eligible or Listed Resources	■	Freshwater Pond	■	■	■	Alternative I
✙	Cemetery	■	Freshwater Wetland	■	■	■	Alternative N
+	Railroads	■	Forested Wetland	■	■	■	Alternative T
—	Rivers & Streams	■	Parcels	■	■	■	
■	Riverine	■	Municipal Boundary	■	■	■	



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET
Thursday, August 22nd, 2019**

**Proposed Bishopville Truck Route Project
Lee County**

NAME

Mr, Mrs, Ms, Mr & Mrs _____
(Please choose one:)

MAILING ADDRESS

Street/Route _____

City _____

State _____

Zip Code _____

PHONE NUMBER _____

COMMENTS

1. Keep road as far away from Dogwood Drive James Street neighborhood.

2. //

3. Don't want to see any loose train home. - City Council member.

4. //

5. No fence at prison - contraband at prison

6. Need light @ misc. & bypass. Stop sign is not enough.

How would you like a response to your comment (please choose one)?

No response Email response (provide email below) Phone response

**Mail Comments by September 6 to: Mr. Jacob Meetze, P.E.
SC Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191**

Please Note: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET

Thursday, August 22nd, 2019

Proposed Bishopville Truck Route Project
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Kay Stuckey

MAILING ADDRESS

68 Dixon Drive Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

803 983 7417

COMMENTS

The most aggravating part of this process is that you have dragged this out ~~and~~ beyond anyone's patience! The RED and Blue corridor would affect my property but by you taking so long, I have been waiting since 2010 - almost 10yrs - to sell my house! I need to move for health reasons but I can't sell if a ROAD is coming through! I don't know what to do and I'm mad as heck that no one can give us a straight answer, I don't care what you do - just get on with it! I don't know who is in control of the timeline but I think it's time to get the media involved!

How would you like a response to your comment (please choose one)?

No response Email response (provide email below) Phone response

Rdstuckey@SC.RA.COM

Mail Comments by September 6 to: Mr. Jacob Meetze, P.E.
SC Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191

Please Note: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

Thursday, August 22nd, 2019

**Proposed Bishopville Truck Route Project
Lee County**

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Mattie Westry

MAILING ADDRESS

521 James St, Bishopville SC 29010
Street/Route City State Zip Code

PHONE NUMBER

(843) 332-4104

COMMENTS

Noise Barrier; Children Protection

Speed Control

How would you like a response to your comment (please choose one)?

- No response Email response (provide email below) Phone response

**Mail Comments by September 6 to: Mr. Jacob Meetze, P.E.
SC Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191**

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**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET
Thursday, August 22nd, 2019**

**Proposed Bishopville Truck Route Project
Lee County**

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Walter or Patricia Lucas

MAILING ADDRESS

324 Cousar St. Bishopville SC. 29010

Street/Route City State Zip Code

PHONE NUMBER

803 484-5883

COMMENTS

Bishopville main street too narrow
for trucks. Cousar + Davis, check truck route
DOT need to control the area more. Trucks
are traveling at 45 to 50 miles, too fast for
the area.

How would you like a response to your comment (please choose one)?

- No response Email response (provide email below) Phone response

**Mail Comments by September 6 to: Mr. Jacob Meetze, P.E.
SC Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191**

Please Note: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET
Thursday, August 22nd, 2019

Proposed Bishopville Truck Route Project
Lee County

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

CARRIE L. GASS

MAILING ADDRESS

630 E. Church St. Bishopville

SC

29010

Street/Route

City

State

Zip Code

PHONE NUMBER

803-484-6608

COMMENTS

I do not object to the Truck Route, however, I do oppose the location due to the following reasons:

1. Safety - This route will greatly increase traffic which will have a negative impact on the schools and neighborhood. There are two (2) schools with the possibility of a third (3) school in the near future, many homes and farms.

2. Noise - Some families will have to relocate; leave the only home they have ever known.

3. Economics - Based on what happened to Lynchburg, Mayesville and surrounding towns, Bishopville will become a ghost town.

How would you like a response to your comment (please choose one)?

No response Email response (provide email below) Phone response

Mail Comments by September 6 to:

Mr. Jacob Meetze, P.E.
SC Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191

Please Note: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET

Thursday, August 22nd, 2019

Proposed Bishopville Truck Route Project
Lee County

NAME

Mr, Mrs, (Ms), Mr & Mrs
(Please choose one:)

WILLIE MAE MULDROW

MAILING ADDRESS

322 COUSAR ST., BISHOPVILLE, SC 29010
Street/Route City State Zip Code

PHONE NUMBER

803-484-6860

COMMENTS

1) I was told at the August 22, 2019 meeting all maps are computer generated. Please generate a map which shows Lee Central Middle School, Lee Central High School, and Lee Correctional Institution. Also, include the total number of lanes at each.

2) In using information please show maps using Brownstown Road and Lee State Park roads which were built and designed for truck traffic. In using these roads it will help save money and time.

3) When will a study be generated using signs to direct truck traffic to use exit 120 to R3 to US15N. All traffic head to Hwy 341 (Bethune Hwy) your published "Alternative C"? See attached sheet.

How would you like a response to your comment (please choose one)?

No response Email response (provide email below) Phone response

Mail Comments by September 6 to: Mr. Jacob Meetze, P.E.
SC Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191

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SCDOT PUBLIC INFORMATION MEETING

COMMENT SHEET

Thursday August 22, 2019

4) My primary concern is the number of students entering and exiting Lee Central Middle and High Schools. Please bear in mind the amount of bus traffic, students driving to and from school and cars transporting students on a daily basis. Also, on visitation days at Lee Correctional Institution. I cannot recall any information being given as to the amount of traffic at these locations.

5) It is most obvious that the east side of the City of Bishopville is heavily burdened with truck traffic whether it is downtown or taking short cuts through residential areas, where there are no side walks and in some areas no room to walk facing oncoming traffic.

6) A closer look at the Western side of Bishopville does not have the traffic congestion, will be safer, financially feasible, less wetlands and certainly will not impact as many lives.

I ask that SCDOT take a much closer look at the proposed routes and in good faith do what is right for everyone. Remember you are holding the lives of many in the palm of your hand. I am speaking up because CHILDREN CANNOT.

Respectfully,

Willie Mae Muldrow

Kristen Maines

From: Meetze, Jacob M. <MeetzeJ@scdot.org>
Sent: Tuesday, August 27, 2019 8:13 AM
To: Cooper, Christopher B.; Jenkins, Erin N.; Phillips, Henry; Carl Gibilaro; Kristen Maines
Cc: Amado, Bener; Blackwell, Jack C.
Subject: FW: Comment from SCDOT contact form - Proposed Bishopville Truck Route

Please see the below comment from someone who has requested that we not respond.

Thanks,
Jacob

From: SMPSHPT1302@scdot.org [mailto:SMPSHPT1302@scdot.org]
Sent: Monday, August 26, 2019 9:16 PM
To: Meetze, Jacob M.
Subject: Comment from SCDOT contact form - Proposed Bishopville Truck Route

Workflow Notification

The following message was sent from the Proposed Bishopville Truck Route contact form:

Name: Janine Beasley

Email: jbeasleyrn@gmail.com

Phone: 8433327363

Comment: The proposed truck route is a waste of taxpayer money and the data supports the traffic is stagnant from the beginning of this collection to current time. We have the data that is from start to finish and the recommendation from several SCDOT overseeing the project to NOT build. The data does not support this project and environmental impact. There are other worthy infrastructure needs in South Carolina that deserve the time, money and resources that this project has already consumed and to waste more on this project is illogical and misuse of state and federal funds. DO NOT BUILD.

Respond to This Comment: No

Kristen Maines

From: Meetze, Jacob M. <MeetzeJ@scdot.org>
Sent: Friday, September 6, 2019 8:34 AM
To: Cooper, Christopher B.; Jenkins, Erin N.; Amado, Bener; Phillips, Henry; Kristen Maines; Carl Gibilaro; Martin, Ken E.; Blackwell, Jack C.
Subject: FW: Bishopville Bypass comment

All,
Please see the comment below.
Thanks,
Jacob

-----Original Message-----

From: Jill McElveen [mailto:wjclmcelveen@yahoo.com]
Sent: Thursday, September 05, 2019 8:46 PM
To: Meetze, Jacob M.
Subject: Bishopville Bypass

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Mr Meetze,

I am writing to voice my concerns on the proposed Bishopville Bypass, as I am very opposed to any of the "alternative" routes that were proposed at the last meeting. All of the routes will have a direct and negative impact on me and my family and my family's means of making a living.

First, it was stated that at least 700 large trucks come through Bishopville on a daily basis. I would like to know when the number of trucks was counted. The last time I saw the "car counter" strips in the roads, there was construction on the I-20 overpass. It was down to one lane in each direction so therefore there was a lot more traffic of all types of vehicles coming through Bishopville. So is that number of trucks exactly accurate? I am not convinced that it is.

Secondly, looking at the map of proposed alternate routes, it seems there is a lot of wetlands, being forested or freshwater that you will need to go through. Is that really good for the environment? Routes on the other side of town do not disrupt as much as the natural land that is left. Is it necessary to disrupt as much as these routes seem to? Also how many bridges or overpasses or exit/entrance ramps will that involve? Seems as if that would be way more costly than a route on the other side of town. Just because there is money set aside for said project doesn't mean you have to blow it on an unnecessary and environmentally unfriendly building of a bypass.

Thirdly, as ALL of the routes will have a direct negative impact on my very own family, I am extremely opposed to the building of this bypass. My father in law worked very hard all of his life to build his farm into what it is today. He worked hard, long hours, sacrificed a lot, and built a farm/business that he was very proud of to hand to his son. If you don't know, building a large successful farm doesn't happen over night, there was a lot of work involved. The proposed routes will go directly through the farm they have worked so hard to succeed in building. Tearing fields in half, making it possible to get the large equipment to work. Not to mention the irrigation pivots it will interrupt. Irrigation is a very costly yet necessary essential in farming today. Cutting the pivots

in half would be detrimental. Total the proposed routes will affect six of the very expensive pivots my husband has worked to hard to obtain. Farming is not just a business that can up and move, it is not just a job for my husband, it is a way of life for my family. Please do not take that away from us.

Lastly, I would have thought the SCDOT would be working to benefit the people of this state. I do not see that in the proposed routes of this bypass. It will negatively impact way to many people in this County. It goes directly through our way of life along with several of the other farmers in this town. And not just farmers but it will disrupt several heavily populated neighborhoods, business and many friends. I do not want to see so many people affected by such an unnecessary bypass. The town is working hard to build up our little town, bringing new businesses downtown. Bypassing that would be a shame.

I am not sure who is pushing this bypass, I feel sure that someone or several people are going to benefit financially from this project. I feel that letting these few benefit by hurting so many others is absurd. Do not be influenced by the ones pushing the bypass, please listen to the ones that it will have the most negative impact on. My family is living in our most desired home location, we love our little spot. You are going to send people out of Lee County if you build that bypass where it negatively affects the most people. Please listen to the people of the town and either build elsewhere or best option, the NO BUILD alternative.

Thank you for reading this and PLEASE consider the needs of all!

Jill McElveen
141 Woodside Road
Bishopville, SC 29010
803-229-2175

Kristen Maines

From: Meetze, Jacob M. <MeetzeJ@scdot.org>
Sent: Monday, September 9, 2019 7:59 AM
To: Kristen Maines; Shawn Blanchard
Cc: Amado, Bener; Phillips, Henry; Cooper, Christopher B.; Jenkins, Erin N.; Martin, Ken E.; Blackwell, Jack C.
Subject: FW: Lee County Truck Route

Kristen and Shawn,
Please see the comment below from Wendy Logan.
Thanks,
Jacob

Jacob M. Meetze, P.E.
Assistant Program Manager
SCDOT | RPG2 - Pee Dee Region
955 Park Street | Room 508 | Columbia, SC 29202-0191
p (803) 737-1037 | f (803) 737-1881
meetzej@scdot.org

From: Wendy Logan [mailto:wmlogan89@gmail.com]
Sent: Sunday, September 08, 2019 10:17 PM
To: Meetze, Jacob M.
Subject: Lee County Truck Route

***** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. *****

Hello. My name is Wendy Logan and I live in Bishopville, SC. I spoke with you at the last SCDOT public information meeting last month. I am emailing my personal concerns with the proposed truck route. First of all I am in favor of no truck route at all for Lee County. Of the 3 possible routes proposed they will all affect me personally. One of which goes right on top of my house. The other two go thru my front yard and across my property. These routes will not only affect me, but my sister and parents house as well as our family business. If we were to be compensated for our house by the state because of the truck route coming, I would not rebuild or relocate in Lee County even though I have been a life long resident of this county. If that were to happen, at least we are in the timber business so we know the fair amount for property that has standing timber on it. Also, if my house is not here anymore, our business would not be here either therefore Lee County losing a business that has been located here since the 1960's. You are welcome to come and visit and see exactly our family and business set up anytime and you see how the truck route would ruin us. I hope the ones that are making the decisions concerning the proposed route will think long and hard about doing what is right and in the best interest of the county and it's residents and business owners. Thank you for your time,

Wendy Logan

Kristen Maines

From: Meetze, Jacob M. <MeetzeJ@scdot.org>
Sent: Tuesday, August 27, 2019 8:10 AM
To: Cooper, Christopher B.; Jenkins, Erin N.; Phillips, Henry; Carl Gibilaro; Kristen Maines
Cc: Amado, Bener; Blackwell, Jack C.; Martin, Ken E.
Subject: FW: By-pass Bishopville, SC comment

Kristen and Carl,
Please see the emailed comment we have received from Mr. Willis Woodham.
Thanks,
Jacob

From: Polly Woodham [mailto:pollywoodham2@gmail.com]
Sent: Monday, August 26, 2019 8:05 PM
To: Meetze, Jacob M.
Subject: By-pass Bishopville, SC

***** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. *****

Dear Mr. Meetze,

Building a by-pass around Bishopville sounds like a good idea initially, but if one thinks about it, the idea stinks worse than the landfill. With the town in such a poor economic state, we need people to be coming to and through town. If more people are sent around the middle of town and Main St., we will not see the new businesses that are just getting established grow. There will not be more commerce coming to Bishopville. People will jump on the by-pass and miss the historic downtown area. If we are to grow our town, we need to encourage people to actually come into town, stop, eat lunch, shop and see what we have to offer. Building the by-pass will encourage the opposite. There is already an existing by-pass in I-20. Additionally, SC's roads are in terrible condition and the money should be used to repair the existing poor roads, not build one that is a bad and expensive idea.

Another argument against the by-pass is that it will take farm land out of production. Taking land out of production for crops is a very bad idea. We need more farmers using the land in the way we have used it for over a century. The world's population is booming and crops need to be planted in order to support the masses, as well as the farmers in Lee County. Additionally, paving over wetlands will disturb wildlife and possibly cause problems for hunters and those who enjoy the beautiful areas around Lee County. The environmental impact will be devastating to the community and to the wildlife.

Though I no longer live in Lee County, I am against the by-pass because I love the area and still have family here. Please listen to the voice of reason and do the will of the people. Do NOT go forward with this proposal.

Sincerely,

Willis J. Woodham
117 Hillbrook Dr.
Spartanburg, SC 29307

Kristen Maines

From: Meetze, Jacob M. <MeetzeJ@scdot.org>
Sent: Monday, September 9, 2019 9:08 AM
To: Kristen Maines; Shawn Blanchard
Cc: Amado, Bener; Jenkins, Erin N.; Blackwell, Jack C.; Phillips, Henry; Martin, Ken E.; Cooper, Christopher B.
Subject: FW: Proposed Bishopville bypass

Please see the comment below.

Thanks,
Jacob

Jacob M. Meetze, P.E.
Assistant Program Manager
SCDOT | RPG2 - Pee Dee Region
955 Park Street | Room 508 | Columbia, SC 29202-0191 p (803) 737-1037 | f (803) 737-1881
meetzej@scdot.org

-----Original Message-----

From: Sandra Mixon [mailto:smixonfam@aol.com]
Sent: Monday, September 09, 2019 7:58 AM
To: Meetze, Jacob M.
Subject: Proposed Bishopville bypass

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Good morning. How many years has this supposedly unopposed bypass been in the works? Building this bypass will hurt the Lee County farmers as it cuts thru their farmland. Agriculture is a big industry here. The proposed bypass goes thru wetlands disturbing the environment. Property owners are highly upset. SC highways are not currently being maintained and you want to add more that will need maintenance. None of this makes any sense. A bypass will also be used by cars thereby eliminating traffic thru Bishopville. The town is working hard to retain and build the business they have and to start new businesses. A bypass is not beneficial to Bishopville. So my hope is that the decision reached will be "No Build". It does make one wonder why this bypass is being pushed so hard. Do Not Build The Bypass!

Sent from my iPhone

Kristen Maines

From: Meetze, Jacob M. <MeetzeJ@scdot.org>
Sent: Monday, September 9, 2019 7:54 AM
To: Kristen Maines; Shawn Blanchard
Cc: Amado, Bener; Phillips, Henry; Cooper, Christopher B.; Jenkins, Erin N.; Martin, Ken E.; Blackwell, Jack C.
Subject: FW: Bishopville Bypass

Kristen,
Please see the below comment from Marsha Hewitt.
Thanks,
Jacob

From: Marsha Hewitt [mailto:mhewitt1@ftc-i.net]
Sent: Friday, September 06, 2019 4:33 PM
To: Meetze, Jacob M.
Subject: Bishopville Bypass

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Mr. Meetze,
Like most other residents of Lee County, I think a bypass around Bishopville is a bad idea, as well as an enormous waste of government money.
Over the past 40 years, other cities have constructed bypasses or truck routes: Sumter, Lynchburg, Florence, Hartsville, Pageland, Cheraw, Summerton...the list goes on and on. Without exception, each of those towns LOST business as traffic was diverted around the business district.
Cities like Florence and Sumter have spent millions of dollars to revitalize their downtowns, while others like Timmons ville, Lynchburg and Summerton have simply given up. Their business districts have become ghost towns, and that same scenario is almost inevitable for Bishopville. Traffic will follow the path of least resistance, so travelers will bypass our downtown entirely. We need tourists!
The proposed routes—wherever they are—will take farmland out of production and pave over wetlands. People's property will be seized, and new intersections will add confusion to what is now a straight route through town.
Our downtown is only a few blocks long, and trucks take mere minutes to go through town. It makes no sense whatsoever to build a multimillion dollar route around it. More and more trucks are opting to travel on I-95, which roughly parallels US 15. One astute citizen pointed out that the trucks which do come down US 15 do so to avoid the weigh stations on the interstate. Has anyone looked at that?
Most importantly, the people of Lee County have repeatedly rejected the idea of a bypass. Most of us feel that it would be a death sentence for our business district.
Respectfully,
Marsha Hewitt
4900 St. Charles Rd
Bishopville

Kristen Maines

From: Meetze, Jacob M. <MeetzeJ@scdot.org>
Sent: Wednesday, September 11, 2019 9:52 AM
To: danammixon@yahoo.com
Cc: Phillips, Henry; Amado, Bener; Kristen Maines; Shawn Blanchard; Martin, Ken E.; Blackwell, Jack C.; Cooper, Christopher B.; Jenkins, Erin N.
Subject: FW: Confirm you received please
Attachments: Bypass.docx

Ms. Dana,
We have received your comment and will have the consultant work on a response.
Thanks,
Jacob

Jacob M. Meetze, P.E.
Assistant Program Manager
SCDOT | RPG2 - Pee Dee Region
955 Park Street | Room 508 | Columbia, SC 29202-0191
p (803) 737-1037 | f (803) 737-1881
meetzej@scdot.org

From: Dana Denny [mailto:danammixon@yahoo.com]
Sent: Tuesday, September 10, 2019 11:14 AM
To: Meetze, Jacob M.
Subject: Confirm you received please

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Sent from my iPhone

Dana Mixon
50 Mixon Drive
Bishopville, SC 29010

September 9, 2019

Mr. Jacob Meetze
Project Manager
SC Department of Transportation
PO BOX 191
Columbia, SC 29202

Dear Mr. Meetze,

I am a native Lee Countian who recently moved back home and have been aware of the possibility of having a bypass around the town of Bishopville. Having a bypass encourages all traffic to use the bypass and not going through downtown. This seems counterproductive to the development of our town. The bypass also goes through wetlands and through farmland that farmers are using to make a living. The negative factors of a bypass far exceed any good you think it will bring. Also, this controversy has been going on for many years. I definitely am in favor of a "NO-BUILD" response by DOT, SCOG as well as local politicians.

Thank you,

Dana Mixon

LEE COUNTY



R. TRAVIS WINDHAM, *Chairman*
District 1
GORDON W. ECKLEY, *Vice-Chairman*
District 4
RONALD H. FOUNTAIN
District 2
JOHNETTE M. CAUGHMAN
District 7

P.O. BOX 309
BISHOPVILLE, SOUTH CAROLINA 29010
(803) 484-5341

DAVID ADDISON
District 3
JACQUELINE JOSEY
District 5
CHARLES A. BEASLEY
District 6

September 4, 2019

Jacob Meetze, SC DOT
955 Park St.
Columbia, SC 29201

Dear Mr. Meetze,

Lee County Council has supported the construction of a Truck Route around the town of Bishopville for over a decade. Lee County Council has endorsed the project on numerous occasions, the entire Council agrees with the stated purpose and need which has been previously determined by SC DOT and FHWA. The council supports this project for two primary reasons, 1) Improving the safety of the downtown of Bishopville by removing transfer trucks from the shopping district 2) developing a corridor for potential economic development in proximity to the largest developed community in the county, the town of Bishopville.

County Council did not endorse a specific route during the initial EA evaluation process for selecting a preferred alignment nor during the current EIS evaluation being conducted by SC DOT and FHWA. The council understands the role of local government is to present a need for potential road construction through the Santee Lynches COG, and if funding is authorized, for the need to be analyzed and potential road construction determined by SC DOT and FHWA. The council has adhered to the process and understands with any such project there are going to be citizens upset with where construction is ultimately planned to take place. The members of council supporting the project have repeatedly discussed their collective belief in the potential

positives of this project for this county of approximately 18,000 residents outweighing the negative impacts to the landowners directly impacted.

With that being said, council members have also affirmed their hope that any steps that can be taken during the design phase of the project to mitigate the negative impacts to impacted landowners will be thoroughly pursued by SC DOT. Removing all perceived negative impacts from a project of this scope are impossible. However, any concessions to reduce identified impacts with regards to subdividing land tracts used currently for agricultural purposes and potentially in the future for economic development or negatively impacting existing residential communities through proximity of the route should be explored to the fullest.

Lee County Council looks forward to this project moving forward as expeditiously as possible. The benefits of this project are still several years away from being realized and every day that passes without progress towards this project's conclusion is time lost. Please consider the information you have received regarding the long term positive impacts of this project for Lee County and move forward with a decision to complete this project as soon as possible.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T. Windham', followed by a horizontal line.

Travis Windham, Chairman
Lee County Council

SCDOT H6G-5
SEP 01 2019
RECEIVED

August 23, 2019

Mr. Jacob Meetze
SC Department of Transportation
955 Park Street
Columbia, SC 29201

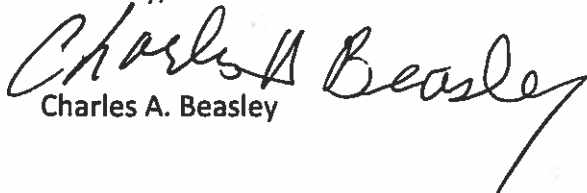
Dear Mr. Meetze,

I am writing as a member of Lee County Council, the owner and operator of a construction business and the father of a son who farms in Lee County. I operate more than a dozen commercial trucks through my business and my son operates a number of trucks and heavy farm equipment as well. The problem of moving equipment and trucks through downtown Bishopville is a real safety concern, and based on the projections of SC DOT, the problem is going to get much worse over the next 10-15 years.

This proposed truck route was needed 15 years ago when it was first proposed at the Santee Lynches COG, it is more needed today than 15 years ago, and it will be needed even greater 15 years from now. Every study has confirmed what anyone can see if they stand on Main St. in Bishopville, trucks are a safety concern and they are ruining local efforts to bring back retail business and revitalize downtown Bishopville.

The County Council has never taken a position on where a truck route should be built, just that such a route is needed. From what I understand, every effort will be made to limit the impact of the new roadway on current property owners who will be impacted. I hope that the two studies which will have been completed before a final decision regarding a route is made will allow SC DOT to keep the negative impacts to farmers and residential property owners to a minimum. That being said, the need for this truck route and moving commercial truck traffic out of the downtown of Bishopville is clear and this project should move forward as quickly as possible.

Sincerely,


Charles A. Beasley

August 22, 2019

Mr. Jacob Meetze
SC DOT
955 Park Street
Columbia, SC 29201

RECEIVED
SEP 10 2019
SCDOT HRG-2

Dear Mr. Meetze,

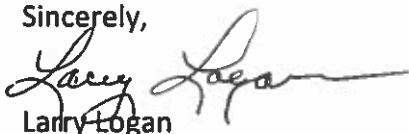
I would like to go on record as supporting the Bishopville Truck Route. For nearly four decades I have been involved in various aspects of Public Safety in Lee County. I have served as a certified EMT working with the former volunteer and now full time EMS Department, trained and served as a volunteer fireman, and was elected in 2012 and re-elected to serve in my current role as the County's Coroner. The safety of the residents of Lee County has always been a priority for me and I feel that the issue of large transfer trucks in the downtown area of Bishopville is a problem for the pedestrians and car traffic that visit the area. I have spoken to a number of local citizens, especially the elderly in the community, who have shared their concerns regarding the truck traffic in the downtown area of Bishopville.

I feel that moving the trucks out of the downtown area will make the area safer and will encourage more people to visit. I operate a towing business in Lee County and travel throughout the county on a regular basis. I see the number of trucks increasing in the county and see the potential for more truck traffic in the downtown area of Bishopville. If an alternative route for truck traffic is not addressed now, this issue will become a much larger problem as the county moves forward.

Additionally, the opportunity for growth that will come from building a road through undeveloped land between Bishopville and the Interstate is an encouraging step towards growing the tax base in Lee County. This growth is much needed in a traditionally rural county such as ours.

I encourage SC DOT to review the potential safety benefits of this project against the opposition to the project based on the limited impact to individuals that own property in the area. While I sympathize with farmers who will be negatively impacted in the short term, I feel that the overall long-term positive impacts for the over 18,000 citizens that make-up this county justify this project being completed.

Sincerely,



Larry Logan
Lee County Coroner



LET
Freedom
RING

W S Reynolds, III
319 McDonald Pl
Bishopville SC 29010



Sept 02, 2019

Attn: Mr. Jacob Meetze

Dear Jacob:

I attended the August 22nd meeting on the Proposed Bishopville Truck Route Project.

I forgot to get a comment form and I do not have Email or a computer so I am writing this note to offer my comments.

First, I was very impressed with those at the meeting that explained the alternatives proposed with maps and information of each proposal.

Secondly, I am disappointed that a complete bypass was not accepted earlier as I am not parking on main street unless I absolutely have to. The safety factor is involved and I park in the back of the stores if possible.

Thirdly, I feel that any one of the three alternatives will be an improvement over what we now face on main street.

I certainly hope that when a vote is taken, that the truck route will be approved.

Thanks to everyone at SCDOT for the work that has been put into this project.

Yours Truly
W. S. "To Be" Reynolds III

^ ^ ^
! ^ ^ ^

Vance E Stover
1890 Stokes Bridge RD W
Bishopville, SC 29010-8221
803-428-5353
vesyard@ftc.net

Alternative N on the NE side of the project is a "#", unless it connects directly to highways 341 (Bethune highway) and 15/34. If you do not connect the bypass to Bethune Highway on the NE side, you just as well scrap the project. Numerous trucks travel Bethune highway North and South to Lee County landfill, Coca Cola plant, Palmetto gravel, asphalt yard and shortcutting to 527 to and from I-95. They are not going to make several turns to get to your non connected bypass.

My opinion is that the most viable and most usable would be Alternative T or Alternative I to the South side of Bishopville and Alternative I and or Alternative N to highway 15 South. However, if alternative I or Alternative N is cost prohibitive, because of wetland, then go for Alternative T to connect to highway 15. I think this would be the least desirable because of where it would connect to highway 15 on SW side near cemetery and Broad Acres.

Any improvement that would take garbage hauling trucks, turkey/chicken litter hauling trucks, stone/asphalt hauling trucks, logging trucks and numerous trucks trying to make a tight turn in middle of town is a _____.

Here are a few things that I observe often:

1.) Chicken / turkey litter trucks passing through Bishopville very often. I have observed them stopping and parking in the middle lane (turn) of the highway in front of the Bishopville Post Office, and go into Young's convenient store. The odors are literally overwhelming and thought we were going to vomit. We couldn't get away from that area quick enough, to say the least. In addition numerous refuse/garbage trucks, going to Lee County Landfill stopped at lights and in traffic, with horrible odors emanating from them. Why would Bishopville businesses want visitors to experience this?

- 2.) Numerous times while sitting at the traffic light at the corner of highways 15 and 341 (Church St) had to put vehicle in reverse and back up so tractor trailers could make the turn. Not safe, but better than having your vehicle run over by a tractor trailer. The tractor trailers CANNOT make the turn safely without more room to navigate the turn. I have observed numerous other motorists doing the same.
- 3.) The idea that businesses are worried about the truck bypass taking customers away is complete “hogwash”! Most, if not all, of the owners who are expressing those concerns are rarely open for business anyway. Lucky if you catch them open 2 days a week, then nothing more than for lunch. A couple of them I have NEVER found to be open. Can't lose business that you don't have.
- 4.) Don't bother with installing or marking a bike lane. It is NOT safe to ride a bicycle along any South Carolina highway. Too many inebriated and distracted drivers on the road.

The main concern that I have about building a truck bypass is maintaining the road. Lee County gets very little revenue from SCDOT to maintain roads, already in existence, except for paving “rural” (which is a joke calling it paving a rural road) Interstate 20. Too much of my increased gasoline taxes AND increased vehicle registration fees are going to low country to build roundabouts that no one likes or wants. I complained about the road I live on, which had a “rough road 30 mph” sign. After complaining, the sign was taken down 3 days later. The road is STILL in terrible shape! Not a good way to convince Lee County residents that raising taxes and fees was a good idea and that they need a new bypass that will probably NEVER be maintained!

I am of the opinion that the truck bypass SHOULD be built to eliminate the truck traffic through Bishopville and alleviate the issues that I see every day. But, PLEASE provide the local DOT with the resources to maintain the road!

I'm not requesting a response, but if you would like to respond, you may do so by email. My email address is listed above.

August 28, 2019

Mr. Jacob Meetze
SC Department of Transportation
955 Park Street
Columbia, SC 29201

Dear Mr. Meetze,

I am writing to support the construction of a truck route around the town of Bishopville. I have been involved with trucking in Lee County for over 35 years and I currently operate approximately 50 commercial trucks on a daily basis in the county. I have been dealing with the problem of moving through the downtown of Bishopville during my entire career. The addition of the brick and curbing over a decade ago to make the downtown more attractive has caused the problem to grow worse for trucks and has created many additional hazards for the community as well as the trucks traveling through.

I see the number of trucks passing through Bishopville increase every year. Obviously, the problem is going to get worse if something is not done. An alternate route around town for trucks and farm equipment would make everyone's life easier. I would be happy to discuss the issue of trucks in and around Bishopville with SC DOT if I can be of any help.

The building of a new road in any community is going to be controversial. I have friends in the community on both sides of the issue. But Lee County cannot afford to wait 10 or 20 more years to deal with this problem. We are already a decade behind on this project, it is time to make a call and move forward.

Sincerely,


Wally Lee

Owner and Operator of Industrial Waste Services
951 Egypt Road
Camden, SC (Camden Mailing Address but I live in Lee County)

Bishopville City Council, Lee County Council, SLCOG, SCDOT, FHWA

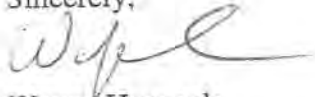
I am writing this letter to follow up on the numerous meetings and discussions in reference to the truck traffic on Main Street in Bishopville. There is a consensus from the majority of council members as well as most of the committee members and business owners that there is a need to remove the trucks from downtown, however the location seems to be the issue for our local city council.

The Bishopville Revitalization Committee, which was appointed by the Bishopville City Council, as well as the majority of downtown property owners and business operators have joined together in supporting the need for SCDOT and FHA to provide an alternative route around downtown Bishopville. The exact purpose and need statements that show the support have been individually signed and are attached to this letter.

We urge the appropriate parties involved to move forward with what they deem necessary to alleviate the truck traffic downtown. It is our position as stated in the purpose and need statement that the solution (including the route) should be made by SCDOT and FHWA.

I sincerely hope that our elected official will do what is right for our community, constituents, businesses and our future.

Sincerely,



Wayne Hancock

Chairman

Bishopville Revitalization Committee

Owner and BIC of H&A Realty

Owner and BIC of Southeastern Land

Brokerage

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

Provide an alternate route around downtown Bishopville that is capable of handling current and future freight demand and oversized trucks. This would in turn provide for safer and less-congested flow of vehicular traffic along Main Street in Bishopville (US 15), provide a safer area for pedestrian travel along the Main Street business district during peak vehicular traffic flow, enhance commercial business development along Main Street, and reduce the number of trucks carrying flammable, non-flammable liquids, and hazardous wastes within downtown Bishopville.

The individual signing this petition is a merchant or property owner from the Downtown area of Bishopville, SC. He/she is signing this document to show his/her support for the Statement of Purpose and Need that was presented to Bishopville City Council and Lee County Council and is shown above. He/she also agrees that the final determination of a solution to the problems defined in the Purpose and Need Statement should be made by FHA and SC DOT and agrees to accept their determination at the conclusion of the EIS that is to be conducted as the next step in this project.

Printed Name

Jared M. Smith

Signature



Jared's Ace Hardware, 576 Sumter Hwy., Bishopville, SC 29010

Crossroads Outdoors (proposed), 244 N. Main St., Bishopville, SC 29010

Business Name or Property Address

NOTE: We are currently in the application for funding process for what we hope will soon be an outdoor sports and clothing store on Main St. in Bishopville. Banks we have talked to have expressed caution over the perceived lack of cooperation between our governing bodies concerning the economic future of Bishopville and Lee County.

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

Provide an alternate route around downtown Bishopville that is capable of handling current and future freight demand and oversized trucks. This would in turn provide for safer and less-congested flow of vehicular traffic along Main Street in Bishopville (US 15), provide a safer area for pedestrian travel along the Main Street business district during peak vehicular traffic flow, enhance commercial business development along Main Street, and reduce the number of trucks carrying flammable, non-flammable liquids, and hazardous wastes within downtown Bishopville.

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Printed Name

Paul Dungan

Signature

Paul Dungan

Business Name or Property Address

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

Provide an alternate route around downtown Bishopville that is capable of handling current and future freight demand and oversized trucks. This would in turn provide for safer and less-congested flow of vehicular traffic along Main Street in Bishopville (US 15), provide a safer area for pedestrian travel along the Main Street business district during peak vehicular traffic flow, enhance commercial business development along Main Street, and reduce the number of trucks carrying flammable, non-flammable liquids, and hazardous wastes within downtown Bishopville.

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Printed Name

Millie Scott

Signature

Millie Scott

Lyric on Main
Business Name or Property Address

12/3/2014

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

Gee T. Atkinson

Signature



Lee County Observer

Business Name or Property Address

12/3/2014

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

Wayne Hancock

Signature

WPH

H + A Realty + Development

Business Name or Property Address

**City of Bishopville/Lee County
Transportation Funding**

Statement of Purpose and Need

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Printed Name

Margaret Copeland

Signature

Margaret Copeland

State Farm Insurance

154 S. Main St, Bishopville,

Business Name or Property Address

S.C.

29000

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

Maetria A. Howard

Signature

Maetria A. Howard

Stuckey & Alexander 224 N Main St Bishopville SC

Business Name or Property Address

29010

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

Fritz Smith

Signature



100 Main Street Bishopville

Business Name or Property Address

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

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Printed Name

Travis R. Windham

Signature



R. Travis Windham Insurance Agency LLC

Business Name or Property Address

204 N. Main St. Bishopville SC
29010

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

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Printed Name

Dr. Carl D. Widetzel

Signature



WIDETZEL Chiropractic

Business Name or Property Address

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

JERRY FOX LAW

Signature



300 S. MAIN ST. BISHOPVILLE, SC 29010

Business Name or Property Address

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

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Printed Name

Jeffrey G Varn

Signature



201 N Main Street

Business Name or Property Address

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

Yuhai Lin

Signature

Yuhai Lin

205 N. Main Street

Business Name or Property Address

CHINA HOUSE

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

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Printed Name

Sandra Wilson

Signature

Sandra Wilson

243 N. Main

Business Name or Property Address

Victoria's Beauty & Barber School

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

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Printed Name

Alexis D. Pipkins, Sr.

Signature



Executive Director, Lee County First Steps
211 North Main Street
Bishopville, SC 29010
ENC

Business Name or Property Address

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

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Printed Name

J. WAYNE DAVIS

Signature



Business Name or Property Address

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

GRADY BLOW

Signature



Business Name or Property Address

420 S. MAIN
Bishopville, S.C. 29010
209 N. Main St
Bishopville SC 29010

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

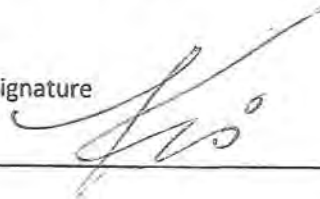
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Printed Name

Ken Currie

Signature



428 A N. Main

Business Name or Property Address

Bishopville Animal Clinic

CITY COUNCIL MEMBER

Downtown Revitalization Committee

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

PAUL M. FATA

Signature



201 Main ST BISHOPVILLE, S.C.

Business Name or Property Address

Also
Stackey Fata & Segars Attorneys at Law (Partner)
115 E Church Street

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

Sara S. Varn

Signature



201 N. Main St

Business Name or Property Address

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

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Printed Name

SAM GARRICK

Signature

Samuel Garrick

BARRICK'S Jewellers 215 N. MAIN STREET

Business Name or Property Address

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

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Printed Name

Janice M. Atkinson

Signature

Janice M. Atkinson

The Little Flawint 123 N. Main St. Bishopville

Business Name or Property Address

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need


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Printed Name

LAVAN ATKINSON

Signature



the Little Flower

123 N. MAIN ST Bishopville, SC 29010

Business Name or Property Address

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

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Printed Name

STEPHEN A GOTT

Signature



ACCENTIA ARTIS LLC

108 N. MAIN ST Bishopville, SC 29010

Business Name or Property Address

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

Signature

WILLIAM RAY COPELAND, JR. [Handwritten Signature]

OLD COPELAND STORE / SECURITY FINANCE

Business Name or Property Address

3 main st.
Bishopville, SC
29010

207 N. Main St.
Bishopville, SC 29010

**City of Bishopville/Lee County
Transportation Funding**

Statement of Purpose and Need

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Printed Name

Griseida Wilson

Signature

Griseida Wilson

Scoops!
219 N. Main Street Bishopville, SC 29010

Business Name or Property Address

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

Jason Council

Signature

Jason Council

3m Pawn 100 Main St. Bishopville SC 29010

Business Name or Property Address

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

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*Downtown Revitalization
Committee*

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Printed Name

Terone McCray

Signature

Terone McCray

233 North Dennis

Business Name or Property Address

**City of Bishopville/Lee County
Transportation Funding**

Statement of Purpose and Need

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Printed Name

Deborah A. Wilson

Signature

Deborah A. Wilson

416 Woodward St. Bishopville, S.C. 29010

Business Name or Property Address

City of Bishopville/Lee County

Transportation Funding

Statement of Purpose and Need

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Printed Name

Bruce C. Ennes

Signature

Bruce C. Ennes

First Citizens - 144 S. Main Street

Business Name or Property Address

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

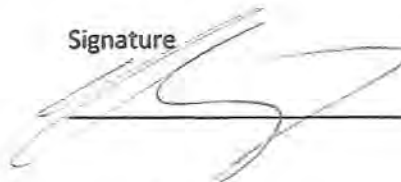
Provide an alternate route around downtown Bishopville that is capable of handling current and future freight demand and oversized trucks. This would in turn provide for safer and less-congested flow of vehicular traffic along Main Street in Bishopville (US 15), provide a safer area for pedestrian travel along the Main Street business district during peak vehicular traffic flow, enhance commercial business development along Main Street, and reduce the number of trucks carrying flammable, non-flammable liquids, and hazardous wastes within downtown Bishopville.

The individual signing this petition is a merchant or property owner from the Downtown area of Bishopville, SC. He/she is signing this document to show his/her support for the Statement of Purpose and Need that was presented to Bishopville City Council and Lee County Council and is shown above. He/she also agrees that the final determination of a solution to the problems defined in the Purpose and Need Statement should be made by FHA and SC DOT and agrees to accept their determination at the conclusion of the EIS that is to be conducted as the next step in this project.

Printed Name

Mark Perry

Signature



Bishopville Dentistry

101 Harris St

Business Name or Property Address

corner of Main + Harris St.

City of Bishopville/Lee County
Transportation Funding

Statement of Purpose and Need

Provide an alternate route around downtown Bishopville that is capable of handling current and future freight demand and oversized trucks. This would in turn provide for safer and less-congested flow of vehicular traffic along Main Street in Bishopville (US 15), provide a safer area for pedestrian travel along the Main Street business district during peak vehicular traffic flow, enhance commercial business development along Main Street, and reduce the number of trucks carrying flammable, non-flammable liquids, and hazardous wastes within downtown Bishopville.

SURVEY

The individual signing this ~~petition~~ is a merchant or property owner from the Downtown area of Bishopville, SC. He/she is signing this document to show his/her support for the Statement of Purpose and Need that was presented to Bishopville City Council and Lee County Council and is shown above. He/she also agrees that the final determination of a solution to the problems defined in the Purpose and Need Statement should be made by FHA and SC DOT and agrees to accept their determination at the conclusion of the EIS that is to be conducted as the next step in this project.

Printed Name

T ENGLISH COOPER

Signature

T. English Cooper

THE IRON GALLERY 206 N MAIN ST
BISHOPVILLE

Business Name or Property Address

*PLEASE REVIEW CONCERNS ON THE
BACK OF THIS PAGE*

MAIN ST. MERCHANT

J. Lytle Cooper

805-741-6658

I AM CONCERNED ABOUT THE PRECEDENT
BEING SET THAT —

ONLY 2 VOTES OF OUR CITY COUNCIL
HAVE STOPPED A MAJOR PROJECT THAT
UNQUESTIONABLY IS ACKNOWLEDGED AS THE
#1 ISSUE FOR ALLEVIATING THE TRUCK
TRAFFIC PROBLEM IN BISHOPVILLE —

CAN ANY MUNICIPALITY CONTROL
WHAT THE COG, SCDOT, AND FEDERAL
AGENCIES SEE AS A NEEDED PROJECT
BE STOPPED IF A ROAD PROJECT
COMES CLOSE TO BUT DOES NOT
TOUCH THAT MUNICIPALITIES BOUNDARIES

I ENCOURAGE YOU TO MAKE THE
HARD DECISION FOR THE BENEFIT OF
THE MAJORITY AND NOT THE FEW
INDIVIDUALS — — —

YOU MAY TAKE SOME HEAT FOR
MAKING THE CORRECT DECISION FOR
THE FUTURE PROGRESS OF THIS AREA.

I WILL PUBLICLY COMMEND & SUPPORT
THE APPROVAL OF THE NEW STUDY!

AND WITH SUPPORT WHAT ELSE
THE PROFESSIONAL DECISION IS.

8/26/19

Hi

Would you please send us
a copy of the map - for the
3 proposed routes. Thanks



Luther and Joyce Bramlett
219 N. Heyward St.
Bishopville, SC 29010

Joyce Bramlett

November 5, 2019

Mr. Wayne Hancock
Bishopville Revitalization Committee
240 South Main Street
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Hancock:

The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments regarding your support for the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
FILE: PC/JMM



November 5, 2019

Mr. R. Travis Windham
Chairman, Lee County Council
Post Office Box 309
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Windham:

The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your comments in support of the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to residences and landowners, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



November 5, 2019

Mr. Alan W. Watkins
Administrator, Lee County
Post Office Box 309
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Watkins:

The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments in support of the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to residences and farmland, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
FILE: PC/JMM



November 5, 2019

Mr. Charles A. Beasley
Lee County Council, District 6
2531 Raccoon Road
Mayesville, South Carolina 29104

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Beasley:

The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments in support of the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to residences and farmland, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
FILE: PC/JMM



November 5, 2019

Mr. W.S. "Toby" Reynolds, III
Lee County Council
319 McDonald Place
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Reynolds:

The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments in support of the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



November 5, 2019

Mr. Larry Logan
Post Office Box 1445
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Logan:

The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process. Your comments in support of the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
FILE: PC/JMM



November 5, 2019

Mr. Wally Lee
951 Egypt Road
Camden, South Carolina 29020

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Lee:

The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process. Your comments in support of the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
FILE: PC/JMM



November 5, 2019

Mr. Walter and Mrs. Patricia Lucas
324 Cousar Street
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. and Mrs. Lucas:

The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments regarding truck traffic have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
File: PC/JMM



November 5, 2019

Ms. Joyce Bramlett
219 North Heyward Street
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Bramlett:

The South Carolina Department of Transportation (SCDOT) appreciates your participation in the Bishopville Truck Route planning process. SCDOT has identified the build alternatives that will be evaluated further in a draft environmental impact statement (DEIS). Attached is a map illustrating the build alternatives that are being considered (please note that a no-build alternative is being considered as well).

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
FILE: PC/JMM



November 5, 2019

Ms. Carrie L. Gass
630 East Church Street
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Gass:

The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments about locations of the alternatives due to safety, noise, and economics have been recorded and will be carefully considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including noise impacts and impacts on schools and neighborhoods, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970. Ongoing traffic studies will determine the control warranted at proposed intersections.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM:ars
FILE: PC/JMM



November 5, 2019

Ms. Willie Mae Muldrow
322 Cousar Street
Bishopville, South Carolina 29010

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Muldrow:

The South Carolina Department of Transportation (SCDOT) appreciates your participation in the Bishopville Truck Route planning process. Your comments regarding the burden the alternatives could place on the east side of Bishopville and your reminder to consider future impacts have been recorded and will be carefully considered by the SCDOT. SCDOT conducted a comprehensive alternative-screening process and identified build alternatives that are expected to meet the project purpose of reducing truck traffic downtown. Initial traffic modeling indicated that alternatives on the west side of Bishopville would not address truck traffic downtown and are therefore no longer being considered.

The proposed build alternatives will be evaluated further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the effects of the alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in the technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

The area you mentioned was not shown on the maps at the public information meeting because it is outside the project area, but the community and economic impact assessment study areas have been expanded to include this area, and the project team will be assessing potential economic and community impacts in technical studies and in the DEIS.

As far as signs restricting trucks on certain roadways, that is a local ordinance issue. We encourage you to share your concerns and suggestions with your local elected officials.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,



Jacob M. Meetze, P.E.
Assistant Program Manager

JMM: ars
FILE: PC/JMM



November 5, 2020

Ms. Jill McElveen
141 Woodside Road
Bishopville, SC 29010
VIA EMAIL: wjclmcelveen@yahoo.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. McElveen,

SCDOT appreciates your continued participation in the Bishopville Truck Route planning process. Your comments opposing the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

Initial traffic modeling indicated that alternatives on the west side of Bishopville would not address truck traffic downtown and are therefore no longer being considered. SCDOT will make every effort to avoid and/or minimize impacts, including impacts to farmland and irrigation systems, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

In response to your concerns about traffic counts along Main Street, the traffic data for this project was collected in September and October of 2015, and the lane closures during the I-20 overpass construction occurred between May 2016 and November 2016.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch
ec:
FILE:

November 5, 2020

Ms. Sandra Mixon
VIA EMAIL: smixonfam@aol.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Mixon,

SCDOT appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments in favor of the no-build alternative have been recorded and will be carefully considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to the local economy, farmland, wetlands, and property owners, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,
Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch
ec:
FILE:

November 5, 2020

Wendy Logan
VIA EMAIL: wmlogan89@gmail.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear. Ms. Logan,

SCDOT appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments in favor of not building the project have been recorded and will be carefully considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

In response to your concerns about your home and business, SCDOT will make every effort to avoid impacts, including residential and commercial impacts, where feasible. In the event that it is necessary to acquire your property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970. This would include assistance reestablishing your business.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch
ec:
FILE:

November 5, 2020

Ms. Marsha Hewitt
4900 St. Charles Road
Bishopville, SC 29010
VIA EMAIL: mhewitt1@ftc-i-net

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Hewitt,

SCDOT appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments against the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Ongoing traffic studies are being conducted to model traffic volumes and truck origins and destinations. SCDOT will make every effort to avoid and/or minimize impacts, including impacts to farmland and wetlands, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch
ec:
FILE:

November 5, 2020

Mr. Dana Mixon
50 Mixon Drive
Bishopville, SC 29010
VIA EMAIL: danammixon@yahoo.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Mixon,

SCDOT appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments in favor of a no-build option have been recorded and will be carefully considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to farmland and wetlands, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch
ec:
FILE

November 5, 2020

Mr. Willis J. Woodham
117 Hillbrook Drive
Spartanburg, SC 29307
VIA EMAIL: pollywoodham2@gmail.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Woodham,

SCDOT appreciates your continued participation in the Bishopville Truck Route planning process. Your comments opposing the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to farmland and the environment, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch
ec:
FILE

November 5, 2020

Ms. Janine Beasley
VIA EMAIL: jbeasleyrn@gmail.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Beasley,

SCDOT appreciates your participation in the Bishopville Truck Route planning process. Your comments in support of a no-build option have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

An alternative-level traffic analysis was conducted on the build and no-build alternatives, and the estimated average daily truck traffic for the no-build alternative is 1,500 trucks on Main Street in 2045, which indicates a need for the project.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch
ec:
FILE

November 5, 2020

Ms. Mattie Westry
521 James Street
Bishopville, SC 29010
VIA EMAIL: mwatkinsicsc.rr.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Westry,

SCDOT appreciates your participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. SCDOT will make every effort to avoid and/or minimize impacts, including noise and safety impacts, where feasible. Your comments requesting a noise barrier, child-protection, and speed control have been recorded and will be carefully considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch
ec:
FILE

November 5, 2020

Ms. Kay Stuckey
60 Dixon Drive
Bishopville, SC 29010
VIA EMAIL: rdstuckey@sc.rr.com

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Ms. Stuckey,

SCDOT appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your concerns regarding the project timeline have been recorded and will be considered by the SCDOT. The project is moving ahead and SCDOT is in the process of evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

In response to your concerns about the potential impacts to your property, SCDOT will make every effort to avoid and/or minimize impacts, including residential impacts, where feasible. In the event that it is necessary to acquire property, relocation assistance will be offered to you in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

JMM: jch
ec:
FILE

November 5, 2020

Mr. Vance E. Stover
1890 Stokes Bridge Road W
Bishopville, SC 29010-8221
VIA EMAIL: vesyard@ftc.net

RE: Proposed Bishopville Truck Route Project (S-69-08)

Dear Mr. Stover,

SCDOT appreciates your participation in the Bishopville Truck Route planning process, your attendance at the public information meeting, and detailed comments. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: www.scdot.org/inside/BishopvilleTruckRoute.

Sincerely,

Jacob M. Meetze, P.E.
Assistant Program Manager
RPG2 - Pee Dee Region

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**Public Information Meeting Comments
Proposed Bishopville Truck Route Project (S-69-08)
Bishopville, Lee County, South Carolina**



Date Prepared:	October 25, 2019
Meeting Date/Time/Place:	August 22, 2019, 5:00-7:00 PM, Lee Central High School
Meeting Purpose:	To present the proposed build alternatives to the public and to provide an opportunity for the public to give feedback that will aid in the project development.
Prepared By:	Civic Communications, LLC and DRMP, Inc.

There were approximately **100** meeting attendees. Listed below are **22** comments submitted via the public meeting, website, and letters and emails to the project manager.

- Comment Supporting Project**
- Comment Opposing Project**
- General Comment**
- Comment on Alternatives**

Name: Wayne Hancock	Address: 240 South Main St	City, State, Zip Code: Bishopville, SC 29010
Phone:	Email Address:	

COMMENT: The resubmitted letter supporting the purpose and need for the project from December 2014 was accompanied by 32 signatures. The Bishopville Revitalization Committee, appointed by the Bishopville City Council, as well as the majority of downtown property owners and business operators, have joined together in supporting the need for the SCDOT and FHWA to provide an alternate route around downtown. We urge the appropriate parties involved to move forward with what they deem necessary to alleviate the truck traffic downtown. It is our position as stated in the purpose and need statement that the solution (including the route) should be made by SCDOT and FHWA. I sincerely hope that our elected official will do what is right for our community.

RESPONSE: The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments regarding your support for the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Travis Windham, Lee County Council	Address: PO Box 309	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 484-5341	Email Address:	

COMMENT: Lee County Council has supported the construction of a Truck Route around the City of Bishopville for over a decade, but it has not endorsed a specific route. Council agrees with the stated purpose and need. Council understands the role of local government is to present a need for analysis through the Santee Lynches COG, and if funding is authorized, for the need to be analyzed and potential road construction determined by SCDOT and FHWA. The Council has adhered to the process and understands there are going to be citizens upset with where the construction is ultimately planned to take place. The Council collectively believes the positives of this project for this county of 18,000 residents outweigh the negative impacts to the landowners directly impacted.

COMMENT: Council members have also affirmed their hope that any steps that can be taken during the design phase of the project to mitigate the negative impacts to impacted landowners. Explore to the fullest any concessions to reduce identified impacts with regards

to the proximity to existing residential communities, the subdivision of land tracks currently used for agriculture, or tracks potentially used in the future for economic development.

COMMENT: Lee County Council looks forward to this project moving forward as expeditiously as possible.

RESPONSE: The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process. Your comments in support of the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to residences and landowners, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Alan W. Watkins, Administrator, Lee County	Address: PO Box 309	City, State, Zip Code: Bishopville, SC 29010
Phone: (803) 484-5341	Email Address:	

COMMENT: This project has been a priority for Lee County Council for over a decade and the reasons for the need for this project have become clearer and demonstrable with each year that has passed. Every year this project is delayed is another year of safety issues faced by our residents and visitors to the community and the loss of economic growth potential.

COMMENT: The issue of improving safety in the downtown of Bishopville by rerouting truck traffic has been at the forefront of every survey and transportation need discussion in Lee County. The high volume of traffic traveling through a two-lane commercial district raises safety concerns. Local surveys have reflected the concerns of local citizens regarding traveling to the downtown commercial area for fear of parking on Main Street and facing the heavy volume of traffic, especially the trucks.

COMMENT: SCDOT traffic counts show over 700 trucks per day pass through downtown Bishopville and this number is projected to increase to 1,500 per day over the next two decades. One of the major concerns when interviewing potential entrepreneurs to the downtown is the volume of truck traffic and how it discourages customers from coming to the area. Jared's Ace Hardware and BoSmith Furniture Co. have relocated out of the downtown area towards the interstate to mitigate the issue of trucks. The effort to restore the downtown properties and make them attractive to perspective business owners as well as shoppers is hindered due to truck traffic.

COMMENT: The removal of trucks from the two-block core commercial district, as well as the extended commercial areas along Main and Church Street, will alleviate a major obstacle to recruiting and retaining businesses. There is a private effort underway to revitalize the downtown area of Bishopville, an effort bolstered by a \$1 million private donation. To date, four new businesses and a memorial park have opened as a direct result of this revitalization effort.

The second major economic benefit of a truck route being constructed is the potential for growth associated with a new roadway and infrastructure corridor in proximity to the developed Interchanges at Exits 116 and 120. The factors influencing this development are 1) the availability of water and sewer systems in the area, (2) the excellent transportation access provided by I-20, Highway 15, and Highway 341 (3) the availability of developable sites (4) the amenities offered by living near or in an urban area." The construction of a roadway dissecting the open farmland between Bishopville and the Interstate, which can be subsequently enhanced with water and sewer infrastructure, is the needed enhancement this community is desperate to make this growth potential a reality.

COMMENT: The concerns of the individuals opposed to this project due to negative impacts on them personally are valid and understood. The Council implores those in charge of developing this project to make every effort to limit the negative impacts on farmers and private property owners when developing the potential routes for new construction.

COMMENT: It is the collective view of Lee County Council the benefits of a truck route being constructed far outweighs the negative impacts on individual property owners in the community.

RESPONSE: The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process Your comments in support of the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to residences and landowners, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: W. S. "Toby" Reynolds, III	Address: 319 McDonald Pl	City, State, Zip Code: Bishopville, SC 29010
Phone:	Email Address:	

COMMENT: I feel that any one of the three alternatives will be an improvement over what we now face on Main Street. I hope that when a vote is taken that the truck route will be approved. I am disappointed that a complete bypass was not accepted earlier.

COMMENT: I am not parking on Main Street unless I have to. The safety factor is involved and I park in the back of stores if possible.

COMMENT: I was impressed by the information presented. Thanks to SCDOT for the work that has been put into the project.

RESPONSE: The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments regarding your support for the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Larry Logan, Lee County Coroner	Address: PO Box 1445	City, State, Zip Code: Bishopville, SC 29010
Phone:	Email Address:	

COMMENT: I would like to go on record as supporting the Bishopville Truck Route. The safety of the residents of Lee County has always been a priority for me and I feel that the issue of large transfer trucks in the downtown area of Bishopville is a problem for the pedestrians and car traffic that visit the area. I feel that the overall long-term positive impacts for the over 18,000 citizens that make-up this county justify this project being completed.

COMMENT: I feel that moving the trucks out of the downtown area will make the area safer and will encourage more people to visit. I see the number of trucks increasing in the county and see the potential for more truck traffic. The issue will become a larger problem as the County moves forward. I encourage SCDOT to review the potential safety benefits of the project.

COMMENT: The opportunity for growth that will come from building a road through undeveloped land between Bishopville and the Interstate is an encouraging step towards growing the tax base in Lee County. This growth is much needed in a traditionally rural county such as ours.

RESPONSE: The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments regarding your support for the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Charles A. Beasley	Address: 2531 Raccoon Rd	City, State, Zip Code: Mayesville, SC 29104
Phone:	Email Address:	

COMMENT: I operate more than a dozen commercial trucks through my business and my son operates a number of trucks and heavy farm equipment as well. The problem of moving equipment and trucks through downtown Bishopville is a real safety concern and based on SCDOT projections, the problem is going to get much worse over the next 10-15 years.

COMMENT: The proposed truck route was needed 15 years ago when it was first proposed at the Santee Lynches COG, it is more needed today than 15 years ago, and it will be needed even greater 15 years from now. The need for this truck route and moving commercial truck traffic out of the downtown of Bishopville is clear and this project should move forward as quickly as possible.

COMMENT: Trucks are a safety concern and are ruining local efforts to bring back retail business and revitalize downtown.

COMMENT: From what I understand, every effort will be made to limit the impact of the new roadway on current property owners who will be impacted. I hope that the two studies, which will have been completed before a final decision regarding a route is made, will allow SCDOT to keep the negative impacts to farmers and residential property owners to a minimum.

RESPONSE: The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process. Your comments in support of the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to residences and landowners, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Wally Lee
Phone:

Address: 951 Egypt Rd
Email Address:

City, State, Zip Code: Camden, SC (lives in Lee)

COMMENT: In support of a truck route around the town of Bishopville. An alternate route around town for trucks and farm equipment would make everyone's life easier. Lee County cannot wait 10 or 20 more years to deal with this problem.

COMMENT: I have been involved with trucking in Lee County for over 35 years, and I currently operate approximately 50 commercial trucks on a daily basis in the county. I have been dealing with the problem of moving through the downtown of Bishopville during my entire career. The addition of the brick curbing over a decade ago to make downtown more attractive has caused the problem to grow worse for trucks and has created many additional hazards for the community as well as the trucks traveling through. I see the number of trucks passing through Bishopville increase every year. Obviously, the problem is going to get worse if something is not done.

RESPONSE: The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments regarding your support for the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Jill McElveen
Phone: (803) 229-2175

Address: 141 Woodside Rd
Email Address: wjclmcelveen@yahoo.com

City, State, Zip Code: Bishopville, SC 29010

COMMENT: I am extremely opposed to the building of this bypass. Either build elsewhere or best option, the NO BUILD alternative.

COMMENT: All the routes will have a direct negative impact on my family (farm). Tearing the fields in half will make it impossible to get the equipment to work and interrupt the irrigation pivots – six of the expensive ones my husband has worked hard to obtain. Farming is not just a business that can up and move; and it isn't just a job for my husband. Please do not take that away from us. My family is living in our most desired home location, we love our little spot.

COMMENT: It seems like there is a lot of wetlands, being forested or freshwater that you will need to go through. Is that good for the environment? Routes on the other side of town do not disrupt as much as these routes seem to nor would they need costly bridges or overpasses or exit/entrance ramps. Just because there is money set aside, doesn't mean you have to blow it on an unnecessary and environmentally unfriendly building of a bypass.

COMMENT: The town is working hard to build up our town, bringing new businesses downtown. Bypassing that would be a shame.

COMMENT: Please listen to the ones that it will have the most negative impact on. You are going to send people out of Lee County if you build that bypass where it negatively affects the most people. Please listen to the people of this town.

COMMENT: I am not sure who is pushing this bypass, I feel sure that someone or several people are going to benefit financially from this project. I feel that letting these few benefits by hurting so many others are absurd.

COMMENT: The last time I saw the "car counter" strips in the roads, there was construction on the I-20 overpass so there was more traffic of all types of vehicles coming through Bishopville. I am not convinced in the data about the number of 700 large trucks stated.

RESPONSE: SCDOT appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments regarding your support for the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic

volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Initial traffic-modeling indicated that alternatives on the west side of Bishopville would not address truck traffic downtown and are therefore no longer being considered. SCDOT will make every effort to avoid and/or minimize impacts, including impacts to farmland and irrigation systems, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

In response to your concerns about traffic counts along Main Street, the traffic data for this project was collected in September and October of 2015, and the lane closures during the I-20 overpass construction occurred between May 2016 and November 2016.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Sandra Mixon	Address:	City, State, Zip Code:
Phone:	Email Address: smixonfam@aol.com	

COMMENT: A bypass is not beneficial to Bishopville. So my hope is that the decision reached will be “No Build.”

COMMENT: Building this bypass will hurt the Lee County farmers as it cuts thru their farmland.

COMMENT: The proposed bypass goes thru wetlands disturbing the environment.

COMMENT: Property owners are highly upset.

COMMENT: SC highways are not currently being maintained and you want to add more than will need maintenance.

COMMENT: A bypass will also be used by cars, thereby eliminating traffic thru Bishopville. The Town is working hard to retain and build the business they have and to start new businesses.

RESPONSE: SCDOT appreciates your continued participation in the Bishopville Truck Route planning process. Your comments in support of the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to residences and landowners, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Wendy Logan
Phone:

Address:
Email Address: wmlogan89@gmail.com

City, State, Zip Code:

COMMENT: I am in favor of no truck route at all for Lee County. Of the three possible routes proposed, they will affect me personally. Of the three possible routes proposed, one goes on top of my house and the other two go through my front yard and across my property. These routes not only affect me, but also my sister and parents' houses as well as our family business. We are in the timber business and know the value of what our property is worth. If we were compensated for our house by the state, we would not build or relocate in Lee County nor would we keep our business here and it has been located here since the 1960s.

RESPONSE: SCDOT appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments in favor of not building the project have been recorded and will be carefully considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

In response to your concerns about your home and business, SCDOT will make every effort to avoid impacts, including residential and commercial impacts, where feasible. In the event that it is necessary to acquire your property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970. This would include assistance reestablishing your business.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Marsha Hewitt
Phone:

Address: 4900 St. Charles Rd
Email Address: mhewitt1@ftc-i.net

City, State, Zip Code: Bishopville, SC 29010

COMMENT: I think a bypass around Bishopville is a bad idea as well as an enormous waste of government money. Most importantly, the people of Lee County have repeatedly rejected the idea of a bypass.

COMMENT: Over the past 40 years, other cities have constructed bypasses or truck routes: Sumter, Lynchburg, Florence, Hartsville, Pageland, Cheraw, and Summerton... the list goes on and on. Without exception, each of these towns LOST business as traffic was diverted around the business district, even in towns that spent millions of dollars to revitalize their downtowns. Traffic will follow the path of least resistance, so travelers will bypass downtown entirely. We need tourists!

COMMENT: The proposed routes, wherever they are – will take farmland out of production and pave over wetlands. People's property will be seized.

COMMENT: New intersections will add confusion to what is now a straight route through town.

COMMENT: Our downtown is only a few blocks long, and trucks take mere minutes to go through town. It makes no sense to build a multimillion-dollar route around it. More and more trucks are opting to travel on I-95 which roughly parallels US 15. One astute citizen pointed out that trucks come downtown to avoid the weigh stations on the interstate. Has anyone looked at that?

RESPONSE: SCDOT appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments against the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Ongoing traffic studies are being conducted to model traffic volumes and truck origins and destinations. SCDOT will make every effort to avoid and/or minimize impacts, including impacts to farmland and wetlands, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Dana Mixon	Address: 50 Mixon Dr	City, State, Zip Code: Bishopville, SC 29010
Phone:	Email Address: danammixon@yahoo.com	

COMMENT: Having a bypass encourages all traffic to divert going through downtown. This seems counterproductive to the development of our town.

COMMENT: The bypass goes through wetlands and farmland that farmers are using to make a living.

COMMENT: In favor of a "NO BUILD" alternative. The negative factors of a bypass far exceed any good a bypass will bring.

RESPONSE: SCDOT appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments in favor of a no-build option have been recorded and will be carefully considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to farmland and wetlands, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Willis J. Woodham	Address: 117 Hillbrook Dr	City, State, Zip Code: Spartanburg, SC 29307
Phone:	Email Address: pollywoodham2@gmail.com	

COMMENT: Building a bypass around Bishopville sounds like a good idea initially, but if one thinks about it, the idea stinks. There is already an existing by-pass in I-20.

COMMENT: With the town in such a poor economic state, we need people to be coming to and through town. If more people are sent around the middle of town and Main Street, we will not see the new businesses that are just getting established grow. There will not be more commerce coming to Bishopville. People will jump on the by-pass and miss the historic downtown area. If we are to grow our town, we need to encourage people to actually come into town, stop, eat, lunch, shop and see what we have to offer. Building the by-pass will encourage the opposite.

COMMENT: SC's roads are in terrible condition and the money should be used to repair the existing poor roads, not build one that is a bad and expensive idea.

COMMENT: Taking land out of production for crops is a very bad idea. We need more farmers using the land in the way we have used it for over a century. The world's population is booming and crops need to be planted in order to support the masses, as well as the farmers in Lee County.

COMMENT: Paving over wetlands will disturb wildlife and possibly cause problems for hunters and those who enjoy the beautiful areas around Lee County. The environmental impact will be devastating to the community and to the wildlife.

RESPONSE: SCDOT appreciates your continued participation in the Bishopville Truck Route planning process Your comments opposing the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including impacts to farmland and the environment, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Janine Beasley Phone: (843) 332-7363	Address: Email Address: jbeasleyrn@gmail.com	City, State, Zip Code:
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COMMENT: The data supports the traffic is stagnant from the beginning of this collection to current time. We have the data that is from start to finish and the recommendations from several SCDOT overseeing the project is NOT build. The data does not support this project and environmental impact. DO NOT BUILD.

COMMENT: This proposed truck route is a waste of taxpayer money. There are other worthy infrastructure needs in South Carolina that deserve the time, money, and resources that this project has already consumed and to waste more on this project is illogical and misuse of state and federal funds.

RESPONSE: SCDOT appreciates your continued participation in the Bishopville Truck Route planning process Your comments opposing the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

An alternative-level traffic analysis was conducted on the build and no-build alternatives, and the estimated average daily truck traffic for the no-build alternative is 1,500 trucks on Main Street in 2045, which indicates a need for the project.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Unknown Phone:	Address: Email Address:	City, State, Zip Code:
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COMMENT: 1. Keep the road as far away from Dogwood Drive/James Street neighborhood.

COMMENT: 2. I don't want to see anyone lose their home.

COMMENT: 3. 110-foot fence at Prison because of contraband at prison.

COMMENT: 4. Need light at Wisacky and Bypass. Stop sign is not enough.

Name: Walter & Patricia Lucas
Phone: (803) 484-5883

Address: 324 Cousar St
Email Address:

City, State, Zip Code: Bishopville, SC 29010

COMMENT: Bishopville Main Street is to[o] narrow for trucks. Cousar and Davis, check truck route DOT need[s] to control the area more. Trucks are traveling at 45 to 50 miles [per hour (mph)], too fast for the area.

RESPONSE: The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments regarding your support for the project have been recorded and will be considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Mattie Westry
Phone: (843) 332-4104

Address: 521 James St
Email Address:

City, State, Zip Code: Bishopville, SC 29010

COMMENT: Need noise barrier; child-protection, speed control.

RESPONSE: SCDOT appreciates your participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. SCDOT will make every effort to avoid and/or minimize impacts, including noise and safety impacts, where feasible. Your comments requesting a noise barrier, child-protection, and speed control have been recorded and will be carefully considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Kay Stuckey
Phone: (803) 983-7417

Address: 68 Dixon Dr
Email Address: rdstuckey@sc.rr.com

City, State, Zip Code: Bishopville, SC 29010

COMMENT: I am aggravated by how long this has taken. I don't care what you do, just get on with it. The red and blue corridors would affect my property. I have been waiting to sell my house since 2010 - almost 10 years. I need to move for health reasons but cannot sell if a road is coming through. I don't know what to do.

RESPONSE: SCDOT appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your concerns regarding the project timeline have been recorded and will be considered by the SCDOT. The project is moving ahead and SCDOT is in the process of evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

In response to your concerns about the potential impacts to your property, SCDOT will make every effort to avoid and/or minimize impacts, including residential impacts, where feasible. In the event that it is necessary to acquire property, relocation assistance will be offered to you in compliance with the Uniform Relocation and Acquisition Act of 1970.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Joyce Bramlett Phone:	Address: 219 North Heyward St Email Address:	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: Would you please send us a copy of the map for the proposed routes?

RESPONSE: The South Carolina Department of Transportation (SCDOT) appreciates your participation in the Bishopville Truck Route planning process. SCDOT has identified the build alternatives that will be evaluated further in a draft environmental impact statement (DEIS). Attached is a map illustrating the build alternatives that are being considered (please note that a no-build alternative is being considered as well).

Thank you for your continued interest in the project. For maps of the alternatives, more information, and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Vance E. Stover Phone: (803) 428-5353	Address: 1890 Stokes Bridge Rd Email Address: vesyad@ftc.net	City, State, Zip Code: Bishopville, SC 29010
--	---	---

COMMENT: Alternative N on the northeast side of the project is a NO, unless it connects directly to highways 341 (Bethune highway) and 15/34. The most viable and usable would be Alternative T or Alternative I to the south side of Bishopville and Alternative I and/or Alternative N to Highway 15 in the south. If Alternative I or Alternative N are cost prohibitive because of wetlands, then go for Alternative T to connect to highway 15. I think this would be the least desirable because of where it would connect to Highway 15 on SW side near cemetery and Broad Acres.

COMMENT: Any improvement that would take garbage hauling trucks, turkey/chicken litter hauling trucks, stone/asphalt hauling trucks, logging trucks and numerous trucks trying to make a tight turn in middle of town is a positive.

COMMENT: The odors are overwhelming from chicken/turkey litter trucks when they stop and park. There are horrible odors from these trucks and from numerous refuse/garbage trucks going to Lee County Landfill.

COMMENT: Numerous times while sitting at the traffic light at the corner of highways 15 and 341 (Church St), I had to put vehicle in reverse and back up so tractor-trailers could make the turn. The tractor-trailers CANNOT make the turn safely without more room.

COMMENT: The owners expressing concerns about the truck bypass taking customers away are rarely open for business.

COMMENT: Don't bother installing a bike lane. It is NOT safe to ride a bicycle along any South Carolina highway. Too many inebriated and distracted drivers.

COMMENT: The main concern that I have about building a truck bypass is maintaining the road. Lee County gets very little revenue from SCDOT to maintain roads already in existence. I am of the opinion that the truck bypass SHOULD be built to eliminate truck traffic through Bishopville and alleviate issues that I see every day. But, PLEASE provide the local DOT with resources to maintain the road!

RESPONSE: SCDOT appreciates your participation in the Bishopville Truck Route planning process, your attendance at the public information meeting, and detailed comments. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Carrie L. Gass Phone: (803) 484-6608	Address: 630 E. Church St Email Address:	City, State, Zip Code: Bishopville, SC 29010
---	---	---

COMMENT: I do not object to the Truck Route. I do oppose the locations due to the following reasons: 1. Safety - This route will greatly increase traffic which will have a negative impact on the schools and neighborhoods. There are two schools with the possibility of a third in the near future, as well as homes and farms. 2. Noise - Some families will have to relocate and leave the only home they have ever known. 3. Economics - Based on what happened to Lynchburg, Mayesville and surrounding towns, Bishopville will become a ghost town.

RESPONSE: The South Carolina Department of Transportation (SCDOT) appreciates your continued participation in the Bishopville Truck Route planning process and your attendance at the public information meeting. Your comments about locations of the alternatives due to safety, noise, and economics have been recorded and will be carefully considered by the SCDOT. Your input will assist the SCDOT in evaluating the proposed build alternatives further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the potential adverse and beneficial effects of the build alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in technical studies and in the DEIS, which is projected to be released for public review in the spring of 2020.

SCDOT will make every effort to avoid and/or minimize impacts, including noise impacts and impacts on schools and neighborhoods, where feasible. In the event that it is necessary to acquire property, relocation assistance will be available in compliance with the Uniform Relocation and Acquisition Act of 1970. Ongoing traffic studies will determine the control warranted at proposed intersections.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.

Name: Willie Mae Muldrow Phone: (803) 484-6860	Address: 322 Cousar St Email Address:	City, State, Zip Code: Bishopville, SC 29010
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COMMENT: 1). I was told at the August 22, 2019, meeting all maps are computer generated. Please generate a map which shows Lee Central Middle School, Lee Central High School, and Lee Correctional Institution. Also, include the total number of live at each.

COMMENT: 2). In using information please show maps using Browntown Road and Lee State Park Road which were built and designed for truck traffic. In using these roads, it will help save money and time.

COMMENT: 3). When will a study be generated using signs to direct truck traffic to use Exit 120 to 123 to US 15 N? All traffic head[s] to Hwy 341 (Bethune Hwy) you published "Alternative C"?

COMMENT: 4). My primary concern is the number of students entering and exiting Lee Central Middle and High Schools. Please bear in mind the amount of bus traffic, students, driving to and from school and cars transporting students on a daily basis. Also, on visitation days at Lee Correctional Institution. I cannot recall any information being given as to the amount of traffic at these locations.

COMMENT: 5). It is most obvious that the east side of Bishopville is heavily burdened with truck traffic whether it is downtown or taking short cuts through residential areas, where there are no sidewalks and in some areas no room to walk facing oncoming traffic. A closer look at the western side of Bishopville does not have the traffic congestion, will be safer, financially feasible, less wetlands and certainly will not impact as many lives.

COMMENT: 6). I ask that SCDOT take a much closer look at the proposed routes and in good faith do what is right for everyone. Remember, you are holding the lives of many in the palm of your hand. I am speaking up because CHILDREN CANNOT.

RESPONSE: SCDOT appreciates your participation in the Bishopville Truck Route planning process. Your comments regarding the burden the alternatives could place on the east side of Bishopville and your reminder to consider future impacts have been recorded and will be carefully considered by the SCDOT. SCDOT conducted a comprehensive alternative-screening process and identified build alternatives that are expected to meet the project purpose of reducing truck traffic downtown. Initial traffic-modeling indicated that alternatives on the west side of Bishopville would not address truck traffic downtown and are therefore no longer being considered.

The proposed build alternatives will be evaluated further in a draft environmental impact statement (DEIS). Over the next couple of months, the project team will be modeling traffic volumes, performing fieldwork to assess impacts on natural resources, and collecting data in order to assess the effects of the alternatives and a no-build alternative. The findings from this fieldwork and analysis will be documented in detail in the technical studies and in the DEIS, which is projected to be released for review in the spring of 2020.

The area you mentioned was not shown on the maps at the public information meeting because it is outside the project area, but the community and economic impact assessment study areas have been expanded to include this area, and the project team will be assessing potential economic and community impacts in technical studies and in the DEIS.

As far as signs restricting trucks on certain roadways, that is a local ordinance issue. We encourage you to share your concerns and suggestions with your local elected officials.

Thank you for your continued interest in the project. For more information and project updates, please visit the project website at: <https://www.scdot.org/inside/BishopvilleTruckRoute/>.



APPENDIX C-4. ADDITIONAL OUTREACH

NOTICE TO CITIZENS OF LEE COUNTY: Pursuant to the South Carolina Eminent Domain Procedure Act, Section 28-2-70(c), Code of Laws of South Carolina, 1976, as amended, notice is hereby given that entry by personnel of the South Carolina Department of Transportation (SCDOT) will be made in the area described below for such purposes as topographic surveys, subsurface exploration, environmental related studies, and for the gathering of any other data necessary for the planning, development of location alternatives, design, property acquisition, and construction of road and bridge replacement projects.

The purpose of the proposed Bishopville Truck Route Project is to evaluate options to address truck traffic traveling through the City of Bishopville, located in Lee County. The project study area is roughly defined by the area bordered by the intersection of Lowell Road and Lucknow Road in the northwest, the intersection of US 15 and Lee State Park Road in the northeast, the I-20 and Wisacky Road interchange in the southeast, and the I-20 and Sumter Highway interchange in the southwest. Both build options and a no-build option will be evaluated.

For more information on the project, please contact the SCDOT Project Manager Jacob Meetze, P.E., at (803) 737-1037 in Columbia, South Carolina.

LEE COUNTY OBSERVER

WEDNESDAY, OCTOBER 23, 2019

From: [Michael Rogers](#)
To: [Jim Beck](#)
Cc: [Kenneth Whisenant](#); [Kristen Maines](#); [John Atkinson](#)
Subject: RE: Proposed Bishopville Truck Route
Date: Wednesday, February 19, 2020 9:13:47 AM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Jim,

We believe that proposal #1 would best suit the operational needs of the RR. We would just like to see no additional crossings added along the line and this option appears to tie in to the existing McGuirt and St. Charles roads.

Thanks

From: Jim Beck <jbeck@drmp.com>
Sent: Tuesday, February 18, 2020 3:05 PM
To: Michael Rogers <michael.rogers@gwrr.com>; John Atkinson <john.atkinson@gwrr.com>
Cc: Kenneth Whisenant <kenneth.whisenant@gwrr.com>; Billy Tucker <btucker@gwrr.com>; Kristen Maines <KMaines@drmp.com>
Subject: RE: Proposed Bishopville Truck Route

Good afternoon all,

I'm checking in to see if you have any additional questions or comments as it relates to the proposed Bishopville Truck Route project and the exhibits we've forwarded. Your input is a valuable and important part of the decision-making process to identify a preferred alternative. Thanks.

Jim Beck, PE, AICP, ENV SP
Vice President
Main: 704.332.2289 | Direct: 980.229.4100
jbeck@drmp.com

DRMP, Inc.
4235 South Stream Blvd.
Suite 150, Charlotte, NC 28217

From: Jim Beck
Sent: Monday, February 10, 2020 5:25 PM
To: Michael Rogers <michael.rogers@gwrr.com>; John Atkinson <john.atkinson@gwrr.com>
Cc: Kenneth Whisenant <kenneth.whisenant@gwrr.com>; Billy Tucker <btucker@gwrr.com>; Kristen Maines <KMaines@drmp.com>
Subject: RE: Proposed Bishopville Truck Route

Michael,

The intentions for Academy Road depend upon the build alternative. There are no intentions to close Academy Road or remove the existing at-grade crossing on Academy Road with any of the alternatives. However, there are alternatives that include additional connections to Academy Road from the proposed truck route. There are also alternatives that include proposed modifications to the existing at-grade crossings on nearby Dixon and McGuirt. I've added a few additional notes to the previously distributed exhibits (attached) to hopefully provide additional clarity regarding existing and proposed at-grade crossings under the different build alternatives being considered. Let me know if you have any additional questions or request additional information. Thanks.

Jim Beck, PE, AICP, ENV SP

Vice President

Main: 704.332.2289 | Direct: 980.229.4100

jbeck@drmp.com

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4235 South Stream Blvd.

Suite 150, Charlotte, NC 28217

From: Michael Rogers <michael.rogers@gwrr.com>

Sent: Thursday, February 6, 2020 11:00 AM

To: Jim Beck <jbeck@drmp.com>; John Atkinson <john.atkinson@gwrr.com>

Cc: Kenneth Whisenant <kenneth.whisenant@gwrr.com>; Billy Tucker <btucker@gwrr.com>

Subject: RE: Proposed Bishopville Truck Route

Jim,

We are discussing the options on what impacts this will have to RR operations and have a questions. What are the intentions for Academy Road ? Will it remain open or could some of the options replace this road ?

From: Jim Beck <jbeck@drmp.com>

Sent: Wednesday, February 5, 2020 1:26 PM

To: John Atkinson <john.atkinson@gwrr.com>

Cc: Kenneth Whisenant <kenneth.whisenant@gwrr.com>; Billy Tucker <btucker@gwrr.com>;

Michael Rogers <michael.rogers@gwrr.com>

Subject: RE: Proposed Bishopville Truck Route

Good afternoon John,

I am following up to see if there has been any discussion or if there are any questions pertaining to the project and the information that was distributed. Feel free to contact me at your convenience to discuss or share any questions, comments or concerns. Thanks.

Jim Beck, PE, AICP, ENV SP

Vice President

Main: 704.332.2289 | Direct: 980.229.4100

jbeck@drmp.com

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4235 South Stream Blvd.

Suite 150, Charlotte, NC 28217

From: John Atkinson <john.atkinson@gwrr.com>

Sent: Wednesday, January 22, 2020 2:44 PM

To: Jim Beck <jbeck@drmp.com>

Cc: Kenneth Whisenant <kenneth.whisenant@gwrr.com>; Billy Tucker <btucker@gwrr.com>;
Michael Rogers <michael.rogers@gwrr.com>

Subject: FW: Proposed Bishopville Truck Route

Jim,

Thanks for the information. I have copied several of our company managers, they will forward to others within the company.

Thanks,

John Atkinson

From: Jim Beck <jbeck@drmp.com>

Sent: Wednesday, January 22, 2020 2:09 PM

To: John Atkinson <john.atkinson@gwrr.com>

Cc: Kristen Maines <KMaines@drmp.com>; Kimberly Bereis <KBereis@drmp.com>; Shawn Blanchard <SBlanchard@drmp.com>

Subject: Proposed Bishopville Truck Route

Mr. Atkinson,

Per our earlier conversation, attached are the conceptual designs for the twelve build alternatives currently being considered for the referenced SCDOT improvement project. The concept alternatives are attached in both KMZ (Google Earth) and PDF format. SCCR input is an important part of the evaluation of these alternatives that will help identify the preferred alternative. Please review the attached and provide us with any questions, comments, or additional information that would be helpful in the assessment of these alternatives. Thanks.



Jim Beck, PE, AICP, ENV SP

Vice President

Main: 704.332.2289 | Direct: 980.229.4100

jbeck@drmp.com

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From: [Kristen Maines](#)
To: [Kristen Maines](#)
Subject: RE: SCDOT Proposed Bishopville Truck Route Project - Stakeholder Input Request: Robert E. Lee Academy
Date: Tuesday, September 29, 2020 1:15:20 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image009.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)

FYI.



Kimberly Bereis, AICP
NC Area PD&E Manager

Main: 704.332.2289 | Direct: [980.337.2992](tel:980.337.2992) | Cell: [704.604.5883](tel:704.604.5883)
kbereis@drmp.com

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4235 South Stream Boulevard, Suite 150, Charlotte, NC 28217



From: Brad Bochette <bbochetterel@gmail.com>
Sent: Tuesday, June 23, 2020 12:14 PM
To: Kimberly Bereis <KBereis@drmp.com>
Cc: Zan <tomlinson1@ftc-i.net>
Subject: RE: SCDOT Proposed Bishopville Truck Route Project - Stakeholder Input Request: Robert E. Lee Academy

Kimberly,

I presented your proposal to our Board last night at our monthly meeting. Their input at this time is that they are not in favor of such a truck route due to the congestion that already exists around our property with large trucks coming in to the Coke Plant as well as to Ardagh. In addition, Coca Cola bought out Cousar Street several years ago, which has limited the access to our campus. If this route becomes a reality, we will have no choice but to be accepting of it. However, at this time, we as a school do not stand in support of the proposal.

Thank you for allowing us to provide our input.

Brad Bochette
Head of School
Lee Academy

Sent from [Mail](#) for Windows 10

From: [Kimberly Bereis](#)
Sent: Tuesday, June 16, 2020 1:35 PM
To: [Brad Bochette](#)
Cc: [Patricia Watson](#); [Zan](#); [Meetze, Jacob M.](#); [Amado, Bener](#); [Kristen Maines](#)
Subject: RE: SCDOT Proposed Bishopville Truck Route Project - Stakeholder Input Request: Robert E. Lee Academy

Good afternoon, Brad. Just checking in to see if RELA can provide input this week. Please feel free to reach out if you have any questions of if you'd like to set up a conference call to discuss.

Thank you,



Kimberly Bereis, AICP
NC Area PD&E Manager

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kbereis@drmp.com

DRMP, Inc.



From: Kimberly Bereis

Sent: Thursday, June 4, 2020 6:20 PM

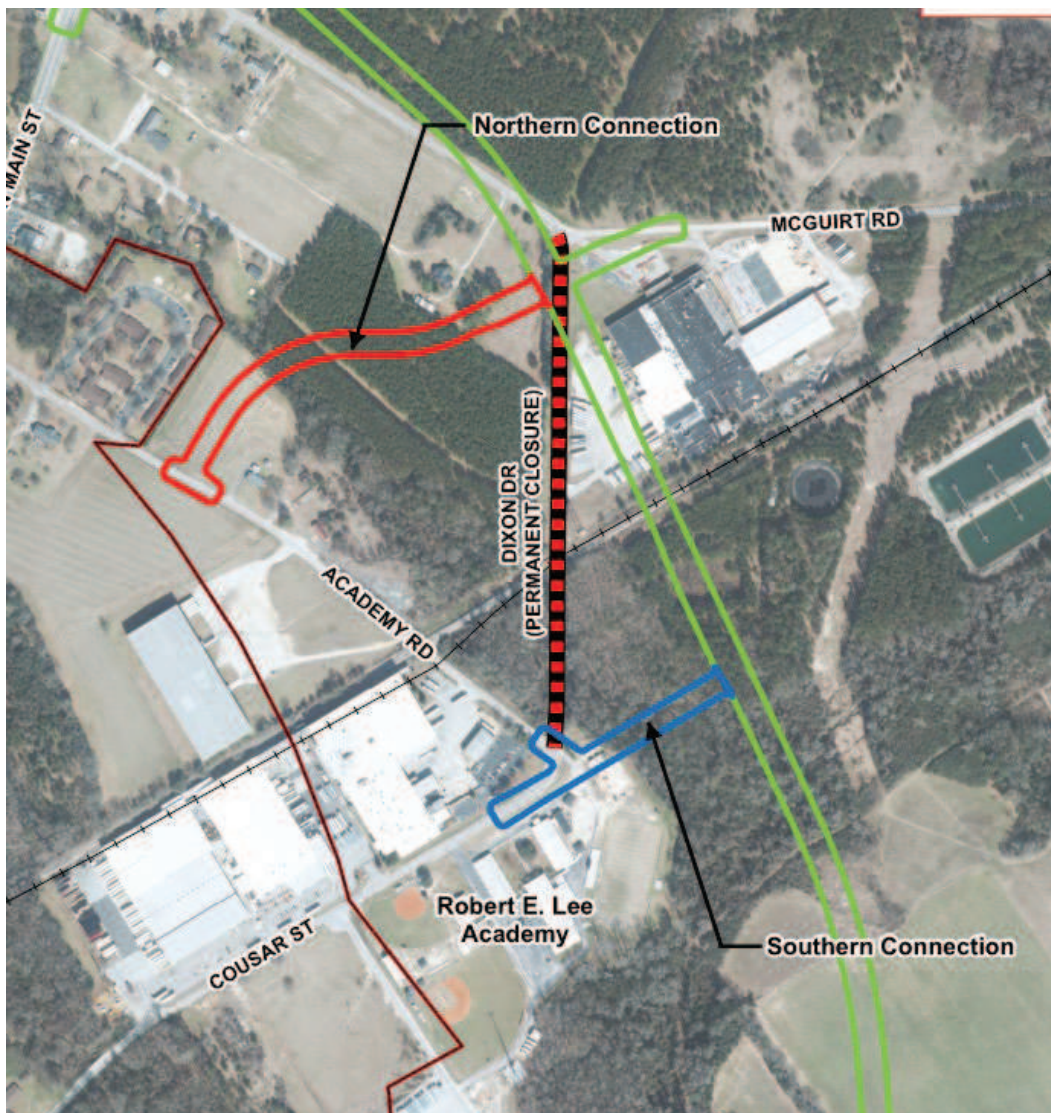
To: Brad Bochette <bbochetterel@gmail.com>

Cc: Patricia Watson <mwatsonrel@gmail.com>; Zan <tomlinson1@ftc-i.net>; Meetze, Jacob M. <MeetzeJ@scdot.org>; Amado, Bener <AmadoB@scdot.org>; Kristen Maines <KMaines@drmp.com>

Subject: RE: SCDOT Proposed Bishopville Truck Route Project - Stakeholder Input Request: Robert E. Lee Academy

Hello, Brad. I hope you're settling into your new position. As I mentioned, SCDOT is in the process of selecting a Preferred Alternative for the proposed project and is working to complete an environmental document. The proposed route could include a connection from the new roadway to Academy Road (see Northern Connection option below in **red**) since Dixon Drive would be closed as part of the proposed project (beginning at McGuirt Road, as shown in the red/black hatching). Based on input received since the August 2019 public information meeting, SCDOT is also considering another option to reconnect access: a connection to the south at Cousar Street/Academy Road (see Southern Connection option below in **blue**). **Because of the proximity of the southern connection to the school, we would appreciate your input on which connection the school would prefer.**

Thank you for your time. Please let me know if you have any questions or if you need additional information for identifying your preference.





Kimberly Bereis, AICP
NC Area PD&E Manager

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kbereis@drmp.com

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4235 South Stream Blvd. Suite 150, Charlotte, NC, 28217



From: Kimberly Bereis

Sent: Tuesday, May 26, 2020 10:35 AM

To: Brad Bochette <bbochette@gmail.com>

Cc: Patricia Watson <mwatsonrel@gmail.com>; Zan <tomlinson1@ftc-i.net>; Meetze, Jacob M. <MeetzeJ@scdot.org>; Amado, Bener <AmadoB@scdot.org>; Kristen Maines <KMaines@drmp.com>

Subject: RE: SCDOT Proposed Bishopville Truck Route Project - Stakeholder Input Request: Robert E. Lee Academy

Thank you. We look forward to hearing from you then. Best wishes in your new post!

Kimberly Bereis, AICP

NC Area PD&E Manager

Main: 704.332.2289 | Direct: 980.337.2992 | Cell: 704.604.5883

KBereis@drmp.com

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Suite 150, Charlotte, NC 28217

From: Brad Bochette <bbochette@gmail.com>

Sent: Friday, May 22, 2020 11:52 AM

To: Kimberly Bereis <KBereis@drmp.com>

Cc: Patricia Watson <mwatsonrel@gmail.com>; Zan <tomlinson1@ftc-i.net>

Subject: Re: SCDOT Proposed Bishopville Truck Route Project - Stakeholder Input Request: Robert E. Lee Academy

Kimberly,

I will be assuming my duties at REL on June 1. I will review your DEIS, get some input from our stakeholders, and reply to you after I take my post. Thank you for your understanding.

Brad Bochette

On Fri, May 22, 2020 at 8:53 AM Kimberly Bereis <KBereis@drmp.com> wrote:

Good morning. I hope this email finds you all well. We are in the process of completing a draft environmental impact statement (DEIS) for the Bishopville Truck Route Project. I was checking in to see when you think you may have a chance to provide feedback? We've received feedback about the two connection options below from other major stakeholders in the area (Coke and Ardagh) and we look forward to hearing from you. Please let me know if you have any questions or need additional information. We'd be happy to set up a conference call at your convenience.

Thank you for your time and input.

Kimberly Bereis, AICP

NC Area PD&E Manager

Main: 704.332.2289 | Direct: 980.337.2992 | Cell: 704.604.5883

KBereis@drmp.com

DRMP, Inc.

4235 South Stream Blvd.
Suite 150, Charlotte, NC 28217

From: Kimberly Bereis

Sent: Wednesday, April 29, 2020 8:11 PM

To: 'tomlinson1@ftc-i.net' <tomlinson1@ftc-i.net>; 'bbochette@gmail.com' <bbochette@gmail.com>; 'Patricia Watson' <mwatsonrel@gmail.com>

Cc: Kristen Maines <KMaines@drmp.com>; 'Meetze, Jacob M.' <MeetzeJ@scdot.org>; 'Amado, Bener' <AmadoB@scdot.org>; Jim Beck <jbeck@drmp.com>; Shawn Blanchard <SBlanchard@drmp.com>
Subject: SCDOT Proposed Bishopville Truck Route Project - Stakeholder Input Request: Robert E. Lee Academy

Maria, thank you again for speaking with me and providing contact information for the Board Chairman (Zan Tomlinson) and incoming Head of School (Brad Bochette).

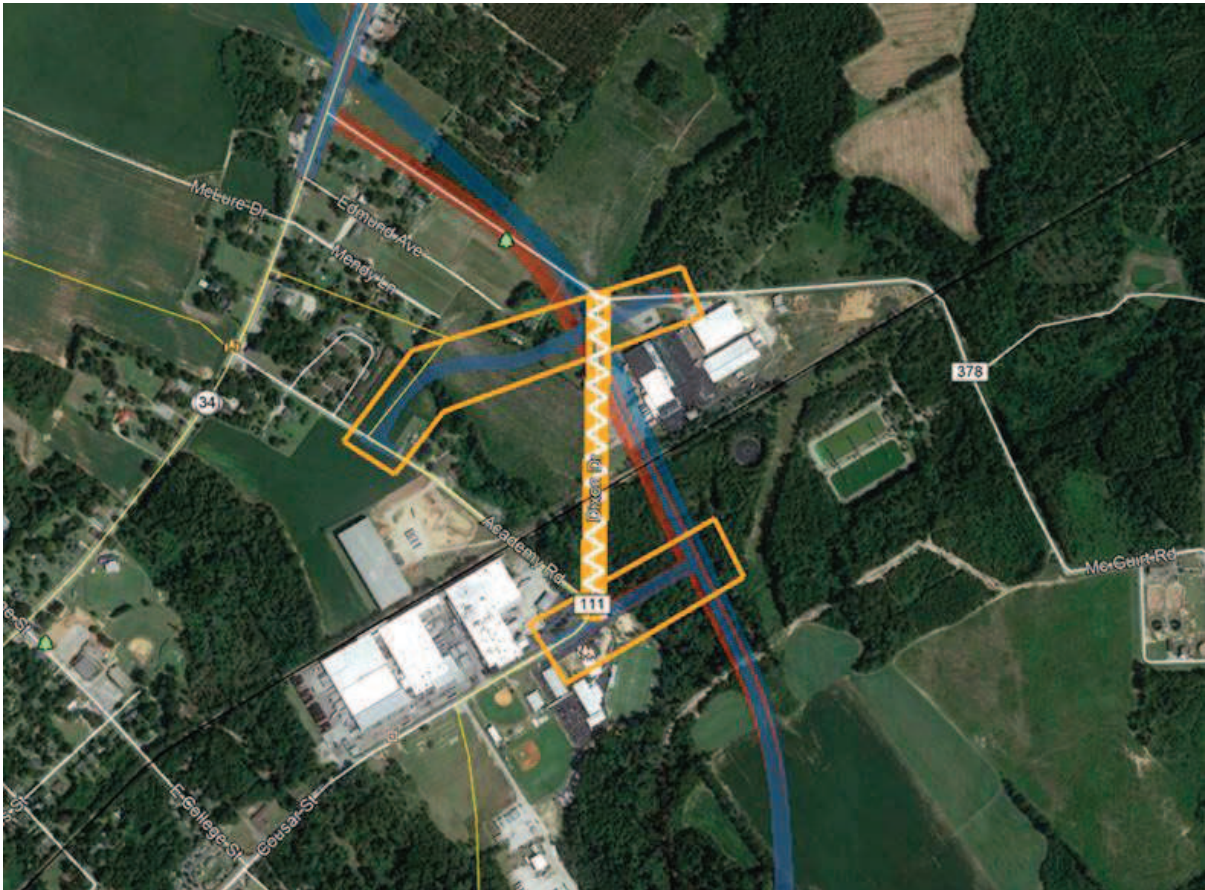
Chairman Tomlinson and Mr. Bochette:

I'm an engineering/planning consultant and am contacting you on behalf of the South Carolina Department of Transportation (SCDOT). SCDOT is evaluating alternatives for the proposed Bishopville Truck Route Project in an Environmental Impact Statement (EIS). Attached is the public meeting handout from August 2019 that included the alternatives. As shown at the public meeting, options "N" (red) and "T" (blue) would include a connection from the new roadway to Academy Road (see northern option below/2nd attachment) since Dixon Drive would be closed as part of the proposed project (beginning at McGuirt Road, as shown in the yellow/white hatching). Based on input received since the public information meeting, SCDOT is also considering another option to reconnect access: a connection to the south at Cousar Street/Academy Road (see southern option below/2nd attachment).

Please share and discuss these two options with appropriate staff and provide us with feedback. We've also reached out to Ardagh Beverage (formerly Rexam Beverage Can Americas) and South Atlantic Canners (Coke) in order to gather as much input as possible from stakeholders in the area. We are in the process of drafting the EIS, so we'd appreciate your feedback as soon as possible.

Please do not hesitate to contact me for further information or questions. We can set up a conference call to discuss this and would be glad to meet in person when circumstances change.

Thank you so much for your time and input. Please stay healthy.



Kimberly Bereis, AICP



NC Area PD&E Manager

Main: 704.332.2289 | Direct: 980.337.2992 | Cell: 704.604.5883

KBereis@drmp.com

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4235 South Stream Blvd.
Suite 150, Charlotte, NC 28217

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Kristen Maines

From: Rick Todd <ricktodd@sctrucking.org>
Sent: Monday, October 21, 2019 11:21 AM
To: Kristen Maines
Subject: RE: Proposed Bishopville Truck Route Project

Kristin,

This is what I sent to a handful of organizations whose members may operate trucks or be source points locally.

I hope we get some better feedback.

“Please glance at this and see if you or your constituents have any feedback they’d like to share with the SC DOT.

Share with any fleet or shipper that may be using this route.

I have only heard from two fleets, one local, that suggest it might be problematic if done in phases, and not done completely.

They would have to allow access for local deliveries.

It is expensive, and seems of questionable cost benefit.

I’d welcome your feedback, and feel free to register yours with Kristen directly.”

Thanks

Rick

J. Richards Todd
President & CEO
South Carolina Trucking Association
PO Box 50166, Columbia, SC 29250
2425 Devine St., Columbia, SC 29205
O-803-799-4306 F-803-254-7148 C-803-730-6067
www.sctrucking.org - FB: sctrucking



From: Kristen Maines <KMaines@drmp.com>
Sent: Monday, October 21, 2019 11:04 AM
To: Rick Todd <ricktodd@sctrucking.org>
Cc: 'Meetze, Jacob M.' <MeetzeJ@scdot.org>
Subject: RE: Proposed Bishopville Truck Route Project

Hi Rick:

I just wanted to follow up one more time. We have begun the field studies for the draft environmental impact statement (DEIS) and SCDOT is very interested in your feedback on the project. Have you heard anything from your members? Would you mind sending me a brief email with your thoughts on the project? Since the project is a proposed route for trucks, your input would be much appreciated. We are looking for feedback on the routes (i.e., would you use them and if so or if not, why/why not):

- Truck origin/destination data (past, current, trends/future?)
- The locations of proposed build alternatives
- Issues/concerns with the proposed build alternatives
- Recommendations/suggestions moving forward
- Any other info you feel would be helpful

Thank you. Please let me know if you have questions.

Kristen

Kristen Maines, ENV SP
Senior Environmental Planner

Main: 704.332.2289 | Direct: 980.229.4097

KMaines@drmp.com

DRMP, Inc.

4235 South Stream Blvd.
Suite 150, Charlotte, NC 28217

From: Rick Todd <ricktodd@sctrucking.org>
Sent: Monday, September 23, 2019 12:16 PM
To: Kristen Maines <KMaines@drmp.com>
Subject: RE: Proposed Bishopville Truck Route Project

Kristen,

We have included in our newsletter, and will again.

We have also distributed this to our fellow truck-dependent/operating allied organizations.

Thx

RT

J. Richards Todd
President & CEO
South Carolina Trucking Association
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From: Kristen Maines <KMaines@drmp.com>

Sent: Thursday, September 12, 2019 6:11 PM

To: Rick Todd <ricktodd@sctrucking.org>; Taryn Shekitka-West, IOM, CAE <taryn@sctrucking.org>

Subject: Proposed Bishopville Truck Route Project

Mr. Todd and Ms. Shekitka-West:

My name is Kristen and I am the project manager for the consulting firm (DRMP) that has been hired by SCDOT to do the planning and preliminary design for the Bishopville Truck Route Project

(<https://www.scdot.org/inside/BishopvilleTruckRoute/default.aspx>). Because of your expertise and industry knowledge, I am reaching out to you today to get your thoughts and comments on the proposed project.

As you probably know, over 700 large commercial trucks on average travel U.S. 15/N. Main Street through downtown Bishopville daily, and the proposed route is considered necessary to reduce existing and future truck congestion downtown. The primary purpose of the proposed project is to address future truck traffic traveling through Bishopville, and the secondary purpose is to enhance the economic development of the area.

Over the last year, SCDOT has conducted a comprehensive alternative-screening process—including high-level traffic modeling—and identified three build alternatives (see attachment) that will be evaluated further in a draft environmental impact statement (DEIS). We would appreciate your input on the following:

- Truck origin/destination data (past, current, trends/future?)
- The locations of proposed build alternatives
- Issues/concerns with the proposed build alternatives
- Recommendations/suggestions moving forward
- Any other info you feel would be helpful

Please reply to this email or give me a call at your earliest convenience. Thank you so much and I look forward to speaking with you!

Kristen



Kristen Maines, ENV SP
Senior Environmental Planner

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From: [Kimberly Bereis](#)
To: [Santoscoy, Troy](#)
Cc: [Kristen Maines](#)
Subject: RE: Stakeholder Input Request - Coca-Cola
Date: Wednesday, May 6, 2020 8:50:59 AM
Attachments: [image002.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Thank you, Troy.

Stay healthy.

Kimberly Bereis, AICP
NC Area PD&E Manager

Main: 704.332.2289 | Direct: 980.337.2992 | Cell: 704.604.5883
KBereis@drmp.com

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From: Santoscoy, Troy <troy.santoscoy@cokeconsolidated.com>
Sent: Tuesday, May 5, 2020 10:46 AM
To: Kimberly Bereis <KBereis@drmp.com>
Cc: Kristen Maines <KMaines@drmp.com>
Subject: RE: Stakeholder Input Request - Coca-Cola

Kim,

We prefer the shorter one.

Thanks, Troy

From: Kimberly Bereis <KBereis@drmp.com>
Sent: Tuesday, May 5, 2020 10:21 AM
To: Santoscoy, Troy <troy.santoscoy@cokeconsolidated.com>
Cc: Kristen Maines <KMaines@drmp.com>
Subject: RE: Stakeholder Input Request - Coca-Cola

Good morning, Troy.

To clarify, do you prefer the northern connection (the longer one to Academy), or the southern connection (the shorter one to Academy/Cousar)?

Thank you for your feedback!

Kimberly Bereis, AICP
NC Area PD&E Manager

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KBereis@drmp.com

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From: Santoscoy, Troy <troy.santoscoy@cokeconsolidated.com>
Sent: Thursday, April 30, 2020 10:43 AM
To: Kimberly Bereis <KBereis@drmp.com>

Cc: Kristen Maines <KMaines@drmp.com>; Meetze, Jacob M. <MeetzeJ@scdot.org>; 'Amado, Bener' <AmadoB@scdot.org>
Subject: RE: Stakeholder Input Request - Coca-Cola

Kim,

Both options are fine with us, we prefer the blue if given that option.

Thanks, Troy

From: Kimberly Bereis <KBereis@drmp.com>
Sent: Tuesday, April 21, 2020 12:58 PM
To: Santoscoy, Troy <troy.santoscoy@cokeconsolidated.com>
Cc: Kristen Maines <KMaines@drmp.com>; Meetze, Jacob M. <MeetzeJ@scdot.org>; 'Amado, Bener' <AmadoB@scdot.org>
Subject: Stakeholder Input Request - Coca-Cola

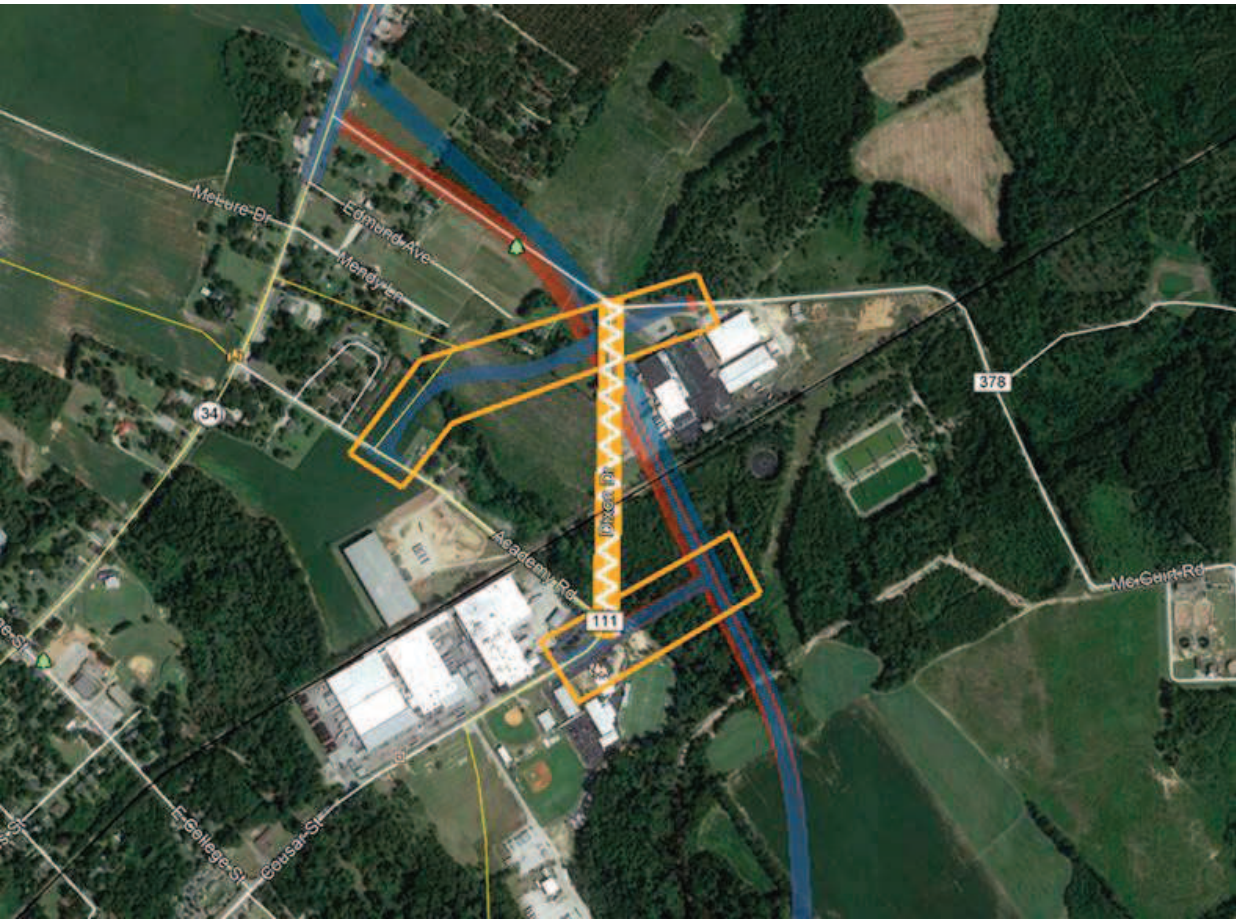
Good afternoon, Troy. I left a voicemail and thought I'd follow up with an email.

SCDOT is evaluating proposed alternatives for the Bishopville Truck Route Project in an Environmental Impact Statement (EIS). I attached the public meeting handout from August 2019 that included the alternatives. As shown at the public meeting, options "N" (red) and "T" (blue) would include a connection from the new roadway to Academy Road (see northern option below/2nd attachment) since Dixon Drive would be closed as part of the proposed project (beginning at McGuirt Road, as shown). Based on input received since the public information meeting, SCDOT is also considering another option to reconnect access: a connection to the south at Cousar Street/Academy Road (see southern option below/2nd attachment).

Please share and discuss these two options with appropriate staff and provide us with feedback. We're also reaching out to Rexam Beverage Can Co. and Robert E. Lee Academy in order to gather as much input as possible from stakeholders in the area. We are in the process of drafting the EIS, so we'd appreciate your feedback no later than April 30th.

Please do not hesitate to contact me for further information or questions. We can set up a conference call to discuss this and would be glad to meet in person when circumstances change.

Thank you so much for your time, Troy. Please stay healthy.



Kimberly Bereis, AICP
NC Area PD&E Manager

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Bishopville Truck Route Project Update

The purpose of the **Bishopville Truck Route Project** is to reduce the amount of truck traffic traveling through downtown Bishopville. The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), has been conducting field investigations and preparing technical studies in order to further evaluate the alternatives presented at the August 22, 2019 Bishopville Truck Route Project **Public Information Meeting**. SCDOT and FHWA are currently in the process of preparing a **Draft Environmental Impact Statement** (DEIS) for the project.

For More Information:
Scan to visit the [website](#) for project news and updates:



Jacob Meetze, PE
SCDOT Project Manager
PO Box 191
Columbia, SC 29202-0191

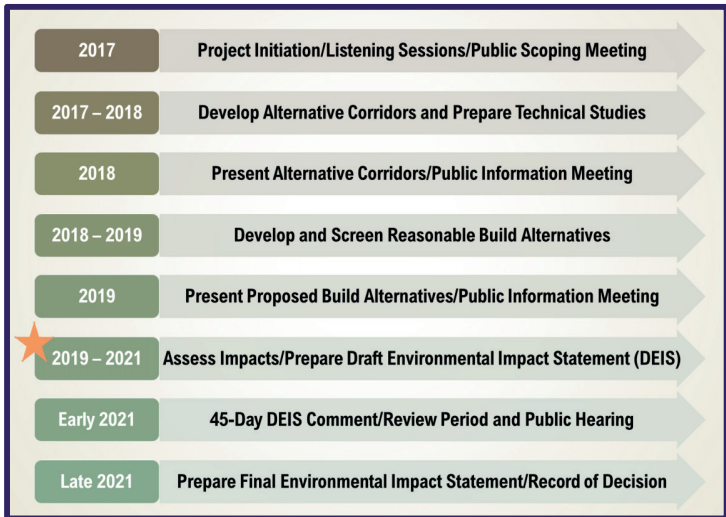
Phone: (803) 737-1037
Email: meetzej@scdot.org

Para obtener más información, llame al (803) 737-2314.

The DEIS will document:

- project purpose and need
- alternatives considered
- area's existing conditions
- potential project effects
- proposed mitigation
- a preferred alternative

After the DEIS is issued for public review in the spring, SCDOT and FHWA will hold a **public hearing** during the **45-day comment period**. The purpose of the public hearing is to give you an opportunity to discuss the project and DEIS with SCDOT and the project team, ask questions, and comment on the DEIS and preferred alternative. **For more information and project updates, please visit:**





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SCDOT Project Manager
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