



APPENDIX D. AGENCY CORRESPONDENCE

D-1. NOTICE OF INTENT AND PROJECT INITIATION

D-2. AGENCY CORRESPONDENCE

D-3. AGENCY COORDINATION EFFORT MEETINGS



APPENDIX D-1. NOTICE OF INTENT AND PROJECT INITIATION



South Carolina
Department of Transportation

July 26, 2013

G. Michael Mikota, Ph.D.
Executive Director
Santee-Lynches Regional Council of Governments
Post Office Box 1837
Sumter, South Carolina 29151

Subject: Bishopville Bypass Environmental Impact Statement (EIS)

Dear Dr. Mikota:

This letter is a follow-up to the Santee Lynches Regional Council of Government (SLRCOG) Transportation Committee Meeting and Board Meeting on Monday, June 3, 2013. After further discussions, both internally and with the Federal Highway Administration (FHWA), we would like to respond to the Board's motion for the South Carolina Department of Transportation (SCDOT) to proceed with the Environmental Impact Statement (EIS) for the Bishopville Bypass.

As we understand, the motion passed on Monday, June 3, 2013, asked SCDOT to begin the development of an EIS on the Bishopville Bypass project. As part of that effort, the motion requested we work together with the Bishopville City Council and Lee County Council with the hope they come to a mutual agreement on the project's purpose and need. The motion also stated that moving forward with the EIS is not contingent upon the City and County councils agreeing on the project's purpose and need, however, it is not possible for SCDOT and FHWA to proceed with the development of an EIS without a viable and mutually acceptable purpose and need statement. The cornerstone of the EIS development is the agreed upon purpose and need statement; it is essentially the starting point of the EIS development. Without that agreement and unity among the project stakeholders there is no clear direction to ensure that the project is being developed in support of a common goal.

During the Transportation Committee meeting, prior to the full Board meeting, I suggested that the motion read that starting the EIS would be contingent upon the City and County coming to an agreement on the purpose and need. After some discussion, the Transportation Committee advanced the motion as currently approved by the Board.

Without an agreement on the purpose and need, there is no additional work SCDOT can complete on this project. I encourage the SLRCOG staff, City, and County officials to come together to discuss and develop an agreeable purpose and need.



G. Michael Mikota, Ph.D.
Page 2
July 26, 2013

SCDOT will be happy to assist in this process, but we are unable to restart development of the project without the City and County's mutual agreement on the project's purpose and need statement.

If you have any further questions on this issue, please don't hesitate to contact Assistant Program Manager Kenneth Johnson at 803-737-1489 or myself at 803 737-7900.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron K. Patton". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Ron K. Patton
Chief Engineer for Planning, Location, and Design

RKP:DE

cc: Mitchell Metts, Director of Preconstruction
Mike Barbee, Pee Dee Regional Production Group Engineer
Bener Amado, Program Manager
Kenneth Johnson, Assistant Program Manager

File: CEPLD/de



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

April 3, 2015

1835 Assembly Street, Suite 1270
Columbia, SC 29201
Office: 803-765-5411
Fax: 803-253-3989

In Reply Refer To:
HDA-SC

Mr. Ron Patton
Chief Engineer for Location and Design
South Carolina Dept. of Transportation
955 Park Street
Columbia, SC 29201

RE: Bishopville Bypass

Dear Mr. Patton:

As you know, our office signed an Environmental Assessment on the Bishopville Bypass project on Sept. 10, 2012. At the Nov. 13, 2012 public hearing on the project, there appeared to be significant public and political controversy that was generated. Hundreds of citizens have voiced their concerns and the Bishopville City Council passed a resolution against the project. Since 2012, the SCDOT and the Santee Lynches Council of Governments have worked diligently to bring both opponents and proponents of the project together. In late 2014, our office was informed of recent developments that showed support for the project. To gauge current public opinion, a public information meeting was held on February 19, 2015. Representatives from our office attended the public meeting to better understand the issues involved.

The results of the February 19, 2015 public meeting show that the community is still very divided over this controversial project. Based on the past three years of continued controversy, the FHWA believes that if the SCDOT chooses to advance this federally-funded project, an Environmental Impact Statement (EIS) needs to be prepared in accordance with 40 CFR 1508.27(b)(4). If the project is further advanced, our office recommends that a Stakeholder Advisory group be established. This group should be formed with membership from the City, the County, and the public at a minimum. The purpose of this Stakeholder Advisory group would be to provide guidance and assistance to SCDOT's project team regarding the purpose and need of the project as well as the Alternatives Analysis. Our office looks forward to the opportunity for continued coordination with your staff on this important project.

Should you need anything further on this project, please contact Patrick Tyndall of my staff at 803-765-5460.

Sincerely,

A handwritten signature in black ink that reads "Richard E. Backlund". The signature is written in a cursive style with a large, prominent initial "R".

Richard E. Backlund
Acting Division Administrator

Cc: Kenneth Johnson, SCDOT
Randy Williamson, SCDOT



**SANTEE
LYNCHES**

Regional Council of Governments

March 27, 2017

Ms. Heather Robbins, AICP
Director of Environmental Services
South Carolina Department of Transportation
955 Park St.
Columbia, South Carolina 29202-0191

Dear Ms. Robbins:

The Santee Lynches Regional Council of Governments (Santee-Lynches), in cooperation with the South Carolina Department of Transportation (SCDOT) previously proposed construction of a truck route in the greater Bishopville area to alleviate truck traffic in downtown Bishopville and complement economic development plans and revitalization efforts for both downtown Bishopville and Lee County.

This project study was paused due to substantial public controversy. Following consultation with the Federal Highway Administration (FHWA) and SCDOT, the Santee-Lynches Board of Directors decided to complete the project study process through an Environmental Impact Statement (EIS) to allow for a Record of Decision (ROD) to be issued for the build or no build scenarios. The Santee-Lynches Board of Directors has continued to affirm support for completing the project study process.

Santee-Lynches will coordinate with FHWA and SCDOT on the next steps for the project. This letter serves as a notice of Santee-Lynches' support for development of the EIS from issuance of the project's Notice of Intent (NOI) to the Final Environmental Impact Statement (FEIS) and ROD.

Sincerely,

G. Michael Mikota, Ph.D.
Executive Director

RECEIVED
MAR 31 2017
Environmental Management
SCDOT



South Carolina
Department of Transportation

April 3, 2017

Ms. Emily Lawton
Division Administrator
Federal Highway Administration
Strom Thurmond Federal Building
1835 Assembly Street, Suite 1270
Columbia, SC 29201

**Re: Notification of Project Initiation
Proposed Bishopville Truck Route**

Dear Ms. Lawton:

This correspondence is to notify the Federal Highway Administration (FHWA) that the South Carolina Department of Transportation (SCDOT), in cooperation with the Santee-Lynches Regional Council of Governments (SLRCOG), are initiating the environmental review process for an Environmental Impact Statement (EIS), pursuant to the National Environmental Policy Act (NEPA), for the proposed Bishopville Truck Route project.

Project Location and Transportation Deficiency to be Addressed

The proposed project is to provide a truck route in the vicinity of the City of Bishopville, in Lee County, from US 15 near I-20, southwest of the City, to the junction of US 15 and Bethune Highway (SC 341), northeast of the City. The project area is generally defined by the area bordered by US 15/I-20 Interchange to the southwest, US 15 just north of Bethune Highway (SC 341) to the northeast, the intersection of Pinchum Sly Road (S-15) and Camden Highway (SC 34) to the northwest and the intersection of Wisacky Highway (SC 341) and Mac Stuckey Lane (local road) to the southeast (a preliminary project vicinity map is attached).

The EIS for the proposed action will consider the No-Build Alternatives, as well as build alternatives within the identified study area, which will provide an alternate route for trucks traveling through downtown Bishopville. On average, over 700 large, commercial trucks traverse this corridor daily. US 15/ N. Main Street through downtown Bishopville consists of two, 12-foot travel lanes and on-street parking, not conducive with truck travel. The purpose of the project is to reduce the existing and future truck congestion through downtown Bishopville.



Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the FHWA must serve as the lead Federal agency for this project, SCDOT and SLRCOG will serve as joint lead agencies. The responsibilities of the lead agencies are to:

- Establish a list of potentially participating and cooperating agencies
- Prepare and send invitations to potentially participating agencies
- Develop a SAFETEA-LU 6002 compliant Coordination Plan
- Provide opportunities for the public and participating agencies involvement in defining purpose and need and range of alternatives
- Consult with participating agencies in determining methodologies and the level of detail for the analysis of alternatives

Proposed Schedule

It is anticipated that a Notice of Intent (NOI) will be submitted for publication in the Federal Register in April 2017. SCDOT will provide a draft NOI ahead of publication for your review. An overview of the anticipated NEPA schedule is as follows:

- Notice of Intent – April 2017
- Public Scoping Meetings – May 2017
- Reasonable Alternatives – Spring 2018
- Funding Feasibility – Fall 2018
- Publish Draft EIS – Spring 2019
- Final EIS and Record of Decision (ROD) – Winter 2020

The project team looks forward to working with your office to further refine this schedule and key milestone dates.

Other Approvals/Permits

In addition to an EIS, SCDOT anticipates this project may require other federal approvals and environmental permits (e.g., a Section 404 permit). However, due to the unknown nature of the potential environmental impacts, those approvals and permits are not yet known. As the project development progresses, SCDOT will determine the anticipated approvals and outline a plan to obtain them.

SCDOT's Project Team

SCDOT's Bener Amado is currently serving as the Project Manager and Jacob Meetze is currently serving as Assistant Project Manager for our team. Henry Phillips will serve as the Environmental/NEPA lead. Carl Gibilaro of DRMP, is leading our consultant team.

If you have any questions or would like to discuss in more detail the proposed Bishopville Truck Route project, please contact Henry Phillips, SCDOT NEPA Coordinator, at (803) 737-1872.

Thank you for your cooperation and interest in this project.

Sincerely,



Heather Robbins, AICP
Director of Environmental Services

Enclosure

cc:

Ms. Michelle Herrell, FHWA Environmental Coordinator
Mr. Shane Belcher, FHWA Environmental Coordinator
Mr. Bener Amado, SCDOT Project Manager
Mr. Jacob Meetze, PE, SCDOT Assistant Project Manager
Mr. Henry Phillips, SCDOT NEPA Coordinator
Mr. Carl Gibilaro, PE, DRMP Project Manager

Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket

Operations at 202-493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Justin Barcas (202) 267-7, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on March 21, 2017.

Lirio Liu,

Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2016-6999.

Petitioner: Classic Helicopters Group, LLC.

Section(s) of 14 CFR Affected: 135.619(g)(2)(i) and (iv).

Description of Relief Sought: Classic Helicopters, which conducts Helicopter Air Ambulance operations under 14 CFR part 135, requests relief from the operations control specialists duty time limitations of 14 CFR 135.619 (g)(2). Specifically, Classic Helicopters requests relief from 14 CFR 135.619(g)(2)(i), which states, “Except in cases where circumstances or emergency conditions beyond the control of the certificate holder require otherwise, operations control specialists may not be scheduled for more than 10 consecutive hours of duty.” In addition, Classic Helicopters requests relief from 14 CFR 135.619 (g)(2)(iv), which requires operations control specialists to be relieved of all duty with the certificate holder for at least 24 consecutive hours during any 7 consecutive days. The petitioner seeks relief to allow operations control

specialists to be on duty for 12 consecutive hours and for 7 consecutive days before being relieved of all duties with the certificate holder for at least 24 consecutive hours.

[FR Doc. 2017-07569 Filed 4-13-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Lee County, South Carolina; Notice of Intent

AGENCY: Federal Highway Administration, DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Lee County, South Carolina.

FOR FURTHER INFORMATION CONTACT:

Emily O. Lawton, Division Administrator, Federal Highway Administration, Strom Thurmond Federal Building, 1835 Assembly Street, Suite 1270, Columbia, South Carolina 29201, Telephone: (803) 765-5411, Email: emily.lawton@dot.gov.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the South Carolina Department of Transportation (SCDOT) and the Santee-Lynches Regional Council of Governments (SLRCOG), will prepare an Environmental Impact Statement (EIS) on a proposal to provide a truck route in the vicinity of the City of Bishopville in Lee County, South Carolina, from US 15 near I-20, southwest of the City, to the junction of US 15 and Bethune Highway (SC 341), northeast of the City. The project study area is generally defined by the area bordered by US 15/I-20 Interchange to the southwest, US 15 just north of Bethune Highway (SC 341) to the northeast, the intersection of Pinchum Sly Road (S-15) and Camden Highway (SC 34) to the northwest and the intersection of Wisacky Highway (SC 341) and Mac Stuckey Lane (local road) to the southeast.

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 through downtown daily. The purpose of the project is to address the existing and future truck traffic traveling through downtown Bishopville. The EIS for the proposed project will consider the No-build Alternative as well as build alternatives within the identified project

study area that would meet the purpose and need of the project. The EIS will promote informed decision making in the development of a solution to address truck traffic through the downtown area. This EIS will also evaluate options which may enhance the economic development of the area.

The FHWA, SCDOT, and SLRCOG are seeking input as part of the scoping process to assist in identifying issues relative to this proposed project and potential solutions. Letters describing the proposed project and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed an interest in this proposal. Formal public scoping meetings will be held in Lee County. In addition, public information meetings will be held as the proposed project is developed, and a public hearing will be conducted after the approval of the draft EIS. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Dated: April 6, 2017.

Emily O. Lawton

Division Administrator, Columbia, South Carolina.

[FR Doc. 2017-07341 Filed 4-13-17; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Transportation Project in Washington State

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of limitation on claims for judicial review of actions by FHWA and other federal agencies.

SUMMARY: This notice announces actions taken by the FHWA that are final. The



APPENDIX D-2. AGENCY CORRESPONDENCE

Shawn Blanchard

From: Phillips, Henry <PhillipsMH@scdot.org>
Sent: Tuesday, April 25, 2017 1:59 PM
To: 'baizedg@dhec.sc.gov'; 'thompsrb@dhec.sc.gov'; 'shealryg@dhec.sc.gov';
'neeldg@dhec.sc.gov'; 'brownrj@dhec.sc.gov'; 'prestohs@dhec.sc.gov';
'mehtam@dhec.sc.gov'; 'ives5112@sccoast.net'; 'tdtyl@bellsouth.net';
'irafcooper@earthlink.net'; 'Larry.Knightner@hud.gov'; 'rbuxton@schac.sc.gov';
'HWEATHE@SCDA.SC.GOV'; 'eemerson@scdah.state.sc.us';
'eemerson@scdah.state.sc.us'; 'PerryB@dnr.sc.gov'; 'MixonG@dnr.sc.gov';
'RigginL@dnr.sc.gov'; Lawton, Emily - FHWA; 'vlewis@scprt.com'; 'ben@scwf.org';
'mrobertson@tnc.org'; 'michelle@scnhc.com'; 'delbert@oed.sc.gov'; 'apowell@nwtf.net';
'TaylorA@dnr.sc.gov'; 'bhitt@scommerce.com'; 'leader@sc.edu'; 'Hnicholson@scfc.gov';
'cherokeeinfo@cherokee-nc.com'; 'taygoinres@aol.com';
'stephen.a.brumagin@usace.army.mil'; 'travis.hughes@usace.army.mil';
'Elizabeth.G.Williams@usace.army.mil'; 'Jennifer.N.Zercher@uscg.mil';
'laycock.kelly@epa.gov'; 'militscher.chris@epa.gov'; 'Charleston_regulatory@fws.gov';
Hutto, J. Allen; Poore, Pete; Belcher, Jeffery - FHWA; 'Michelle.Herrell@dot.gov';
'mney@forestry.state.sc.us'; 'grahambw@dhec.sc.gov'; 'wwheeler@jenningsfirm.net';
'GeraldMalloy@scsenate.gov'; 'tmcelveen@bryanlaw.com'; Branham, Gene; Glover,
Samuel; 'gmbish@yahoo.com'; 'awatkins@leecounty.sc.org'; 'andrewsw@lee.k12.sc.us';
'citynurseryfarm@ftc-i.net'; 'windhamins@ftc-i.net'; 'addisondavid65@yahoo.com';
'aboyd131@gmail.com'; 'mmikota@slcog.org'; 'kkelly@slcog.org';
mark_caldwell@fws.gov; 'thomas_mccoy@fws.gov'; ADaggett@scdah.sc.gov;
'ejohnson@scdah.sc.gov'; TaylorA@dnr.sc.gov; hightocw@dhec.sc.gov;
'tammy.willis@ny.usda.gov'
Cc: Amado, Bener; Long, Chad C.; Riddle, Nicole L.; Robbins, Heather M.; Meetze, Jacob M.;
Quattlebaum, Leah; Beckham, Chris; Carl Gibilaro; Shawn Blanchard
Subject: Letter of Intent for Proposed Bishopville Truck Route
Attachments: Letter of Intent 4-25-2017.pdf

In an effort to save resources and expedite delivery you are receiving this document in an electronic format.

The South Carolina Department of Transportation is providing the attached Letter Of Intent (LOI) for the Proposed Bishopville Truck Route in Lee County, South Carolina. Please provide any comments or concerns by June 9, 2017. Feel free to forward to other interested parties.

Additionally, A Public Scoping Meeting is being held for the proposed project on May 9, 2017, between 5 p.m. and 7 p.m. in the Lee Central High School cafeteria, 1800 Wisacky Highway, Bishopville. The meeting will have an informal, drop-in format. SCDOT staff and project team members will be available to talk individually with the public to answer questions.

Thanks!

Henry Phillips
South Carolina Department of Transportation
Environmental Services
955 Park Street
Columbia, South Carolina 29201
Direct Line: 803-737-1872



South Carolina
Department of Transportation

April 25, 2017

Electronic Correspondence: You are receiving this document in electronic format in an effort to save resources and expedite delivery.

**Re: Letter of Intent – Environmental Impact Statement (EIS) for the
Proposed Bishopville Truck Route
Lee County, South Carolina
Federal Aid Project Number 0330(009)
SCDOT - P033261**

Dear Sir/Madam:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) on a proposal to provide a truck route in the vicinity of the City of Bishopville in Lee County, South Carolina, from US 15 near I-20, southwest of the City, to the junction of US 15 and Bethune Highway (SC 341), northeast of the City. The project area is generally defined by the area bordered by US 15 / I-20 Interchange to the southwest, US 15 just north of Bethune Highway (SC 341) to the northeast, the intersection of Pinchum Sly Road (S-15) and Camden Highway (SC 34) to the northwest and the intersection of Wisacky Highway (SC 341) and Mac Stuckey Lane (local road) to the southeast.

The purpose of this letter is to solicit information you may have related to the potential social, economic, and environmental impacts related to the proposed project. Environmental documentation will be developed in accordance with regulations of the FHWA, and this project will be processed in an EIS according to *National Environmental Policy Act* (NEPA) requirements. Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character, hazardous/contaminated materials, cumulative and indirect impacts, and potential impacts due to project construction.

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 through downtown daily. The purpose of the project is to address the existing and future truck traffic traveling through downtown Bishopville. The EIS for the proposed project will consider the No-build Alternative as well as build alternatives within the identified project study area that would meet the purpose and need of the project. The EIS will promote informed decision making in the development of a solution to address truck traffic through the downtown area. This EIS will also evaluate options which may enhance the economic development of the area.



South Carolina
Department of Transportation

Study alternatives have not yet been developed for the proposed project but the range of alternatives to be evaluated could include improvements to the existing corridor and/or new alignment alternative(s) and/or other improvements outside of the current project corridor. The truck route, if on new location, would consist of either a two or three-lane roadway and may consider bicycle accommodations. In addition to the "No-Build" Alternative, the EIS for the proposed action will consider alternatives within the identified study area which will provide an alternate route for trucks traveling through downtown Bishopville.

As an integral part of the environmental process, SCDOT is soliciting input from agencies and individuals concerning the potential social, economic, and environmental impacts of the proposed project on the area. To ensure issues of the proposed project are fully evaluated, SCDOT requests your written response concerning any beneficial or adverse impacts of the project relating to the interests of your agency. SCDOT looks forward to receiving your comments by June 9, 2017.

Comments should be addressed to the following:

Mr. Henry Phillips
South Carolina Department of Transportation
Environmental Services Office
PO Box 191
Columbia, South Carolina 29202-0191

Or comments can be emailed to: phillipsmh@scdot.org

A Public Scoping Meeting is being held for the proposed project on May 9, 2017, between 5 p.m. and 7 p.m. in the Lee Central High School cafeteria, 1800 Wisacky Highway, Bishopville. The meeting will have an informal, drop-in format. SCDOT staff and project team members will be available to talk individually with the public to answer questions.

Your expeditious handling of this notice will be appreciated. Should you have any questions, please contact me at (803) 737-1872 or by email at phillipsmh@scdot.org. Thank you for your assistance.

Sincerely,

A handwritten signature in blue ink that reads "Henry Phillips". The signature is written in a cursive style.

Henry Phillips
NEPA Coordinator RPG-2
South Carolina Department of Transportation

MHP:cg

Enclosure

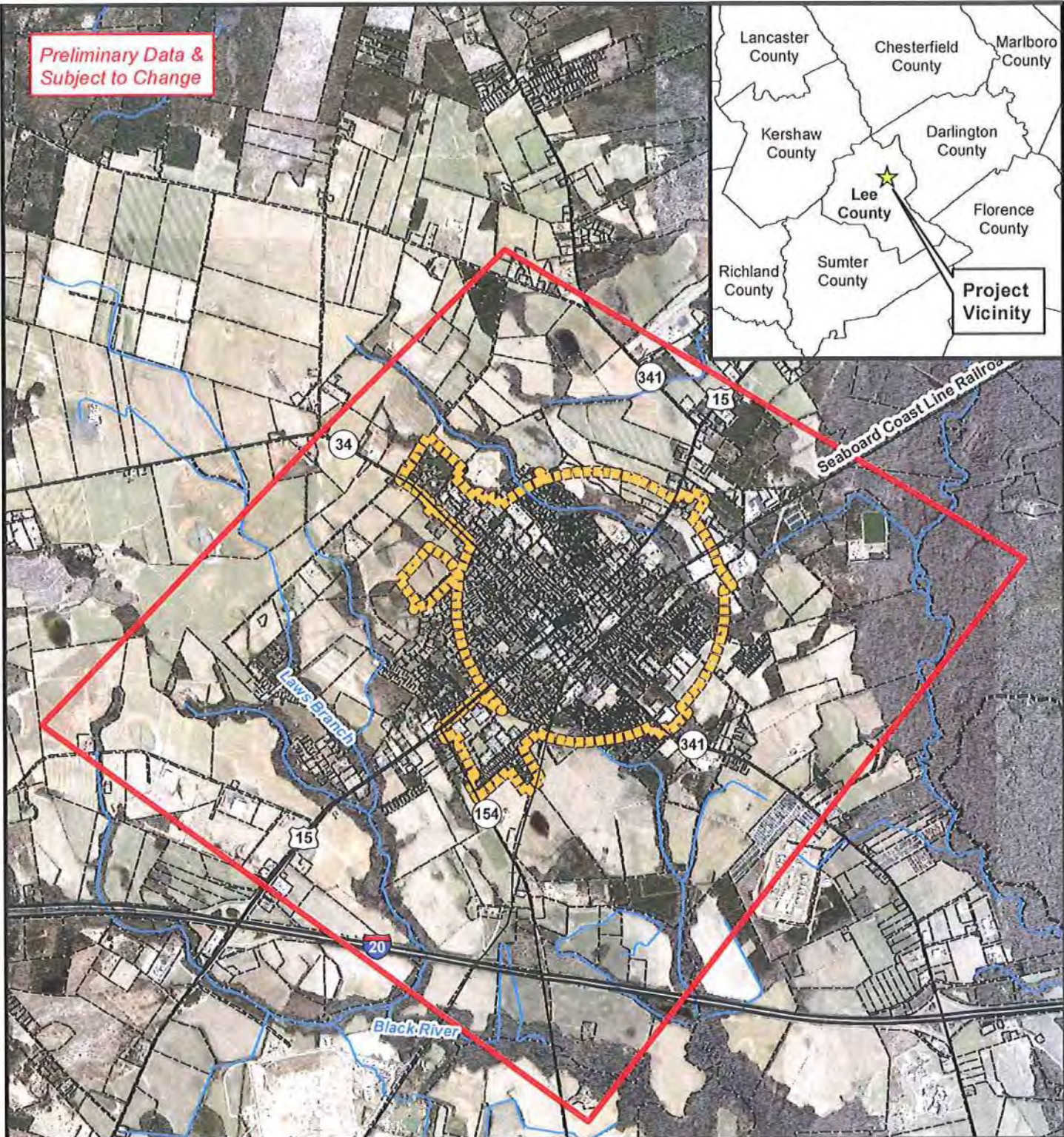
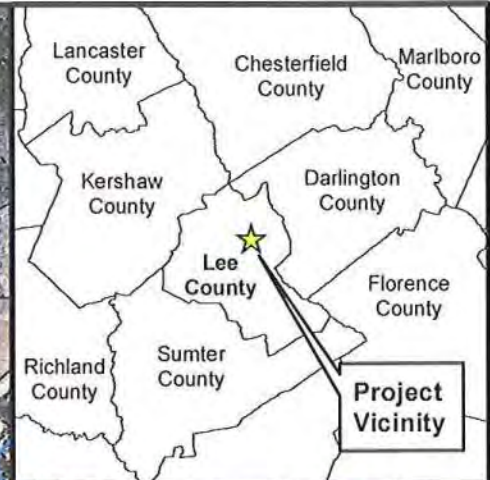


South Carolina
Department of Transportation

cc: Mr. Jacob Meetze, PE, SCDOT Assistant Project Manager
Ms. Michelle Herrell, FHWA Environmental Protection Specialist
Mr. Shane Belcher, FHWA Environmental Coordinator
Mr. Carl Gibilaro, PE, DRMP Project Manager



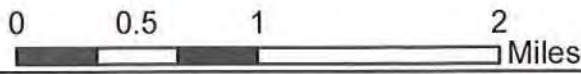
Preliminary Data &
Subject to Change



Legend

April 2017

- Major Road
- Interstate
- +— Railroads
- Rivers
- City Limits
- Bishopville Study Area
- Property Parcels



Carl Gibilaro

From: Phillips, Henry <PhillipsMH@scdot.org>
Sent: Thursday, June 15, 2017 9:10 AM
To: Meetze, Jacob M.; Carl Gibilaro; michelle.herrell@dot.gov
Cc: Beckham, Chris
Subject: FW: Response to scoping request on Bishopville, SC Truck Route (SCDOT Project P033261)

fyi

Henry Phillips
South Carolina Department of Transportation
Environmental Services
955 Park Street
Columbia, South Carolina 29201
Direct Line: 803-737-1872
phillipsmh@scdot.org

From: Singh-White, Alya [mailto:Singh-White.Alya@epa.gov]
Sent: Thursday, June 15, 2017 8:14 AM
To: Phillips, Henry
Cc: Militscher, Chris; Walls, Beth
Subject: Response to scoping request on Bishopville, SC Truck Route (SCDOT Project P033261)

***** 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. Henry Phillips
South Carolina Department of Transportation
Environmental Services Office
PO Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Phillips,

EPA Region 4, National Environmental Policy Act (NEPA) Program Office is in receipt of the scoping letter / letter of intent to prepare an Environmental Impact Statement (EIS) on a proposed truck route in the vicinity of the City of Bishopville in Lee County, South Carolina (SCDOT – P033261). EPA understands that the South Carolina Department of Transportation (SCDOT) is proposing to provide a truck route in an area bordered by US 15 / I-20 Interchange to the southwest, US 15 just north of Bethune Highway (SC 341) to the northeast, the intersection of Pinchum Sly Road (S-15) and Camden Highway (SC 34) to the northwest and the intersection of Wisacky Highway (SC 341) and Mac Stuckey Lane to the southeast. The proposed truck route is to address the existing and future truck traffic traveling through downtown Bishopville.

EPA's preliminary comments are listed below:

- *Social / Environmental Justice:*

Based on EPA's EJSCREEN tool, the minority population comprises 77% of the total population in the proposed project area. Household income of less than \$15,000 comprises 29% of the population and \$15,000 - \$25,000 comprises 22% in the proposed project area. In accordance with Executive Order 12898, Federal actions must address environmental justice (EJ) in minority and low-income populations. Most federal agencies have made EJ part of their mission by identifying and addressing disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority and low-income populations. The draft EIS should include analysis of information relating to characteristics of potentially impacted populations for the proposed alternatives. The EPA can assist you in assessing the results of your EJ analysis, as requested.

- *Waters of the United States:*

A review of the proposed project area shows the presence of two waterbodies (Black River and Laws Branch) and wetland habitat. Potential impacts affecting water quality and quantity should be evaluated and detailed in the draft EIS. The EPA recommends that any contractor working onsite should use best management practices and should address any potential impacts to offsite streams and waterways. The site grading, excavation, and construction plans should include implementable measures to prevent erosion and sediment runoff from the various project sites both during and after construction.

Consistent with Section 404 of the Clean Water Act, the site should avoid and minimize, to the maximum extent practicable, placement of fill into jurisdictional waters of the United States, which include wetlands and streams. It should be noted that jurisdictional waters of the United States can differ from waters of the State subject to State of South Carolina laws and regulations, which are the basis for any County issued permits. Any fill material in waters of the United States will require a permit or authorization from the U.S. Army Corps of Engineers (COE). We encourage you to initiate coordination with the COE as soon as your preferred site is identified and if there will be wetland or stream impacts associated with the project. The EPA is involved in the review of relevant information as part of the COE Section 404 permit process. Any wetland or stream losses allowed under a COE Section 404 permit should be mitigated by the applicant. This mitigation can be designed and implemented by the applicant or procured by the purchase of wetland and/or stream mitigation credits from a commercial wetland mitigation bank. Wetland and stream mitigation can add considerable expense to any project, which is another good reason to avoid and minimize those impacts. The draft EIS should quantify the potential impact to wetlands and streams for each alternative under consideration.

- *Historic Property:*

The EPA found that there are potentially twelve properties within the proposed project area boundary that are currently listed in the National Register as historic sites. The properties are:

South Main Historic District
The Manor
Tall Oaks
Dennis High School
Bishopville High School
William Apollos James House

William Rogers House
Bishopville Commercial Historic District
Spencer House
James Carnes House
Lee County Courthouse
Thomas Fraser House

The EPA encourages the transportation agencies to coordinate with the State Historic Preservation Office (SHPO) as it relates to the sites listed above or other historic sites affected by the proposed project.

Upon completion of the Draft EIS, please submit two (2) hardcopies and one (1) electronic copy of the NEPA documents to the NEPA Program Office (see address listed below; to the attention of Christopher Militscher).

Thank you for the opportunity to comment on the proposed project. Should you have any questions, feel free to contact me via the information below.

Sincerely,

Alya Singh-White

Life Scientist / Biologist

National Environmental Policy Act (NEPA) Program Office

U.S. Environmental Protection Agency | Region 4

61 Forsyth St SW

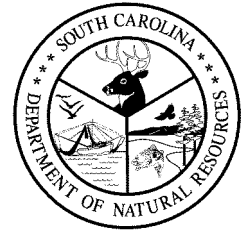
Atlanta, GA 30303

(404)-562-9339 | singh-white.alya@epa.gov



South Carolina Department of Natural Resources

1000 Assembly Street Suite 336
PO Box 167
Columbia, SC 29202
803.734.3282 Office
803.734.9809 Fax
mixong@dnr.sc.gov



Alvin A. Taylor
Director
Robert D. Perry
Director, Office of
Environmental Programs

May 16, 2017

Electronic Correspondence

Mr. Henry Phillips
SCDOT
Environmental Services Office
PO Box 191
Columbia, SC 29202-0191

RE: Proposed Bishopville Truck Route, Lee County
Letter of Intent – Environmental Impact Statement
Federal Aid PN 0330(009), SCDOT – P033261

Mr. Phillips,

Personnel with the South Carolina Department of Natural Resources (SCDNR) have reviewed the proposed study area for the Bishopville Truck Route, evaluated the potential natural resource impacts and offer the following comments.

Project Description

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) on a proposal to provide a truck route in the vicinity of the City of Bishopville in Lee County, from US 15 near I-20, southwest of the City, to the junction of US 15 and Bethune Highway (SC 341), northeast of the City. The project area is generally defined by the area bordered by US 15 / I-20 Interchange to the southwest, US 15 just north of Bethune Highway (SC 341) to the northeast, the intersection of Pinchum Sly Road (S-15) and Camden Highway (SC 34) to the northwest and the intersection of Wisacky Highway (SC 341) and Mac Stuckey Lane (local road) to the southeast.

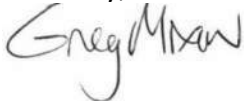
Agency Concerns

Review of aerial photography, soil survey information, topographic maps and the information provided indicate that several streams and adjacent wetlands are present in the study area. These include Laws Branch, Gin Branch, the upper headwaters of the Black River and a portion of the Lynches River with its associated wetlands and floodplains. SCDNR advises consultation with the U.S. Army Corps of Engineers to determine the jurisdictional nature of these waters. Please note SCDNR reserves the right to review and comment on any future EIS documents and federal or state permits at the time of public notice issuance.

According to SCDNR data, there are currently no specific records of threatened and endangered species in the study area; however, there are known occurrences of several federal and state endangered species in the vicinity. These include the federally-endangered Red-cockaded Woodpecker (*Picoides borealis*), Camby's Dropwort (*Oxypolis canbyi*) and Chaffseed (*Schwalbea Americana*), and the Spotted Turtle (*Clemmys guttata*), a state-endangered species. For a complete listing of the rare, threatened and endangered species and communities known to occur in Lee County please refer to the attachment. Appropriate measures should be taken to minimize or avoid impacts to these species and their habitat within the project area. Please keep in mind that information in regards to the presence or absence of species is derived from existing databases, and SCDNR does not assume that it is complete. Areas not yet inventoried by SCDNR biologists may contain significant species or communities.

Thank you for the opportunity to review this project and provide comments. Should you have any questions or need more information, please do not hesitate to contact me by email at mixong@dnr.sc.gov or by phone at 803.734.3282.

Sincerely,



Greg Mixon
Office of Environmental Programs

Attachment

Rare, Threatened, and Endangered Species and Communities Known to Occur in Lee County, South Carolina

June 11, 2014

Scientific Name	Common Name	USES Designation	State Protection	Global Rank	State Rank
<u>Vertebrate Animals</u>					
<i>Clemmys guttata</i>	Spotted Turtle		ST: Threatened	G5	S5
<i>Picoides borealis</i>	Red-cockaded Woodpecker	LE: Endangered	SE: Endangered	G3	S2
<i>Rana palustris</i>	Pickerel Frog			G5	SNR
<i>Sciurus niger</i>	Eastern Fox Squirrel			G5	S4
<u>Vascular Plants</u>					
<i>Agalinis linifolia</i>	Flax Leaf False-foxglove			G4?	SNR
<i>Aristida condensata</i>	Piedmont Three-awned Grass			G4?	S2
<i>Coreopsis gladiata</i>	Southeastern Tickseed			G4G5	SNR
<i>Ilex amelanchier</i>	Sarvis Holly			G4	S3
<i>Oxypolis canbyi</i>	Canby's Dropwort	LE: Endangered		G2	S2
<i>Pteroglossaspis ecristata</i>	Crestless Plume Orchid			G2G3	S2
<i>Rhexia aristosa</i>	Awned Meadowbeauty			G3G4	S3
<i>Rhynchospora tracyi</i>	Tracy Beakrush			G4	S3
<i>Sarracenia rubra</i>	Sweet Pitcher-plant			G4	S3S4
<i>Schwalbea americana</i>	Chaffseed	LE: Endangered		G2G3	S2
<i>Xyris difformis</i> var. <i>floridana</i>	Florida Yellow-eyed Grass			G5T4T5	S2
<u>Communities</u>					
Atlantic white cedar swamp				G2	S2
Bottomland hardwoods				G5	S4
Pine flatwoods				G5	S3S4
Pine savanna				G3	S2
Pond cypress pond				G4	S4
Pond cypress savanna				G3	S2
<u>Geological</u>					
Carolina bay				GNR	SNR



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

June 12, 2017

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Lt. Colonel Matthew Luzzato
Commander, Charleston District
U.S. Army Corps of Engineers
69A Hagood Avenue
Charleston, SC 29403

Subject: Invitation to Become a Cooperating Agency for the Preparation of an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route in Lee County, South Carolina
Federal Project Number 0330(009)

Dear Lt. Colonel Luzzato:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route project. A Notice of Intent (NOI) dated April 6, 2017, was published in the Federal Register on April 14, 2017. Since this project may require a Corps permit, and because your agency's legal jurisdiction over such permits, pursuant to Section 6002 of SAFETEA-LU (P.L. No. 109-59), we are inviting you to become a Cooperating Agency, along with the FHWA and SCDOT, in the development of the EIS. Cooperating agencies by definition are participating agencies but they have a higher degree of authority, responsibility, and involvement in the environmental process.

On average, over 700 large, commercial trucks traverse the corridor daily. The purpose of the Proposed Bishopville Truck Route project is to address the existing and future truck traffic through downtown Bishopville. In addition, the EIS will evaluate options which may enhance the economic development of the area. To date, the project corridor is generally defined by US 15/I-20 Interchange to the south, US 15 just north of SC 341 to the north, the intersection of SR 15 and SC 34 (Camden Highway) to the west and the intersection of SR 341 and Mac Stuckey Lane to the east (see **enclosed location map**). This EIS will involve an analysis of various alternatives and their associated environmental concerns.

In addition to the "No-Build" Alternative, the EIS for the proposed action will consider various alternatives within the identified study area that would meet the proposed purpose and need of

the project. The proposed truck route is considered necessary by the Santee Lynches Regional Council of Governments (SLRCOG) to address the existing and future truck traffic through downtown Bishopville. SCDOT and FHWA are developing an EIS that will promote informed decision making throughout the process to address this need.

Areas of concern to be emphasized in the study will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character, environmental justice, Title VI, hazardous/contaminated materials, indirect and cumulative impacts, and potential impacts due to project construction.

In accordance with Section 6002 and to assure agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. A project website has been established and can be viewed at:

<http://www.scdot.org/inside/BishopvilleTruckRoute/default.aspx>.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

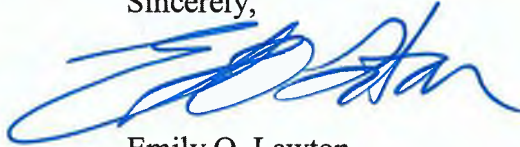
You have the right to expect the EIS will enable your agency to fulfill its jurisdictional responsibilities. Likewise, your agency has the obligation to tell us if, at any point in the process, your agency's needs are not being met. We expect that at the end of the process, the EIS will satisfy your agency's NEPA requirements including those related to project alternatives, environmental consequences, navigational clearances and mitigation. Further, we intend to utilize the EIS as our decision-making document for any future permit applications.

To become a Cooperating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Mr. Travis Hughes, USACE Regulatory Chief
Mr. Steve Brumagin, USACE Transportation Liaison
Mr. Henry Phillips, SCDOT NEPA Coordinator RPG 2
Mr. Jacob Meetze, PE, SCDOT Assistant Project Manager
Mr. Carl Gibilaro, PE, DRMP Project Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

June 12, 2017

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Chuck Hightower
Water Quality Permitting and Certification Manager
SC Department of Health and Environmental Control (SCDHEC)
2600 Bull Street
Columbia, SC 29201

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route
in Lee County, South Carolina; Federal Project Number 0330(009)

Dear Mr. Hightower:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route project. A Notice of Intent (NOI) dated April 6, 2017, was published in the Federal Register on April 14, 2017. The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. This designation does not imply that your agency either supports the proposed project or has any special expertise with respect to evaluation of the project.

On average, over 700 large, commercial trucks traverse the corridor daily. The purpose of the Proposed Bishopville Truck Route project is to address the existing and future truck traffic through downtown Bishopville. In addition, the EIS will evaluate options which may enhance the economic development of the area. To date, the project corridor is generally defined by US 15/I-20 Interchange to the south, US 15 just north of SC 341 to the north, the intersection of SR 15 and SC 34 to the west and the intersection of SR 341 and Mac Stuckey Lane to the east (see **enclosed location map**). This EIS will involve an analysis of various alternatives and their associated environmental concerns.

In addition to the "No-Build" Alternative, the EIS for the proposed action will consider various alternatives within the identified study area that would meet the purpose and need of the project. The proposed truck route is considered necessary by the Santee Lynches Regional Council of Governments (SLRCOG) to address the existing and future truck traffic through downtown Bishopville. SCDOT and FHWA are developing an EIS that will promote informed decision making throughout the process to address this need.

Areas of concern to be emphasized in the study will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character,

environmental justice, Title VI, hazardous/contaminated materials, indirect and cumulative impact, and potential impacts due to project construction.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. A project website has been established and can be viewed at:

<http://www.scdot.org/inside/BishopvilleTruckRoute/default.aspx>.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

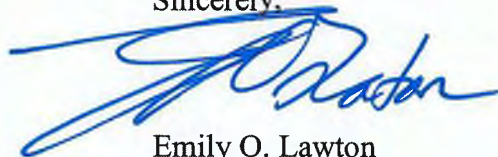
1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Mr. Henry Phillips, SCDOT NEPA Coordinator RPG 2
Mr. Jacob Meetze, PE, SCDOT Assistant Project Manager
Mr. Carl Gibilaro, PE, DRMP Project Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

June 12, 2017

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Chris Militscher
Chief, NEPA Program Office
U.S. Environmental Protection Agency
61 Forsyth St., SW 9T25
Atlanta, GA 30303-8960

Subject: Invitation to Become a Participating Agency for the Preparation of an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route in Lee County, South Carolina; Federal Project Number 0330(009)

Dear Mr. Militscher:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route project. A Notice of Intent (NOI) dated April 6, 2017, was published in the Federal Register on April 14, 2017. The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. This designation does not imply that your agency either supports the proposed project or has any special expertise with respect to evaluation of the project.

On average, over 700 large, commercial trucks traverse the corridor daily. The purpose of the Proposed Bishopville Truck Route project is to address the existing and future truck traffic through downtown Bishopville. In addition, the EIS will evaluate options which may enhance the economic development of the area. To date, the project corridor is generally defined by US 15/I-20 Interchange to the south, US 15 just north of SC 341 to the north, the intersection of SR 15 and SC 34 to the west and the intersection of SR 341 and Mac Stuckey Lane to the east (see **enclosed location map**). This EIS will involve an analysis of various alternatives and their associated environmental concerns.

In addition to the "No-Build" Alternative, the EIS for the proposed action will consider various alternatives within the identified study area that would meet the purpose and need of the project. The proposed truck route is considered necessary by the Santee Lynches Regional Council of Governments (SLRCOG) to address the existing and future truck traffic through downtown Bishopville. SCDOT and FHWA are developing an EIS that will promote informed decision making throughout the process to address this need.

Areas of concern to be emphasized in the study will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character,

environmental justice, Title VI, hazardous/contaminated materials, indirect and cumulative impact, and potential impacts due to project construction.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. A project website has been established and can be viewed at:

<http://www.scdot.org/inside/BishopvilleTruckRoute/default.aspx>.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Ms. Beth Walls, EPA
Mr. Henry Phillips, SCDOT NEPA Coordinator, RPG 2
Mr. Jacob Meetze, PE, SCDOT Assistant Project Manager
Mr. Carl Gibilaro, PE, DRMP Project Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

June 12, 2017

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Alvin A. Taylor
Director SC Department of Natural Resources (SCDNR)
Rembert C. Dennis Bldg.
1000 Assembly Street
Columbia, SC 29201

Subject: Invitation to Become a Participating Agency for the Preparation of an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route in Lee County, South Carolina; Federal Project Number 0330(009)

Dear Mr. Taylor:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route project. A Notice of Intent (NOI) dated April 6, 2017, was published in the Federal Register on April 14, 2017. The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. This designation does not imply that your agency either supports the proposed project or has any special expertise with respect to evaluation of the project.

On average, over 700 large, commercial trucks traverse the corridor daily. The purpose of the Proposed Bishopville Truck Route project is to address the existing and future truck traffic through downtown Bishopville. In addition, the EIS will evaluate options which may enhance the economic development of the area. To date, the project corridor is generally defined by US 15/I-20 Interchange to the south, US 15 just north of SC 341 to the north, the intersection of SR 15 and SC 34 to the west and the intersection of SR 341 and Mac Stuckey Lane to the east (see **enclosed location map**). This EIS will involve an analysis of various alternatives and their associated environmental concerns.

In addition to the "No-Build" Alternative, the EIS for the proposed action will consider various alternatives within the identified study area that would meet the purpose and need of the project. The proposed truck route is considered necessary by the Santee Lynches Regional Council of Governments (SLRCOG) to address the existing and future truck traffic through downtown Bishopville. SCDOT and FHWA are developing an EIS that will promote informed decision making throughout the process to address this need.

Areas of concern to be emphasized in the study will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character,

environmental justice, Title VI, hazardous/contaminated materials, indirect and cumulative impact, and potential impacts due to project construction.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. A project website has been established and can be viewed at:

<http://www.scdot.org/inside/BishopvilleTruckRoute/default.aspx>.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Ms. Lorianne Riggin, Director of Environmental Programs
Mr. Henry Phillips, SCDOT NEPA Coordinator RPG2
Mr. Jacob Meetze, PE, SCDOT Assistant Project Manager
Mr. Carl Gibilaro, PE, DRMP Project Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

June 12, 2017

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Ms. Elizabeth Johnson
Deputy State Historic Preservation Officer (SHPO)
South Carolina Department of Archives and History (SCDAH)
8301 Parklane Road
Columbia, SC 29223

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route
in Lee County, South Carolina; Federal Project Number 0330(009)

Dear Ms. Johnson:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route project. A Notice of Intent (NOI) dated April 6, 2017, was published in the Federal Register on April 14, 2017. The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. This designation does not imply that your agency either supports the proposed project or has any special expertise with respect to evaluation of the project.

On average, over 700 large, commercial trucks traverse the corridor daily. The purpose of the Proposed Bishopville Truck Route project is to address the existing and future truck traffic through downtown Bishopville. In addition, the EIS will evaluate options which may enhance the economic development of the area. To date, the project corridor is generally defined by US 15/I-20 Interchange to the south, US 15 just north of SC 341 to the north, the intersection of SR 15 and SC 34 to the west and the intersection of SR 341 and Mac Stuckey Lane to the east (see **enclosed location map**). This EIS will involve an analysis of various alternatives and their associated environmental concerns.

In addition to the "No-Build" Alternative, the EIS for the proposed action will consider various alternatives within the identified study area that would meet the purpose and need of the project. The proposed truck route is considered necessary by the Santee Lynches Regional Council of Governments (SLRCOG) to address the existing and future truck traffic through downtown Bishopville. SCDOT and FHWA are developing an EIS that will promote informed decision making throughout the process to address this need.

Areas of concern to be emphasized in the study will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character,

environmental justice, Title VI, hazardous/contaminated materials, indirect and cumulative impact, and potential impacts due to project construction.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. A project website has been established and can be viewed at:

<http://www.scdot.org/inside/BishopvilleTruckRoute/default.aspx>.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

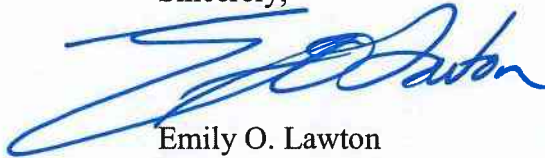
1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Cooperating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Dr. Adrienne Daggett, SCDAH Transportation Liaison
Mr. Henry Phillips, SCDOT NEPA Coordinator RPG2
Mr. Jacob Meetze, PE, SCDOT Assistant Project Manager
Mr. Carl Gibilaro, PE, DRMP Project Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

June 12, 2017

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Dr. Michael Mikota
Executive Director
Santee Lynches Regional Council of Governments (SLRCOG)
2525 Corporate Way, Suite 200
Sumter, SC 29154

Subject: Invitation to Become a Participating Agency for the Preparation of an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route in Lee County, South Carolina; Federal Project Number 0330(009)

Dear Dr. Mikota:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route project. A Notice of Intent (NOI) dated April 6, 2017, was published in the Federal Register on April 14, 2017. The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. This designation does not imply that your agency either supports the proposed project or has any special expertise with respect to evaluation of the project.

On average, over 700 large, commercial trucks traverse the corridor daily. The purpose of the Proposed Bishopville Truck Route project is to address the existing and future truck traffic through downtown Bishopville. In addition, the EIS will evaluate options which may enhance the economic development of the area. To date, the project corridor is generally defined by US 15/I-20 Interchange to the south, US 15 just north of SC 341 to the north, the intersection of SR 15 and SC 34 to the west and the intersection of SR 341 and Mac Stuckey Lane to the east (see **enclosed location map**). This EIS will involve an analysis of various alternatives and their associated environmental concerns.

In addition to the "No-Build" Alternative, the EIS for the proposed action will consider various alternatives within the identified study area that would meet the purpose and need of the project. The proposed truck route is considered necessary by the Santee Lynches Regional Council of Governments (SLRCOG) to address the existing and future truck traffic through downtown Bishopville. SCDOT and FHWA are developing an EIS that will promote informed decision making throughout the process to address this need.

Areas of concern to be emphasized in the study will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character,

environmental justice, Title VI, hazardous/contaminated materials, indirect and cumulative impact, and potential impacts due to project construction.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. A project website has been established and can be viewed at:

<http://www.scdot.org/inside/BishopvilleTruckRoute/default.aspx>.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

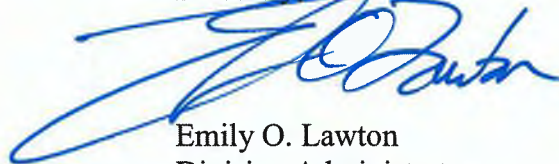
1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Mr. Kyle Kelly, SLRCOG ECS Director
Mr. Henry Phillips, SCDOT NEPA Coordinator RPG 2
Mr. Jacob Meetze, PE, SCDOT Assistant Project Manager
Mr. Carl Gibilaro, PE, DRMP Project Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

June 12, 2017

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Ms. Kamara Holmes
State Soil Scientist
USDA-NRCS
Strom Thurmond Federal Bldg.
1835 Assembly Street, Suite 950
Columbia, SC 29201

Subject: Invitation to Become a Participating Agency for the Preparation of an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route in Lee County, South Carolina; Federal Project Number 0330(009)

Dear Ms. Holmes:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route project. A Notice of Intent (NOI) dated April 6, 2017, was published in the Federal Register on April 14, 2017. The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. This designation does not imply that your agency either supports the proposed project or has any special expertise with respect to evaluation of the project.

On average, over 700 large, commercial trucks traverse the corridor daily. The purpose of the Proposed Bishopville Truck Route project is to address the existing and future truck traffic through downtown Bishopville. In addition, the EIS will evaluate options which may enhance the economic development of the area. To date, the project corridor is generally defined by US 15/I-20 Interchange to the south, US 15 just north of SC 341 to the north, the intersection of SR 15 and SC 34 to the west and the intersection of SR 341 and Mac Stuckey Lane to the east (see **enclosed location map**). This EIS will involve an analysis of various alternatives and their associated environmental concerns.

In addition to the "No-Build" Alternative, the EIS for the proposed action will consider various alternatives within the identified study area that would meet the purpose and need of the project. The proposed truck route is considered necessary by the Santee Lynches Regional Council of Governments (SLRCOG) to address the existing and future truck traffic through downtown Bishopville. SCDOT and FHWA are developing an EIS that will promote informed decision making throughout the process to address this need.

Areas of concern to be emphasized in the study will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological

resources, parks and recreation facilities, noise and air, social and community character, environmental justice, Title VI, hazardous/contaminated materials, indirect and cumulative impact, and potential impacts due to project construction.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. A project website has been established and can be viewed at:

<http://www.scdot.org/inside/BishopvilleTruckRoute/default.aspx>.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

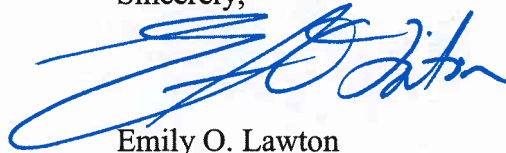
1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Mr. Henry Phillips, SCDOT NEPA Coordinator RPG 2
Mr. Jacob Meetze, PE, SCDOT Assistant Project Manager
Mr. Carl Gibilaro, PE, DRMP Project Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

June 12, 2017

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Tom McCoy
Field Supervisor
U.S. Fish and Wildlife Service
176 Croghan Spur Road, Suite 200
Charleston, SC 29407

Subject: Invitation to Become a Participating Agency for the Preparation of an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route in Lee County, South Carolina; Federal Project Number 0330(009)

Dear Mr. McCoy:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route project. A Notice of Intent (NOI) dated April 6, 2017, was published in the Federal Register on April 14, 2017. The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. This designation does not imply that your agency either supports the proposed project or has any special expertise with respect to evaluation of the project.

On average, over 700 large, commercial trucks traverse the corridor daily. The purpose of the Proposed Bishopville Truck Route project is to address the existing and future truck traffic through downtown Bishopville. In addition, the EIS will evaluate options which may enhance the economic development of the area. To date, the project corridor is generally defined by US 15/I-20 Interchange to the south, US 15 just north of SC 341 to the north, the intersection of SR 15 and SC 34 to the west and the intersection of SR 341 and Mac Stuckey Lane to the east (see **enclosed location map**). This EIS will involve an analysis of various alternatives and their associated environmental concerns.

In addition to the "No-Build" Alternative, the EIS for the proposed action will consider various alternatives within the identified study area that would meet the purpose and need of the project. The proposed truck route is considered necessary by the Santee Lynches Regional Council of Governments (SLRCOG) to address the existing and future truck traffic through downtown Bishopville. SCDOT and FHWA are developing an EIS that will promote informed decision making throughout the process to address this need.

Areas of concern to be emphasized in the study will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character,

environmental justice, Title VI, hazardous/contaminated materials, indirect and cumulative impact, and potential impacts due to project construction.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. A project website has been established and can be viewed at:

<http://www.scdot.org/inside/BishopvilleTruckRoute/default.aspx>.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

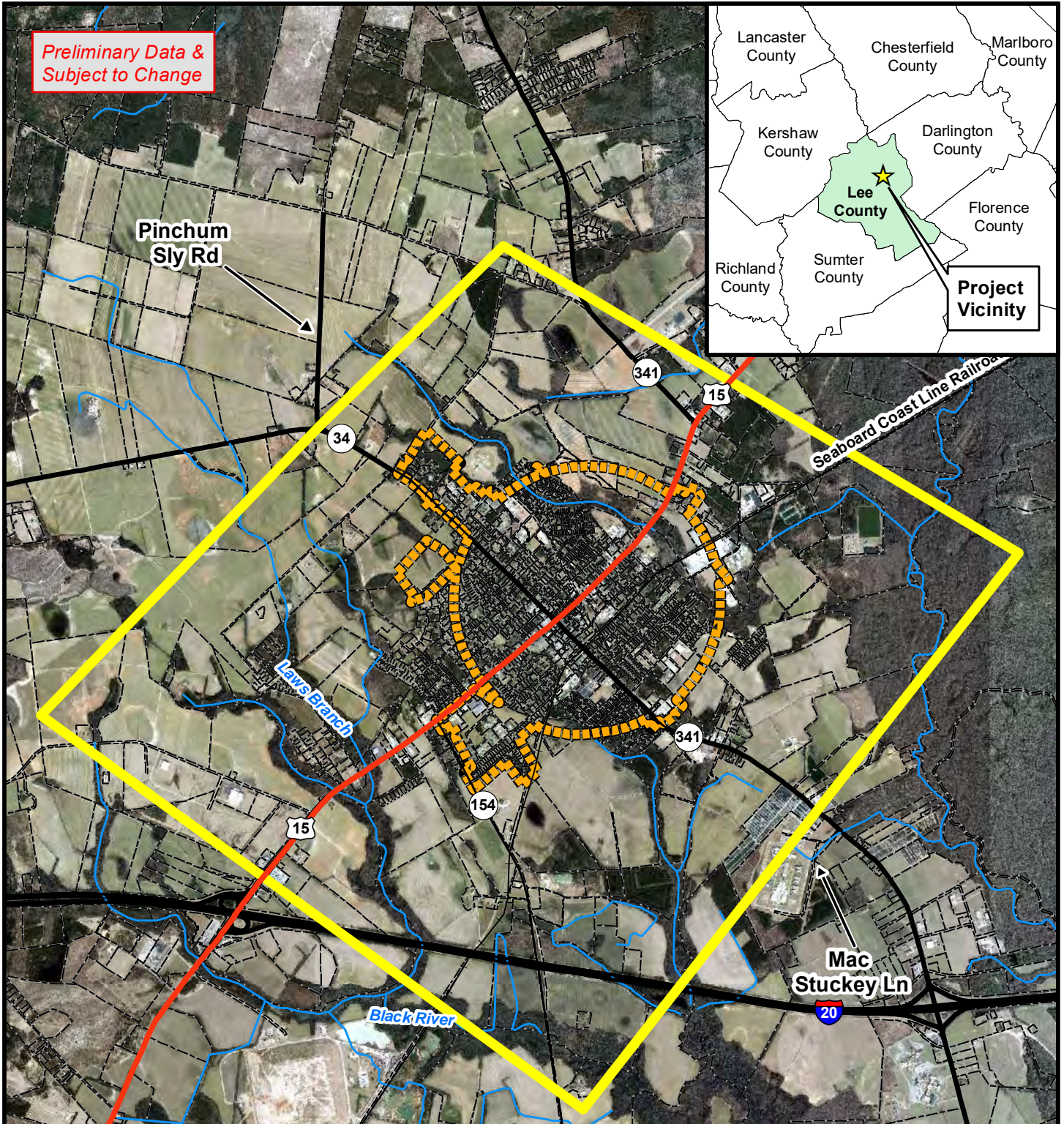
Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

cc: Mr. Mark Caldwell, USFWS Deputy Field Supervisor
Mr. Henry Phillips, SCDOT NEPA Coordinator, RPG 2
Mr. Jacob Meetze, PE, SCDOT Assistant Project Manager
Mr. Carl Gibilaro, PE, DRMP Project Manager



Legend

- US 15/N. Main Street
 - Rivers & Streams
 - Project Study Area
 - Major Road
 - City Limits
 - Property Parcels
 - Railroads
- 0 0.5 1 2 Miles

May 2017





REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69-A Hagood Avenue
CHARLESTON, SOUTH CAROLINA 29403-5107

June 22, 2017

Regulatory Division

RECEIVED
Federal Highway Administration

JUN 28 2017

Ms. Emily O. Lawton
Division Administrator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201-2430

Division Office
Columbia S.C.

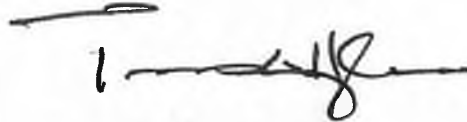
Dear Ms. Lawton:

The Federal Highway Administration (FHWA) has requested the U.S. Army Corps of Engineers, Charleston District (Corps), to participate as a cooperating agency in the preparation of an Environmental Impact Statement (EIS) for the Bishopville Truck Route Project in Lee County, South Carolina. As stated in 40 CFR 1501.6, the FHWA, as the lead federal action agency, may request any other agency that has jurisdiction by law or special expertise with respect to an environmental issue to be a cooperating agency. In accordance with the above stated regulations, the Corps formally accepts your invitation to become a cooperating agency. As part to this cooperative effort, the Corps is willing to attend and participate in coordination meetings, to provide consultation on those aspects of this projects where we have legal oversight and expertise, and to provide review and comments on documents related to this project (alternatives considered, anticipated impacts, proposed mitigation, etc.).

The Corps applauds FHWA's efforts to develop the (EIS) for this project that will satisfy both FHWA and Corps jurisdictional responsibilities. However, the Corps recognizes some fundamental differences in the way our agencies conduct an environmental review of the projects we are involved in. This is primarily due to the Corps' authority under Section 404 of the Clean Water Act. The Section 404(b)(1) Guidelines require that the Corps define the project's basic and overall project purpose, determine if the project is water dependent, and conduct an analysis of practicable alternatives. Therefore, we feel it is paramount that FHWA, SCDOT, and the Corps continue to meet to understand each other's missions/statutory requirements to work toward a synchronized process that allows us to resolve outstanding issues that will allow us to develop EIS documents that address all of our jurisdictional responsibilities.

In closing, we appreciate your invitation and look forward to our continued collaboration with you on this project. Please be advised that our concurrences are based upon the most current information available. If new information becomes available that requires further consideration, the concurrence may in turn be affected. Though we anticipate our participation and concurrence on this project will help facilitate the permit process, it can in no way guarantee permit issuance.

Respectfully,



for: Matthew W. Luzzatto
Lieutenant Colonel, U.S. Army
District Engineer

Travis G. Hughes
Chief, Regulatory Division

Copy furnished:

Mr. Chad Long
Director, Environmental Services
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191



RECEIVED
Federal Highway Administration

JUL 10 2017

Division Office
Columbia S.C.

July 6, 2017

Federal Highway Administration
Attn: Ms. Emily Lawton, Division Administrator
1835 Assembly Street, Suite 1270
Columbia, SC 29201

Re: Invitation to Become a Participating Agency for the Preparation of an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route in Lee County; Federal Project Number 0330(009).

Dear Ms. Lawton:

The South Carolina Department of Health and Environmental Control (SCDHEC) is responding to the above referenced letter sent to Mr. Chuck Hightower dated June 12, 2017. As you are aware, SCDHEC's Bureau of Water administers applicable regulations pertaining to water quality standards and classifications, including wetland protection, in accordance with the South Carolina Pollution Control Act, the Federal Clean Water Act, the State Stormwater Management and Sediment Reduction Act, Construction in Navigable Waters Permitting, and associated regulations for all of these statutes.

As explained in your letter, the Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT) is preparing an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route project. The purpose of the Proposed Bishopville Truck Route project is to address the existing and future truck traffic through downtown Bishopville. To date, the project corridor is generally defined by US 15/I-20 Interchange to the south, US 15 just north of SC 341 to the north, the intersection of SR 15 and SC34 to the west and the intersection of SR 341 and Mac Stuckey Lane to the east. The EIS will involve an analysis of various alternatives and their associated environmental

Page 2
July 6, 2017
Ms. Emily Lawton

concerns. Areas of concern will include potential environmental impacts upon existing ecological resources, wetlands, water resources.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concerns regarding the project's potential environmental, social, or economic impacts. Agency involvement in the proposed project would entail those areas under its jurisdiction and would involve participation in coordination meetings, consultation on any relevant technical studies that may be required for the project, and timely review and comment on the environmental document regarding the alternatives considered, the anticipated impacts and mitigation.

Based on the above information, SCDHEC agrees to become a Participating Agency with the FHWA for this project. Chuck Hightower will be the contact person for SCDHEC.

Please call Chuck Hightower at 898-0369 if you have any questions.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Heather Preston for". The signature is fluid and cursive.

Chuck Hightower, Manager
Wetland Permitting and Certification Section
Bureau of Water

cc: Heather Preston, SCDHEC Bureau of Water
Mark Giffin, SCDHEC Bureau of Water

Carl Gibilaro

From: Belcher, Jeffrey (FHWA) <Jeffrey.Belcher@dot.gov>
Sent: Thursday, July 20, 2017 11:13 AM
To: Meetze, Jacob M. (MeetzeJ@scdot.org); Phillips, Henry; Carl Gibilaro
Cc: Herrell, Michelle (FHWA)
Subject: EPA Participating Agency Response: Bishopville Truck Route, Lee Co., SC

Last one. E-mail for your files.

J. Shane Belcher

Environmental Coordinator

Federal Highway Administration

1835 Assembly Street, Suite 1270

Columbia, SC 29201

Phone: 803-253-3187

Fax: 803-253-3989

From: Militischer, Chris [mailto:Militischer.Chris@epa.gov]

Sent: Thursday, July 20, 2017 10:52 AM

To: Belcher, Jeffrey (FHWA) <Jeffrey.Belcher@dot.gov>

Cc: Walls, Beth <Walls.Beth@epa.gov>

Subject: Bishopville Truck Route, Lee Co., SC

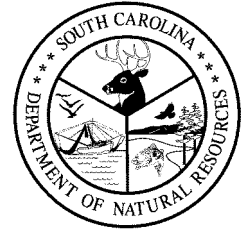
Mr. Belcher: Sorry for the late response. EPA is accepting its role as a participating agency for the proposed project. Ms. Beth Walls (404-562-8309; walls.beth@epa.gov) of this office will be the Principle Reviewer for the EPA. Thank you.

Christopher A. Militischer
Chief, NEPA Program Office
USEPA Region 4
61 Forsyth Street, SW
Atlanta, GA 30303
404-562-9512
Militischer.chris@epa.gov



South Carolina Department of Natural Resources

1000 Assembly Street Suite 336
PO Box 167
Columbia, SC 29202



Alvin A. Taylor
Director
Robert D. Perry
Director, Office of
Environmental Programs

July 6, 2017

Ms. Emily Lawton
Division Administrator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201

electronic submission

RE: Invitation to Become a Participating Agency for the Preparation of an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route in Lee County, SC; Federal Project Number 0330(009)

Dear Ms. Lawton:

Thank you for your invitation to become a participating agency in the preparation of an EIS for the Proposed Bishopville Truck Route project by the Federal Highway Administration (FHWA) in cooperation with the South Carolina Department of Transportation (SCDOT). The Bishopville Truck Route project's purpose is to address existing and future truck traffic through downtown Bishopville.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social or economic impacts.

The South Carolina Department of Natural Resources (SCDNR) accepts the invitation to become a participating agency on the Bishopville Truck Route project and looks forward to working with FHWA and SCDOT in the development of the EIS. The project leader for SCDNR on this project will be Greg Mixon. Greg can be reached by email at mixong@dnr.sc.gov or via phone at 803-734-3282.

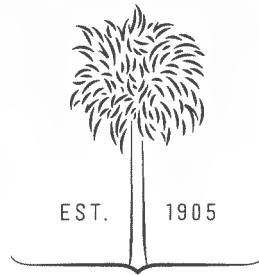
Thank you for the opportunity to participate in the review of this project and provide comments. Please feel free to contact me as you deem necessary regarding this project. I can be reached by email at riginl@dnr.sc.gov or by phone at 803-734-4199.

Sincerely,

A handwritten signature in cursive script that reads "Lorianne Riggin".

Lorianne Riggin
Director, Office of Environmental Programs

cc: J.Shane Belcher, FHWA
Michelle Harrell, FHWA
Chad Long, SCDOT



RECEIVED
Federal Highway Administration

JUN 19 2017

Division Office
Columbia S.C.

15 June 2017

SOUTH CAROLINA DEPARTMENT OF
ARCHIVES • HISTORY

Emily Lawton
Division Administrator
Federal Highway Administration
1835 Assembly St., Ste. 1270
Columbia, SC 29201

Re: Proposed Bishopville Truck Route
Lee County, South Carolina
SHPO Project No. 17-EJ0136

Dear Ms. Lawton:

Our office has received your letter dated June 12, 2017 inviting the South Carolina Department of Archives and History to be a participating agency for the preparation of an Environmental Impact Statement (EIS) for the proposed Bishopville Truck Route.

We accept this invitation. Our office's designated contact person is the undersigned.

Thank you for providing us the opportunity to be involved in this project.

Sincerely,

Adrienne Daggett, PhD.
Transportation Review Coordinator
South Carolina State Historic Preservation Office
adaggett@scdah.sc.gov
(803) 896-6184



**SANTEE
LYNCHES**

Regional Council of Governments

June 29, 2017

Emily Lawton
Division Administrator
Federal Highways Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201

Subject: Invitation to Become a Participating Agency for Preparation of an Environmental Impact Statement (EIS) for the Proposed Bishopville Truck Route in Lee County, South Carolina; Federal Project Number 0330(009)

Dear Ms. Lawton:

On behalf of Santee-Lynches Regional Council of Governments, I am pleased to accept your invitation to become a Participating Agency for the preparation of an Environmental Impact Statement for the proposed Bishopville Truck Route.

As noted in your letter, Santee-Lynches will participate in coordination of meetings as appropriate, consult on relevant technical studies for the project, and review and comment on the environmental document to reflect the views and concerns of our agency on the adequacy of the document, alternatives considered, and anticipated impacts and mitigation.

The point of contact for Santee-Lynches for this project will be Mr. Kyle Kelly, Economic and Community Sustainability Director (kkelly@slcog.org; 803.774.1377)

Santee-Lynches Regional Council of Governments looks forward to completing this important study process as efficiently and as comprehensively as possible.

Sincerely,

G. Michael Mikota, Ph.D.
Executive Director

Carl Gibilaro

From: Belcher, Jeffrey (FHWA) <Jeffrey.Belcher@dot.gov>
Sent: Monday, July 17, 2017 2:14 PM
To: Meetze, Jacob M. (MeetzeJ@scdot.org); Phillips, Henry; Carl Gibilaro
Cc: Herrell, Michelle (FHWA)
Subject: NRCS Response: Federal Highway Administration (FHWA): Environmental Impact Statement (EIS)for Bishopville Truck Route

Follow Up Flag: Follow up
Due By: Tuesday, July 18, 2017 8:30 AM
Flag Status: Flagged

For your project files.

J. Shane Belcher

Environmental Coordinator

Federal Highway Administration

1835 Assembly Street, Suite 1270

Columbia, SC 29201

Phone: 803-253-3187

Fax: 803-253-3989

From: Holmes, Kamara - NRCS, Columbia, SC [mailto:Kamara.Holmes@sc.usda.gov]
Sent: Monday, July 17, 2017 1:52 PM
To: Belcher, Jeffrey (FHWA) <Jeffrey.Belcher@dot.gov>
Cc: Herrell, Michelle (FHWA) <michelle.herrell@dot.gov>
Subject: RE: Federal Highway Administration (FHWA): Environmental Impact Statement (EIS)for Bishopville Truck Route

Mr. Belcher,

The USDA Natural Resources Conservation Service accepts the FHWA's invitation to become a participating agency for the preparation of an environmental impact statement (EIS) for the proposed Bishopville Truck Route in Lee County, South Carolina – Federal Project Number 0330 (009).

Please contact Kamara Holmes, State Soil Scientist at 803-253-3896 or by e-mail at kamara.holmes@sc.usda.gov for any comments, questions, or concerns.

Thank you,

Kamara Holmes

State Soil Scientist

USDA-NRCS South Carolina

1835 Assembly Street, Room 950

Columbia, SC 29201

Office: 803.253.3896

From: Belcher, Jeffrey (FHWA) [<mailto:Jeffrey.Belcher@dot.gov>]
Sent: Monday, July 17, 2017 12:04 PM
To: Holmes, Kamara - NRCS, Columbia, SC <Kamara.Holmes@sc.usda.gov>
Cc: Herrell, Michelle (FHWA) <michelle.herrell@dot.gov>
Subject: RE: Federal Highway Administration (FHWA): Environmental Impact Statement (EIS)for Bishopville Truck Route
Importance: High

Kamara,

Just wanted to follow-up with you on our request for participating agency status for NRCS. I also sent the attached letter via FedEx. Looks like it reached your office on June 14. If you have any further questions regarding the request please do not hesitate to let me know.

Thanks,

J. Shane Belcher
Environmental Coordinator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201
Phone: 803-253-3187
Fax: 803-253-3989

From: Belcher, Jeffrey (FHWA)
Sent: Tuesday, June 13, 2017 2:47 PM
To: Holmes, Kamara - NRCS, Columbia, SC <Kamara.Holmes@sc.usda.gov>
Cc: Herrell, Michelle (FHWA) <michelle.herrell@dot.gov>
Subject: RE: Federal Highway Administration (FHWA): Environmental Impact Statement (EIS)for Bishopville Truck Route

Kamara,

As a follow-up on the project FHWA would like to invite USDA-NRCS to become a participating agency in the development of the EIS. Any questions please do not hesitate to call.

Thanks,

J. Shane Belcher
Environmental Coordinator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201
Phone: 803-253-3187
Fax: 803-253-3989

From: Holmes, Kamara - NRCS, Columbia, SC [<mailto:Kamara.Holmes@sc.usda.gov>]
Sent: Thursday, June 01, 2017 9:07 AM
To: Belcher, Jeffrey (FHWA) <Jeffrey.Belcher@dot.gov>
Subject: RE: Federal Highway Administration (FHWA): Environmental Impact Statement (EIS)for Bishopville Truck Route

Thank you for the information. I've been out of the office and I'll be out again on tomorrow. However, I will get back to you next week.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

176 Croghan Spur Road, Suite 200
Charleston, South Carolina 29407

June 14, 2017

Ms. Emily O. Lawton
Division Administrator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201

Re: Participating Agency Invitation, Proposed Bishopville Truck Route, Lee County,
South Carolina, FWS Log No. 2017-CPA-0049

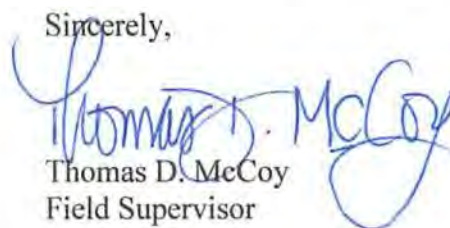
Dear Ms. Lawton:

The U.S. Fish and Wildlife Service (Service) has received your letter requesting the Service's involvement as a participating agency for the proposed truck route to bypass Bishopville in Lee County, South Carolina. The Federal Highway Administration and the South Carolina Department of Transportation are initiating an Environmental Impact Statement (EIS) to address potential impacts the proposed truck route will have upon the surrounding environment.

In accordance with Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Service would be pleased to serve as a "participating agency" in developing the EIS. The Service's participation will be specifically limited to: (1) participating in coordination meetings; (2) consultation on any relevant technical studies that may be required for the project; and (3) provide timely review and comment on the environmental document to reflect the views and concerns of our agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

If the Service can be of further assistance to the Federal Highway Administration in this matter, please do not hesitate to contact me or Mr. Mark Caldwell, who may be reached at (843) 727-4707 ext. 215, and reference FWS Log No. 2017-CPA-0049.

Sincerely,


Thomas D. McCoy
Field Supervisor

TDM/MAC



South Carolina
Department of Transportation

December 14, 2018

Joseph E. Wilkinson
Review Coordinator for Transportation Projects
State Historic Preservation Office
SC Department of Archives & History
8301 Parklane Road
Columbia, SC 29223

***RE: Reconnaissance-Level Archaeological Survey of Bishopville Truck Route
Segments, Lee County, South Carolina***

Dear Mr. Wilkinson:

Please find attached a copy of the above-referenced report that describes reconnaissance level archaeological investigations conducted for the proposed Bishopville Truck Route in **Lee County**, South Carolina. The investigations consisted of background research and field examination of areas characterized as having high archaeological potential. The purpose of the archaeological reconnaissance study was to alert project planners to obvious archaeological resource issues. It was not meant to identify all sites within the segments. Once a preferred alignment is chosen, a Phase I archaeological survey will be performed.

The Bishopville Truck Route project area is configured so that an “a la carte” approach can be used to determine the best alignment for the proposed road. As such, the area under consideration for the location of the truck route was divided into 26 segments ranging in width from 500 to 1000 feet and in length from 480 – 18,700 feet. Twenty-four of these segments were examined at the reconnaissance level during the current investigation.

As a result of the reconnaissance survey two new archaeological sites (38LE1040 and 38LE1041), a small family cemetery (38LE1042 – U/61/0091), and a second possible cemetery (no number assigned) were recorded. In addition, a previously identified site, 38LE1037, was revisited.

Sites 38LE1040 and 38LE1041 are heavily disturbed historic scatters dating to the late nineteenth and twentieth centuries. These sites are recommended as **not eligible** for the National Register of Historic Places (NRHP).

The NRHP eligibility of the small family cemetery, known as the Albert Family Cemetery (assigned archaeological site # 38LE1042 and above ground resource # U/61/0091) was **not assessed during the current investigation. An additional evaluation of this resource will be necessary if it is determined to be in an area that will be affected by the proposed truck route.** However, since cemeteries are protected by state law (e.g., South Carolina Code of Laws 16-17-600), avoidance of the resource is recommended.

The location of the possible cemetery (no number assigned) was indicated by a local informant, but could not be verified based on above-ground evidence. **Additional investigations to verify the presence of and determine the NRHP eligibility of this resource will be necessary if it falls in the path of the proposed truck route.** In addition, since cemeteries are protected by



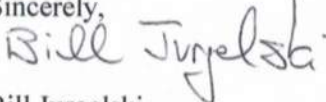
state law (e.g., South Carolina Code of Laws 16-17-600), avoidance of the resource if it is determined to be a cemetery is recommended.

The previously identified site, 38LE1037, described as a tenant house or occupation, was revisited during the current investigation and found to be in the same condition as when it was initially recorded in 2012. **The NRHP eligibility of this site is unassessed. Additional testing to define the NRHP status of the site is recommended should it fall in the path of the proposed truck route.**

Based on the results of the background research and field investigations, the Department has determined that **two resources are present within the study area that will require additional evaluation if it is determined that they will be impacted by the proposed undertaking. In addition, the presence of and NRHP eligibility of a third potential resource, a possible cemetery, will need to be determined if it falls within the area that will be affected by the proposed undertaking. Finally, once a preferred alignment for the proposed truck route is chosen, an intensive cultural resources survey of that alignment will need to be conducted.**

Per the terms of the Section 106 Programmatic Agreement executed on October 6, 2017, the Department is providing this information on behalf of the Federal Highway Administration. It is requested that you review the enclosed material, and, if appropriate, indicate your concurrence in the Department's findings. Please respond within 30 days if you have any objections or if you have need of additional information.

Sincerely,



Bill Jurgelski
Archaeologist

WMJ:wmj

I (~~do not~~) concur in the above determination.

Signed: Joseph E. Wilkinson Date: 12/19/18

ec: Shane Belcher, FHWA
Bryan Printup, Tuscarora Nation

cc: Wenonah G. Haire, Catawba Nation
Keith Derting, SCIAA

File: ENV/WMJ



South Carolina
Department of Transportation

2019-66-2

December 14, 2018

Joseph E. Wilkinson
Review Coordinator for Transportation Projects
State Historic Preservation Office
SC Department of Archives & History
8301 Parklane Road
Columbia, SC 29223

***RE: Reconnaissance-Level Archaeological Survey of Bishopville Truck Route
Segments, Lee County, South Carolina***

Dear Mr. Wilkinson:

Please find attached a copy of the above-referenced report that describes reconnaissance level archaeological investigations conducted for the proposed Bishopville Truck Route in **Lee County**, South Carolina. The investigations consisted of background research and field examination of areas characterized as having high archaeological potential. The purpose of the archaeological reconnaissance study was to alert project planners to obvious archaeological resource issues. It was not meant to identify all sites within the segments. Once a preferred alignment is chosen, a Phase I archaeological survey will be performed.

The Bishopville Truck Route project area is configured so that an "a la carte" approach can be used to determine the best alignment for the proposed road. As such, the area under consideration for the location of the truck route was divided into 26 segments ranging in width from 500 to 1000 feet and in length from 480 – 18,700 feet. Twenty-four of these segments were examined at the reconnaissance level during the current investigation.

As a result of the reconnaissance survey two new archaeological sites (38LE1040 and 38LE1041), a small family cemetery (38LE1042 – U/61/0091), and a second possible cemetery (no number assigned) were recorded. In addition, a previously identified site, 38LE1037, was revisited.

Sites 38LE1040 and 38LE1041 are heavily disturbed historic scatters dating to the late nineteenth and twentieth centuries. These sites are recommended as **not eligible** for the National Register of Historic Places (NRHP).

The NRHP eligibility of the small family cemetery, known as the Albert Family Cemetery (assigned archaeological site # 38LE1042 and above ground resource # U/61/0091) was **not assessed during the current investigation. An additional evaluation of this resource will be necessary if it is determined to be in an area that will be affected by the proposed truck route.** However, since cemeteries are protected by state law (e.g., South Carolina Code of Laws 16-17-600), avoidance of the resource is recommended.

The location of the possible cemetery (no number assigned) was indicated by a local informant, but could not be verified based on above-ground evidence. **Additional investigations to verify the presence of and determine the NRHP eligibility of this resource will be necessary if it falls in the path of the proposed truck route.** In addition, since cemeteries are protected by

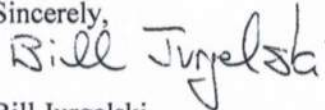
state law (e.g., South Carolina Code of Laws 16-17-600), avoidance of the resource if it is determined to be a cemetery is recommended.

The previously identified site, 38LE1037, described as a tenant house or occupation, was revisited during the current investigation and found to be in the same condition as when it was initially recorded in 2012. **The NRHP eligibility of this site is unassessed. Additional testing to define the NRHP status of the site is recommended should it fall in the path of the proposed truck route.**

Based on the results of the background research and field investigations, the Department has determined that **two resources are present within the study area that will require additional evaluation if it is determined that they will be impacted by the proposed undertaking. In addition, the presence of and NRHP eligibility of a third potential resource, a possible cemetery, will need to be determined if it falls within the area that will be affected by the proposed undertaking. Finally, once a preferred alignment for the proposed truck route is chosen, an intensive cultural resources survey of that alignment will need to be conducted.**

Per the terms of the Section 106 Programmatic Agreement executed on October 6, 2017, the Department is providing this information on behalf of the Federal Highway Administration. It is requested that you review the enclosed material, and, if appropriate, indicate your concurrence in the Department's findings. Please respond within 30 days if you have any objections or if you have need of additional information.

Sincerely,




Bill Jurgelski
Archaeologist

WMJ:wmj

I (~~do not~~) concur in the above determination.

Signed:



Date:

1/2/19

ec: Shane Belcher, FHWA
Bryan Printup, Tuscarora Nation

cc: Wenonah G. Haire, Catawba Nation
Keith Derting, SCIAA

File: ENV/WMJ



Office of the Chief

Bill John Baker
Principal Chief
ᎠᎩ ᎠᎩᎩᎩᎩᎩᎩ
ᎠᎩᎩᎩᎩᎩ

S. Joe Crittenden
Deputy Principal Chief
ᎠᎩ ᎠᎩᎩᎩᎩᎩᎩ
ᎠᎩᎩᎩᎩᎩᎩ ᎠᎩᎩᎩᎩᎩᎩ

January 7, 2019

J. Shane Belcher
Federal Highway Administration, South Carolina Division
1835 Assembly Street, Suite 1270
Columbia, SC 29201

Re: 0033261, Bishopville Truck Route

Mr. J. Shane Belcher:

The Cherokee Nation (Nation) is in receipt of your correspondence about and related report for **0033261, Bishopville Truck Route**, and appreciates the opportunity to provide comment upon this project.

The Nation maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found no instances where this project intersects or adjoins such resources. Thus, the Nation does not foresee this project imparting impacts to Cherokee cultural resources at this time.

However, the Nation requests that the Federal Highway Administration (FHWA) halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project.

Additionally, the Nation requests that FHWA conduct appropriate inquiries with other pertinent Tribal and Historic Preservation Offices regarding historic and prehistoric resources not included in the Nation's databases or records.

If you require additional information or have any questions, please contact me at your convenience. Thank you for your time and attention to this matter.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389



United States Department of the Interior
FISH AND WILDLIFE SERVICE
176 Croghan Spur Road, Suite 200
Charleston, South Carolina 29407
May 30, 2019



U.S. Fish and Wildlife Service Clearance Letter for Species and Habitat Assessments

The U.S. Fish and Wildlife Service (Service) is one of two lead Federal Agencies mandated with the protection and conservation of Federal trust resources, including threatened and endangered (T&E) species and designated critical habitat as listed under the Endangered Species Act of 1973 (16 U.S.C. 1531 *et seq.*) (ESA). Development of lands in South Carolina have the potential to impact federally protected species. Accordingly, obligations under the ESA, National Environmental Policy Act (NEPA), Clean Water Act (CWA), Federal Power Act (FPA), and other laws, require project proponents to perform an environmental impact review prior to performing work on the site. These projects may include a wide variety of activities including, but not limited to, residential or commercial developments, energy production, power transmission, transportation, infrastructure repair, maintenance, or reconstruction of existing facilities on previously developed land.

Project applicants, or their designated representatives, may perform initial species assessments in advance of specific development proposals to determine the presence of T&E species and designated critical habitat that are protected under the ESA. These reviews are purposely speculative and do not include specific project or site development plans. Many of these speculative proposals are for previously developed or disturbed lands such as pasture lands, agricultural fields, or abandoned industrial facilities. Due to historical uses and existing conditions, these sites often do not contain suitable habitat to support T&E species. Therefore, an assessment may conclude that any future development of the site would have no effect to T&E species or adversely modify designated critical habitat. If the applicant, or their designee, determines there is no effect or impact to federally protected species or designated critical habitat, no further action is required under the ESA.

Clearance to Proceed

For all sites with potential projects that have no effect or impact upon federally protected species or designated critical habitat, no further coordination with the Service is necessary at this time. This letter may be downloaded and serve as the Service's concurrence or agreement to the conclusions of the species assessment. Any protected species survey or assessment conducted for the property should be included with this letter when submitting the project to Federal permitting agencies. Due to obligations under the ESA potential impacts must be reconsidered if: (1) new information reveals impacts of this identified action may affect any listed species or critical habitat in a manner not previously considered; (2) this action is subsequently modified in a manner which was not considered in this assessment; or (3) a new species is listed or critical habitat is designated that may be affected by the identified action.

Please note this Clearance Letter applies only to assessments in South Carolina but may not be used to satisfy section 7 requirements for projects that have already been completed or currently under construction.

If suitable habitat for T&E species or designated critical habitat occurs on, or nearby, the project site, a determination of no effect/impact may not be appropriate. In these cases, direct consultation requests with the Service should be initiated. Additional coordination with the Service may also be required if the potential project requires an evaluation under another resource law such as, but not limited to, NEPA, CWA, FPA, and the Coastal Zone Management Act.

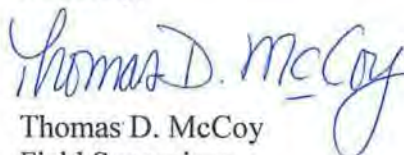
Northern Long-eared Bat Consideration

The Service issued a nationwide programmatic biological opinion (PBO) for the northern long-eared bat (*Myotis septentrionalis*, NLEB) on January 5, 2016. The PBO was issued pursuant to section 7(a)(2) of the ESA to address impacts that Federal actions may have on this species. In addition, the Service published a final 4(d) rule on January 14, 2016, which details special consultation provisions for Federal actions that may affect the NLEB. Briefly, the PBO and the 4(d) rule allow for "incidental" take of the NLEB throughout its range under certain conditions. Take is defined in section 3 of the ESA as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. Further, incidental take is defined as take that results from, but is not the purpose of, carrying out an otherwise lawful activity. Under the PBO and 4(d) rule, all incidental take of the NLEB is exempted from the ESA's take prohibitions under certain conditions. However, incidental take is prohibited within one quarter mile from known hibernacula and winter roost, or within 150 feet from a known maternity roost tree during the months of June and July.

In consideration of known hibernacula, winter roosts, and maternity roost tree locations in South Carolina, this letter hereby offers blanket concurrence for a may affect, but is not likely to adversely affect determination for the NLEB if the proposed work occurs more than one quarter mile from known hibernacula, winter roosts, or is further than 150 feet from a known maternity roost trees. If an activity falls within one-quarter mile of hibernacula or winter roost or within 150 feet of a maternity roost tree additional consultation with the Service will be required. As a conservation measure for all projects it is recommended that all tree clearing activities be conducted during the NLEB inactive season of November 15th to March 31st of any given year.

The Service appreciates your cooperation in the protection of federally listed species and their habitats in South Carolina.

Sincerely,


Thomas D. McCoy
Field Supervisor

Kristen Maines

From: Cooper, Christopher B. <CooperCB@scdot.org>
Sent: Tuesday, January 14, 2020 2:55 PM
To: Kristen Maines
Subject: FW: Request for ESA Consultation - Proposed Bishopville Truck Route Project #S-69-08
Attachments: Bishopville ESA Consultation_CBC 1.13.20.pdf

Per your request

Chris Cooper

RPG 2 NEPA Coordinator
955 Park Street Columbia, SC 29201
(O) 803.737.1046 (M) 803.394.3468
Email: CooperCB@scdot.org



From: Cooper, Christopher B.
Sent: Monday, January 13, 2020 4:28 PM
To: mark_caldwell@FWS.gov
Cc: Belcher, Jeffery - FHWA; Phillips, Henry
Subject: Request for ESA Consultation - Proposed Bishopville Truck Route Project #S-69-08

Mr. Caldwell,

Please see the attached project information and request for ESA consultation for the Proposed Bishopville Truck Route. A hard copy has been mailed to your attention.

Thank you for your assistance.

Chris

Chris Cooper

RPG 2 NEPA Coordinator
955 Park Street Columbia, SC 29201
(O) 803.737.1046 (M) 803.394.3468
Email: CooperCB@scdot.org





January 13, 2020

Mr. Mark Caldwell
US Fish & Wildlife Service
176 Croghan Spur Road, Suite 200
Charleston, South Carolina 29407

**RE: Request for Initiation of ESA Consultation
Proposed Bishopville Truck Route Project
PIN #33261, Project #S-69-08
Bishopville, Lee County, South Carolina**

Dear Mr. Caldwell:

In support of the environmental review for the Proposed Bishopville Truck Route Project, the South Carolina Department of Transportation (SCDOT) is requesting initiation of an Endangered Species Act (ESA) consultation, pursuant to a biological assessment to be completed for the Preferred Alternative upon its determination. The project area is generally consistent with the biological assessment prepared for the former Bishopville Bypass Project on April 13, 2012. Field studies were conducted in February and March of 2012. No preferred or suitable habitat or species occurrences were identified during the prior field review. The biological assessment for the previous project concluded that the project would have no effect on any listed Federal or State protected species. In April 2012, the South Carolina Department of Natural Resources Heritage Trust Program did not have any species occurrence data documented in the prior project area. The species and their associated habitats included in the prior biological assessment are consistent with those currently listed by the US Fish & Wildlife Service (USFWS) as of September 9, 2019.

The southern portion of the project area begins near US Highway 15 (Sumter Highway) and its intersection with Browntown Road, just south of downtown Bishopville (Latitude: 34.2015, Longitude: 80.2735). The northern project area terminates near the intersection of US Highway 15 (Sumter Highway) and SC Highway 341 (Bethune Highway), north of downtown Bishopville (Latitude: 34.2375, Longitude: 80.2383). The project area extends east from the southern terminus around Bishopville, then turning north and northwest to the northern terminus. The current project area is generally consistent with the Bishopville Bypass Project area discussed above.

After extensive alternative-screening, SCDOT has identified four proposed build alternatives for the project. Please review the attached exhibit, which depicts the twelve possible alternative combinations that are being evaluated in order to identify a preferred alternative.

Initial field reconnaissance of the project area was conducted in late 2019. The results of the initial field reconnaissance indicate that current conditions are consistent with those found

during the 2012 field reconnaissance. There have been no significant land use alterations in the vicinity of the proposed project area since February/March 2012.

At your earliest convenience, please provide any updated species or habitat listings, in addition to any current species occurrence data that the USFWS has documented for the vicinity of the project area, via email to me at CooperCB@scdot.org, and copy J. Shane Belcher (FHWA) at Jeffrey.Belcher@dot.gov. Please feel free to contact me if you have any questions regarding the project or review of the project area.

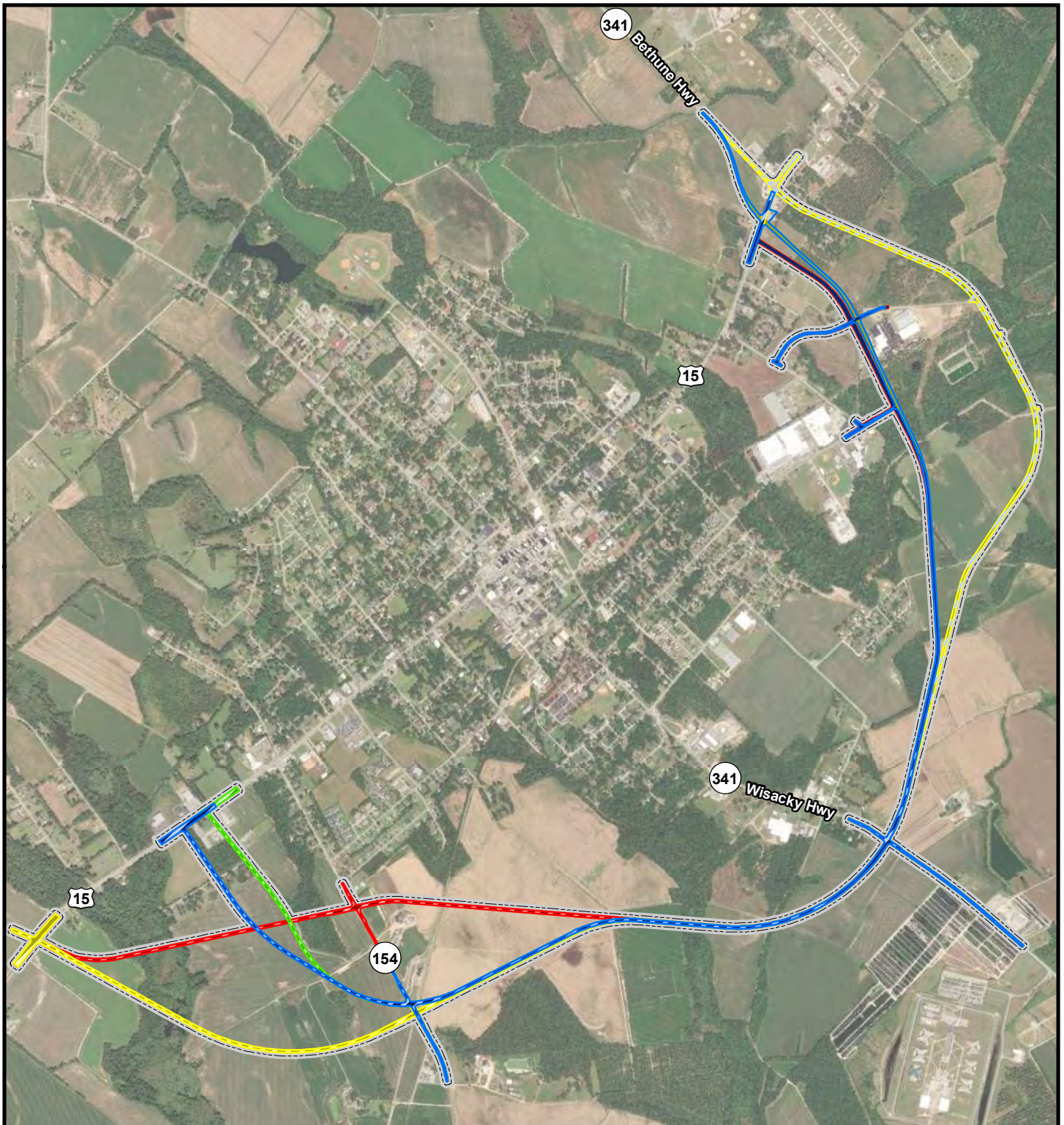
Thank you in advance for your assistance with this project.

Sincerely,



Christopher B. Cooper (Chris)
SCDOT NEPA Coordinator – Pee Dee Region (RPG2)

ENC: Exhibit
CC: J. Shane Belcher, FHWA
CC: Henry Phillips, SCDOT NEPA Division Manager



Legend

- | | | | | |
|---------------------|---------------------|-----------|-----------|------------------|
| Alt T Original | Alt T Modified | Alt I | Alt N | 50 Ft Alt Buffer |
| Alt T Original S IN | Alt T Modified S IN | Alt IS NN | Alt NS IN | |
| Alt T Original S NN | Alt T Modified S NN | Alt IS TN | Alt NS TN | |

January 2020

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

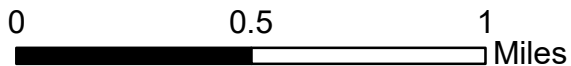


FIGURE 1

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

October 22, 2020

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

Dear Mr. Meetze,

On behalf of Lee County Council, I am writing this letter to reaffirm their support of the construction of the proposed Truck Route under study by SC DOT to reduce the negative impacts of commercial trucks in the downtown area of Bishopville. 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 more demonstrable with each year which has passed. There are two primary issues which define the purpose and need for this project; first and foremost, improving the safety of the citizens in the downtown area of Bishopville due to the high volume of truck traffic; and, secondly, 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 transportation survey 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 the two lane, downtown commercial district of Bishopville 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 to 1500 per day over the next two decades. SC DOT

representatives conducting presentations at public meetings in Bishopville have made numerous references to the number of trucks observed by SC DOT personnel visiting Main St. and the problems these trucks present.

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 along Main and Church Streets, 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. To date, four new businesses and a memorial park have opened as a direct result of this effort to revitalize the downtown area.

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 the issue of trucks; Jared's Ace Hardware and BoSmith Furniture Co. The effort to restore the downtown properties and make them attractive to perspective 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's Comprehensive Plan, last updated in 2010, makes reference to this very corridor as being the focus of future growth in the community. 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, appearing to read "Alan Watkins". The signature is fluid and cursive, written over a white background.

Alan Watkins, Lee County Administrator

Cc: Travis Windham, Chairman- Lee County Council



South Carolina
Department of Transportation

October 26 2020

Ms. Elizabeth Johnson
Director, Historical Services, D-SHPO
State Historic Preservation Office
SC Department of Archives & History
8301 Parklane Road
Columbia, SC 29223

RE: Phase I Archaeological Survey of the Bishopville Truck Routes Preferred Alignment, Lee County, South Carolina.

Dear Ms. Johnson:

Please find attached a copy of the above referenced report that describes cultural resources investigations conducted for the preferred truck routes alignment of the Bishopville Bypass, **Lee County, South Carolina.**

The South Carolina Department of Transportation (SCDOT) is proposing Alternative 6 as the preferred alignment. The project encompasses a 5.1 mile-long, 100-foot wide corridor of new and existing alignment as well as sections of intersecting roads. The western end of the corridor is located at the intersection of Browntown Road and US 15 and curves north and east around the city of Bishopville to connect with SC Highway 341 900 feet northwest of its intersection with US 15/SC 34. Approximately 1.75 miles of existing alignment along St. Charles Street, East Church Street, US 15, Browntown Road, Academy Road, Cousar Street, and SC 34.

As a result of the survey, two new and three previously recorded archaeological sites were examined (38LE1030, 38LE1031, 38LE1037, 38LE1046, and 38LE1047). Site 38LE1030 and 38LE1031 are late nineteenth to twentieth century artifact scatters. Site 38LE1037 is a mid-nineteenth to mid twentieth century tenant occupation. Site 38LE1046 is a mid-nineteenth to twentieth century artifact scatter and site 38LE1047 is a precontact lithic scatter and late eighteenth through twentieth century artifact scatter. Sites 38LE1030, 38LE1031, 38LE1046, and 38LE1047 are recommended not eligible for the National Register of Historic Places (NRHP) due to agricultural disturbance and poor integrity. Site 38LE1037 was considered unevaluated and additional work was recommended to address eligibility.

Based on the results of background research and field investigations, the Department has determined that **one historic property will be affected** by the proposed undertaking. At this time, site 38LE1037 should be considered unevaluated until additional work can be done to ascertain NRHP eligibility status. As for the remaining archaeological sites within the project area, the Department has determined that **no historic properties will be affected** by the proposed undertaking.

Per the terms of the Section 106 Programmatic Agreement executed on October 6, 2017, the Department is providing this information on behalf of the Federal Highway Administration as agency official designee, as defined under 36 CFR 800.2, to ensure compliance with Section 106 of the National Historic Preservation Act.



It is requested that you review the enclosed material and, if appropriate, indicate your concurrence in the Department's findings. Please respond within 30 days if you have any objections or if you have need of additional information.

Sincerely,




Tracy Martin
Chief Archaeologist

TAM:tam

Enclosures: Cultural resources survey report

I (~~do not~~) concur in the above determination.

Signed:



Date:

10/26/2020

cc: Shane Belcher, FHWA
Elizabeth Toombs, Cherokee Nation
Bryan Printup, Tuscarora Nation

cc: Wenonah G. Haire, Catawba Nation
Keith Derting, SCIAA

October 26 2020

Ms. Elizabeth Johnson
Director, Historical Services, D-SHPO
State Historic Preservation Office
SC Department of Archives & History
8301 Parklane Road
Columbia, SC 29223

RE: Phase II Evaluation of Site 38LE1037, Lee County, South Carolina.

Dear Ms. Johnson:

Please find attached a copy of the above referenced report that describes cultural resources investigations conducted for the preferred truck routes alignment of the Bishopville Bypass, **Lee County**, South Carolina.

The South Carolina Department of Transportation (SCDOT) is constructing a truck route around the town of Bishopville. The preferred alignment will connect US-15 at Browntown Road with SC 341 (Bethune Highway). This route will directly impact archaeological site 38LE1037, a nineteenth and twentieth century tenant farm site. This site was first identified in 2012 during a Phase I survey for the Bishopville Bypass. Potential features were identified and further work was recommended to assess the site's integrity and eligibility under the National Register of Historic Places (NRHP).

Phase II testing at the site included shovel testing, the excavation of two 1-x-1 meter test units, spatial analysis, and in-depth historic research. Attempts to relocate the potential features identified during the 2012 survey were unsuccessful. However, additional potential features were identified during shovel testing and those locations were chosen for selected unit investigations. Unit 1 exposed three potential features. The function of Feature 1 was indeterminate. Feature 2 was a post and the third feature was a deep plow scar. Three potential features in the second test unit were determined during excavation to be plow scars. Although the presence of these features suggested that the site retained better integrity than most tenant farm sites in South Carolina, unit excavation showed that the agricultural disturbances were well within the artifact bearing levels of the site. Likewise, historical background research proved to be inconclusive. A few potential residents were identified but none that could be confidently associated with the occupation of the farm. As such, an occupational history could not be constructed from the available records.

Historic research did not find that site 38LE1037 was associated with any events or people of local, state, or national significance. Therefore, the site is recommended not eligible for the NRHP under Criteria A or B. The site does not contain any above-ground resources that embody or that convey significant design characteristics and is therefore recommended not eligible under Criterion C. Given the site's limited integrity and insufficient availability of documentary history the site is recommended not eligible under Criterion D.

Based on the results of the background research and field investigations, the Department has determined that **no historic properties will be affected** by the proposed undertaking.



Per the terms of the Section 106 Programmatic Agreement executed on October 6, 2017, the Department is providing this information on behalf of the Federal Highway Administration. It is requested that you review the enclosed material, and, if appropriate, indicate your concurrence in the Department's findings. Please respond within 30 days if you have any objections or if you have need of additional information.

Sincerely,



Tracy Martin
Chief Archaeologist

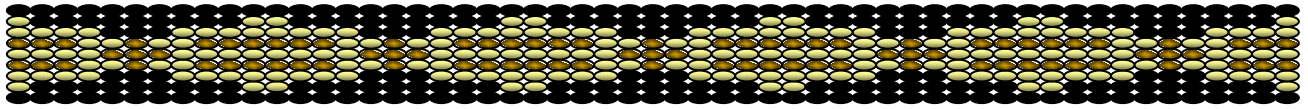
TAM:tam
Enclosures: Cultural resources survey report

I (~~do not~~) concur in the above determination.

Signed:  Date: 10/27/2020

ec: Shane Belcher, FHWA
Elizabeth Toombs, Cherokee Nation
Bryan Printup, Tuscarora Nation

cc: Wenonah G. Haire, Catawba Nation
Keith Derting, SCIAA



Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791

November 20, 2020

Attention: Tracy Martin
SCDOT
P.O. Box 191
Columbia, SC 29202

Re. THPO #	TCNS #	Project Description
2021-66-2		Phase I Archaeological Survey of the Bishopville Truck Routes Preferred Alignment

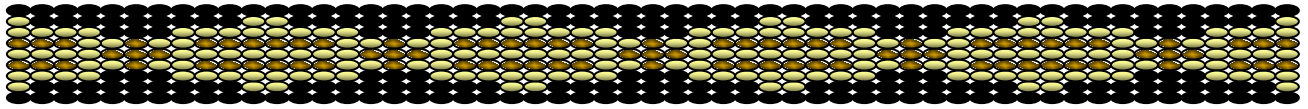
Dear Mr. Martin,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer



Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791

November 20, 2020

Attention: Tracy Martin
SCDOT
P.O. Box 191
Columbia, SC 29202

Re. THPO #	TCNS #	Project Description
2021-66-3		Phase II Evaluation of Site 38LE1037, Lee County, SC

Dear Mr. Martin,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer



GWY.9 DBF
CHEROKEE NATION®
P.O. Box 948 • Tahlequah, OK 74465-0948
918-453-5000 • www.cherokee.org

Office of the Chief

Chuck Hoskin Jr.
Principal Chief

Bryan Warner
Deputy Principal Chief

November 24, 2020

Tracy Martin
South Carolina Department of Transportation
955 Park Street
Columbia, SC 29201

Re: P033261, Proposed Bishopville Truck Routes Preferred Alignment

Dear Tracy Martin:

The Cherokee Nation (Nation) is in receipt of your correspondence about **P033261, Proposed Bishopville Truck Routes Preferred Alignment**, and appreciates the opportunity to provide comment upon this project.

The Nation maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found no instances where this project intersects or adjoins such resources. Thus, the Nation does not foresee this project imparting impacts to Cherokee cultural resources at this time.

However, the Nation requests that the South Carolina Department of Transportation (SCDOT) halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project.

Additionally, the Nation requests that SCDOT conduct appropriate inquiries with other pertinent Tribal and Historic Preservation Offices regarding historic and prehistoric resources not included in the Nation's databases or records.

If you require additional information or have any questions, please contact me at your convenience. Thank you for your time and attention to this matter.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389



APPENDIX D-3. AGENCY COORDINATION EFFORT MEETINGS



APPENDIX D-3.1. AGENCY COORDINATION EFFORT MEETING #1

Thursday, June 8th, 2017

**SCDOT Environmental
ACE Meeting**

10:00 am Thursday, June 8, 2017

at

SCDOT HEADQUARTERS, COLUMBIA

or online at <https://join.freeconferencecall.com/robbinshm>

SCDOT Conference Room 331

AGENDA

1. Introduction

2. Old Business

Update on Georgetown Co. US 701 over Six Mile Creek IP submittal

3. Permitting Topics

**I-85 Rehab. & Widening (MM 76.4 to MM 97.7) – Spartanburg/Cherokee Co.'s.
– Ann-Marie Altman & John Collum**

- Project overview

4. NEPA Topics

Bishopville Truck Route – Lee Co. – Henry Phillips/Jacob Meetze

- Agency scoping meeting per Section 6002 of SAFETEA-LU
- Overview of Project and Discussion
- Discussion of Participating and Cooperating Agencies

5. Compliance Topics –

6. Other Business

7. Next Meeting

**August 10, 2017, Conference Room 331 or online at
<https://join.freeconferencecall.com/robbinshm>**

8. Adjourn



South Carolina
Department of Transportation

June 8th, 2017 Bishopville EIS ACE Meeting Notes

Attendees: Betty Gray/SCDOT, Carl Gibilaro/DRMP, Shawn Blanchard/DRMP, Christopher Mims/USACE, Mark Caldwell/USFWS, Steve Brumagin/USACE, Ann-Marie Altman/SCDOT, Greg Mixon/SCDNR, Danny Johnson/SCDOT, Sean Connelly/SCDOT, Lyle Lee/SCDOT, Jacob Meetze/SCDOT, Shane Belcher/FHWA, Michelle Herrell/FHWA, Henry Phillips/SCDOT, David Kelly/SCDOT, Alicia Rowe/DHEC, Rusty Wererick/DHEC, Bener Amado/SCDOT

Henry Phillips of the South Carolina Department of Transportation (SCDOT) presented a brief history of the proposed Bishopville Truck Route to the agency members with materials used during the May 9th public scoping meeting.

- The project originally started back in 2010, as an Environmental Assessment (EA). During the public hearing, concerns about the project were raised by the public, leading the Federal Highway Administration (FHWA) to suspend the project prior to the issuance of a Finding of No Significant Impact (FONSI).
- The project remained a priority with the Santee-Lynches Regional Council of Governments (SLRCOG) and FHWA directed that an Environmental Impact Statement (EIS) be prepared if the SLRCOG wished to continue.
- A Notice of Intent was published in the Federal Register on April 14, 2017, and SCDOT sent out letters of intent notifying the agencies that the project was being restarted as an EIS.

Henry Phillips and Jacob Meetze provided an update on the current status of the project.

- Currently, 700 trucks travel on N. Main Street a day, leading the SLRCOG to place the project as a high priority. Thus, the draft purpose and need of the project was to address existing and future truck traffic on N. Main Street through downtown Bishopville.
- Community listening sessions were held in early March with representatives of various groups, and a Public Scoping Meeting was held on May 9th with over 80 attendees.
- Public comments are still being received as the comment period will be completed on June 9th. Comments will be evaluated as they apply to the project's draft Purpose and Need and responses will be provided.
- Technical studies are to begin within in the next few months.

Shane Belcher with FHWA addressed the agency members regarding their potential involvement with the project.

- This meeting will serve as the project's required Agency Scoping meeting, per the Section 6002 process of SAFETEA-LU. It is not the intent of this meeting to identify those agencies that agree or disagree with the project but rather to initiate a collaborative process.



- Agencies can provide input and considerations for the project by becoming cooperating or participating members. Cooperating and Participating invitation letters will be sent to the agencies by FHWA.
- FHWA will follow-up with the agencies that were not in attendance (USEPA and SHPO).
- FHWA discussed the project with USDA-NRCS prior to the meeting since they could not attend.
- While the project is starting over, it is possible that alternatives previously developed may be refined and re-evaluated.
- It has been determined that some of the previous concerns raised by the public may have been a result of misinformation about the project.
- It was requested if any agency received a call about the project to refer the caller to Henry Phillips or Jacob Meetze of SCDOT to allow for consistent messaging with the public.

Steve Brumagin (USACE) stated that a delineation was done but a jurisdictional determination (JD) was never submitted or reviewed by the USACE for the previous project. He stated for the EIS, SCDOT and FHWA can discuss if they want to complete a JD. The FHWA stated that it may be easier to do an approximate JD when reasonable alternatives have been developed. USACE stated it also did not see an issue being a cooperating agency for the project at this time.

It was stated that at the next ACE meeting, we would be discussing the modeling/methodologies for the Bishopville EIS project.

ACTION ITEMS	RESPONSIBLE PARTY	DATE COMPLETED
Follow-up with agencies not in attendance	FHWA	6-9-2017
Send out Cooperating/Participating Agency Letters	FHWA	6-13-2017

NOTES Prepared by: Jacob Meetze Date: 6/27/2017





APPENDIX D-3.2. AGENCY COORDINATION EFFORT MEETING #2

Thursday, August 10th, 2017

**SCDOT Environmental
ACE Meeting**

10:00 am Thursday, August 10, 2017

at

SCDOT HEADQUARTERS, COLUMBIA

or online at <https://join.freeconferencecall.com/robbinshm>

SCDOT Conference Room 331

AGENDA

1. Introduction

2. Old Business

3. Permitting Topics

**SC 126 (Belvedere / Clearwater Rd.) – Aiken Co. –
Siobhan Gordon / Adam Humphries**

- Update discussion on path forward for mitigation.

4. NEPA Topics

Bishopville Truck Route – Lee Co. – Henry Phillips

- This notification, meeting, and subsequent 15-day comment period is being utilized to address our Section 6002 Coordination Plan requirements of SAFETEA-LU
- Information regarding the methodologies to be used during the Environmental Impact Study will be presented for discussion and comment.

**I-26 @ US 21 Interchange Improvements – Lexington Co. –
Ed Frierson / Siobhan Gordon**

- Project overview discussion

5. Compliance Topics –

6. Other Business

7. Next Meeting

**September 14, 2017, Conference Room 331 or online at
<https://join.freeconferencecall.com/robbinshm>**

8. Adjourn



South Carolina
Department of Transportation

August 8th, 2017 Bishopville EIS ACE Meeting Notes

Attendees: Steve Brumagin/USACE, Greg Mixon/SCDNR, Danny Johnson/ SCDOT, Sean Connelly/SCDOT, Jacob Meetze/SCDOT, Shane Belcher/FHWA, Michelle Herrell/FHWA, Henry Phillips/SCDOT, David Kelly/SCDOT, Carl Gibilaro/DRMP, Shawn Blanchard/DRMP,

Henry Phillips informed the group that the Proposed Bishopville Truck Route project is in the process of ensuring methodologies are compliant with Section 6002 of SAFETEA-LU under the NEPA process and identifying what permits are needed. The methodology list forwarded to the group from Danny Johnson, Permits Manager, prior to today, is to assist in gathering input, collecting unlisted items and to share tools that will help provide better data for the project. SCDOT is requesting Agency input including but not limited to items that may be missing or any tools that they are aware of that may assist with providing the project team with better data.

Mark Caldwell (FWS) asked about the timeframe for conducting some of the investigation studies. FWS will be reclassifying several threatened and at-risk species, giving the tri-color bat as an example to the group, as a species that may want to be looked at now rather than having to go back and investigate later into the project, depending on construction. The FWS website has listed the at-risk species under the appropriate County. Of note, some new species, like the spotted turtle, will not be added to the list until 2022. FWS is refocusing on federal information, such as identifying threatened and at-risk species, any critical habitat and moving away from mitigation. Carl Gibilaro with DRMP provided a timeframe on the project schedule of when the threatened and endangered species field investigations were to occur (spring/summer 2018, with the NRTR completed the Fall 2018).

Mark Caldwell (FWS) also let it be known that FWS is always looking to minimize impacts to resources and is looking for members out in the field to provide information on what they observe. FWS would like to take the collected field data and compile a list to be included in their species status investment.

The question was asked by Steve Brumagin (USACE) if waters were to be delineated for the entire project area. Under the previous Environmental Assessment study, USACE had went out to review the site. Some projects have used GIS data to get to the reasonable alternatives level. Henry Phillips answered that the project will start with GIS data as preliminary. Alternatives moved forward as being “reasonable” will be assessed further, including delineation out in the field, ensuring the GIS data and field points are similar. Jurisdictional Determinations will not be requested for the entire study area. Only for those areas in proximity of reasonable alternatives.

Adrienne Daggett (SHPO) raised the same question as USACE regarding if properties which may have historic significance would be identified in the entire project area or just within the reasonable alternatives. It was answered that properties would be addressed through reasonable



alternatives and anything new compared to the previous study completed by New South would be investigated.

Beth Walls (EPA) suggested the project team of utilize the EJ screening and NEPA tools as resources and to follow the FHWA/DOT process for Environmental Justice. The EPA is willing to meet with the project team regarding environmental justice, understanding that EJ may impact the project.

Michelle Herrell (FHWA) informed the group that based on the project schedule, the project will be using the current Traffic Noise Model (TNM) software. Michelle asked Mark (FWS) to contact Chuck Hightower regarding concurrence to being a participating agency. In addition, it was asked of Mark to also follow-up with Chuck regarding the methodologies expressed in the list provided to the group and let the project team know of any comments he (agency) might have. It was followed-up to the group that any comments they may have, to please provide to the project team. The project team will be back to present to the group when the reasonable alternatives have been identified.

Mark Britton (DHEC) stated the new 303(d) list has been finalized as it was approved two weeks ago. When asked if the list was made available, he provided the list should be up on the Water Quality website and can be used as a NEPA tool.





South Carolina
Department of Transportation

PROPOSED BISHOPVILLE TRUCK ROUTE (S-69-08) ENVIRONMENTAL STUDIES METHODOLOGIES August 4, 2017

Wetland/Waters of the US Delineation:

- Identification and delineation of jurisdictional wetland/waters of the United States areas within the reasonable alternative corridors. The delineation of jurisdictional wetland/waters of the United States areas will be performed in accordance with the directives of the U.S. Army Corps of Engineers 1987 Wetlands Delineation Manual and the October 2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region.
- Preparation of USACE Jurisdictional Determination package and other suitable supporting information for submittal to the USACE for verification of the delineated wetland boundaries. The request package will contain requisite USACE data forms along with supporting information to include, but not limited to: soil mapping, quadrangle maps, NWI mapping, etc.
- Conducting an on-site visit with USACE representative(s) to review the wetland/waters of the United States delineation for the purposes of verification.
- Coordination with project surveyor/engineer to obtain wetland boundary drawings for submittal to the USACE for the purposes of verification.

Protected Species Surveying/Reporting:

- Coordination with appropriate regulatory agencies and review of natural resources databases including the South Carolina Department of Natural Resources Rare, Threatened & Endangered Species Inventory and the U.S. Fish and Wildlife Service species database (IPAC) and the USFWS Charleston Office's Website to determine the documented species for the County(s) where the project area is situated and the presence of any documented threatened/endangered species occurrences within the project area or immediately adjacent areas.
- On-site habitat assessment and intensive pedestrian field survey for protected species within determined suitable habitat located within the reasonable alternative corridors. On-site habitat assessment is conducted per consultation of USFWS database regarding suitable monitoring periods for specific species. Habitat assessment and pedestrian field surveying will be conducted pursuant to The Endangered Species Act of 1973.
- A description of the findings of the protected species survey will be prepared and included as a component of the joint permit application for wetland/Waters of the U.S. impacts required for the proposed project. Consultation with the USFWS regarding any identified protected species or habitats will be initiated upon the direction of SCDOT and FHWA.

Cultural Resource Survey Methodologies

Intensive Architectural Survey

- Prior to initiating fieldwork, background research will be performed to identify previously recorded resources that require re-evaluation.



- Historic maps and local histories will be researched.
- The intensive architectural survey and reporting will follow guidance found in the following documents:
 1. The South Carolina State Historic Preservation Office (SHPO) Survey Manual: South Carolina Statewide Survey of Historic Places; and
 2. The South Carolina Department of Transportation (SCDOT) Guidelines of On-Call Consultants.

Archaeological Reconnaissance Survey

- Prior to initiating fieldwork, background research will be performed to identify previously recorded resources that require re-evaluation.
- Historic maps will be reviewed to determine the potential location of previously unrecorded resources.
- Predictive modeling will be performed to identify areas with the highest potential for archaeological resources within the reasonable alternative corridors.
- Fieldwork within the reasonable alternative corridors will entail visiting areas of high potential and performing a walkover and limited shovel testing.
- The reconnaissance survey and reporting will follow guidance found in the following documents:
 1. The South Carolina State Historic Preservation Office (SHPO) South Carolina Standards and Guidelines for Archaeological Research; and
 2. The South Carolina Department of Transportation (SCDOT) Guidelines of On-Call Consultants.

Section 4(f)

- Use GIS data, aerial photography, and previous cultural resource studies for initial identification of sites.
- Field visit to verify Section 4(f) sites.

Section 6(f)

- Use LWCF grant data to determine if Section 6(f) sites exist within the study area.

Parks and Recreation sites

- Use GIS data and aerial photography for initial identification of sites.
- Field visit to verify park/recreation sites.

Community Impact Assessment

- Collect demographic, income, employment, educational, etc. data and statistics and community features within the study area.
- Review previous community input and comments from recent public involvement meetings.
- Characterize communities based on data.
- Determine impacts of the project on mobility and access, economic conditions, land use, community cohesion, noise/visual impacts, safety, displacement, etc.
- Determine need for mitigation of potential community impacts.



Natural Resources Technical Memorandum:

Water Quality

- Review current SCDHEC water quality data (303(d) list, TMDL's).
- Determine potential contributions of proposed roadway to impaired waterways.

Land Use

- Review current land use plans for Lee County.
- Update land use data from previous EA, if needed.
- Determine changes to land use based on alternatives and study area conditions.

Farmland

- Review NRCS web soil survey data for Lee County and identify prime, unique, statewide important soils in the study area.
- Complete Form NRCS-CPA-106 (for corridor projects) based on study area conditions and alternatives.
- Coordinate with NRCS, as needed.

Air Quality

- Review Lee County air quality attainment status for NAAQS.
- Qualitative assessment potential impacts of project on air quality.
- FHWA MSAT analysis.

Noise

- Develop noise models and analysis in compliance with SCDOT Traffic Noise Abatement Policy, September 1, 2014, 23 CFR Part 772, and associated policy guidance from FHWA.
- Utilize Traffic Noise Model (TNM) 2.5.

Haz Mat

- Collect Haz Mat and UST data from relevant databases for the study area from EDR.
- Assess potential impacts of project on identified sites and/or need for additional study (Phase I/Phase II Site Assessment).

Environmental Justice

- Identify Environmental Justice and Limited English Proficiency populations in project study area using U.S. Census Bureau American Community Survey (ACS) 5-Year estimates and field site visit.
- Conduct public and agency outreach, and collect and analyze feedback according to SCDOT and FHWA policies.
- Conduct Environmental Justice Analysis according to the Federal Highway Administration Environmental Justice Reference Guide, (April 1, 2015) guidelines.

Coordinate with the USEPA for assistance in review of the EJ analysis.





APPENDIX D-3.3. AGENCY COORDINATION EFFORT MEETING #3

Thursday, November 8th, 2018

**SCDOT Environmental
ACE Meeting**

10:00 am Thursday, November 8, 2018

at

SCDOT HEADQUARTERS, COLUMBIA

Conference Call #: 803-766-1146 or online

<https://meet640311796.adobeconnect.com/ace/>

SCDOT Conference Room 331

AGENDA

- 1. Introduction**
- 2. Old Business**
- 3. NEPA/Permitting Update**

Assembly Street Railroad Separation Project in Richland County

Katie Curry (STV)

- 1) Project Update
 - a. Consultant PM
 - b. Public Involvement
- 2) Refined Purpose and Need Statement
- 3) Methodology for Alternatives Analysis
 - a. Screening
 - b. Evaluation Criteria

Proposed Bishopville Truck Route in Lee County

Shawn Blanchard (DRMP)/ Jim Beck (DRMP)

- 1) Methodology for defining preferred alternatives -
 - Information regarding the methodologies to be used during the Environmental Impact Study will be presented for discussion and comment
- 2) Brief Permitting discussion

- 4. Compliance Update**
- 5. Other Business–**
- 6. Next Meeting**

December 13, 2018, Conference Room 331

ESO's Conference Call #: 803-766-1146 or online

<https://meet640311796.adobeconnect.com/ace/>

- 7. Adjourn**



South Carolina
Department of Transportation

November 8th, 2018 Bishopville EIS ACE Meeting Notes

Attendees: Siobhan Gordon/SCDOT, Vince McCusion/SCDOT, Jacob Meetze/SCDOT, Joe Wilkinson/SCDAH-SHPO, Laura Boos/USACE, Jackie Galloway/SCDOT, Ed Frigisoh/SCDOT, Shane Belcher/FHWA, Henry Phillips/SCDOT, Joey McIntyre/SCDOT, Darren Ledbetter/SCDOT, Tevia Brown/SCDOT, Bener Amado/SCDOT, Mickey Queen/SCDOT, Ron Potter/STV, Katie Curry/STV, Sean Connolly/SCDOT, Alya Singh-White/EPA, Carl Gibilaro/DRMP, Kristen Maines/DRMP, Shawn Blanchard/DRMP, Jennifer Mathis/STV, Joe Olsen/STV, Steven Busbee/STV, Tom Daniel/SCDNR, Greg Mixon/SCDNR, Chuck Hightower/SCDHEC, Michelle Herrell/FHWA

Carl (DRMP) gave a recap of the projects purpose and need. The primary purpose is to reduce truck traffic through downtown Bishopville with a secondary purpose of enhancing economic development.). Twenty-six preliminary alternatives were presented to the public last summer. The Second Qualitative Screening will identify the reasonable alternatives which will be carried forward and evaluated in the EIS. The alternative screening process has three levels: First: meet the purpose and need, Second: evaluate high level (qualitative) impacts, and Third: evaluate quantitative impacts. For the second alternative screening, some segments do not have more than one option, so those will remain regardless of this screening. The corridors being evaluated as part of the second screening are typically 500 feet wide, but some are 1,000 feet wide. The wider segments were included for segments that contain numerous competing resources to allow for shifting of alignments to to minimize/avoid impacts.

The segments will be combined to develop the alternatives carried forward in the screening process. Individual segments will be evaluated within each quadrant. Those segments eliminated will eliminate connecting segments, reducing the number of alternatives carried forward. Laura (USACE) discussed the “least environmentally damaging alternative” and asked what the process was for dividing up the segments. She expressed concern regarding the screening process not effectively “comparing apples to apples.” Siobhan suggested “comparing apples to apples” by looking at (for example) what connects Sumter Highway to Segment 11(i.e., other examples, Segment 13 vs. 14+12 vs. 15+12). Carl stated we would add a level of screening based on the four quadrants (combing segments that pass through the entire quadrant).

Shane (FHWA) mentioned that the traffic study will help dictate how the segments compare (truck O/D data will play a key role and may eliminate certain segments/quadrants). He also noted that the indirect/cumulative effects will need a thorough analysis.

Jacob (SCDOT) asked how EJ impacts (relocations) compare to impacts on WOUS and explained that we will document the screening process and “tell the story.” All of the segments will be evaluated and compared looking at the impacts for each environmental issue. Once the reasonable alternatives included in the EIS are established, the corridor width can be reduced. The land use plan will be used to identify/consider industrial development and quantify the economic benefits of the project.



Alya (EPA) asked about the EJ analysis. Carl replied that we have done an initial EJ screening to identify EJ areas and we will more closely examine the impacts on EJ communities once the build alternatives are identified.

DHEC reported they did not have any further comments at this time. Agencies should send any additional comments/questions/concerns to Henry.



**BISHOPVILLE TRUCK ROUTE
(S-69-08)
2ND QUALITATIVE SCREENING
METHODOLOGY**

Prepared for:

Federal Highway Administration
&
South Carolina Department of Transportation

Prepared by:

DRMP, Inc.

August 2018

1. QUALITATIVE SECOND SCREENING

1.1 METHODOLOGY

Following the first-tier Qualitative Screening (meeting of Purpose and Need), 24 preliminary corridor segments were identified and will be evaluated as part of this qualitative second-tier screening. The second-tier screening will use two strategies: individual segment assessment and relative segment comparison.

- **Individual Segment Assessment** – Preliminary corridor segments that have no similar route but would clearly have the potential for substantial impacts to the natural and human environments will be eliminated.
- **Relative Segment Comparison** - For preliminary corridor segments in areas where several options exist to provide the same route, a relative segment comparison method was used to evaluate the corridor segments. Those corridor segments that had greater impacts to natural or human environment features compared to other corridor segments providing a similar impact were recommended for elimination from further study.

Although no specific alignments or designs were developed within these preliminary corridor segments at this stage of the evaluation process, the potential footprint of a highway within a particular corridor was taken into account when considering the potential impacts that could occur within the preliminary corridor segments which are primarily 500-foot wide with the exception being preliminary corridor segments 14 and 16 which are 1,000 and 1,100-foot wide, respectively. Conceptual alignments and ROW limits will not be developed for the quantitative third screening.

Consolidate Remaining Preliminary Corridor Segments. In some areas, several preliminary corridor segments will be evaluated to determine if there are sufficient similarities between them to warrant being consolidated into one segment. Subject corridors segments will be evaluated qualitatively and directly compared against one another to determine which has less overall impacts. Those determined to have a greater impact will be eliminated from further consideration and will not be carried forward to the third-tier screening.

Define End-to-End Alternatives to Carry Forward to Quantitative Third Screening. The preliminary corridor segments remaining after the second-tier screening process will be connected to form endpoint-to-endpoint corridors from US 15 near the interchange with I-20 to the vicinity of the intersection of Lucknow Road and Bethune Highway.

1.2 INDIVIDUAL SEGMENT ASSESSMENT

1.2.1 CORRIDORS WITH NO SIMILAR ROUTE

In scenarios where a preliminary corridor segment provided a route where there were no other similar options, and additional information and evaluation would be helpful in demonstrating whether a preliminary study corridor segment was viable and reasonable, the segment was carried forward into the quantitative third-tier screening.

1.2.2 CORRIDORS WITH NO SIMILAR ROUTE AND SUBSTANTIAL POTENTIAL IMPACTS

Preliminary corridor segments for which there were no other similar options, but that did appear to have substantial potential impacts to the natural or human environment, were qualitatively evaluated on an individual basis to determine if the impacts would make the segment impractical or unreasonable to implement.

1.3 RELATIVE SEGMENT COMPARISON ASSESSMENT

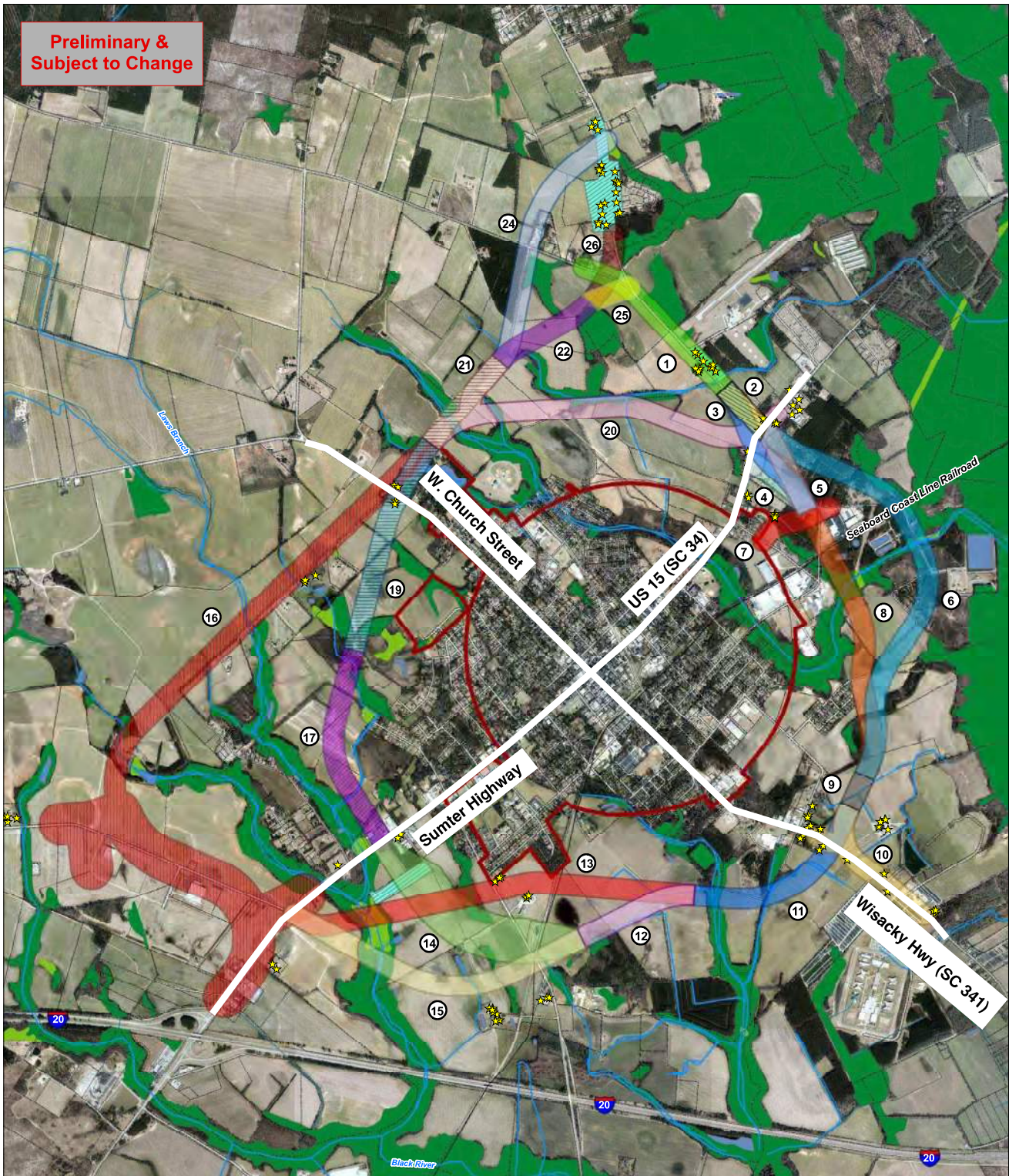
The potential impacts of each individual corridor segments will be qualitatively evaluated using GIS data and project field reviews completed to date. Impacts to be evaluated qualitatively may include: wetlands, streams, ponds, floodplains, historic properties, historic districts, cemetery, farmland, farmland irrigation operations, farmland easement restrictions, contamination sites, minority / low-income neighborhoods, community impacts, traffic volumes. The screening evaluation will focus on four areas where several route options exist to get from one point to another within the same area. The areas are roughly defined as the four quadrants of the study area with US 15 (SC 34) / Sumter Highway and Church Street / Wisacky Highway (SC 341) being the axes. Based on the results of this relative comparison, some options will be recommended for elimination from further study, while others are carried forward for additional consideration in the quantitative third screening. These areas are shown in **Figure 1** and are as follows:

- Northeast Quadrant – from US 15 to Wisacky Highway
- Southeast Quadrant – from Wisacky Highway to Sumter Highway
- Southwest Quadrant – from Sumter Highway to W. Church Street
- Northwest Quadrant – from W. Church Street to US 15

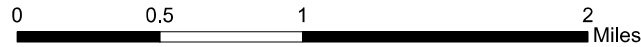
Preliminary corridor segments shown on **Figure 1** are not sequential and do not include all segments 1 – 26. Those numbers were used for identification purposes only as segments were developed and evaluated. Two corridor segments (18 and 23) were originally developed but then “absorbed” into other corridor segments and are no longer listed in **Table 1** or shown on **Figure 1**.

Assessment results will be documented in **Table 1**.

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)		



Figure 1

Table 1 – Qualitative Screening of Preliminary Corridor Segments

Preliminary Corridor Segment	Northeast Quadrant										Southeast Quadrant					Southwest Quadrant			Northwest Quadrant					
	1 (500' width)	2 (500' width)	3 (500' width)	4 (500' width)	5 (500' width)	6 (500' width)	7 (500' width)	8 (500' width)	9 (500' width)	10 (500' width)	11 (500' width)	12 (500' width)	13 (500' width)	14 (1,100' width)	15 (500' width)	16 (500' & 1,100' width)	17 (500' width)	19 (500' width)	20 (500' width)	21 (500' width)	22 (500' width)	24 (500' width)	25 (500' width)	26 (500' width)
Wetlands (#)	3	-	-	-	-	6	1	2	1	1	4	3	3	3	3	3	3	3	3	2	3	2	1	1
Wetlands (Approx acres per NWI)	4.86	-	-	-	-	7.98	0.26	9.03	0.52	0.06	4.5	1.55	12.91	5.23	11.12	11	1.65	6.25	9.74	2.84	2.67	3.04	0.0027	0.14
Streams (#)	1	-	-	-	-	1	-	1	3	1	4	2	2	-	3	5	1	1	4	2	1	1	-	-
Streams (linear feet)	556	-	-	-	-	505	-	600	1178	132	3065	2051	2215	-	1206	2602	518	695	3053	556	848	499	-	-
Ponds (#)	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-
Ponds (ac)	-	-	-	-	-	-	-	6.08	-	-	-	-	-	-	-	0.35	-	1.43	-	-	-	-	-	-
Regulatory Floodplains (100 or 500-year) #	1	-	-	-	-	1	-	1	-	-	1	-	1	-	1	1	1	-	1	1	-	-	-	-
Properties on or eligible for the National Register of Historic Places (#)	-	1	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-
Districts on or eligible for the National Register of Historic Places (#)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Parks/Recreation Sites (#)	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Land & Water Conservation Fund Sites (#)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Schools/Libraries/ Fire Stations (#)	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-
Churches (#)	-	1	2	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-
Cemeteries (#)	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-
Natural Heritage Program Occurrences/Sites (#)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hazardous Materials and Superfund Sites (#)	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	2	-	-	1	-	-	-	-	-
Protected Species Habitat (#)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Low-Income Neighborhood (in proximity) (#)	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minority Neighborhood (in proximity) (#)	-	-	-	1	1	-	1	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-
Residential Parcels Crossed (#)	10	-	4	4	3	1	4	1	-	8	3	-	-	8	-	7	-	13	7	3	-	4	-	1
Commercial Parcels Crossed (#)	-	2	3	-	2	1	-	-	-	2	1	-	-	3	1	7	3	-	7	-	-	-	-	-
Community Resource Crossed (#)	1	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Parcels Crossed (#)	-	-	-	-	-	2	2	2	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-
Municipal Parcels Crossed (#)	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture Parcels Crossed (#)	7	3	8	4	7	11	6	6	1	4	5	2	9	9	8	21	6	8	18	7	5	9	3	4
Impact to farmland irrigation systems (# / Size)	-	-	-	-	-	1	-	1	1	1	2	3	5	3	2	-	-	-	-	-	-	-	-	-
Farmland easement restrictions (#)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Farmland of Statewide Importance (Approx acres)	10.3	2	3.17	-	-	6.2	4.7	5.7	2.93	5.88	9.87	3.19	8.9	17.23	9.99	88.73	26.07	19.11	41.19	0.024	2.66	6.23	0.15	0.09
Prime Farmland (Approx acres)	43.3	14.3	38.3	22	25.1	78.25	18.01	50.8	6.52	38.9	44.37	23.84	88.44	108.03	70.16	240.32	33.01	40.93	93.09	25.4	27.17	35.12	13.66	12.58

Impact Assessment Qualifiers:

- High Impact - Top 33% of results by quadrant
- Medium Impact - Mid 33% of results by quadrant
- Low Impact - Bottom 33% of results by quadrant



APPENDIX D-3.4. AGENCY COORDINATION EFFORT MEETING #4

Thursday, August 8th, 2019

**SCDOT Environmental
ACE Meeting**

10:00 am Thursday, August 8, 2019

at

SCDOT HEADQUARTERS, COLUMBIA

Conference Call #: 803-766-1146 or online

<https://meet640311796.adobeconnect.com/ace/>

SCDOT Conference Room 331

AGENDA

1. Introduction

2. Old Business

3. NEPA/Permitting Update

10:05am **Bishopville Truck Route, Lee County**

Henry Phillips, SCDOT

- Purpose and Need
- Alternative Screening
- Environmental Process Next Steps
- Schedule

10:30am **US 278 Corridor Improvements, Beaufort County**

Heather Robbins, Three Oaks Engineering

- Project Overview
- Alternatives Development
- Evaluation Criteria
- Reasonable Alternatives
- Schedule

11:00am **Mark Clark Extension, Charleston County**

Sean Connolly, SCDOT and Michael Belvin, CDM Smith

- Project History and Background
- Project Purpose
- Alternatives
- Schedule

4. Compliance Update

5. Other Business–

6. Next Meeting

September 12, 2019, Conference Room 331

ESO's Conference Call #: 803-766-1146 or online

<https://meet640311796.adobeconnect.com/ace/>

7. Adjourn

August 8, 2019 ACE Meeting Minutes



Project: Proposed Bishopville Truck Route

Subject: Agency Coordination Meeting – Meeting Minutes

Date: August 8, 2019 – 10:00 am

Location: SCDOT Headquarters – Room 331

Attendees:

Ivan Fannin – USACE
Christopher Mims – USACE
Shane Belcher – FHWA
Joe Wilkinson – SHPO
Greg Mixon – SCDNR
Bener Amado – SCDOT
Jack Blackwell – SCDOT
Sean Connolly – SCDOT
Chris Cooper – SCDOT
Siobhan Gordon – SCDOT
Megan Groves – SCDOT
Erin Jenkins – SCDOT

David Kelly – SCDOT
Ken Martin – SCDOT
Vince McCarron – SCDOT
Jacob Meetze – SCDOT
Henry Phillips – SCDOT
Mickey Queen – SCDOT
Kristen Maines – DRMP
Russell Chandler – Three Oaks
Heather Robbins – Three Oaks
Geni Thenot – Three Oaks
Eric Burgess - KCI
Phil Luzer – KCI

By Phone:

Steve Brumagin – USACE
Megan Cook – FWS
Chuck Hightower – SCDHEC
Cindy Cooksey – NOAA
Logan Ress – SCDEHEC

Tom Daniels – SCDNR
Kyle Kelly – SLCOG
Jake Whitmire – SLCOG
Carl Gibilaro – DRMP

NEPA Update: Proposed Bishopville Truck Route

Henry Phillips provided an update on the alternative screening process since the last update in November 2018. He reminded everyone of the project's purpose and need of addressing future truck traffic traveling through Bishopville with a secondary purpose of enhancing 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.

Since the last ACE meeting, SCDOT had created 24 "end-to-end" / complete alternatives which were evaluated using the statewide travel demand model (model). A unique challenge to this project is that it is focusing on a single transportation mode, i.e. trucks whereas the model focuses on all transportation modes. It was determined by the model that the No-Build alternative would result in approximately 1500 average daily trucks in downtown Bishopville in 2045. It was

August 8, 2019 ACE Meeting Minutes



determined that nine of the initial 24 alternatives would not result in reducing trucks through the downtown area and were thus eliminated from further consideration. The remaining 15 alternatives were evaluated in individual groups that shared similar corridors or resources. Alternatives within each group were evaluated to identify those which would provide the most flexibility to avoid and or minimize environmental impacts.

SCDOT is proposing that Alternative Corridors I, N and T move forward as the reasonable alternatives in the Draft Environmental Impact Statement. Alternative Corridors V, W and X only extended between north of Bishopville eastward to Wisacky Highway. These were originally developed due to Wisacky Highway having a direct connection to I-20. Because the areas within these corridors can also be found in Alternative Corridors I, N, and T, they were also eliminated from further evaluation. Moving forward, the three reasonable alternatives will undergo additional environmental screenings and traffic operational analyses. In addition, more detailed Origin – Destination studies will be developed.

A Public Meeting to present the Reasonable Alternatives is scheduled for August 22. Following the meeting the additional environmental screening and analyses will be used to determine a preferred alternative.

Discussion

USACE stated that he understands the project better now that the project has moved from individual segments to end-to-end corridors. The project team was reminded that the reasons the previous alternatives were removed from further consideration needs to be documented in the Environmental Impact Statement. Discussion of practicable alternatives and impacts to waters of the US should also be included.

Action Items

None

Proposed Bishopville Truck Route

Bishopville, Lee County, South Carolina

Project Fact Sheet

ACE Meeting: August 8, 2019



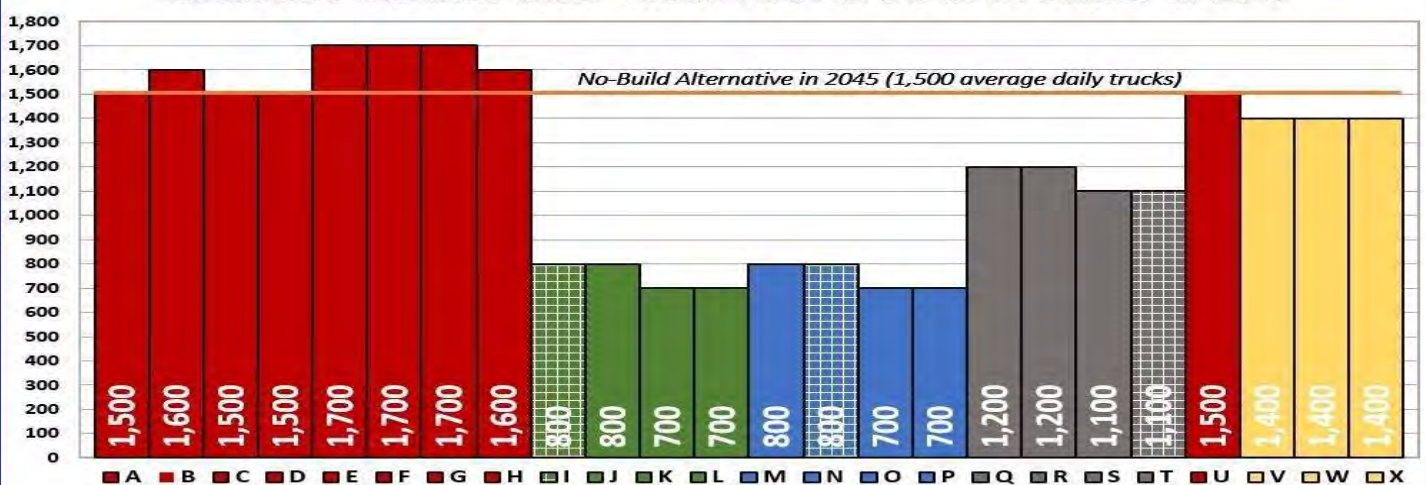
Project Purpose and Need

The primary purpose of the Bishopville Truck Route 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 US 15/N. Main Street through downtown Bishopville daily. Development of a truck route is considered necessary to reduce future truck congestion downtown.

Alternative-Screening

- ⇒ To date, **two corridors which would have used existing roadways**, have been eliminated because they would not keep trucks from **traveling through downtown Bishopville**.
- ⇒ Based upon comments received, **SCDOT created 24 "end-to-end"/complete alternatives** (Alternatives A-X). These alternatives were analyzed further using a **statewide travel-demand traffic model** (see chart below).
- ⇒ 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 15 alternatives were **evaluated side-by-side** and alternatives with **similar alignments** were eliminated.
- ⇒ SCDOT has identified **three reasonable alternatives** (see map) to be evaluated in the draft environmental impact statement (DEIS) that **meet the project's purpose and need and provide design flexibility**.
- ⇒ The DEIS will analyze **Alternatives I, N, and T** in detail. The **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**.

ESTIMATED AVERAGE DAILY TRUCK TRAFFIC ON MAIN STREET IN 2045



Proposed Bishopville Truck Route

Project Fact Sheet



Environmental Process Next Steps

The goal of the alternative-screening process is to consider a wide range of alternatives and to screen the alternatives for further consideration by balancing how well the alternatives are anticipated to meet the proposed project's purpose and need with their anticipated effects on the environment.

Now that SCDOT has evaluated a range of possible alternatives, the next step is to present the three reasonable alternatives that will be analyzed in detail in the DEIS to the public.

The DEIS will in detail describe project-development, the purpose and need of the project, the alternative-screening process, the range of reasonable alternatives, the existing conditions of the area, and the assessment of the potential adverse and beneficial environmental effects of the no-build and build alternatives.

SCDOT will evaluate the assessment of the impacts—along with how well each alternative is anticipated to meet the project's purpose and need—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 Decisionmaking in Environmental Reviews*.

Screening Factors:

- ⇒ Preliminary Traffic Forecasts
- ⇒ Wetlands/Streams/Ponds
- ⇒ Regulatory Floodplains
- ⇒ Historic Places/Districts
- ⇒ Parks/Recreation/Section 4(f) Resources
- ⇒ Land and Water Conservation Fund Sites
- ⇒ Community Resources (Schools/Fire/Police/Libraries/Churches)
- ⇒ Natural Heritage Program Species/Communities/Habitat
- ⇒ Hazardous Materials
- ⇒ Low-Income/Minority Populations
- ⇒ Residential/Commercial/Industrial/Municipal/Agricultural Properties
- ⇒ Farmland Irrigation Systems/Easements
- ⇒ Farmland of Statewide Importance/Prime Farmland

For More Information:

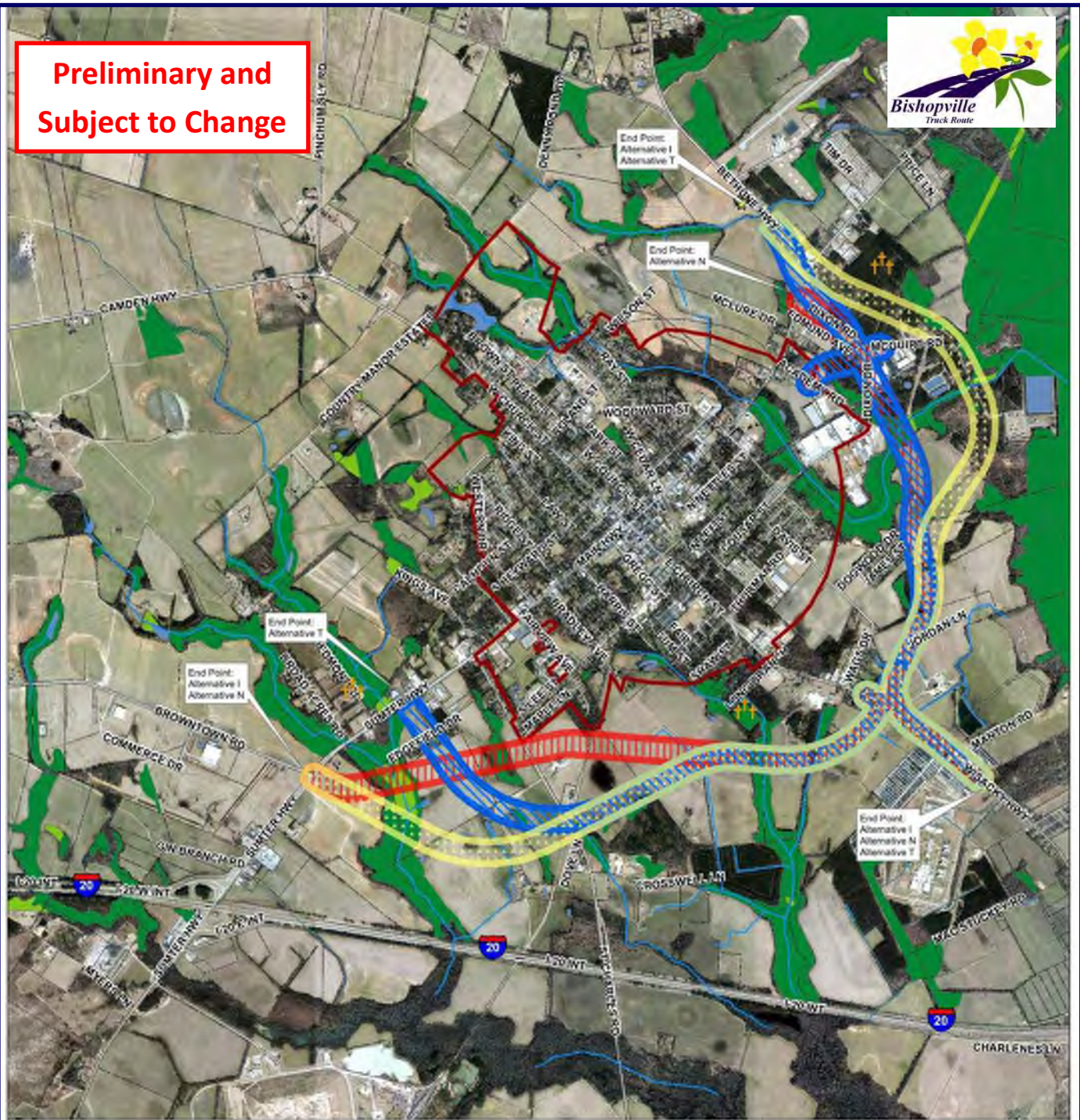
Jacob Meetze, PE
 SCDOT Project Manager
 955 Park Street
 Columbia, SC 29201
 Phone: (803) 737-1037
 Email: MeetzeJ@scdot.org

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 Published	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 Reasonable Alternatives to the Public	Summer 2019									★						
Prepare DEIS	Summer 2019 - Spring 2020									■						
DEIS Approval and Public Hearing	Spring 2020															●
Combined Final EIS/ROD	Spring 2020 - Fall 2020															■

For more information, visit the project website: <https://www.scdot.org/inside/BishopvilleTruckRoute/>

Draft Proposed Reasonable Alternatives

Preliminary and Subject to Change



PROPOSED REASONABLE ALTERNATIVES 0 0.5 1 2 Miles July 2019

☆ NRHP - Eligible or Listed Resources	Blue box Freshwater Pond	Yellow box Alternative I
✠ Cemetery	Light green box Freshwater Wetland	Red box Alternative N
— Railroads	Dark green box Forested Wetland	Blue box Alternative T
— Rivers & Streams	White box Parcels	
Blue box Riverine	Red box Municipal Boundary	



APPENDIX D-3.5. AGENCY COORDINATION EFFORT MEETING #5

Thursday, May 14th, 2020

**SCDOT Environmental
ACE Meeting**

10:00 am Thursday, May 14th, 2020

Conference Call #: 1-800-753-1965

Access Number - 7236718

<https://meet640311796.adobeconnect.com/ace/>

AGENDA

1. Introduction

2. Old Business

3. NEPA/Permitting Update

10:10am

US 278 Corridor Improvements, Beaufort County

Russell Chandler, Three Oaks Engineering

- Follow up items from March 2020 ACE meeting
 - Hog Island Connector
- Reasonable Alternatives Matrix
- Recommended Preferred Alternative
- Conceptual Mitigation Update
- Upcoming Milestones

11:00am

Bishopville Truck Route, Lee County

Kristen Maines, DRMP

- Purpose and Need
- Project History
- Environmental Process/NEPA
- Alternatives
- Proposed Preferred Alternative

4. Compliance Update

5. Other Business–

6. Next Meeting

June 11th, 2020, Conference Room 331

ESO's Conference Call #: 803-766-1146 or online

<https://meet640311796.adobeconnect.com/ace/>

7. Adjourn

ACE Meeting – May 14th, 2020

Attendees:

Siobhan Gordon, SCDOT

Mickey Queen, SCDOT

David Kelly, SCDOT

Amanda Chandler, TOE

Ivan Fannin, USACE

Russell Chandler, TOE

Chris Beckham, SCDOT

Heather Robbin, TOE

Craig Winn, SCDOT

Rusty Wenerick, SCDHEC

Alya Singh-White, EPA

Bill Jurgelski, SCDOT

Chuck Hightower, SCDHEC

Eliza Thorne, SCDHEC

Eric Burgess, KCI Tech

Geni Theriot, TOE

Greg Mixon, SCDNR

Henry Phillips, SCDOT

Kelly Laycock, EPA

Koty Brown, SCDOT

Shane Belcher, FHWA

Sean Connolly, SCDOT

Stacie Crowe, SCDNR

Susan Davis, SCDNR

Jessica Kennedy, SCDOT

Elizabeth Johnson, SCDAAH

Josh Hock, OCRM

Steve Brumagin, USACE

Mark Caldwell, USFWS

US 278 Project

Old Business:

Sean – Chuck let us know if you need anything for the Navigable permit

US 278 – Russell Chandler

Previously discussed during March ACE meeting. Want to provide updates. Went through summary of previously discussed items.

Originally assessed 16 alternatives. Narrowed down to 6 reasonable. Public had concerns with a few alternatives. Last ACE meeting – addition of hog island connector and avoiding utilities. 3 additional alternatives added, so 9 reasonable were assessed.

Hog Island Connector Addition

- Residents of multiple communities have difficulty getting onto the US 278 corridor
- Also allows for traffic improvements that eliminates left turn lanes
- Avoids utility impacts. If connector is shifted closer to US 278 there will be significant utility impacts which increases costs by \$20-25 million

Reasonable Alternatives

- Used evaluation criteria previous discussed
- Each reasonable alternative meets purpose and need
- Field verified data – delineated wetlands for all reasonable. Have not been approved by USACE or OCRM, but provides more information than GIS data.
- 5, 5a, 6, 6a – wetland impacts increased for critical area impacts. Also noticed more ROW impacts particularly to EJ community.

- Reasonable alternative 4a stood out as better than the others for the following reasons;
 - Benefits to Pinkney Island
 - USFWS Didn't like how 4 tied into facility, so developed 4a which fit PI purposes better.
 - More consistent for USFWS purposes than the other alternatives
 - Seismic design standards – current McKay and Skull creek bridges do not meet current standards. Looked at this project to improve all structures. Lifeline to HHI. Currently all structures are not meeting seismic needs, so could lose access.
 - Construction timeframe anticipated to be shorter due to being off the existing alignment.
 - For these reasons, 4a is the proposed preferred alternatives.

Conceptual Mitigation

- Update on the credit needs for 4a.
- Does not include a distinction between temp or perm. Numbers shown based on fill impacts and bridging McKay and Skull Creek.
- Existing Mitigation Bank availability for tidal salt marsh and some freshwater. However, there are concerns about the credits being available when they are needed or concerns about wiping out banks which does not allow credits for future projects (SCDOT and others)
 - Evaluating PRM sites and feasibility, costs
 - Particularity focusing on tidal salt marsh restoration
- Looking at minimization and avoidance opportunities for alt 4a

Pinkney Island archaeological sites

- Blue – previously identified sites on Pinkney in the 1970s.
- Field verification determined these areas were not an accurate representation of location. Dotted red line more accurately represents the site.
- 4a impacts this verified site.
- Site not suited for preservation in place, so plan to document the site. Coordinating with PI archaeologist, Richard, to see if he concurs with this plan.
 - EPA (Alya) – What is the yellow hatched area?
 - Russell - Area that would be impacted by alt 4a
 - Heather – clarified that Red lines will replace the blue lines. Red lines continue to the south outside of the project corridor.
- May also include 4f impacts for this arch site
- Also potential for section 4f impacts to a public boat ramp.
 - Plan to make improvements to the ramp
 - May need to have short term closure
 - Concerns with this due to access for emergency services.
 - Looking to have a net benefit to the boat ramp and access to PI.
 - Mark – previous talked about leaving part of the old McKay bridge to help with boat ramp, but FWS will no longer be requesting this.

Upcoming

- JD and CAP requests anticipated to be submitted in June/July

- Public Hearing tentative for Winter 2020

Discussion –

USACE (Ivan) – mitigation – USACE hierarchy – mitigation credits available is preferred. PRM offsite is least preferred, so there would need to be justification. Not wanting to wipe out a bank is not a significant enough justification

- Heather – Christopher mentioned in March that he was not in favor of draining a bank
- Two other PRM options before going offsite
- Sean – SCDOT prefers bank to reduce risk. We will evaluate the banking opportunities closely before pursuing PRM
- Russell – did not mean to insinuate that we aren't going to a bank. Just looking at other options to make sure all areas are covered. Will be looking at opportunities on site as well as off site.
- Sean – also need to include due diligence for other projects in the area that need to use the mitigation banks vs PRM.
- Chris Beckham – it is very possible that the existing credits are purchased for other projects earlier than the needed purchase for this project. That is what initiated opening the door for a potential PRM.

Bishopville Truck Route

Attendees:

Jacob Meetze, SCDOT

Tom Daniel, SCDNR

Erin Jenkins, SCDOT

Alya Singh-White, EPA

Chuck Hightower, SCDHEC

Greg Mixon, SCDNR

Henry Phillips, SCDOT

Kelly Laycock, EPA

Mickey Queen, SCDOT

Rusty Wenerick, SCDHEC

Steve Brumagin, USACE

Ivan Fannin, USACE

Brandon Denny, CDM Smith

Chris Cooper, SCDOT

Jim Beck, DRMP

Karen Hadley, CDM Smith

Kristen Maines, DRMP

Kim Bereis, DRMP

Bener Amado, SCDOT

Judd Goff, Red Bay Environmental

Sean Connolly, SCDOT

Bishopville Truck Route – Kristen Maines

Background – project is moving forward. Proposing preferred alt

P&N – reduce truck traffic

Project history – developed 24 corridors to assess. Eliminated corridors that did not meet P&N and those that had higher potential ENV impacts. August 2019 – PIM and ACE meeting presented I, M and P as the alternatives. Modified P – shifted the southern/western end to align with an existing roadway. Many of the alternatives overlap:

- Alt 1, 5, and 6 (used to be I) – southern segment is same, but changes in northern
- Alt 2, 7, and 8 (used to be N) – southern segment is same, but changes in northern
- Alt 3, 9, and 10 (used to be T) – southern segment is same, but changes in northern
- Alt 4, 11, and 12 (used to be T modified) - southern segment is same, but changes in northern

Proposed preferred Alternative 6 – starts at Sumter Hwy, intersects with Wisacky hwy and intersects with US 15 in the north.

Assume three-lane roadway – two 12-ft travel lanes and 15 ft two-way turn lane. Approximately 5 miles with 80 acres of ROW. Approximate cost of \$22.5 million.

Alts 1, 2, 5, 6, 7, 8 remain after eliminating those that do not meet P&N.

Second Round of elimination assessed impacts to the following:

- Cultural Resource – Historic homes can be avoided. Arch site identified near Bethune hwy
- RR – all alts cross the RR twice. Alt 2, 7, and 8 are adding a crossing would require eliminating an existing crossing.
- Relocations – only a few. Eliminated those alternatives that had relocations in the north as well as to the southwest
 - EPA (Alya) – max relocations 4, the rest are 0 and 1. Are these number accurate?
 - Kristen – Yes. There is not a huge number of relocations.
- Wetland and stream impacts balanced with other impacts
- Noise modeling has been assessed. Impacts to the Corner Grill previously anticipated. New modeling shows no noise impacts with the build alts, but two impacts with the no build
- T&E – no concerns on any of the alts
- Impaired waters – all alt cross one
- Farmland – very similar for all alts
- Travel times – similar
- Haz – similar
- Utilities – similar

Henry – No-Build shows 1,500 trucks by 2045. Focused on alts that reduced this number. Some alt increased the trucks. Some of the alts would divide a family in the north. Small neighborhood to the southwest would have been divided in some alts. However, these alts avoided a stream/wetland that the preferred alts will need to bridge. Alt 6 puts the connection closer to I-20 which should promote the use of the new proposed road. Northern end provides a beneficial connection to US 15 and SC 341.

EPA (Alya) – Are trucks mostly using Main and Church?

Henry – yes, mostly Main St. Some are using Church, but there is a tight turning radius that causes traffic jams in town.

Kristen – they are also damaging that intersection.

Henry – agricultural impacts – hugs the line of the farm fields that we can assist the farmers with their pivot points and sprinklers.

EPA (Alya) – 6 has the largest impact on streams and is high for farmland (similar to others).

Kristen – impacts are estimated and include the footprint of the roadway plus a 25-ft buffer (93 ft width). Goal is to minimize impacts even further.

Jacob – reason that there are more stream impacts is that 6 crosses a tributary/farm ditch as well as the main stream.

Judd – also evaluated existing habitat quality of the WOUS. There is nothing present that hasn't been impacted by civil or agricultural drainage in the past. Balancing the quality of the feature vs relocating homes. We are impacting features that have been channelized already.

EPA (Alya) – impaired waters (303d) listed.

Kristen – Robert E Lee Branch is listed (northern area below RR tracks). All alts cross this stream.

USACE (Steve) – preliminary delineations about 8 years ago. FHWA has asked USACE to be cooperating agency. FEIS will be part of the permitting decision. The alt analysis that analyses all ENV impacts equally may cause problems in the permitting stage if the alt with the highest impacts to WOUS is chosen. Make sure that the FEIS explains the standpoint that Henry discussed – tell the whole story of why alt 6 was chosen. USACE is not dictating which alt is chosen, but just need to make sure that the permit requirements are assessed in addition to the analysis that's required during the NEPA process. USACE understands that there are other considerations when determining preferred alt, but USACE has to focus on WOUS.

Rusty – has the same concerns.

Henry – we will focus on a sound discussion and explanation of the alt analysis. Cost does not help in this case, but there are other mitigating factors that affected the analysis and decision.

USACE (Steve) – what is the timeline for JD submittal?

Judd – we will definitely be visiting the site again. Not much difference than what was seen 8 years ago.

Kristen – many alts have similar impacts. Range of impacts is not huge. Avg stream impact is 608 lf. Alt 6 is 732 lf, so the difference is not huge. Avg wetland impacts is 3.2 acres.

Steve – that is definitely a component. Verification of data and A&M will continue to reduce impacts.

Next Steps – drafting EIS. Please provide any comments. Mandatory 45-day comment period. Assuming we are moving forward with the preferred alt selected, then plan to have a PH in the fall. Will present preferred alt at that meeting.

EPA (Alya) – today was a very good call and addressed many questions and concerns.

Proposed Bishopville Truck Route

Bishopville, Lee County, South Carolina

ACE Meeting: May 14, 2020

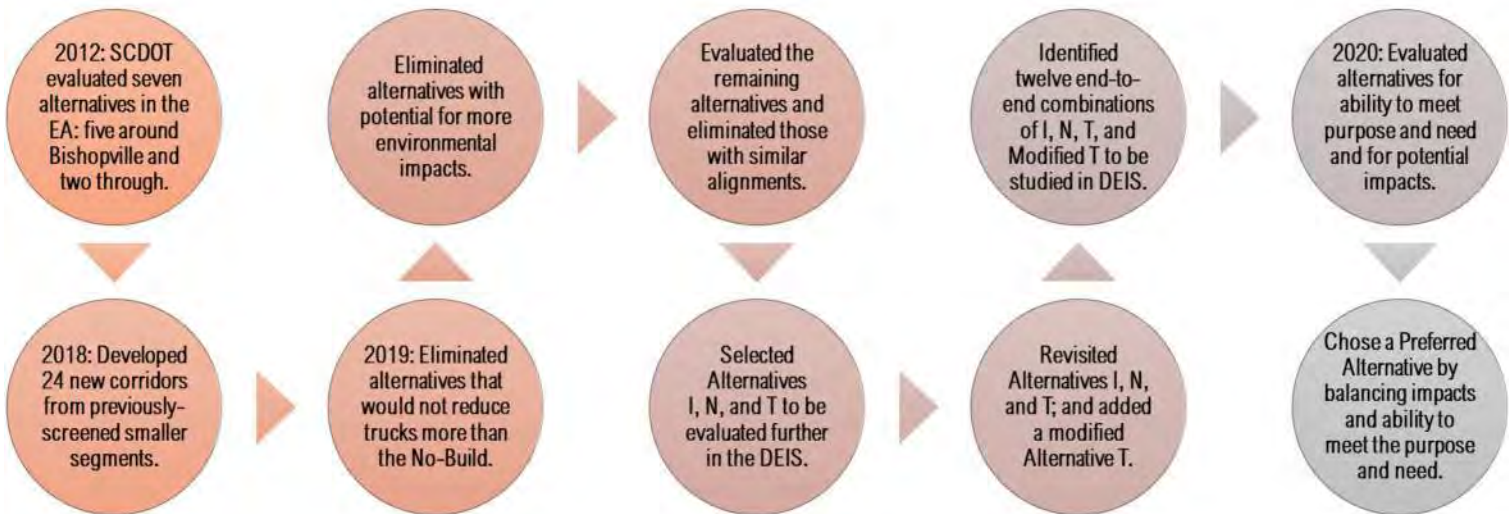
Project Fact Sheet



Project Purpose and Need

The primary purpose of the Bishopville Truck Route Project is to address truck traffic traveling through Bishopville. The secondary purpose is to enhance the economic development of the area. The route is considered necessary to provide trucks with an alternate route and reduce future truck traffic downtown.

Project History

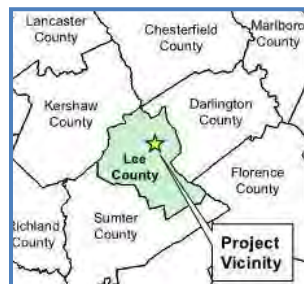


Environmental Process/National Environmental Policy Act

The South Carolina Department of Transportation (SCDOT) is in the process of preparing a Draft Environmental Impact Statement (DEIS) as required by the National Environmental Policy Act (NEPA). The DEIS will document the project purpose and need, the alternatives considered, the screening process, the preferred alternative, the existing conditions of the project area, and the potential beneficial and adverse effects of the no-build and build alternatives.

The alternative-screening process included screening a wide range of potential alternatives for their ability to meet the project purpose and need while balancing the potential beneficial and adverse effects on the environment. SCDOT has conducted comprehensive screening of the twelve build alternatives (Alternatives 1-12) and the No-Build Alternative, and identified a proposed Preferred Alternative.

The DEIS, along with public and agency input, will assist SCDOT with the selection of an alternative and the preparation of 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.



For More Information:

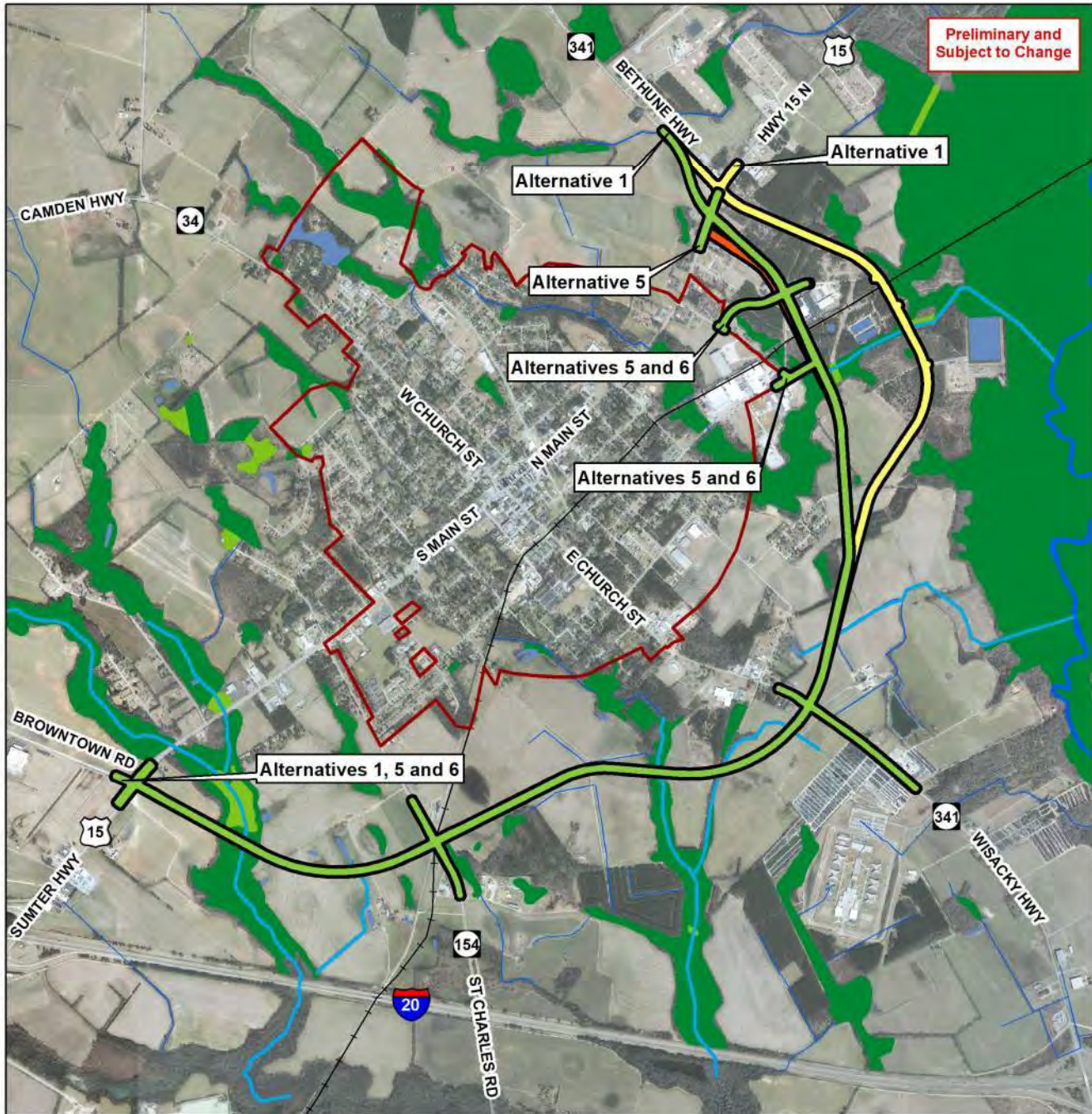
Jacob Meetze, PE
SCDOT Project Manager
PO Box 191
Columbia, SC 29202
(803) 737-1037
MeetzeJ@scdot.org

Proposed Bishopville Truck Route

Project Fact Sheet (page 2)



Build Alternatives 1, 5, and 6



Bishopville Truck Route Project
Draft Environmental
Impact Statement

April 2020

Alternatives
1, 5 and 6

0 0.25 0.5 Miles

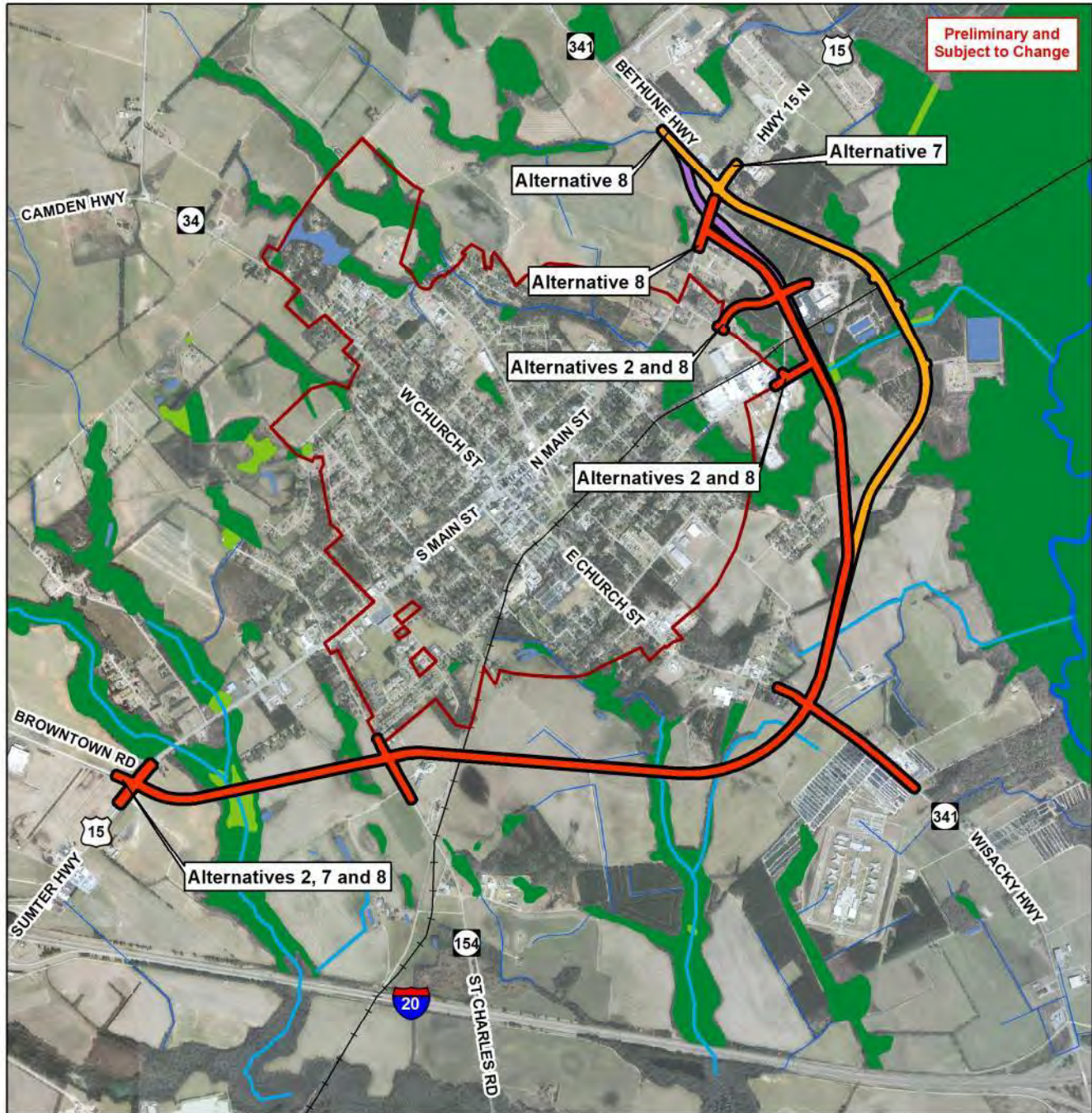
Source: SCDOT, SCSP, CDM Smith and USFWS

Proposed Bishopville Truck Route

Project Fact Sheet (page 3)



Build Alternatives 2, 7, and 8



- | | |
|-----------------|-----------------------------------|
| Alternative 2 | Freshwater Emergent Wetland |
| Alternative 7 | Freshwater Forested/Shrub Wetland |
| Alternative 8 | Municipal Boundary |
| Riverine | SCRF |
| Freshwater Pond | Rivers and Streams |

Source: SCDOT, SCSP, CDM Smith and USFWS

**Bishopville Truck Route Project
Draft Environmental
Impact Statement**

April 2020

**Alternatives
2, 7 and 8**

0 0.25 0.5
Miles

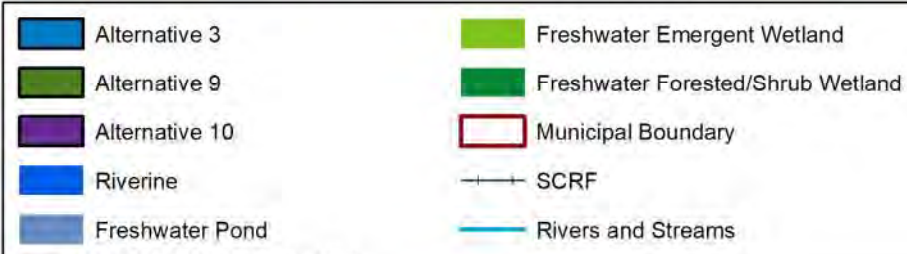
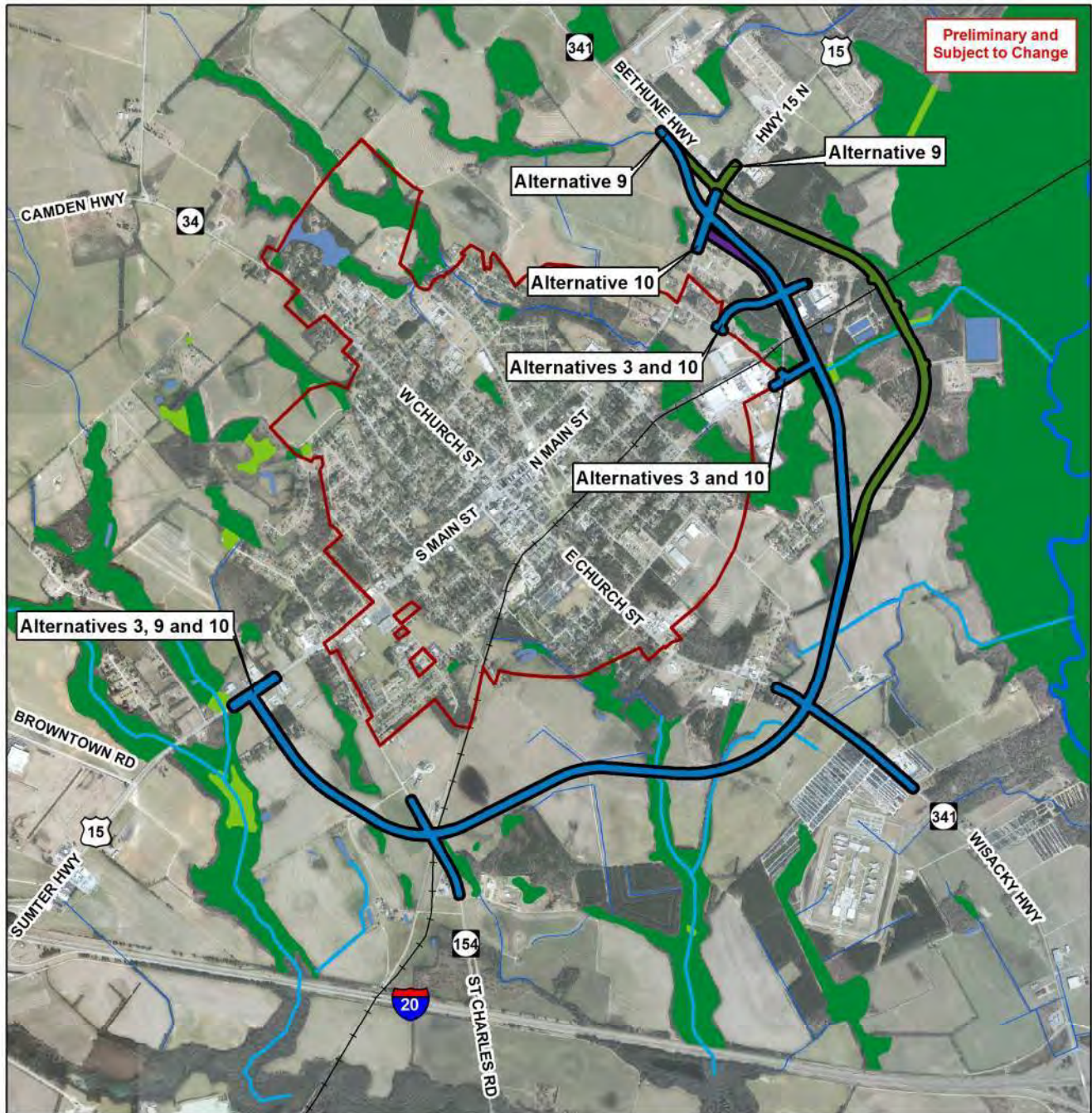


Proposed Bishopville Truck Route

Project Fact Sheet (page 4)



Build Alternatives 3, 9, and 10



**Bishopville Truck Route Project
Draft Environmental
Impact Statement**

April 2020

**Alternatives
3, 9 and 10**

0 0.25 0.5 Miles

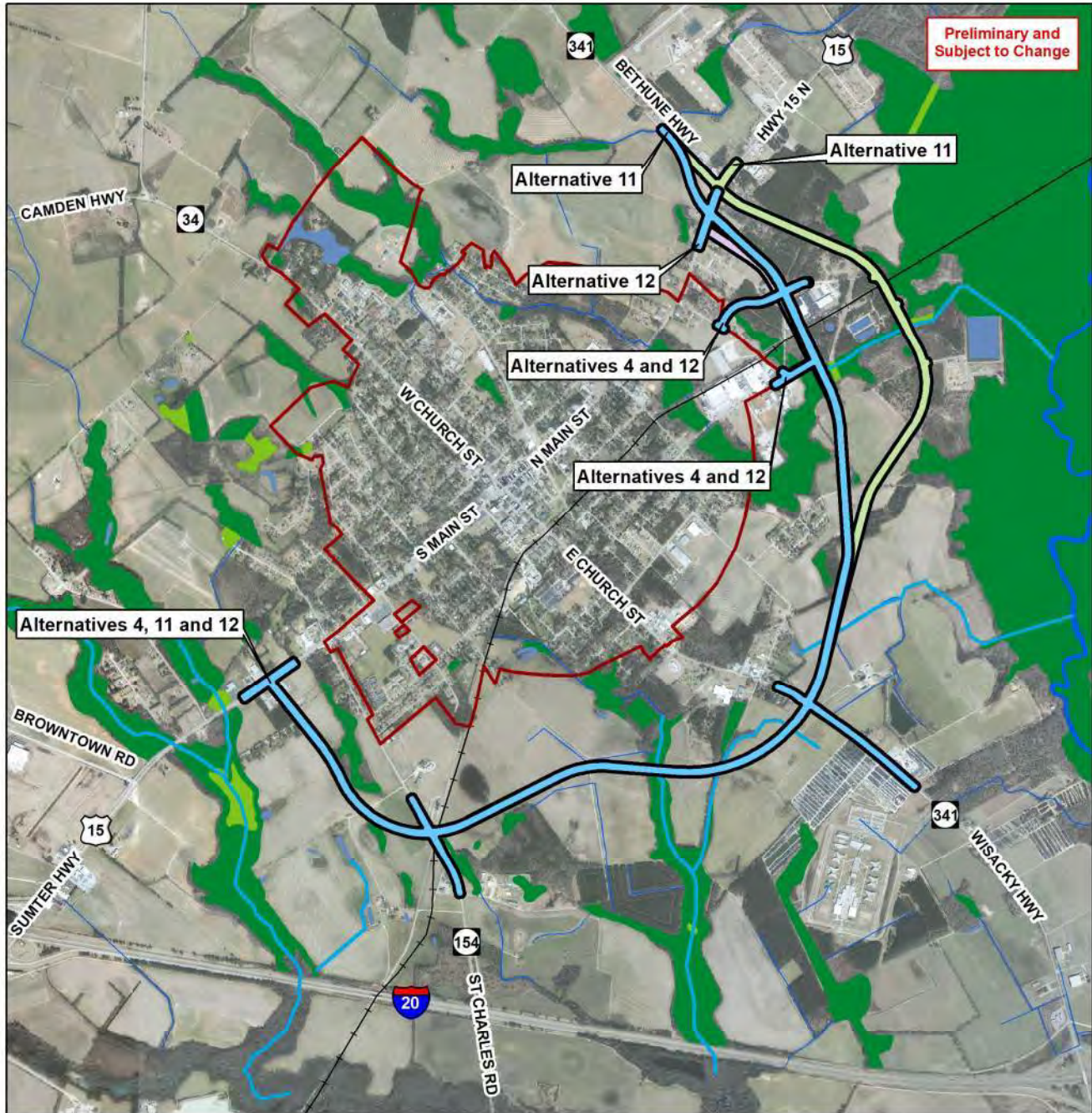
Source: SCDOT, SSCP, CDM Smith and USFWS

Proposed Bishopville Truck Route

Project Fact Sheet (page 5)



Build Alternatives 4, 11, and 12



	Alternative 4		Freshwater Emergent Wetland
	Alternative 11		Freshwater Forested/Shrub Wetland
	Alternative 12		Municipal Boundary
	Riverine		SCRF
	Freshwater Pond		Rivers and Streams

Bishopville Truck Route Project
Draft Environmental
Impact Statement

April 2020

Alternatives
4, 11 and 12

0 0.25 0.5 Miles

Source: SCDOT, SCSP, CDM Smith and USFWS

Proposed Bishopville Truck Route

Project Fact Sheet (page 6)



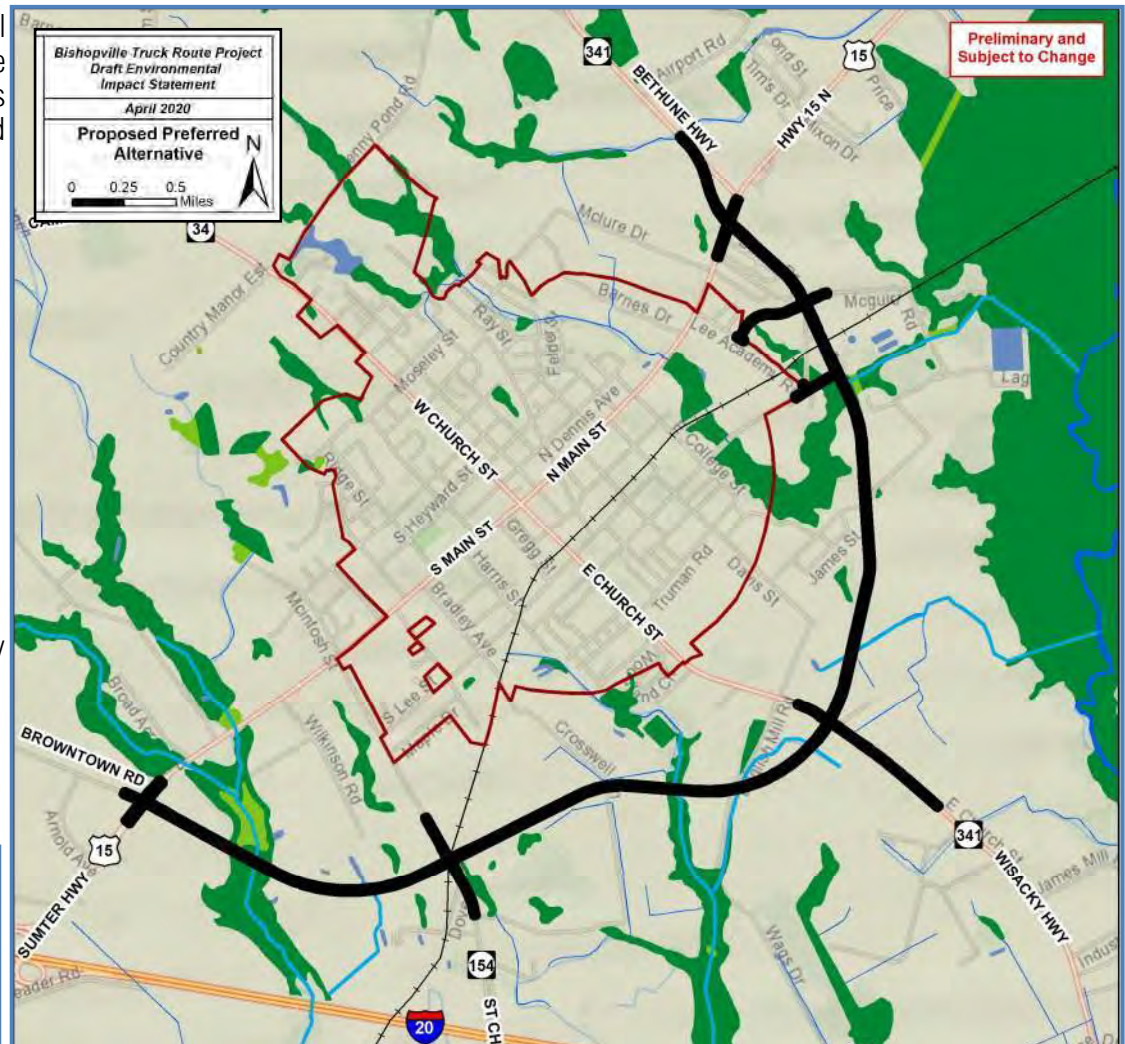
Proposed Preferred Alternative

After considering the potential effects of the alternatives and how well the alternatives are anticipated to meet the project purpose and need, **SCDOT has identified Build Alternative 6 (see map) as the proposed Preferred Alternative (PA)**, subject to public review. The final identification of the PA will occur after issuance of the DEIS, a public hearing, and a 45-day comment and review period.

- ◆ The PA begins at the intersection of the Sumter Highway and Browntown Road, heads southeast and intersects Dove Lane, heads northeast and intersects the SCRF and the St. Charles Highway, heads northeast and intersects Bradley Avenue, heads east and intersects English Mill Road, heads northeast and intersects the Wisacky Highway.
- ◆ From the Wisacky Highway, the PA heads northeast and intersects Jordan Lane, heads northwest crossing the SCRF a second time and intersects McGuirt Road and Dixon Drive, heads northwest along Dixon Drive and intersects N. Main Street, heads northeast and connects with the Bethune Highway.
- ◆ The PA would replace the existing intersection of N. Main Street and the Bethune Highway, close Dixon Drive between Academy Road and McGuirt Road, and provide one connection between the PA and Academy Road.
- ◆ The PA would consist of two 12-foot travel lanes and a 15-foot center turn lane (see typical section), be approximately 5.2 miles long, require roughly 80.1 acres of right-of-way, and cost an estimated \$22.6 million.

After considering the potential effects of Alternatives 1-12 and the No-Build Alternative, SCDOT has identified the proposed PA based on factors including:

- ◆ Estimated average daily truck traffic on Main Street in 2045 of 700 trucks/day compared to 1,500 trucks/day with the No-Build (53% reduction).
- ◆ Avoids residential and commercial relocations.
- ◆ Would not require an additional railroad crossing.
- ◆ Avoids impacts to protected cultural resources.
- ◆ Connects to the Sumter Highway just north of I-20 in the south and connects to the Bethune Highway in the north.
- ◆ Improves average travel times.



For more information, visit the project website: <https://www.scdot.org/inside/BishopvilleTruckRoute/>



Proposed Bishopville Truck Route

Project Fact Sheet (page 7)

Potential Impacts/Screening Factors

POTENTIAL IMPACTS	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Alternative 9	Alternative 10	Alternative 11	Alternative 12
		I - south	N - south	T-mrg - south	T-mod - south	I - south	I - south	N - south	N - south	T-mrg - south	T-mrg - south	T-mod - south	T-mod - south
		I - north	N - north	T-mrg - north	T-mod - north	N - north	Ts - north	I - north	Ts - north	I - north	N - north	I - north	N - north
Estimated Average Daily Trucks on Main Street in 2045 (#)	1,500	800	800	1,100	1,100	800	700	800	700	1,200	1,200	1,200	1,200
Natural Resource-Related Screening Factors													
Streams (linear feet)	0	729	636	535	535	730	732	635	638	532	533	532	533
Wetlands (acres)	0.0	3.1	4.8	2.6	2.6	4.6	4.6	3.3	4.8	1.1	2.6	1.1	2.6
Ponds (acres)	0.0	0.0	0.1	0.3	0.3	0.1	0.3	0.0	0.3	0.0	0.1	0.0	0.1
Impaired Waters Crossed (#)	0	1	1	1	1	1	1	1	1	1	1	1	1
Floodplains (acres)	0.0	3.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Threatened/Endangered Species (#)	0	0	0	0	0	0	0	0	0	0	0	0	0
Community-Related Screening Factors													
Residential Relocations (#)	0	1	0	3	3	0	0	1	0	4	3	4	3
Commercial Relocations (#)	0	3	0	0	1	0	0	3	0	3	0	4	1
Community Resources (#)	0	0	1	1	1	1	1	0	1	0	1	0	1
Section 4(f)/Section 6(f) Resources (#)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cemeteries (#)	0	1	0	0	0	0	0	1	0	1	0	1	0
Cultural Resources (#)	0	1	0	1	1	0	0	1	0	2	1	2	1
Noise-Impacted Receivers (#)	1	0	1	0	0	1	0	0	0	0	1	0	1
Environmental Justice Populations (Y/N)	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Land Use-Related Screening Factors													
Designated Agriculture Parcels Affected (#)	0	6	5	6	6	5	6	6	6	6	5	6	6
Designated Agricultural (acres)	0.0	58.1	50.6	52.7	51.2	52.5	57.4	56.3	55.5	53.4	47.8	51.9	46.5
Farmland of Statewide Importance (acres)	0.0	7.3	9.5	9.2	7.0	8.8	9.2	7.9	9.8	7.2	8.8	5.1	6.6
Prime Farmland (acres)	0.0	61.1	56.3	60.0	62.2	59.6	63.2	57.9	59.8	58.0	56.5	60.3	58.7
Hazardous Sites (#)	0	4	4	5	5	4	5	4	5	4	4	4	4
Additional Railroad Crossings (#)	0	0	1	0	0	0	0	1	1	0	0	0	0
Utilities Crossed (#)	0	41	46	44	47	46	45	41	45	48	45	51	48
Traffic-Related Screening Factors													
Estimated Average Daily Trucks on Main Street in 2045 (#)	1,500	800	800	1,100	1,100	800	700	800	700	1,200	1,200	1,200	1,200
Estimated Average Peak Period (AM and PM) Travel Time in 2045 (minutes)	11:18	6:58	6:56	6:52	6:52	7:00	6:33	6:56	6:33	7:09	7:09	7:09	7:09
US 15/I-20 <-> US 15/Bethune Highway (minutes)	11:22	7:00	7:00	7:00	7:00	7:07	6:45	7:00	6:45	7:00	7:07	7:00	7:07
US 15/Bethune Highway <-> SC 341 north of I-20 (minutes)	11:15	8:15	8:22	8:00	8:00	8:22	8:00	8:15	8:00	8:15	8:22	8:15	8:22
US 15/Bethune Highway <-> US 15 north of I-20 via Alternative (minutes)	-	7:07	6:37	7:30	7:30	6:45	6:30	7:00	6:30	7:52	7:22	7:52	7:22
US 15/Bethune Highway <-> SC 341 north of I-20 via Alternative (minutes)	-	5:30	5:45	5:00	5:00	5:45	5:00	5:30	5:00	5:30	5:45	5:30	5:45
Intersections with Poor Level of Service in 2045 (#)	2	0	0	0	0	0	0	0	0	0	0	0	0
Proposed US 15 Intersection Modifications (#)	2	2	3	3	3	3	2	2	2	3	4	3	4
Cost-Related Screening Factors													
Approximate Length (miles)	0.0	5.5	4.6	4.8	4.7	4.8	5.2	5.4	5.0	5.1	4.4	5.1	4.4
Approximate Right-of-Way (acres)	0.0	78.9	73.1	75.3	75.3	76.0	80.1	76.0	77.1	74.1	71.1	74.2	71.2
Estimated Total Cost (\$)	\$0	\$22,430,000	\$23,150,000	\$19,007,000	\$18,937,000	\$23,610,000	\$22,577,000	\$21,720,000	\$21,617,000	\$19,360,000	\$17,540,000	\$19,040,000	\$19,720,000
Estimated Right-of-Way Cost (\$)	\$0	\$1,680,000	\$1,400,000	\$1,757,000	\$1,687,000	\$1,610,000	\$1,827,000	\$1,470,000	\$1,617,000	\$1,610,000	\$1,540,000	\$1,540,000	\$1,470,000
Estimated Construction Cost (\$)	\$0	\$20,750,000	\$21,750,000	\$17,250,000	\$17,250,000	\$22,000,000	\$20,750,000	\$20,250,000	\$20,000,000	\$17,750,000	\$16,000,000	\$17,500,000	\$18,250,000
<i>Note: Potential impacts are preliminary and subject to change. The shading represents how the impact of the alternative compares to the impacts of the other alternatives (build and no-build). Red indicates more impact and green indicates less impact.</i>													