

**What if Right-of-Way is required from my property?**

Once the right of way plans are completed, an agent with SCDOT will be assigned to the project. At times, SCDOT will contract with an experienced rights of way consultant company to perform the rights of way services. Consultant companies and their agents are regularly monitored by SCDOT staff. The agent's first job is conducting title research to determine the ownership of each parcel of land shown on the plans. The agent will then contact the property owner to verify the ownership and property lines and to explain how construction of the project will affect the property. In some instances SCDOT is allowed by the Federal Highway Administration to make offers based on estimates of fair market value without having an appraisal prepared. If the property value is below the threshold for estimate offers, the agent may present an offer for the needed right of way during the first contact. In the event that the property estimate exceeds the designated threshold, an appraisal will be ordered to establish the offer of just compensation. The acquisition agent will make these offers in writing. If an appraisal is required, the appraiser shall provide an opportunity for the landowner to be present when the property is inspected with the landowner being entitled to a copy of the appraisal.

Right of Way Acquisition will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 which ensures the fair and equitable treatment of persons whose real property is acquired or who are displaced as a result of a Federal or Federally-assisted project. Details of the acquisition procedures can be found in the brochure "Highways and You", which is available upon request and at the Public Hearing. Relocation benefits are explained in the brochure and consist of moving expenses and replacement housing payments. No person that occupies real property will be required to move from a dwelling, business, or farm without at least 90 days notice of the vacate date.

**The following is SCDOT's policy on replacement housing:**

- The Federal Highway Administration will be given specific written assurance that comparable replacement housing will be available or provided for before the initial written approval or endorsement of any project is requested.
- Construction authorization will not be requested until comparable replacement housing has been made available to all affected persons.
- SCDOT acknowledges that all housing must be fair housing and must be offered to all affected persons regardless of their race, color, religion, sex, or national origin.

**TITLE VI COMPLIANCE**

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

**Questions?**

To ask questions or provide comments, please contact the SCDOT Assistant Program Manager, Kenneth Johnson using the information listed below. For more information, please visit:

[http://www.scdot.org/inside/public\\_hearings.aspx](http://www.scdot.org/inside/public_hearings.aspx)



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**Bishopville By-Pass**  
Bishopville, South Carolina  
Public Information Meeting  
SC Cotton Museum

Thursday, February 19, 2015, 5:00 p.m. - 7:00 p.m.



**Purpose of the Project**

The purpose of this project is to:

- Provide an alternate route for through trucks traveling through downtown Bishopville and encourage revitalization of businesses along Main Street (US 15).
- Support the economic development plans for two areas within Bishopville and Lee County: first, encouraging economic development along Main Street (US 15) within downtown Bishopville by alleviating the high percentage of through truck traffic in downtown and second, by providing access to areas zoned as the Proposed Development District for the County.

**Needs for the Project**

**Truck Traffic:**

Traffic-related issues in the project area include heavy truck movements through the downtown on Main Street (US 15), along with the regular daily traffic. The focus of enhancements and improvements within downtown has been the Main Street corridor. Currently, Main Street (US 15) continues to serve as the primary corridor through the downtown area, connecting I-20 to Bishopville, Hartsville, Bennettsville and other towns in the northeastern portion of South Carolina. SCDOT traffic counts indicate that over 1,000 trucks pass through this Main Street corridor daily. By 2035, the number of through trucks in downtown is expected to grow to almost 1,500 trucks per day. Traffic studies showed that 90 percent of these trucks are "through" trucks, those trucks with origins and destinations outside of project area. Truck traffic in downtown Bishopville continues to hinder the revitalization efforts and is perceived by residents and business owners as unsafe for pedestrians and cyclists.

| Through and Local Truck Percentages (2010 – 2035) |              |                    |                   |                          |                       |                     |              |                       |                     |   |
|---|--------------|--------------------|-------------------|--------------------------|-----------------------|---------------------|--------------|-----------------------|---------------------|---|
| Segment   | 2010 Traffic |                    |                   |                          |                       |                     | 2035 Traffic |                       |                     |   |
|   | 2010 AADT    | 2010 Percent Truck | 2010 Truck Volume | Percent "through" Trucks | 2010 "through" Trucks | 2010 "local" Trucks | 2035 AADT    | 2035 "through" Trucks | 2035 "local" Trucks | Percent "through" "Truck Growth (2010 - 2035) |
| A   | 10,900       | 11%                | 1,199             | 90%                      | 1,079                 | 120                 | 16,070       | 1,747                 | 177                 | 61.9%   |
| B   | 12,000       | 18%                | 2,160             | 90%                      | 1,944                 | 216                 | 15,867       | 3,147                 | 286                 | 61.9%   |
| C   | 11,300       | 9%                 | 1,017             | 90%                      | 915                   | 102                 | 14,566       | 1,482                 | 131                 | 61.9%   |
| D   | 7,100        | 11%                | 781               | 90%                      | 703                   | 78                  | 11,481       | 1,184                 | 126                 | 68.5%   |

**Economic Development:**

Alleviating the high percentage of through truck traffic in downtown Bishopville would support local investments in the revitalization of the city and encourage economic development along the Main Street corridor.

In addition, the Lee County Comprehensive Plan is a local basis for guiding development and growth in the county; the plan identified "the Bishopville area between Interstate 20, SC 341 and US 15 and the City is projected to experience the greatest amount of growth over the next five to twenty years. Factors influencing this development are: (1) the availability of water and sewer systems in the area, (2) the excellent transportation access provided by Interstate 20, US 15 and SC 341, (3) the availability of developable sites, (4) the amenities offered by living near or in an urban area." This area is identified as a Proposed Development District in the Comprehensive Plan. The proposed roadway would support the economic development goals of both the City of Bishopville and Lee County.

**Description of the Project:**

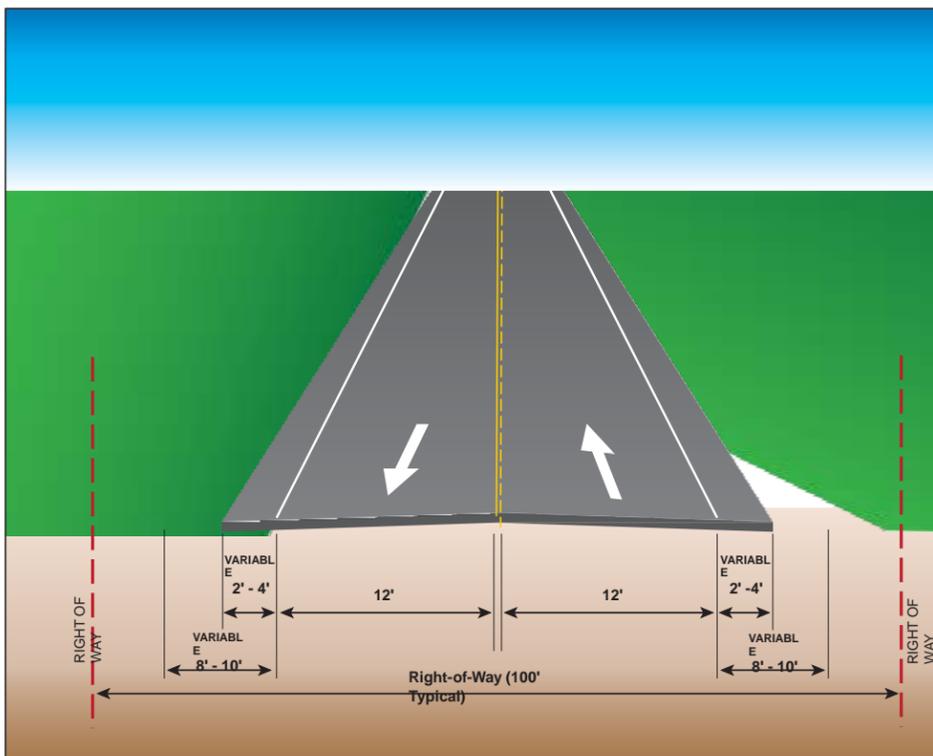
The South Carolina Department of Transportation (SCDOT) has prepared an Environmental Assessment (EA) for the proposed construction of a new location bypass of the City of Bishopville, Lee County, from US 15 near I-20 south of the city, circling the city to the southeast, and connecting to the junction of US 15 and SC 341 north of the city. The typical cross section will consist of an arterial two-lane roadway with turning lanes at intersections and a general right of way width of 100 feet. The speed limit would be posted at 45 to 55 miles per hour.

### Preferred Alternative



### Preferred Typical Section

The proposed typical sections of the improved truck routes will have two travel lanes in each direction with turn lanes. Along the project, turn bays will be added for specific side streets and paved shoulders will be added in order to provide for bicyclists and assist with emergency use.



### Impacts of the Preferred Alternative on the Environment

**Table ES.2  
Environmental Impact Summary of the Preferred Alternative**

| Category                                 | Impacts    |
|--|------------|
| Cost in \$ millions                      | \$19       |
| Total Length (miles)                     | 5.70       |
| Relocations                              | 1 (vacant) |
| Historic Sites (NRHP eligible or listed) | 0          |
| Hazardous Materials Sites                | 1          |
| Noise-Impacted Receptors                 | 0          |
| Floodplains (acres)                      | 3.8        |
| Wetlands (acres)                         | 3.97       |
| Threatened & Endangered Species          | 0          |
| Linear Drainage Features                 | 1          |
| Farmland (acres, prime)                  | 45.8       |

The project, as proposed, would result in certain modifications to the human and natural environment. However, SCDOT has not identified any significant impacts that would occur and therefore, the project meets the criteria under 23 CFR 771.115(c) for processing as an Environmental Assessment. Specific preliminary environmental studies conducted in the early stages of project development and understandings of the scope of work to be performed were considered in this decision.

The table to the left summarizes the impacts of the Preferred Alternative on both the human and natural environments.

#### How much will the project cost and how will it be funded?

SCDOT estimates approximately \$19 Million to construct all proposed new roadway and improvements including acquisition of right-of-way. Various funding sources and earmarks have been identified to assist in paying for the construction costs of the proposed project, including \$5 million in earmarks and local matching funds. The remaining \$14 million in funding comes from the STIP, through the SLRCOG. The project is fully funded through construction.

#### What is the purpose of the Public Information Meeting?

At the Public Hearing on November 13, 2012, the project team presented the Preferred Alternative and the EA so that the public can ask questions and provide additional input. Since the Public Hearing, SCDOT has reviewed, compiled, and assessed the comments in opposition and support of the project. Based on the public comments received, the purpose of the Public Information Meeting is to update the community on the project, solicit additional feedback and comments, and outline the possible paths going forward for the project. We appreciate your attendance at this meeting and look forward to the opportunity to serve you throughout the development of this project.

#### What are the possible paths forward?

- Santee Lynches COG reprioritizes project and funding
- Revised Environmental Assessment – potentially revisit the project purpose & need and alternatives
- Environmental Impact Statement – a more detailed analysis for projects where there are significant prospective environmental impacts including the human environment

#### What is the format for the Public Information Meeting?

The public information meeting will be an informal, open-house style meeting and will take place at the SC Cotton Museum from 5:00 p.m. to 7:00 p.m. At 5:30 p.m., the SCDOT will make a brief, formal presentation. Before and following the presentation, citizens may review project displays and materials, ask questions of SCDOT representatives, and provide written comments. Unlike the public hearing, attendees will not be permitted to make formal verbal comments. Large aerial displays of the entire project and environmental documentation of the project's impacts will be available for viewing, and project team members will be present to discuss the project with interested citizens on an individual basis. Citizens may ask questions and provide comments regarding the possible social, economic, and environmental effects of the project during this time.

You are encouraged to provide written comments on the forms provided so that SCDOT will have a written record of your concerns or suggestions.

**Please ensure all mailed comment forms are post marked by March 6, 2015. All written comments will be responded to and made part of the official public information meeting file.**