



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

We're here to:

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

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

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



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

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

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

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

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

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

## Previous Study Corridors



### Original Corridors

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



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

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

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

## Eliminated Study Corridors



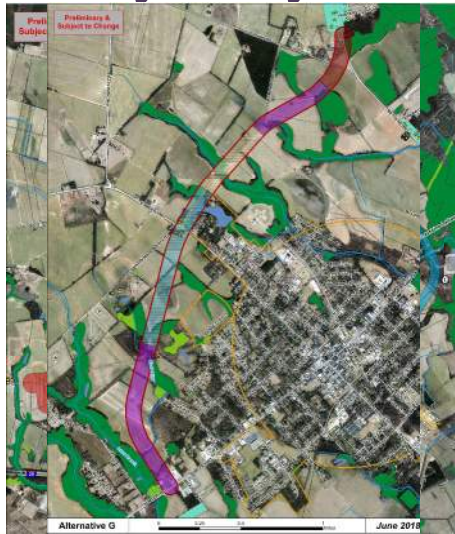
- Study team considered previous alternatives from the Environmental Assessment.
- Alternatives through downtown eliminated from further consideration.
- Others moved further away from neighborhoods.
- Additional options developed for consideration.



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

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

## Preliminary Study Corridors



### Updated Corridors

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



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

Each corridor includes several different segments.

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

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

The development of each corridor segment considered:

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

Each corridor offered some opportunities but also some challenges.

# Corridor Features



## Northeast Quadrant

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



In the northeast quadrant of the project, challenges include:

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

# Corridor Features

## Northwest Quadrant

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



In the northwest quadrant, challenges included:

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

# Corridor Features



## Southwest Quadrant

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



In the southwest quadrant, challenges included:

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

# Corridor Features



## Southeast Quadrant

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



And finally, challenges in the southeast quadrant included:

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

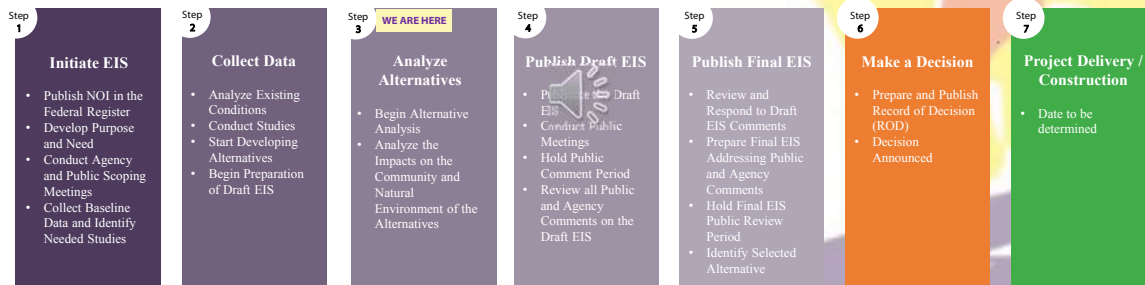
As the corridors were developed and each challenge was thoroughly considered. Not one of the challenges was given priority over the others, all of the challenges were treated equally.

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



# National Environmental Policy Act (NEPA)

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



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

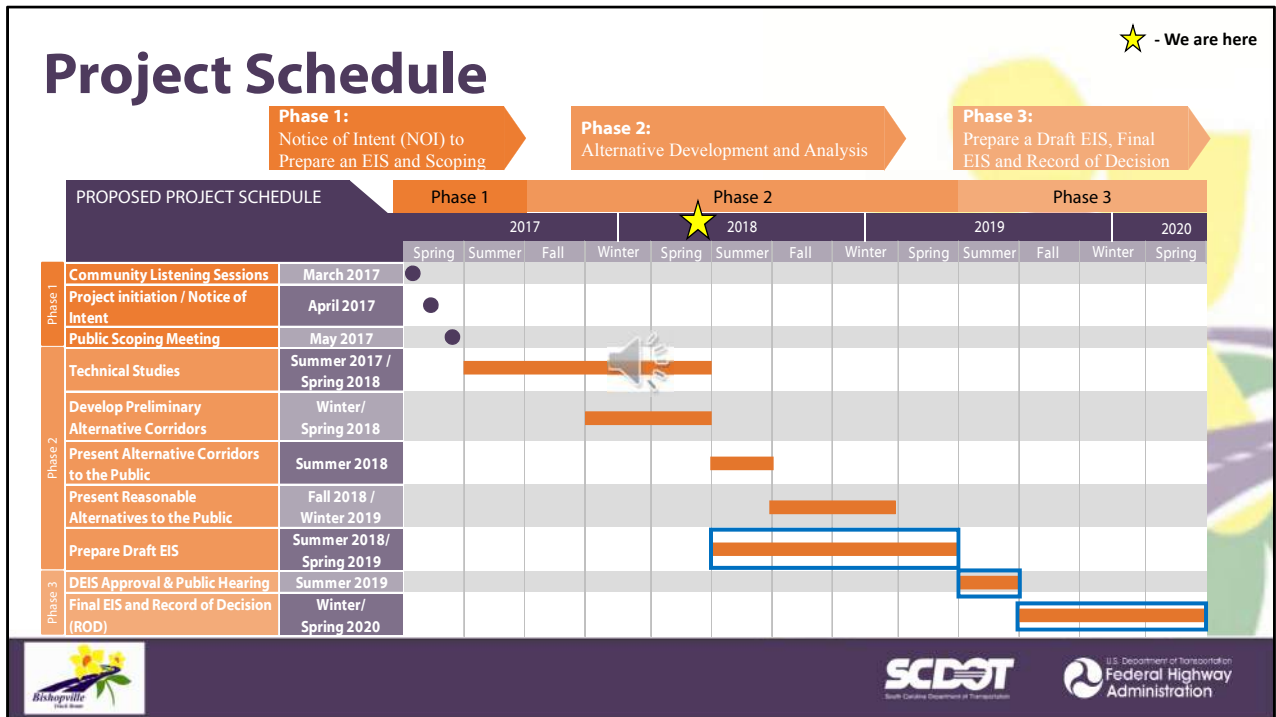
Identifying different alternatives, weighing their ability to meet the project’s purpose and need, and addressing all of the potential project challenges is a part of the National Environmental Policy Act or NEPA process.

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

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

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

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



Looking forward –

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

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

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

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

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

# Thank You!!



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

June 2018

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



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

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

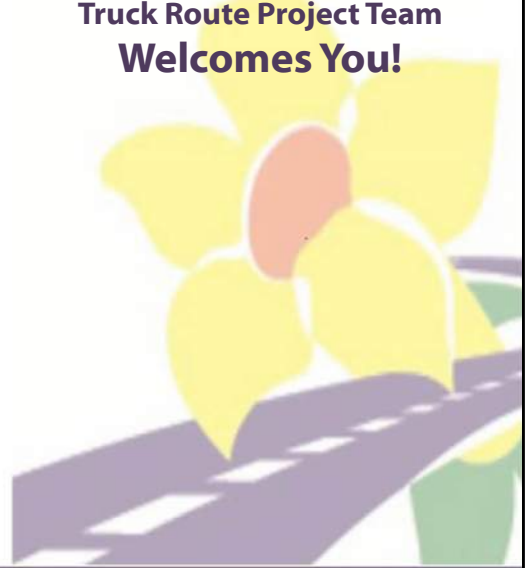
Project team members are available to explain the displays and answer any questions you might have. Team members can take your comments. Feel free to spend some time at the tables writing out your comments so you can submit them before you leave. You are also welcome to take a comment form home or share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

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

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

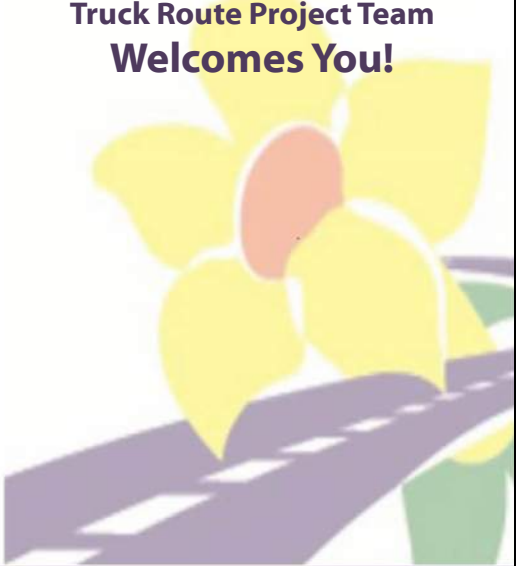
**The Proposed Bishopville  
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**The presentation  
will begin in:  
4 Minutes**



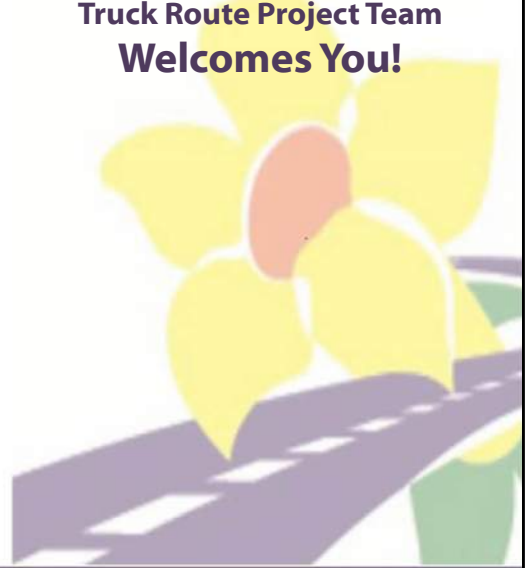
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**The presentation  
will begin in:  
3 Minutes**



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



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

