

# Project Schedule



## Purpose and Need

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

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

## Stay Involved

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Columbia, SC 29202  
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**Visit the project website:**  
[www.scdot.org/inside/BishopvilleTruckRoute/](http://www.scdot.org/inside/BishopvilleTruckRoute/)

**Email:** [MeetzeJ@scdot.org](mailto:MeetzeJ@scdot.org)

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

# Preliminary Alternative Corridors Public Meeting

Proposed Bishopville Truck Route

June 7, 2018



## Purpose of Tonight's Meeting

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

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

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

## Project Schedule

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

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



## Next Steps

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

## We Want Your Input

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

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

**Email comments to:** [MeetzeJ@scdot.org](mailto:MeetzeJ@scdot.org)



**Preliminary &  
Subject to Change**



**Corridor Segments**

**June 2018**

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