



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

South Carolina

August 15, 2012

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

In Reply Refer To:
HDA-SC

Mr. Randall Williamson, P.E.
Environmental Engineer
South Carolina Department of Transportation
955 Park Street, P.O. Box 191
Columbia, South Carolina 29202

Dear Mr. Williamson:

We received your letter requesting a Finding of No Significant Impact (FONSI) determination for the proposed Improvements to Designated Truck Routes and Broad Street (U.S. 521) in Camden, South Carolina. Based on the information provided to complete the environmental process we concur that the project will have no significant impacts; therefore a FONSI is justified. Project commitments made during the NEPA process shall be included in the project construction proposal and ultimately carried out.

Please proceed accordingly with the publication of the notice of availability of location and preliminary design approval and availability of the FONSI. The final documentation is to be made available to the public upon request. Also, a notice of the FONSI approval should be sent to the State inter-governmental review contacts established under Executive Order 12372.

By our adoption of the FONSI and completion of the public comment/hearing requirements of 23 U.S.C. 128, the SCDOT is authorized to proceed with further project development.

Sincerely,


(for) Robert L. Lee
Division Administrator

Enclosure

cc: Mr. Henry Phillips, SCDOT Environmental Project Manager
Mr. Tyke Redfearn, SCDOT Program Manager (via e-mail)

RECEIVED

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**Environmental Management
SCDOT**



South Carolina
Department of Transportation

August 13, 2012

Mr. Patrick Tyndall
Environmental Manager
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201

Re: Request for a Finding of No Significant Impact (FONSI) – Proposed
Improvements to Designated Truck Routes and Broad Street

PCN: 40309_RD01
40309_RD02
40309_RD03
40309_RD04

File No. 28.040309

TIGER Planning Grant No. 3

Dear Mr. Tyndall:

The South Carolina Department of Transportation (SCDOT) received approval of the Environmental Assessment (EA) for the proposed Truck Route Improvements and Broad Street Road Diet on June 13, 2012. In accordance with 23 CFR §771.119(d), the approved document was advertised in The Camden Chronicle-Independent and The State on June 20, 2012. It was also made available for public review at the following locations:

- Kershaw County SCDOT Office, 512 S. Fair Street, Camden, SC 29021 (803-432-4358)
- online at http://www.scdot.org/inside/public_hearings.aspx

The advertisement also provided information regarding the combination Location and Design Public Hearing, which was held on Tuesday, July 10, 2012, between 6:00 PM and 8:00 PM, in the Camden High School cafeteria/gymnasium, located at 1022 Ehrenclou Drive, Camden, South Carolina 29020. Approximately 100 people attended the Public Hearing. Of these, there were 28 white females, 7 black females, and 7 black males.

Written comments were received at the Public Hearing and during the 30-day comment period. Sixteen (16) attendees provided written comments at the meeting and eight (8) attendees made verbal comments during the public comment period. Forty one (41) additional comments were received during the comment period for a total of sixty five (65) comments. SCDOT responded in writing to all written comments received. The Public Hearing Certification including the presentation and verbal comments transcript, sign-in sheets, comments, and responses to comments, is enclosed for your review and records.

As a result of the comments at the Public Hearing, additional evaluations of Springdale Drive and its intersection with US 1 (W. DeKalb Street) were conducted. Based on a re-evaluation of the information in the Advanced Planning Report and additional currently available data, SCDOT determined that improvements to this segment of the proposed truck route are not justified at this time based on roadway pavement conditions, capacity issues, or collision data.



Mr. Patrick Tyndall
August 13, 2012
Page 2 of 2

Based on comments to the cultural resources survey provided by the State Historic Preservation Office (SHPO) in their initial concurrence letter dated June 7, 2012, technical revisions were made to the Cultural Resource Survey and a final report was submitted on June 21, 2012. Concurrence from the SHPO, dated July 3, 2012, was received on July 10, 2012. Concurrence from the Catawba THPO, dated July 2, 2012 was received July 23, 2012.

Enclosed with this letter please find the FONSI Summary Packet and the Public Hearing Certification Packet. Based on the administrative and environmental documentation to date, it is SCDOT's recommendation that the project be processed as a FONSI. Please contact me at (803) 737-1872 if I can be of further assistance or if you require additional information.

Sincerely,



Henry Phillips
Environmental Project Manager
NEPA Coordinator – RPG 2

MHP:mhp

Enclosures

ec: Tyke Redfearn, SCDOT Assistant Program Manager – RPG 2 – Letter only
Heather Robbins, SCDOT NEPA Division Manager – Letter only

File: Env/RPG2/28 Kershaw/40309

**FEDERAL HIGHWAY ADMINISTRATION
SOUTH CAROLINA DIVISION OFFICE
FINDING OF NO SIGNIFICANT IMPACT**

for

**Proposed Improvements to Designated Truck Routes and Broad Street
Kershaw County, South Carolina**

**Project SU28(001); TIGER II Planning Grant No. 3; File No. 28.040309; PCN's 40309_RD01,
40309_RD02, 40309_RD03, 40309_RD04**

Project Description

The South Carolina Department of Transportation (SCDOT or The Department) proposes to improve the existing designated US Highway 1 (US 1) and US Highway 521 (US 521) truck routes in Camden, Kershaw County, South Carolina (Figure 1). Improving the truck routes will reduce delays, improve safety and otherwise encourage trucks to use the routes instead of going through downtown Camden and allow the City of Camden to implement its proposed Broad Street Road Diet (BSRD), which is intended to create a more pedestrian-friendly environment on US 521 (Broad Street) from S-45 (York Street) to US 601/US 1/SC 34 (DeKalb Street) (Figure 2).

The project includes three segments and a portion of Broad Street located in Camden, South Carolina. Three sections of the existing truck routes have been identified for improvements: Segment One in the Southwest Quadrant, Segment Two in the Northwest Quadrant and Segment Three in the Southeast Quadrant. There is no existing designated truck route in the Northeast Quadrant and no improvements are proposed. The quadrants are relative to the intersection of Broad Street and DeKalb Street in downtown Camden as shown on Figure 1.

Broad Street

Broad Street functions as the main north/south route through Camden (Figure 2). It is a designated US Highway (US 521) and is a Principal Arterial, linking I-20 and areas north of Camden. Currently, the approximately 0.36 mile section of Broad Street between York Street and DeKalb Street has four 11-foot travel lanes plus parallel parking and sidewalks on each side. Existing right-of-way (ROW) varies from 85 to 90 feet. The speed limit on Broad Street is 25 miles per hour (mph).

Truck Routes

The section of truck route identified for improvement in the Southwest Quadrant (Segment One) is approximately 1.7 miles (Figure 1). Segment One begins at US 521 (Broad Street), follows S-897 (Ehrenclou Drive), turns west on S-45 (Chestnut Ferry Road), and ends at US 1/US 601 (DeKalb Street). Segment One's functional classification is Urban Local for the S-897 segment and Minor Arterial for the S-45 segment. The existing cross section along Segment One consists mostly of two 12-foot lanes with between 3-10 foot earthen shoulders. Roadside ditches for drainage are located in some sections. Sidewalk segments are present at some locations along Chestnut Ferry Road. The intersection of Ehrenclou Drive and Chestnut Ferry Road is stop controlled with Chestnut Ferry Road being the through movement. The

existing bridge over Bolton Creek on Chestnut Ferry Road was built in 1959 and has been determined to be both structurally deficient and functionally obsolete. The existing ROW on Ehrenclou Drive is primarily 120 feet but is 135 feet near its intersection with US 521/Broad Street. The existing ROW on Chestnut Ferry Road is 66 feet. Beginning at US 521 the speed limit is 45 mph on Ehrenclou drive until it approaches Camden High School where it becomes 35 mph. The speed limit is 35 mph on Chestnut Ferry Road.

The section of the truck route identified for improvement in the Northwest Quadrant (Segment Two) is approximately 1.6 miles long (Figure 1). Segment Two begins at Knights Hill Road and follows S-130 (Boykin Road) to end at US 521/601. Segment Two's functional classification is Minor Arterial. The existing cross section along Segment Two consists mostly of two 11-foot lanes with 3-foot earth shoulders or valley gutter shoulders. A sidewalk is present on the south side of Boykin Road between SC-97 (Liberty Hill Road) and US 521/US 601. Existing ROW along Boykin Road is 120 feet. The speed limit is 40 mph.

The section of the truck route identified for improvement in the Southeast Quadrant (Segment Three) is approximately 0.8 miles long (Figure 1). Segment Three begins at US 521 (Broad Street), follows S-45 (York Street), and currently turns north on S-79 (Mill Street), and ends at US 601/ US 1 (Dekalb Street). Segment Three's functional classification is Minor Arterial. The existing cross section along Segment Three varies from two 11-foot lanes with valley gutter shoulders on Mill Street to two 22-foot lanes with valley gutter shoulders on York Street. Sidewalks are also present along the north side of York Street between Broad Street and Market Street and between Fair Street and Mill Street. The existing ROW on York Street is 90 feet according to SCDOT dockets; however, east of Mill Street Kershaw County records indicated the ROW reduces to 30 feet. The existing ROW along Mill Street is 90 feet. The speed limit is 30 mph on both York Street and Mill Street.

The proposed alignment for Segment Three will follow a modified route extending the truck route along York Street east of Mill Street, creating new alignment to tie in with the existing Rippondon Street, and following Rippondon Street to US 1/Dekalb Street. The cross section of York Street, east of Mill Street consists of two 12-foot lanes with 6-foot earthen shoulders. The cross section of Rippondon Street consists of two 11-foot lanes with 6-foot earthen shoulders. The existing ROW along Rippondon Street is 100 feet.

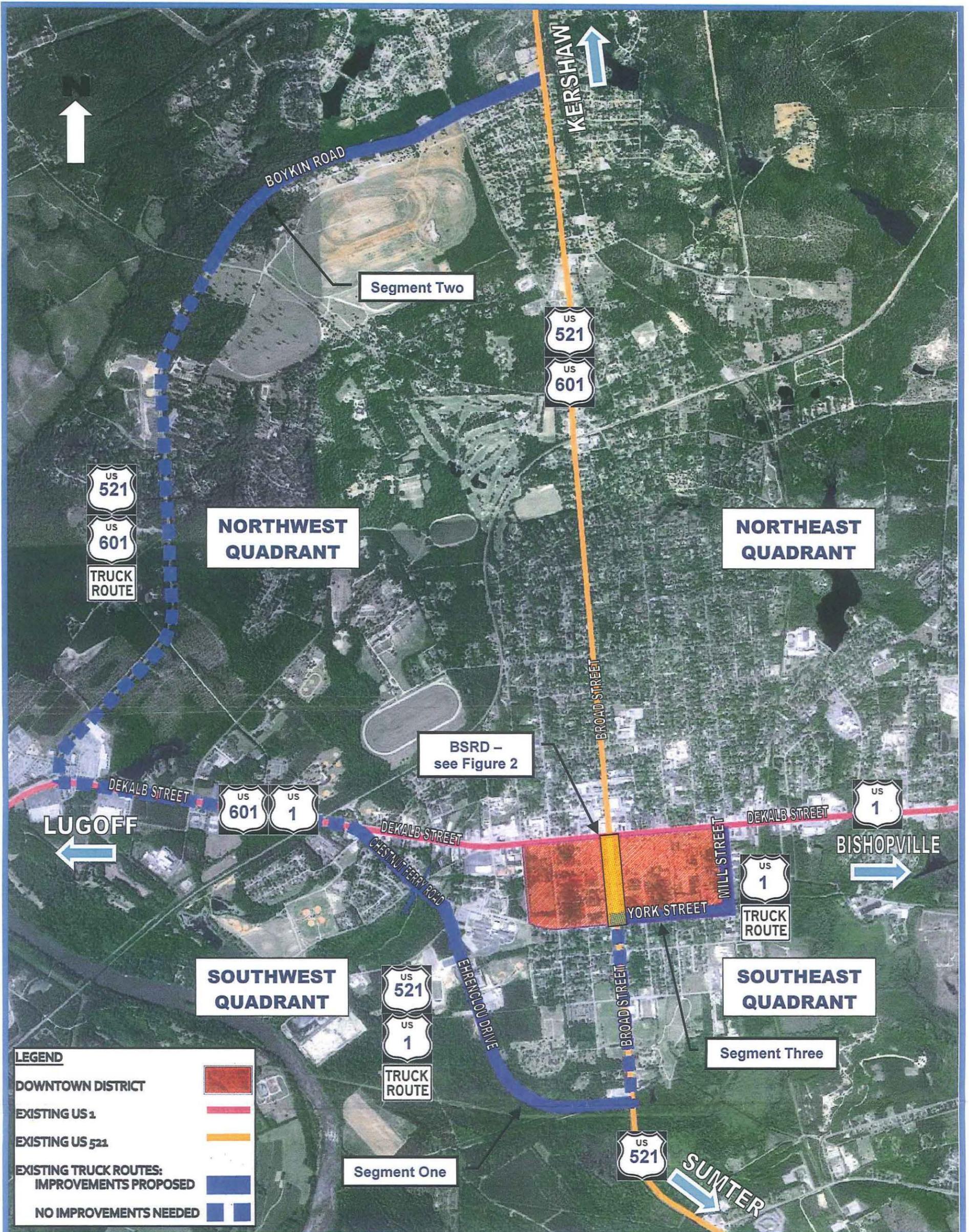


Figure 1: Existing Truck Routes and Project Vicinity Map Camden, South Carolina

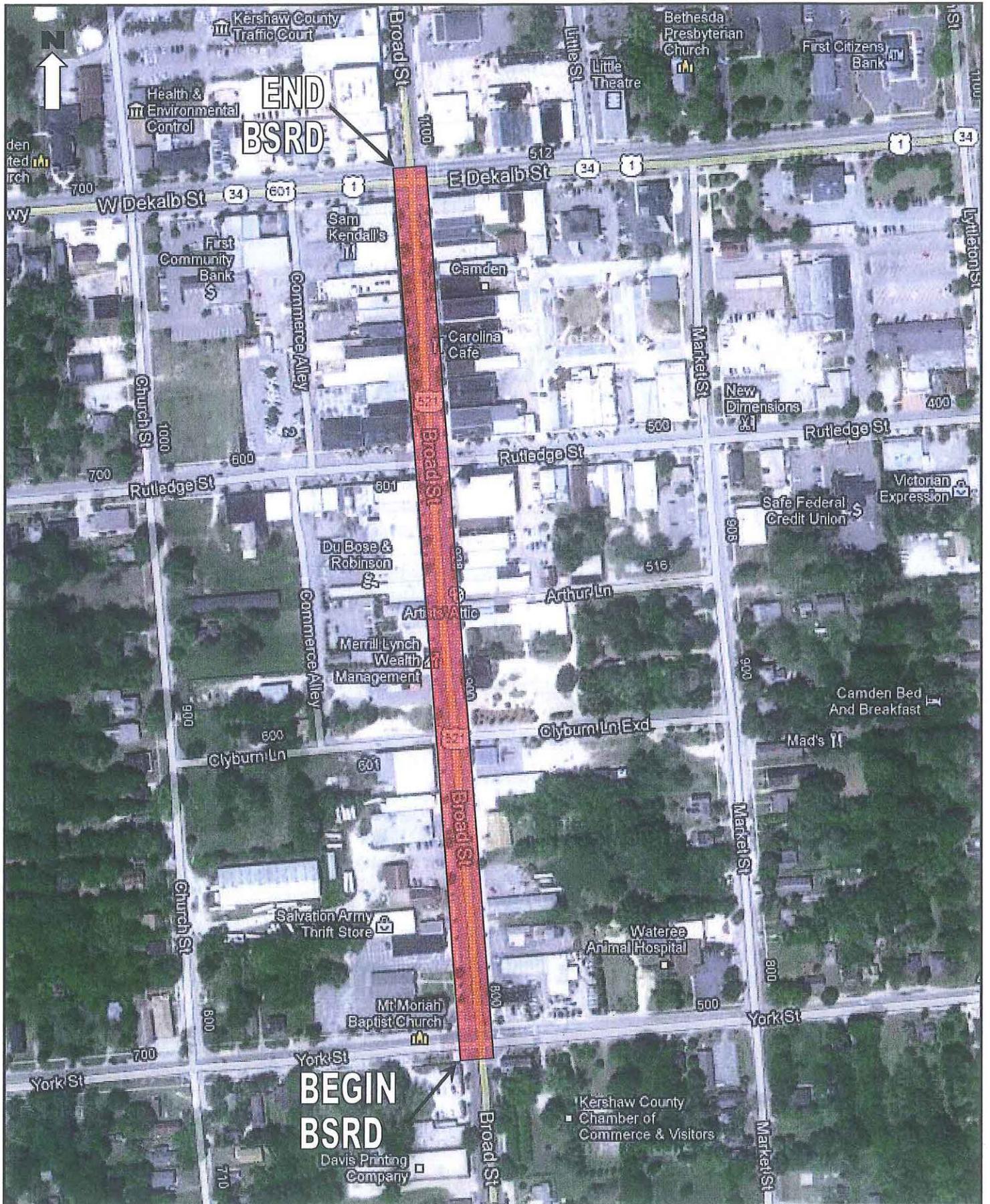


Figure 2: BSRD Location Map

Purpose and Need

The purpose of the proposed project is to create a more pedestrian-friendly environment as well as reduce truck traffic on Broad Street between York Street and DeKalb Street in downtown Camden, SC. Expanded discussion regarding the project purpose and need is included in **Section II** of the approved Environmental Assessment.

Project Alternatives

SCDOT considered several alternatives for the Designated Truck Routes and BSRD in Camden, SC, along with the No-Build alternative, which was considered the baseline for comparison. Each of the alternative considered included comparison with respect to environmental constraints (e.g., wetlands, residences, etc.); engineering constraints (e.g., horizontal geometrics, bridge hydraulic requirements, embankment stability, etc.); and construction costs and schedule. Detailed information regarding alternatives analyzed is documented in **Section III** of the Environmental Assessment prepared for the project.

Alternatives Considered and Eliminated

Broad Street Road Diet

The City of Camden conducted a planning charrette for the BSRD on November 14-15, 2011 to engage the public in the development of the project. After the charrette, six alternatives were developed for the BSRD: Alternatives 1, 1A, 2, 2A, 3, and 4. Utilizing the guiding principles developed during the charrette (Table 1), a matrix was created using a relative scoring system to compare the alternatives as shown in Table 2 in the Proposed Preferred Alternative section. Based on this evaluation Alternatives 3 and 4 were eliminated from consideration due to their relatively low ranking in comparison with the other alternatives.

Alternatives 1, 1A, 2, and 2A were presented to stakeholders at two separate meetings held on January 17, 2012 at 1034 Broad Street and to the public at the Public Information Meeting (PIM) held on January 24, 2012 at Camden High School. Based on the guiding principles established during the public planning charrette, alternative evaluation, public comments received, and probable cost, Alternatives 1, 2, and 2A were also eliminated.

Table 1: BSRD Guiding Principles

Safe and Functional

- Address source of congestion/bottleneck
- Consider potential for diverted traffic
- Coordinate with truck route
- Enhance access, mobility, and safety of all modes
- Allow for service, delivery, and emergency response
- Provide ADA accessibility

Inviting and Unique

- Provide a walkable environment that fosters pedestrian activity
- Create a "place to be" attracting citizens and visitors alike
- Celebrate history
- Enhance attractive, charming character
- Provide access to parking opportunities
- Establish defined zones and focal points

Vibrant and Viable

- Provide an environment that encourages people to come, stay, work, and play – 24/7 destination
- Enhance opportunities for business retention and attraction
- Increase shop-ability
- Foster personal and civic pride

High School. Based on the guiding principles established during the public planning charrette, alternative evaluation, public comments received, and probable cost, Alternatives 1, 2, and 2A were also eliminated.

Southwest Quadrant

The Department developed multiple design and location alternatives for the improvement of the truck route in the Southwest Quadrant: Alternatives SW-1 (Ehrenclou to Chestnut Ferry), SW-2 (York to Chestnut Ferry) and SW-3 (York to Gordon). Please refer to Figure 3.

Alternatives SW-1, SW-2, and SW-3 were presented to the public at the PIM held on January 24, 2012 at Camden High School.

Alternatives SW-2 and SW-3 both utilized York Street to replace the Ehrenclou Drive portion of the existing truck route in order to minimize wetland impacts; however, these alternatives were eliminated based on public opposition and the unacceptable social impacts and potential safety concerns of the truck route coinciding with the primary walking and driving route used by students to access Camden High School. Please refer to Table 3 in the Preferred Alternative section for a comparison of the Southwest Quadrant Alternative impacts as estimated during preliminary analysis.

Multiple variations of Alternative SW-1, following the existing truck route, were also evaluated. The Sub-Alternate SW-1.1 (widen around the center), SW-1.2 (widen right), and SW-1.3 (widen left) variants of this alternative were eventually eliminated and a best fit configuration was created to minimize impacts to the human and natural environment.

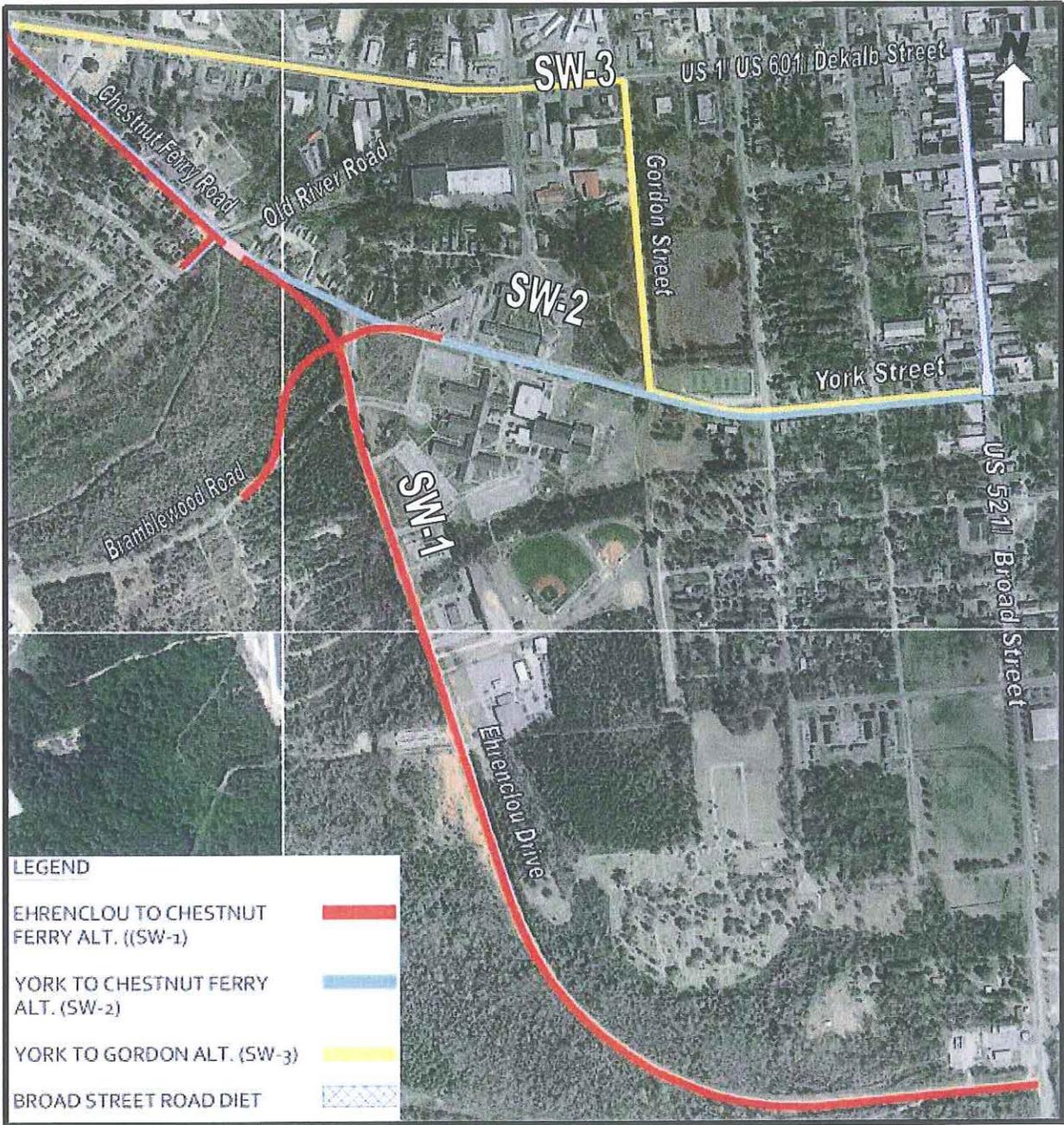


Figure 3: Southwest Quadrant Alternatives

Northwest Quadrant

The Department developed multiple design and location alternatives for the improvement of the truck route in the Northwest Quadrant: Alternatives NW-1 (5-lane section), NW-2 (3-lane section), and NW-3 (Partial 3-Lane Widening). Please refer to Figure 4.

Alternative NW-1 was originally suggested in the Advanced Project Planning Reprt (APPR); however, traffic analysis of intersection capacity and mid-block operations indicated a 3-lane section was capable of handling design year (2035) traffic with a LOS C and without significant delays (Table 6). This alternative was eliminated because it would cost more, require more ROW acquisition, and have more impacts to the human and natural environment than a 3-lane section.

Only Alternative NW-2 was presented to the public at the PIM held on January 24, 2012 at Camden High School.

Alternative NW-2 and sub-alternates NW 2.1 (widen around the center), NW-2.2 (widen right), and NW-2.3 (widen left) were eventually eliminated since the need for a full center turn lane between Knights Hill Road and Liberty Hill Road was not supported in this section due to the presence of only one side street and one driveway used on a regular basis and Alternative NW-3 (partial 3-lane widening) was created. Please refer to Table 4 in the Preferred Alternative section for a comparison of the Northwest Quadrant Alternative impacts as estimated during preliminary analysis.

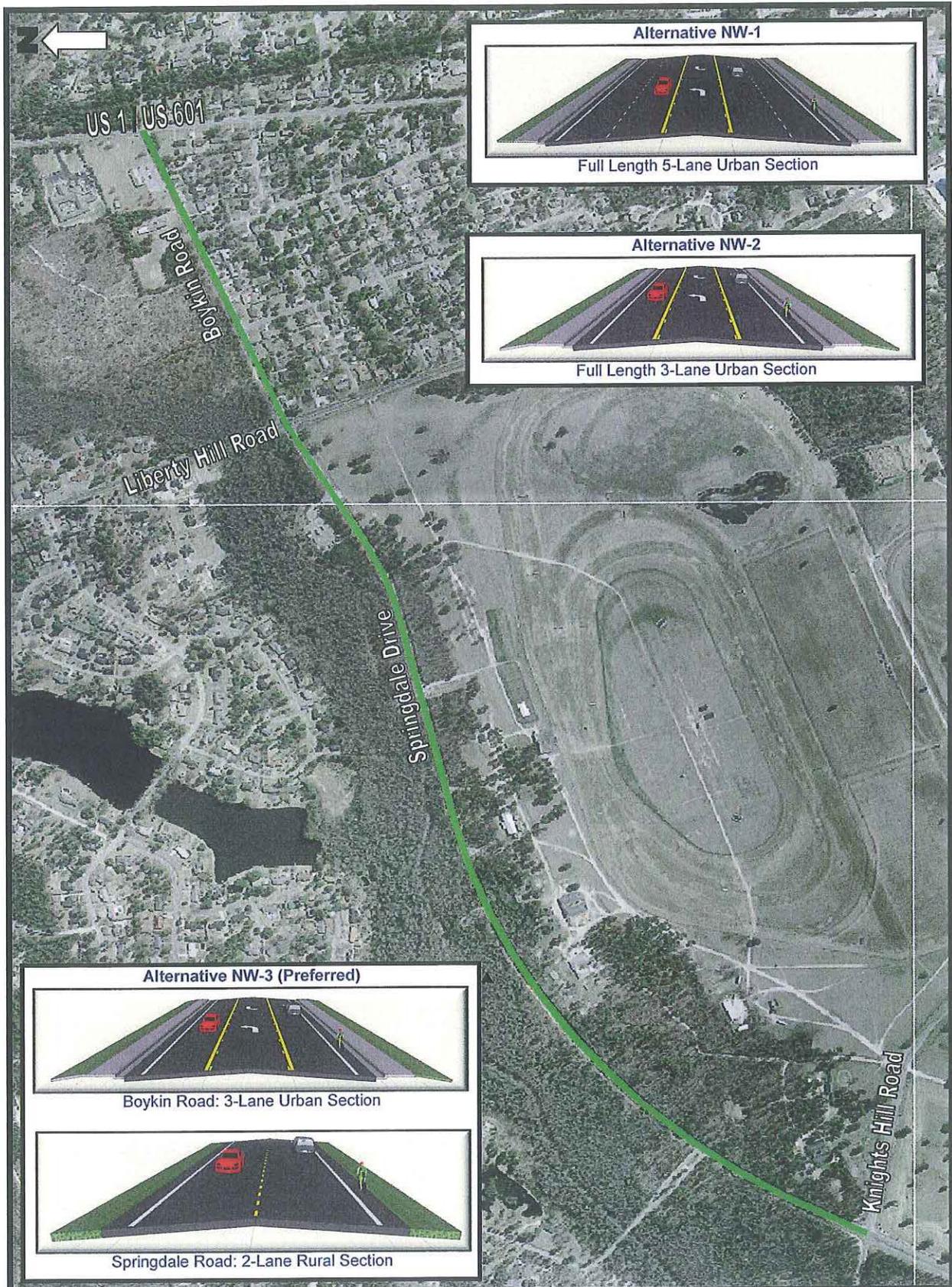


Figure 4: Northwest Quadrant Alternatives Alignment

Southeast Quadrant

The Department developed multiple design and location alternatives for the improvement of the truck route in the Southeast Quadrant: Alternatives SE-1 (York to Mill), SE-2 (York to Rippondon), SE-3 (Bull to Mill), SE-4 (Bull to Rippondon), and SE-5 (Black River to Rippondon). Please refer to Figure 8 and Figure 6.

Alternatives SE-1, SE-2, SE-3, and SE-4 were presented to the public at the PIM held on January 24, 2012 at Camden High School.

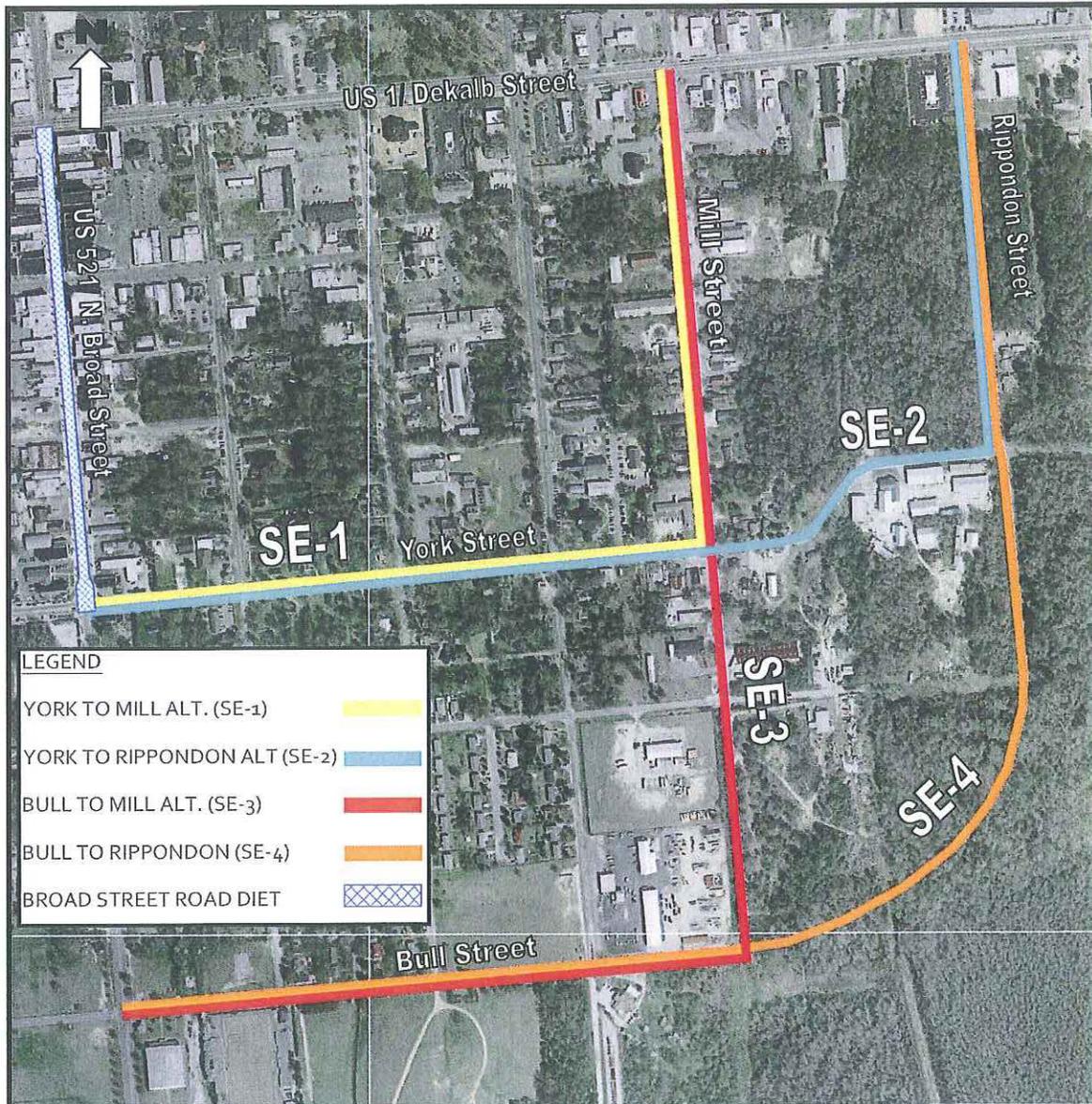


Figure 5: Southeast Quadrant Alternatives

Alternative SE-5 (Figure 6) was developed in response to public comments to look for additional alternatives to minimize impacts on the historic districts. However, while SE-5 minimizes impacts on cultural resources, this alternative was eliminated due to having the largest impact on natural resources (such as wetlands and floodplains) and since it would be the most expensive alternative (requiring approximately 1.2 miles of roadway on new location and a bridge crossing Big Pine Tree Creek). Please refer to Table 5 in the Preferred Alternative section for a comparison of the Southeast Quadrant Alternative impacts as estimated during preliminary analysis.



Figure 6: Southeast Quadrant Alternative SE-5

Alternatives SE-3 and SE-4 (Figure 5) both used Bull Street to replace the York Street section of the existing truck route and were eliminated due to anticipated adverse impacts on the NRHP listed Revolutionary War Restoration Historic District and the need for a full Section 4(f) evaluation associated with constructive use of the Historic Camden Park. Please refer to Table 5 in the Preferred Alternative section for a comparison of the Southeast Quadrant Alternative impacts as estimated during preliminary analysis.

Alternative SE-1 (Figure 5) was originally suggested in the APPR; however, this alternative was eliminated because it had a longer length of the truck route within the Camden Historic District and through residential areas when compared to Alternative SE-2. Please refer to Table 5 in the Preferred Alternative section for a comparison of the Southeast Quadrant Alternative impacts as estimated during preliminary analysis.

No-Build Alternative

The No-Build Alternative, which consists of The Department's existing and committed projects, was considered as a baseline for comparison. Plans are included in the TIP for improving and widening US 521 north of the City limits to the Lancaster County line, improving US 1 east of Camden to Bethune, SC, improving and widening US 1 west of Camden from Lugoff, SC to the Richland County line and improving SC 97 (John Richards Road) from US 521/US 601 to Liberty Hill Road. Plans to improve US 521 from south of I-20 to the Sumter County Line are also included in the STIP.

Since the No-Build Alternative would not meet the purpose and need for the project by creating a more pedestrian-friendly environment and reducing truck traffic on Broad Street between York Street and DeKalb Street, it is not considered an acceptable alternative.

Preferred Alternative

The preferred build alternative is a combination of the selected preferred alternatives in each of the truck route quadrants (Alt. SW-1, NW-3, and SE-2) and of the selected BSRD preferred alternative (Atl. 1A) and is expected to result in no significant impacts to the human or natural environment. The combined Proposed Preferred Alternative will meet the purpose and need of the project by providing improved truck routes to reduce heavy truck traffic on Broad Street. Further, the implementation of the BSRD will provide a more pedestrian-friendly environment in downtown Camden while maintaining or improving LOS when compared to the No-Build Alternative.

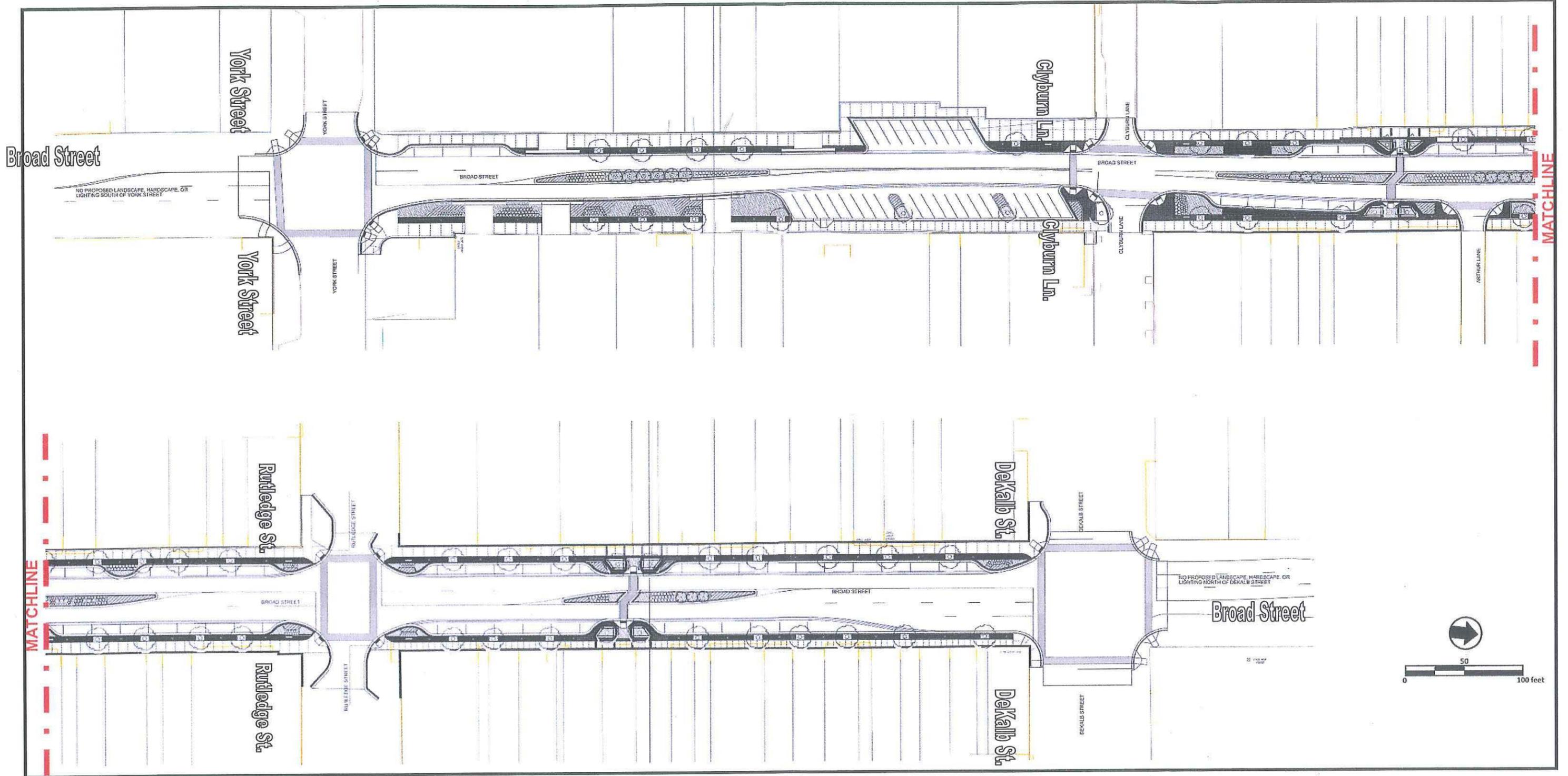
Broad Street Road Diet

None of the BSRD alternatives would have a significant impact on the human or natural environment. Alternatives 1, 1A, 2, and 2A all scored very similarly and any one of these would substantially meet the majority of the guiding principles of the project (Table 1 and Table 2) established during the public involvement process. In fact, for 13 of the 16 principles, all of these alternatives scored identically. However, Alternative 1A (Figure 7) was selected as the preferred design as it received better marks for two important principles: 1) provide access to parking; and 2) increase shop-ability. These higher rankings can be attributed to the fact that Alternative 1A provides the most parking of any alternative (i.e., 82 spaces, a net gain of 11 spaces over the existing and 16 more than the nearest alternative).

Table 2: BSRD Alternatives Evaluation Matrix

Guiding Principles	Alternative Evaluation					
	1	1A	2	2A	3	4
Address source of congestion/bottleneck	H	H	H	H	H	H
Consider potential for diverted traffic	M	M	M	M	M	M
Coordinate with truck route	H	H	H	H	H	H
Enhance access, mobility, and safety of all modes	H	H	H	H	L	M
Allow for service, delivery, and emergency response	M	M	M	M	H	H
Provide ADA accessibility	H	H	H	H	L	M
Provide a walkable environment that fosters pedestrian activity	H	H	H	H	L	M
Create a "place to be" attracting citizens and visitors alike	H	H	H	H	L	M
Celebrate history	H	H	H	H	L	M
Enhance attractive, charming character	H	H	H	H	L	M
Provide access to parking opportunities	L	H	L	M	L	L
Establish defined zones and focal points	H	H	M	M	L	L
Provide an environment that encourages people to come, stay, work, and play – 24/7 destination	H	H	H	H	L	M
Enhance opportunities for business retention and attraction	H	H	H	H	L	M
Increase shop-ability	M	H	M	M	L	M
Foster personal and civic pride	H	H	H	H	L	M

L = low potential for meeting principle; M = moderate potential for meeting principle; H = high potential for meeting principle



e 7: Broad Street Road Diet Preferred Alternative (Alt. 1A)

Southwest Quadrant

Alternative SW-1.4 (Figure 3) consists of making improvements along the existing designated truck route following Ehrenclou Drive and Chestnut Ferry Road. Improvements will include adding an eastbound right turn lane on Ehrenclou Drive at its intersection with US 521 and adding a center two way turn lane, sidewalks, bike lanes, curb, and gutter in developed areas of the alignment. The project will only add a paved shoulder through the undeveloped/wetland areas. The project will also include reconfiguration of the Ehrenclou Drive, York Street, Chestnut Ferry Road, Bramblewood Plantation Road intersection and replacement of the structurally deficient bridge over Bolton Branch Creek on Chestnut Ferry. Replacement of the bridge on Chestnut Ferry will also require the replacement of a second bridge over Bolton Branch Creek on Old River Road.

Multiple design configurations for improving the existing alignment of the truck route were evaluated including widening around the center, to the left, and to the right of the existing alignment. After conducting detailed studies of the preferred alignment, a best fit alignment was created to minimize wetland impacts, impacts to historic and archaeological resources, and displacements.

This alternative was selected because it helps create a more pedestrian-friendly environment and reduce truck traffic in downtown Camden by minimizing delays and improving safety along the truck route, avoids one of the primary walking and driving routes used by students to access Camden High School (York Street), minimizes wetland impacts along the selected route, avoids removing trees from the historic Quaker Cemetery buffer, minimizes impacts to an NRHP potentially eligible archaeological site, and minimizes displacements along Chestnut Ferry Road. Please refer to Table 3 for comparison of the Southwest Quadrant Alternative impacts as estimated during preliminary analysis.

Table 3: Southwest Quadrant Decision Matrix

Impact Category	Improvements to Designated Truck Routes Southwest Quadrant Decision Matrix			
	No Build Alternative	Preferred Alternative Ehrenclou to Chestnut Ferry (Alt. SW-1.4)	York to Chestnut Ferry (Alt. SW-2)	York to Gordon (Alt. SW-3)
Social	No Change	Minor Changes in Access	Conflicting Uses (Student traffic)	Conflicting Uses (Student traffic)
Wetland Impacts	None	~0.4 acres	none	none
Floodplains	No Impact	~0.87 acres	~0.29 acres	~0.18 acres
Historical District Impacts	No Change	No Adverse Effects	No Adverse Effects	No Adverse Effects
Building Displacements	None	6	6	0

Northwest Quadrant

Alternative NW-3 (Figure 4) will include the addition of a paved shoulder along Boykin Road between Knights Hill Road and Liberty Hill Road and auxiliary left turn lanes at Sunnyhill Drive and the Springdale Recycling Center for eastbound traffic. Between Liberty Hill Road and US 521/US 601, the project will add a center two way turn lane, bike lanes, sidewalks, curb, and gutter along Boykin Road. Improvements to the intersection of Boykin Road with US 521/US 601 will include the addition of dedicated left turn lanes for all approaches, a southbound right turn lane on US 521/US 601, and signalization.

This alternative was developed since there is only one side-street and one driveway used on a regular basis in the approximately 1.25 miles between Liberty Hill and Knights Hill Roads. This alternative would minimize wetland impacts while still allowing left turning vehicles to move out of the through lane of traffic.

This alternative was selected because it helps create a more pedestrian-friendly environment and reduce truck traffic in downtown Camden by minimizing delays and improving safety along the truck route, avoids impacting archaeological sites and the historic race track site, and minimizes the wetlands impacts of widening to the northwest. It is expected that this alternative could also be implemented without obtaining ROW from the Springdale Race Course property and thus no Section 4(f) evaluation would be required. Please refer to Table 4 for a comparison of the Northwest Quadrant Alternative impacts as estimated during preliminary analysis.

Table 4: Northwest Quadrant Decision Matrix

Impact Category	Improvements to Designated Truck Routes Northwest Quadrant Decision Matrix			
	No Build Alternative	Widen to North 5-Lane Section (Alt. NW-1)	Widen to North 3-Lane Section (Alt. NW-2.3)	Preferred Alternative Partial Widening (Alt. NW-3)
Traffic	Significant Delays	Delays Reduced	Delays Reduced and LOS C/B	Delays Reduced and LOS D/B
Wetland Impacts	None	0.55 acres	0.30 acres	0.17 acres
Historic Property Impacts	None	No Adverse Effects	No Adverse Effects	No Adverse Effects
4(f) Properties	None	1 (Springdale Race Course)	1 (Springdale Race Course)	none

Southeast Quadrant

Alternative SE-2 (Figure 5) will include providing a westbound left turn lane on York Street at the intersection of US 521 and adding a center two way turn lane, sidewalks, bike lanes, curb, and gutter. Dedicated left turn lanes will be provided on York Street at its intersection with Mill Street. The improvements will also include reconfiguring the intersection and alignment of York Street with Rippondon Street and improvements to the intersection of Rippondon Street with US 1/DeKalb Street. The existing section of York Street between Mill Street and Rippondon Street would need to be realigned due to poor sight distances and turning radii and to avoid displacements.

This alternative was one possibility mentioned in the Camden Vision Plan. This alternative has no wetland, fish habitat, or protected species habitat impacts, avoids the Revolutionary War Restoration Historic District, and has no displacements. This alternative also reduces the length of the truck route within the City of Camden Historic District to approximately 0.6 miles, a reduction of 0.24 miles compared to the No-Build Alternative. This alternative would increase traffic through residential areas along York Street but reduce traffic along Mill Street. Although the alignment would be considered to be in an environmental justice area, no disproportionately high or adverse effects are anticipated. The Rippondon Street portion of the alignment is within the 100 year floodplain. This alternative would require limited ROW acquisition from a property listed as contributing to the historic district and a *de minimis* Section 4(f) impact is expected.

This alternative was selected because it helps create a more pedestrian-friendly environment and reduce truck traffic in downtown Camden by minimizing delays and improving safety along the truck route and reduces the length of the truck route in the historic district and in residential areas when compared to SE-1. Please refer to Table 5 for a comparison of the Southeast Quadrant Alternative impacts as estimated during preliminary analysis.

Table 5: Southeast Quadrant Decision Matrix

Impact Category	Improvements to Designated Truck Routes Southeast Quadrant Decision Matrix					
	No Build Alt.	York to Mill (Alt SE-1)	Preferred Alternative York to Rippondon (Alt SE-2)	Bull to Mill (Alt SE-3)	Bull to Rippondon (Alt SE-4)	Black River to Rippondon (Alt SE-5)
Wetland Impacts	none	none	none	None	~0.4 acres	~ 2.0 acres
Floodplains	No Impact	none	~0.65 acre	none	~3.1 acres	~4.8 acres
Historical District Impacts	None	No Adverse Impact	No Adverse Impact	Adverse Impact	Adverse Impact	None
Length within Camden Historic District/ Revolutionary War District (miles)	0.84 /0.00	0.84/0.00	0.60/0.00	1.14/0.47	0.60/0.47	0.00/0.00
4(f) Properties	none	1 de minimis 4(f)	1 de minimis 4(f)	Full 4(f) expected for Historic Camden Park	Full 4(f) expected for Historic Camden Park	none
Building Displacements	None	none	none	none	1 (animal shelter)	None

Combined Proposed Preferred Alternative

The Department has considered multiple location and design alternatives in the process of developing the currently proposed "build" alternative. The preferred build alternative is a combination of the selected preferred alternatives in each of the truck route quadrants (Alt. SW-1, NW-3, and SE-2) and of the selected BSRD preferred alternative (Atl. 1A) and is expected to result in no significant impacts to the human or natural environment (Table 6).

The combined Proposed Preferred Alternative will meet the purpose and need of the project by providing improved truck routes to reduce heavy truck traffic on Broad Street. Further, the implementation of the BSRD will provide a more pedestrian-friendly environment in downtown Camden while maintaining or improving LOS when compared to the No-Build Alternative as shown in Table 5. Since the No-Build Alternative would not improve the existing truck routes or help create a pedestrian-friendly environment in downtown Camden, it is not considered an acceptable alternative.

While the proposed location and design of the project represents the best "build" alternative for meeting the purpose and need for the project, input received during the public hearing process and environmental document availability period will be carefully evaluated in future project development. Modifications will be made where appropriate.

Table 6: Preferred Alternative Impact Matrix

Impact Categories		No-Build Alt.					Preferred Alternative					
		Broad Street	+ Segment 1 (SW Quad)	+ Segment 2 (NW Quad)	+ Segment 3 (SE Quad)	= Combined	BSRD Alt. 1A	+ SW-1.4 (SW Quad)	+ NW-3 (NW Quad)	+ SE-2 (SE Quad)	= Combined	
Traffic	Level Of Service	E (2010) / F (2035)	C (2010)	C (2010)	C (2010)	N/A	D (2010) / F (2035)	D (2035)	D (2035)	D (2035)	N/A	
	# of Heavy Trucks per day (2035)	245	175	490	420	1330	0	610	540	690	1840	
	Intersections with LOS E or LOS F movements (2035)	3	4	1	3	10	3	3	0	1	6	
	Intersections with LOS E or LOS F truck route movements (2035)	N/A	2	0	2	4	N/A	0	0	0	0	
Social	Env. Justice Communities	N	Y	N	Y	N/A	0	Y	N	Y	N/A	
	Community Facilities (Churches, Schools, etc.)	2	3	3	5	13	2	3	3	5	13	
	Access Changes (# of developed parcels affected)	0	0	0	0	0	0	33	0	5	38	
Displacements	Commercial	0	0	0	0	0	0	2	0	0	2	
	Residential	0	0	0	0	0	0	4	0	0	4	
Ecological Resources	Wetlands Impact (acres)	0	0	0	0	0	0	0.047	0.321	0	0.368	
	Linear Stream Impact (ft)	0	0	0	0	0	0	0	0	96	96	
	Protected Species Habitat (Y/N)	N	N	N	N	N	N	N	N	N	N	
	Floodplains (acres)	0	0	0	0	0	0	1.02	0	1.25	2.27	
Cultural Resources	Historic District Impacts	Seaboard Airline Depot	N/A	No Effect	N/A	N/A	No Effect	N/A	No Effect	N/A	N/A	No Effect
		Revolutionary War	N/A	No Effect	N/A	N/A	No Effect	N/A	No Adverse Effect	N/A	N/A	No Adverse Effect
		City of Camden	No Effect	No Effect	N/A	No Effect	No Effect	No Adverse Effect	No Adverse Effect	N/A	No Adverse Effect	No Adverse Effect
		Springdale Race Course	N/A	N/A	No Effect	N/A	No Effect	N/A	N/A	No Adverse Effect	N/A	No Adverse Effect
	Length in Historic Districts (miles)	0.36	1.04	0.00	0.84	2.24	0.36	1.04	0.00	0.60	2.04	
	Archaeological Sites Impacted (# / impact)	None	None	None	None	None	None	1 Site / No Adverse Impacts	None	3 Sites / No Adverse Impacts	4 sites / No Adverse Impacts	
	Section 4(f) Impacts	None	None	None	None	None	None	None	None	1 (de minimis)	1 (de minimis)	
Noise	Residential (B)	0	0	0	0	0	0	7	0	0	7	
	Recreational (C)	0	0	0	0	0	0	0	0	0	0	
	Institutional (D)	0	0	0	0	0	0	0	0	0	0	
	Commercial (E)	0	0	0	0	0	0	0	0	0	0	
Farmland		0	0	0	0	0	0	9.7	0.8	2.1	12.6	
Hazardous Materials/UST sites Within ROW		0	0	0	1	1	0	0	0	1	1	
CONSTRUCTION COST (Millions of Dollars – 2012)		N/A	N/A	N/A	N/A	N/A	\$3.25	\$7.49	\$2.53	\$2.89	\$16.16	

Impacts Summary

This section includes a summary of the potential environmental effects of the project. Expanded discussion regarding the probable impacts on the environment is included in **Section IV** of the approved Environmental Assessment.

Land Use

The Preferred Alternative is comprised of four segments: Segment One (Alt. SW-1.4: Ehrenclou to Chestnut Ferry) in the Southwest Quadrant, Segment Two (Alt. NW-3: Boykin Road) in the Northwest Quadrant, Segment Three (Alt. SE-2: York to Rippondon) in the Southeast Quadrant, and the Broad Street Road Diet (Alt. 1A: Broad Street between York and DeKalb Streets). The proposed road improvements are located within the City of Camden, and land use in the area is generally covered by the City zoning ordinance.

Broad Street Road Diet

The BSRD (Alt. 1A) is located at the heart of downtown Camden. Broad Street is a designated US Highway (US 521) and is a principal arterial, linking I-20 and areas north of Camden. This section of Camden is zoned as the Central Business District (B-1). The project corridor is located in a small town urban setting and is primarily occupied by commercial development and paved roadway. Within the project area are numerous professional services, retail stores, and restaurants; however, multiple vacant storefronts are also present.

Land use along Broad Street is planned for community scale commercial development and will be supported by the implementation of the project. The BSRD will limit heavy truck traffic in downtown and supports the vision for Camden by creating a more walkable and inviting streetscape. The proposed improvements balance the need for pedestrian and vehicular access and will provide a road section scaled more appropriately for the downtown district envisioned for this small but historically significant city. Current conditions along Broad Street are more conducive to accommodating through traffic than to serving local businesses, residents, and visitors to Camden.

Southwest Quadrant

Segment One in the Southwest Quadrant (Alt SW-1.4) partially defines the City limits of Camden. Zoning adjacent to Segment One of the truck route consists primarily of General Development (GD), General Business District (B-2), and High Density Residential District (R-6) areas; however, additional residential and undeveloped wetland areas located outside of the City limits are also present. The vicinity of the subject alignment is primarily undeveloped to the southwest of the corridor although the Camden High School Athletic Fields and a wastewater treatment plant are located in this area. In the areas to the north and east of the subject alignment, development is primarily residential, but some institutional and commercial development also exists. Camden High School is located midway along the alignment southeast of the intersection of Ehrenclou Drive and York Street.

The Comprehensive Plan calls for much of the General Development (GD) zoned and undeveloped areas in the southern portion of the alignment to be established as Resource Conservation Areas, likely due to the presence of wetlands, floodplains, and historic resources within these areas. Conservation areas limit future use to existing uses or a variation thereof. The existing High Density Residential and General Business Districts are planned to remain

Mixed Use or Community Scale Commercial areas. Existing residential areas outside of the City limits are designated as Residential Conservation or Residential Density Flex. No new ROW will be required within the limits of the planned Resource Conservation areas and no adverse effects to overall wetland/floodplain functions or historic resources are expected. Although some ROW will be required along Chestnut Ferry Road from properties designated for residential conservation, the acquisitions will consist of converting a small strip of frontage to road ROW and the properties will remain residential. Implementation of the project is not expected induce development or change development patterns along Segment One and is consistent with the Comprehensive Plan.

Northwest Quadrant

Zoning adjacent to Segment Two in the Northwest Quadrant (Alt. NW-3) of the truck route consists of Equine (EQ) and Low Density Single-Family Residential (R-15) Districts. The area adjacent to the northwest side of the subject alignment is primarily wooded and undeveloped wetland areas between Knights Hill Road and Liberty Hill Road with the exception of the Springdale Recycling Center. The Springdale Race Course is located to the southeast of the subject corridor for the length of this section. Between Liberty Hill Road and US 521/ US 601, single-family residential development exists on the south side of the road and several church facilities exist north of the road.

The areas in the vicinity of the improvements to Segment Two are planned for resource and residential conservation. Development is to be limited to existing use or a variation of existing use in these areas. No new ROW is expected to be acquired between Knights Hill Road and Liberty Hill Road; therefore, there will be no encroachment onto areas designated for resource conservation and no adverse effects to overall wetland functions or historic resources are expected. Although some ROW will be required from properties designated for residential conservation along to the north side of the alignment between Liberty Hill Road and US 521/ US 601, the acquisitions will consist of converting a small strip of frontage to road ROW and the properties will retain their current use. Implementation of the project is not expected to induce development or change development patterns along Segment Two and is consistent with the Comprehensive Plan.

Southeast Quadrant

Zoning adjacent to Segment Three in the Southeast Quadrant (Alt. SE-2) of the truck route consists of Central (B-1), General (B-2), and Limited (B-3) Business Districts, a Low Density, Single-Family Residential District (R-15) and an Industrial District (I-1). The structures adjacent to the subject alignment are primarily single-family residential dwellings, small-scale commercial buildings, and churches along York Street. The alignment passes through a section of undeveloped wooded land to reconfigure the intersection of York Street and Rippondon Street. Properties adjacent to the Rippondon Street section of the alignment are undeveloped except for commercial property at the intersection of US 1/ DeKalb Street.

The areas in the vicinity of the improvements to Segment Three are planned to consist of Residential Density Flex, Resource Conservation, Community Scale Commercial, Mixed Use, and Regional Scale Commercial development. No new right of way will be required from the areas designated for resource conservation and the area will retain its existing use. A currently undeveloped wooded area within the Industrial District will be converted to roadway where the alignment turns north from York Street to connect with Rippondon Street. Implementation of the

project is not expected to induce development or change development patterns along Segment Three and is consistent with the Comprehensive Plan.

Threatened or Endangered Species

Pursuant to Section 7 of the Endangered Species Act of 1973, field surveys of the project corridors were conducted in November 2010 and March 2012. A total of five (5) species are recognized in Kershaw County by the USFWS. No Federally-listed protected species were observed within the project corridors during the field reviews. According to the SCHAT database, there were no documented occurrences of Federally-protected species in the project areas or within one mile of the project areas. No potential habitat for these Federally-protected species was identified in the project areas.

Farmlands

This project has been assessed under the provisions of the FPA using the Farmland Impact Conversion Rating Form for Corridor Type Projects (NRCS-CPA-106). The BSRD portion of the project was not included in the farmland assessment as this portion of the project area is entirely committed to urban development. The truck route improvements portion of the project will convert some areas identified as prime/unique/important farmlands to a transportation use. The total project acreage is approximately 75.9 acres for the truck route improvements. A total of 12.6 acres outside the existing right of way will be incorporated into SCDOT right of way and will be directly converted to a transportation use. A total of 1.4 acres of land will be indirectly converted to a transportation use by effectively cutting it off from access. Sites that score less than a total of 160 points, do not meet the threshold for protection nor do they need additional assessment by the NRCS district office. The Preferred Alternative received a score of 126. Since the assessment does not exceed the 160-point maximum, significant impacts to important farmland soils are not anticipated as part of this project.

Water Quality

The impact on water quality from the proposed projects is expected to be negligible. Impacts will be limited to potential sediments released during demolition of existing roads and bridges, and installation of the new roadways and bridges. Minor fill impacts to wetlands are also proposed. The bridge replacement is expected to improve hydraulic capacity and aquatic species passage. Best Management Practices will be established for stabilization and sediment controls in accordance with a site-specific NPDES/Stormwater Pollution Prevention Plan as required and enforced by SCDHEC.

The proposed projects are not expected to have long-term impacts to water quality within the Wateree River Watershed (HUC 03050104-030) and the Big Pine Tree Creek Watershed (HUC 03050104-070).

Wetlands and Waters of the US

A total of approximately 1.0 acre (44,430 square feet) of wetlands and 1,062 lf of jurisdictional streams were identified within the project study area. The wetlands identified inside the project area are considered Category 4 in accordance with the USFWS Resource Category criteria. Based on preliminary engineering, a total of approximately 0.368 acres of wetlands and 96 linear feet of streams would be disturbed by the proposed bridge replacement project. The proposed project will require a US Army Corps of Engineers Section 404 General

Permit (GP No. 2010-01346). All necessary permits will be obtained prior to ground disturbing construction activities.

Mitigation

Compensatory mitigation is required to offset unavoidable losses of waters of the U.S. Mitigation is defined in 40 CFR Part 1508.20 to include: avoiding impacts, minimizing impacts, rectifying impacts, reducing impacts over time, and compensating for impacts. The three general types of mitigation include avoidance, minimization, and compensatory mitigation. Compensatory mitigation should only be used when avoidance and minimization actions have been exhausted. SCDOT will comply with Executive Order 11990 regarding protection of wetlands.

It appears that there is no practicable alternative to the construction in wetland areas and the proposed action will include all practicable measures to minimize harm to wetlands that may result. Avoidance and minimization of wetlands impacts was considered a priority during project development. Alternative routes, shifting improvements to the left or right of existing roadways, and reduced roadway sections were considered to minimize impacts. Further minimization will take place during detailed design when the feasibility of 2:1 slopes through wetland areas will be evaluated. Best management practices including implementation of erosion control measures, which include seeding of slopes, silt fences, and sediment basins as appropriate, will be required of the contractor to ensure compliance with policies reflected in 23 CFR 650B.

Opportunities for on-site mitigation have been investigated during the project's development. Onsite mitigation opportunities are limited due to the steep slopes of the roadway embankments and the developed nature of the project corridor. Compensatory mitigation for the permanent impacts will be attained by deduction or purchase of wetland and stream mitigation credits from an approved SCDOT mitigation bank or a private mitigation bank. Specific mitigation criteria will be determined during the permitting process.

Permits

Permit coordination will be carried out with the U.S. Army Corps of Engineers (USACE), Charleston District, for the design and construction of the project. The following permitting is anticipated:

- Section 404 of the Clean Water Act requires a permit for the discharge of dredged material or fill in a wetland. Cumulatively, approximately 0.38-acre of wetlands impacts and 96 lf feet of stream impacts are proposed for the combined project. Since impacts are within the 0.5 acre/300 linear feet limits of the USACE agreement with SCDOT (GP No. 2010-01346), a General Permit will be required.
- SCDHEC's 401 Water Quality Certification, pursuant to Section 401 of the Federal Water Pollution Control Act of 1972 as amended by the Clean Water Act of 1977 and the Water Quality Act of 1987 will be required. Certification is required for activities permitted by the USACE for construction occurring in navigable waters or discharge of dredged or fill material into the State's waters.

- A state SWPPP prepared and implemented by a certified preparer will be required for construction activity to impede the transport of sediment offsite under the National Pollutant Discharge Elimination System (NPDES). These regulations are administered by SCDHEC and are a component of the Construction General Permit (CGP) needed to conduct the proposed construction.

Terrestrial and Aquatic Wildlife

Terrestrial Resource Habitat

Direct impacts to terrestrial communities include demolition, clearing, excavation, filling, and construction associated with the proposed projects. These impacts will include temporary and permanent impacts that will affect the plant communities within the confines of the project areas. The majority of the proposed permanent and temporary impacts follow existing road corridors have been disturbed in the past, resulting in a mosaic of forest patches. One area of loblolly pine stands and two minor areas of pine-mixed hardwood forestland will be cleared. The loblolly pine stand and one of the pine-mixed hardwood forested areas are located southwest of the intersection of Ehrenclou Drive and Chestnut Ferry Road on Segment One. The other pine-mixed hardwood forested area is located northwest of the intersection of York Street and Rippondon Street on Segment Three. Clearing of these areas is not anticipated to cause indirect effects or contribute to cumulative impacts to terrestrial wildlife. Major habitat disruption such as fragmentation or the reduction of available nesting, feeding, and cover areas is not anticipated due to the project areas being located near existing road corridors.

Aquatic Resource Habitat

An intensive pedestrian survey was conducted to determine if jurisdictional or isolated wetlands, tributaries (streams, rivers, or other linear conveyances), ponds, or lakes were located within the project area boundaries. Aquatic resources were identified during the Wetland Delineation. Impacts to aquatic resources are detailed under the Wetlands and Waters of the U.S. section of this document.

Essential Fish Habitat

The project areas are not located near a marine environment. One anadromous fish, the Atlantic Sturgeon (*Acipenser oxyrinchus*), is listed for Kershaw County. The nearest available habitat for this species is the Wateree River, located approximately 0.65 mile from Segment One. Proposed impacts to streams and wetlands are not anticipated to impact the Wateree River. Accordingly, the project is not expected to impact EFH.

Floodplains

Impacts on the floodplain have been evaluated in general accordance with Executive Order 11988: Floodplain Management, May 24, 1977. Based on a study of Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Administration (FEMA) portions of the proposed project would involve construction within the 100-year flood limits of the Wateree River, Bolton Branch Creek, and Little Pine Tree Creek. Alternative routes to avoid construction within the base floodplain were evaluated; however, these other alternatives were determined to either not meet the purpose and need of the project or to have other, more severe impacts on the human and natural environment. The level of risk analogous with the probable area of flooding and its consequences attributed to this encroachment is not expected to be any greater than that associated with the present roadway. The Preferred Alternative for the project is an improvement of existing roadways within the floodplain and is not expected to worsen the existing flood hazard and therefore, would not normally be considered a significant encroachment.¹ Furthermore, the project will not have: 1) a significant potential for interruption or termination of a transportation facility needed for emergency vehicles or which provides a community's only evacuation route, 2) any increased potential for impact on those critical elements that would constitute a significant risk under 23 CFR 650A, or 3) a significant impact on natural and beneficial floodplain values. Therefore, the proposed Preferred Alternative is not a significant encroachment as defined in FHPM 6-7-3-2.

A preliminary hydraulic analysis was conducted for the floodplain encroachments and bridge replacements over Bolton Branch Creek using Hydrologic Engineering Centers River Analysis System (HEC-RAS). The result of the studies indicated that the project is not expected to cause more than a 1 foot rise in backwater flood elevations. A complete study of impacts will be conducted to more precisely determine the effect of the project on the base floodplain and to document a No-Rise certification during detailed design.

A coordination letter was sent to the Kershaw County Floodplain Manager and coordination will continue throughout the process and s/he will be notified once the final hydraulic analysis is complete.

Air Quality

This project would be consistent with the South Carolina State Air Quality Implementation Plan (SIP) regarding the attainment of the National Ambient Air Quality Standards. Presently, Kershaw County meets all air quality standards for automobile related pollutants. The State Bureau of Air Quality at the SCDHEC has determined that transportation control measures (TCMs) are not required to maintain the area's air quality.

Mobile Source Air Toxics²

In addition to regulation of "criteria" pollutants under the NAAQS, the FHWA provides guidance on addressing Mobile Source Air Toxics (MSATs) in the environmental review process for highway projects. In September of 2009 the FHWA issued the *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents*. According to this FHWA guidance, the proposed project is classified as a project with low potential MSAT effects.

¹ FHWA Memo, Significant Encroachments, S. Gordon, 04/02/1985

² FHWA MSAT Guidance

For each alternative evaluated in this EA, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternative is slightly higher than that for the No Build Alternative even though the proposed route is shorter due to the re-routing of heavy trucks to the routes from other roadways in the network. This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOBILE6.2 model, emissions of all of the priority MSATs except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models.

Regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by 72 percent between 1999 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

In sum, the Build Alternative in the design year is expected to be associated with higher levels of MSAT emissions in the study area, relative to the No Build Alternative, along with some benefit from improvements in speeds and reductions in region-wide truck traffic. There also could be slightly higher differences in MSAT levels among Alternatives in a few localized areas where freight activity occurs closer to homes, schools, and businesses. Under all alternatives, MSAT levels are likely to decrease over time due to nationally mandated cleaner vehicles and fuels.

Based on simplified analysis of the type of project under consideration, widening of an existing roadway, the proposed project does not involve significant affects on regional air quality levels. The proposed project is intended to improve traffic flow and enhance mobility and may provide some localized air quality benefits by alleviating some congestion in the area. The roadway widening is expected to improve traffic operations in the local area as well as the region.

Noise

A noise impact assessment was conducted in general compliance with Part 772 of Title 23 of the Code of Federal Regulations, 23 USC Section 109(h) and (i), the FHWA established guidelines for the assessment of highway traffic-generated noise, and the SCDOT Traffic Noise Abatement Policy dated July 13, 2011 for a Type I project. Impacts were analyzed for Segment One (Ehrenclou to Chestnut Ferry) in the Southwest Quadrant, Segment Two (Boykin Road) in the Northwest Quadrant, and Segment Three (York to Rippondon) in the Southeast Quadrant. No noise impact analysis was conducted for the BSRD. The BSRD does not increase capacity or shift traffic closer to receivers and would be classified as a Type III project.

The Base 2010 noise levels range from **53.0 to 62.9 dB(A)** at Segment One, **54.9 to 64.0 dB(A)** at Segment Two, and **46.9 to 64.0 dB(A)** at Segment Three. The No Build 2035 noise levels range from **57.1 to 65.8 dB(A)** at Segment One, **58.3 to 66.1 dB(A)** at Segment

Two, and **54.7 to 66.5 dB(A)** at Segment Three. The Build 2035 noise levels range from **57.9 to 69.6 dB(A)** at Segment One, **59.7 to 66.3 dB(A)** at Segment Two, and **53.8 to 66.3 dB(A)** at Segment Three.

A maximum increase of 9.1 dB(A) is projected to occur at receptor # 3 at Segment One and a maximum increase of 8.6 dB(A) is projected to occur at receptor # 5 at Segment One. No receptors are anticipated to experience a substantial increase (e.g. 15 dBA or greater) in traffic noise levels.

The model projected an impact at receptors # 3 and # 5 located along Segment One. An increase of 9.1 dB(A) was projected at receptor # 3, which represents four dwelling units identified as 1213/1215/1299/1301 Chestnut Ferry Road. An increase of 8.6 dB(A) was projected at receptor #5, which represents four dwelling units identified as 1205/1207/1209/1211 Chestnut Ferry Road.

Noise abatement measures at all impacted receptors were considered. However, no feasible and reasonable measures were identified for the impacted sites due to the need to maintain driveway access. The final decision on implementation of abatement measures will be made in conjunction with the public involvement process and prior to the approval of the FONSI. A copy of the Noise Impact Assessment will be provided to local planning officials for coordination of future noise impacts as required by 23 CFR 772.115.

Construction Noise

Construction will result in temporary noise impacts within the immediate vicinity of the project. To the extent possible, construction activities will be confined to normal working hours. The contractor would be required to comply with OSHA regulations regarding noise attenuation devices on equipment.

Hazardous Waste and Underground Storage Tanks

One area of concern as to possible environmental liabilities was identified adjacent to the project in the Southeast Quadrant along York Street. Although no longer present, Bobby Jones Grocery was located at 302 York Street in the NW corner of the York and Fair Street intersection, adjacent to the subject corridor. Environmental sampling conducted in May 2006 reported contamination levels in soil and groundwater exceeding maximum contamination levels (MCL) for petroleum bi-products. Although no new ROW is expected to be acquired in this area, further investigation of soil and groundwater contamination within the subject alignment, adjacent to the northwest quadrant of the York Street and Fair Street intersection, will be preformed prior to ground disturbing activities.

It is the SCDOT's practice to avoid the acquisition of underground storage tanks and other hazardous materials, if possible. If avoidance is not a viable alternative, tanks and other hazardous materials will be tested and removed and/or treated in accordance with the U.S. Environmental Protection Agency (USEPA) and SCDHEC requirements. Zero operational USTs were identified within the subject corridor.

Cultural Resources

The Department's consultant conducted an intensive cultural resources survey of the project corridor completed in April 2012. A summary of the cultural resources identified in each quadrant and for the BSRD is provided below.

The whole of the BSRD will take place within the limits of the City of Camden Historic District. No newly recorded resources were identified during survey of this area. No archaeological investigation was conducted for the BSRD corridor as there are no undeveloped areas.

Two NRHP-listed historic districts, one listed historic site (761) one eligible archaeological site (38KE1), and three potentially eligible archaeological sites (38KE33, 38KE1060 and 38KE1122) were identified within the APE of the preferred alternative for improvements to Segment One in the Southwest Quadrant (SW-1.4).

One NRHP-eligible historic district (Resource No. 758) and two newly identified potentially eligible archaeological sites (38KE1123 and 38K1124) were identified within the APE for the preferred alternative (NW-3) in the Northwest Quadrant.

One NRHP-eligible historic district and three newly identified potentially eligible archaeological sites (38KE1125, 38K1126, and 38KE1155) were identified within the APE for the preferred alternative in the Southeast Quadrant (SE-2).

Based on the results of background research and field investigations, the Department made the determination that no historic resources would be adversely affected by the project. The Cultural Resources Survey was submitted to SHPO and carbon copied to the relevant Tribal Historic Preservation Offices (THPO's) on May 15, 2012 and an addendum was submitted on June 4, 2012. Concurrence from the SHPO, dated June 07, 2012, was received on June 11, 2012. Concurrence from the Catawba THPO was provided June 05, 2012. Concurrence from the Keetoowah THPO was provided June 16, 2012.

Based on comments to the cultural resources survey provided by the State Historic Preservation Office (SHPO) in their initial concurrence letter dated June 7, 2012, technical revisions were made to the Cultural Resource Survey and a final report was submitted on June 21, 2012. Concurrence from the SHPO, dated July 3, 2012, was received on July 10, 2012. Concurrence from the Catawba THPO, dated July 2, 2012 was received July 23, 2012.

Section 4(f)/Section 6(f) Resources

Section 4(f) properties located adjacent to the project corridors include the City of Camden Historic District and all contributing properties, the Revolutionary War Restoration Historic District and all contributing properties, the Seaboard Airline Depot, the Camden High School Athletic Complex, and the Springdale Race Course. No wildlife refuges are located within the project area. Minor acquisition of ROW will occur from one property contributing to the City of Camden Historic District and Section 4(f) will apply.

The property (Parcel ID C285-13-00-051) located at 802 Mill Street (Contributing Resource No. 496), in the northeast quadrant of the York/Mill Street intersection is identified as contributing to the City of Camden Historic District.

The extension of the US 1 Truck Route adjacent to the property will require impacting of approximately 10-feet beyond the back of curb or 580 SF of vegetated area within the parcel boundary in order to construct the roadway and tie in to existing grades. The Department has determined that the project will have no adverse effect to the contributing resource or the historic district as a whole. It has been determined that the proposed project will have a *de minimis* impact on Contributing Resource No. 496 in The City of Camden Historic District. The proposed project will not adversely affect the function or qualities of the Section 4(f) resource on a permanent or temporary basis. A "Determination of Section 4(f) *De Minimis* Use" form has been completed. The Department notified SHPO of its plans to make a *de minimis* Section 4(f) impact determination on May 15, 2012. Concurrence from the SHPO, dated June 07, 2012, was received on June 11, 2012.

Based on a list of Section 6(f) properties in Kershaw County provided by the South Carolina Department of Parks, Recreation, and Tourism, the Seaboard Park is the only Section 6(f) property located adjacent to the project; however, no acquisition of this property is required and therefore, no Section 6(f) impacts will occur.

Relocation Impacts

The proposed project, under the Preferred Alternative, will involve up to four single-family residential relocations and two commercial property relocations along Segment One in the Southwest Quadrant and adjacent to the Old River Road intersection with Chestnut Ferry Road. There is no practicable alternative to these relocations due to the need to replace the structurally deficient and functionally obsolete Chestnut Ferry Bridge. The elevation of the replacement bridge will need to be raised by approximately 5 feet in order to meet hydraulic and structural requirements. In order to tie back to existing grades, the Old River Road intersection will need to be shifted approximately 80 feet northwest along Chestnut Ferry Road. The corresponding fill material required to support the bridge approaches will extend well beyond the existing roadway sections. Anticipated displacements have been estimated based on a worst case scenario. During detailed design measures to further minimize displacements such as using retaining walls or 2:1 fill slopes will be evaluated and implemented where practicable.

The Department will assist the property owners with compensation that reflects the provisions of the Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. A relocation program will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Public Law 91-646, as amended by 100-17; 49CFR Part 24). As is the policy of the South Carolina Department of Transportation, in response to the non-discrimination requirements in Title VI of the Civil Rights Act of 1964, relocation advisory assistance would be provided to all eligible persons without discrimination.

Social and Economic Impacts

The population in much of the project area is low income and/or minority. Impacts to the primarily minority/low income populations will include beneficial impacts such as the addition of sidewalks and bike lanes along the route and the implementation of the BSRD in accordance with the Camden Vision Plan and goals of the Comprehensive Plan for revitalizing downtown. Signalization of the Ehrenclou/York intersection will also improve safety for pedestrians crossing the truck route. Portions of the project area are located adjacent to downtown and include Camden High School, multiple churches, businesses, and government facilities. Visual observations confirm that walking is a common mode of transportation for these populations.

Additional benefits to these populations will include the addition of a center turn lane, which will improve safety and reduce delays for all traffic.

ROW acquisitions will be required from residential properties west of Chestnut Ferry Road on Segment One, from church properties north of Boykin Road on Segment Two, and from several residential, commercial, and undeveloped properties along Segment Three in order to add the width necessary for the improvements; however, these acquisitions are not expected to cause a change significant in existing land uses and would be minor in most cases. Property owners would be compensated for the right of way taking and any damages to remaining property, in accordance with SCDOT policy and the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended.

Adverse impacts will primarily be associated with the replacement of the bridges over Bolton Brach Creek at the Chestnut Ferry Road/Old River Road intersection. Replacement of the bridges is estimated to result in a maximum of two commercial and four residential displacements due to raising the new bridge to meet hydraulic and structural requirements and the associated fill necessary to tie back in with existing grades. Please refer to the Relocation Impacts section of this document. Measures to minimize displacements such as using retaining walls or 2:1 fill slopes will be evaluated during detailed design. There is no practicable alternative to replacing the Chestnut Ferry Bridge that will keep the roadway open, as it is structurally deficient. Replacement of the Old River Road Bridge is necessitated by its proximity to the Chestnut Ferry Bridge and meeting hydraulic requirements. Beneficial impacts of the bridge replacements would include reduced potential for flooding and eliminating overtopping of the roadway.

An additional adverse impact would be experienced by eight residences along the east side of Chestnut Ferry Road due to increased noise levels as discussed under the Noise section of this document. Noise levels are projected to exceed the residential impact threshold (67 decibels) by 0.6 to 2.6 decibels by 2035 and will be 5.6 to 6.1 decibels higher than under the No-Build condition. Residents along both sides of Chestnut Ferry Road are minority/low income and the widening has been shifted to the east from the centerline solely to reduce displacements, which is considered a more severe impact than increased noise levels.

Minor changes in access to Chestnut Ferry Road will also be required for residents along Smyrl Circle, Wylie Street and McLeod Court; however, these impacts are not considered to be adverse as access will still be provided.

Once the benefits of the project are considered and based on the above discussion and analysis, the proposed project will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23.

The project corridor of Segment One provides access to various community resources including the Camden High School and Athletic Complex, the Camden National Guard Armory, the Camden Department of Motor Vehicles, American Legion Post 27, and an O'Reilly Auto Parts store as well as the Larry Doby Recreation Complex, which is managed by the Kershaw County Recreation Department for its adult softball, children's baseball/softball, and children's soccer/football programs.

The project corridor of Segment Two provides access to various community resources including the Springdale Race Course, the Springdale Recycling Center, Camden Adventist School, and Cornerstone Baptist Church.

The project corridor of Segment Three provides access to various community resources including the Wateree Animal Hospital, multiple churches, the Camden Fine Arts Center, the historic Price House, a lumber yard, a KFC, and an Auto Zone.

The project corridor for the BSRD is located in a small town urban setting and is primarily occupied by commercial development and paved roadway. Within the project area are numerous professional services, retail stores, and restaurants; however, multiple vacant storefronts are also present.

The project is not expected to specifically benefit, harm, or disproportionately impact any social group, including elderly, handicapped, non-drivers, minority or ethnic groups. It is anticipated that the proposed action would not result in any appreciable change in land use, local population, or employment patterns in the area. Although a temporary detour will be required to replace the bridges and four residential displacements are required, the project is not anticipated to disrupt community cohesion and no adverse effects on emergency services are anticipated. Although two commercial displacements are required, the truck route portion of the project is not anticipated to have significant impacts on economic vitality or the tax base of the City. The BSRD is specifically intended to revitalize and encourage economic activity in downtown and is supported and will be implemented by the City of Camden.

Indirect Impacts

Indirect impacts were analyzed in general accordance with NCHRP Report 466 "Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects", dated 2002.

Potential indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. Indirect effects of the project are expected to be minimal and related primarily to the increase of heavy truck traffic along the truck route corridors and corresponding decrease in heavy truck traffic on previously used routes. In the areas of improvement, these would be considered direct impacts; however, indirect impacts would occur along the portions of the truck routes between improvements. The increase in truck traffic between improvements may result in impacts in these areas commensurate with the direct impacts of the project in the areas of improvements, less construction related impacts. The project is not expected to result in any habitat fragmentation, significant increase in pollution, disruption of ecosystem function, or disruption of natural processes. The relatively minor wetland and floodplain impacts of the project are not expected to impact overall system function. Furthermore, since the project is not expected to result in significant adverse impacts to ecological or natural resources in the area of improvements, it follows that the impacts between improvements would not be significant. Although there will be several receptors impacted by increased noise levels in Segment One of the proposed improvements, these impacts occurred in an area where the route will shift closer to the receptors. Since the alignment of the roadway will not change between the improvements, there are no significant noise impacts anticipated in these areas. As discussed in the Land Use section of this document, the project is not expected to result in any significant induced growth or changes in land use or development patterns adjacent to improvements and it follows that the impacts on land use between improvements would not be significant. Minor changes in access

to the truck routes and the displacements (one commercial, four residential) associated with the bridge replacements are not expected to result in significant impacts to community cohesion, stability, travel patterns, recreational opportunities or cultural values. The addition of sidewalks and bicycle accommodations would improve access to community services and the safety of pedestrians.

The Department has determined that the proposed project will not have adverse impacts on cultural resources through the Section 106 process with concurrence from the SHPO/THPO. The potential for direct impacts to cultural resources was primarily related to ground disturbing activities and property acquisitions or changes to the character and feel of districts. The increase in truck traffic itself was determined not to have a significant adverse effect on the historic districts. There will be no construction impacts between improvements and, as such, it follows that the indirect impact of additional truck traffic in these areas will not have adverse impacts to the historic districts or any historic or archaeological sites in these areas.

The reduction of heavy truck traffic through downtown and on other local streets, in conjunction with the implementation of the BSRD is intended to increase the attractiveness and safety of downtown. Economic development that may occur will primarily be infill of existing vacant storefronts or lots and is a desired effect of the project. There are no facilities in these areas that are specifically oriented to serve heavy truck traffic such as truck stops that would be adversely impacted by the reduction in trucks.

The proposed project is anticipated to have minimal indirect impacts on the natural and human environment and no mitigation would be required.

Cumulative Impacts

Cumulative impacts were analyzed in general accordance with the Council on Environmental Quality (CEQ) guidance document "Considering Cumulative Effects Under the National Environmental Policy Act" dated January 1997.

- **Land Use:** The project is not expected to have any significant direct or indirect impacts on land use and project contributions will not create significant cumulative impacts.
- **Farmland:** The project will convert approximately 14 acres of area considered as prime farmland to a transportation use. However, these areas are currently adjacent to existing roadways. Based on an evaluation and rating in accordance with Farmland Protection Policy Act of 1981, the project is not expected to have any significant direct or indirect impacts the availability of prime farmland and project contributions will not create significant cumulative impacts.
- **Water Quality:** The impact on water quality from the proposed projects is expected to be negligible. Impacts will be limited to potential sediments released during demolition of existing roads and bridges, and installation of the new roadways and bridges. Minor fill impacts to wetlands are also proposed. The bridge replacement is expected to improve hydraulic capacity and aquatic species passage. The proposed projects are not expected to have long-term impacts to water quality within the Wateree River Watershed (HUC 03050104-030) and the Big Pine Tree Creek Watershed (HUC 03050104-070) and project contributions will not create significant cumulative impacts.

- **Wetlands and Floodplains:** The project is expected to impact a total of approximately 0.37 acres of wetlands. The proposed impacts to wetlands will not have a substantial adverse effect on important fish and wildlife resources or impact overall wetland system function. Approximately 2.27 acres of the project will take place within the 100-year floodplain. The overall floodplain systems within the study area are very large in comparison to the proposed impacts and are expected to result in a No Rise certification. Project impacts will not create significant cumulative impacts.
- **Air Quality:** The project is not expected to increase traffic, development, or population growth rates in the project area and project contributions will not create significant cumulative impacts.
- **Noise:** The project will have direct impacts that will contribute to a cumulative impact exceeding the noise impact criteria for 8 residential properties along Segment One where the alignment shifted closer to the receptors in order to avoid displacements. Mitigation of noise impacts was evaluated and determined not to be feasible. Noise impact criteria were not exceeded in other portions of the project and will not create indirect impacts between improvements or contribute to significant cumulative impacts in these areas.
- **Cultural Resources:** Project impacts are limited direct impacts caused by ground disturbing activities and/or activities that would affect the character and use of historic sites. The project is not expected to have adverse effects on any of the historic districts, historic sites, or archaeological sites identified in the study area. Impacts of the project will not create significant cumulative impacts.
- **Social and Economic Resources:** Adverse impacts will consist of two commercial and four residential relocations, minor ROW acquisitions, access changes for the residents of Wylie Street, Smyrl Circle, McLeod Court, and Rippondon Street, and an increase in heavy truck traffic along the truck routes. Beneficial impacts will consist of reduced traffic delays, increased pedestrian and vehicle safety, the addition of bicycle lanes and sidewalks, reduced truck traffic in downtown, and a more attractive and inviting downtown. The project is unlikely to change overall land use, development patterns, or reduce the economic vitality of the study area. Access changes are minor and residents will still have access to major roadways.

When evaluated in the context of other past, present, and future actions the contributions of the project to cumulative impacts in their respective study areas will not affect the potential of the affected resources to sustain themselves. No consideration of additional alternatives or mitigation will be required.

Public Coordination

Property Access

Right of Entry (ROE) letters were sent on November 17, 2010 and April 4, 2012 to residents adjacent to the subject corridor prior to conducting route surveys and specialist studies.

Broad Street Road Diet Planning Charrette and Stakeholder Meetings

A planning charrette was held specifically for the BSRD portion of the project on November 14-15, 2011 at 1034 Broad Street. The meeting was advertised and conducted by the City of Camden and their design consultants. The charrette had two basic goals: to provide information on the project to participants and to identify the goals of stakeholders. There were over 60 participants, 3 focus group sessions, 1 public input session, debrief/work sessions, and a summary presentation held at the charrette. Participants were given a worksheet to complete regarding their direct correlation to BSRD and were asked for feedback and comments. Attendees also received a project fact sheet with basic information on the BSRD project.

There were two additional stakeholders meetings held on January 17, 2012 at 1034 Broad Street from 7:30 am – 11:30 am and 6 pm – 8 pm that were specifically geared towards business and property owners. A flyer was provided to stakeholders prior to the focus sessions with information such as the time, date, location.

The input from the planning charrette and stakeholders meetings identified guiding principles for the project.

Public Information Meeting

In addition to direct mailings, posted flyers, and signs, the public information meeting (PIM) was advertised in the Camden Chronicle-Independent newspaper on January 6, 2012. The PIM was held on Tuesday, January 24, 2012 from 6:00 p.m. to 8:00 p.m. in the Camden High School Cafeteria/Commons Area located at 1022 Ehrenclou Drive, Camden, South Carolina, 29020.

One hundred seventeen (117) people signed in at the registration desk. Twenty-eight (28) written comments and a "Petition to stop DOTSC from changing Boykin Road, Camden SC into a four lane truck route" signed by nineteen (19) people were received at the meeting. Ten (10) additional comments were received during the fifteen-day comment period following the meeting, for a total of thirty-eight 38 comments. Comments were considered during further development of the project and selection of the Preferred Alternative.

Public Hearing

After the approval of the Environmental Assessment (EA) by The Department and FHWA the document was made available for review during a 30 day comment period at the following locations:

- Kershaw County SCDOT Office, 512 S. Fair Street, Camden, SC 29021 (803-432-4358)
- online at http://www.scdot.org/inside/public_hearings.aspx

The combination Location and Design Public Hearing, which was held on Tuesday, July 10, 2012, between 6:00 PM and 8:00 PM, in the Camden High School cafeteria/gymnasium, located at 1022 Ehrenclou Drive, Camden, South Carolina 29020. Approximately 100 people attended the Public Hearing. Of these, there were 28 white females, 7 black females, and 7 black males.

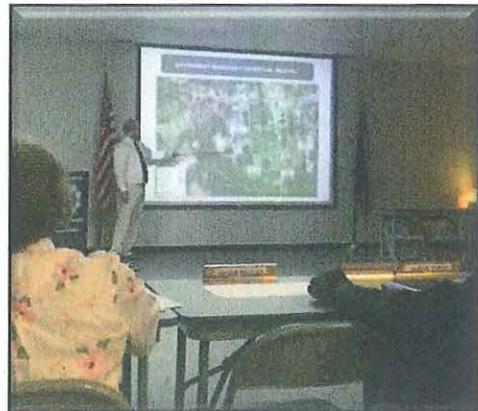
From those attending, sixteen (16) comment forms and eight (8) verbal statements were received at the Public Hearing. Four (4) comments were submitted prior to the Public Hearing. Twelve (12) comments were submitted at the Broad Street Road Diet Stakeholders Meeting during the comment period. Twenty five (25) additional comments were received during the fifteen-day comment period following the hearing, for a total of sixty five (65) comments. Written responses were prepared and distributed to all those who submitted written comments and provided a mailing address. Only one comment, a resolution of support by the Camden Redevelopment Corporation, did not provide a mailing address and was not provided with a response.

Agency Coordination

Local, state, and federal agencies were contacted and asked for their comments on the Camden Truck Routes Project in February 2011. A Letter of Intent (LOI) was sent out to all affected state and federal agencies with basic project information about the proposed improvements. The following agencies/organizations provided responses to the LOI:

- Kershaw County Planning and Zoning Department
- U.S. Department of Housing and Urban Development
- S.C. Archives & History Center
- City of Camden South Carolina
- Water Quality Certification and Wetlands Section (SCDHEC)
- U.S. Army Corp of Engineers (Charleston District)

The Department presented the Camden Truck Route Improvements to the SLRCOG on August 1, 2011. This presentation served to inform community leaders about the current status and scope of the project. Council members were requested to share the information with their constituents. An overview of the BSRD was also included in the SLRCOG presentation.



The planning charrette held for the BSRD on November 14-15, 2011 at 1034 Broad Street included a session from 11:30 A.M. to 1:00 P.M. specifically for government officials and agency representatives.

A meeting with Kershaw County officials was held on November 2, 2011 to discuss the Truck Route Improvements and included the Kershaw County Planner, Assistant County Planner and County Engineer.

A meeting with Kershaw County School Board was held On November 15, 2011 to discuss the reconfiguration of the Ehrenclou Road, Chestnut Ferry Road, York Street

intersection and the relocation of Bramblewood Plantation Road as well as options for pedestrian crossing to the athletic complex.

The project will later be presented at an Agency Coordination Effort (ACE) meeting to discuss regulatory permitting and other issues with coordinating agencies such as SCDHEC, ACOE, and SCDNR.

Project Commitments

The following special commitments have been agreed to by the SCDOT:

1. The contractor will be required to implement construction best management practices, reflecting policies contained in 23 CFR 650 B and SCDOT's Supplemental Specifications on Seeding and Erosion Control Measures (August 15, 2001). (EA Reference Pages 66, 25)
2. An NPDES General Permit for Stormwater Discharges Associated with Construction Activity will be obtained. Best management practices in accordance with local, state, and federal guidelines will be incorporated during the design and construction of the project to minimize impacts to water quality. (EA Reference Page 24, 26)
3. A US. Army Corps of Engineers Section 404 General Permit for wetland impacts will be obtained prior to ground disturbing construction activities. (EA Reference Page 25, 25)
4. Evaluate the feasibility of 2:1 slopes through wetland areas during detailed design and further minimize wetland impacts (EA Reference Page 25).
5. Compensatory mitigation for the permanent impacts will be attained by deduction or purchase of wetland and stream mitigation credits from an approved SCDOT mitigation bank or a private mitigation bank. Specific mitigation criteria will be determined during the permitting process. (EA Reference Page 25)
6. SCDHEC's 401 Water Quality Certification, pursuant to Section 401 of the Federal Water Pollution Control Act of 1972 as amended by the Clean Water Act of 1977 and the Water Quality Act of 1987 will be obtained. (EA Reference Page 25).
7. Perform detailed hydraulic study and prepare No Rise certification for FEMA. (EA Reference Page 27)
8. A copy of the Noise Impact Assessment will be provided to local planning officials for coordination of future noise impacts as required by 23 CFR 772.115. (EA Reference Page 29)
9. To the extent possible, construction activities will be confined to normal working hours. The contractor would be required to comply with OSHA regulations regarding noise attenuation devices on equipment. (EA Reference Page 29)

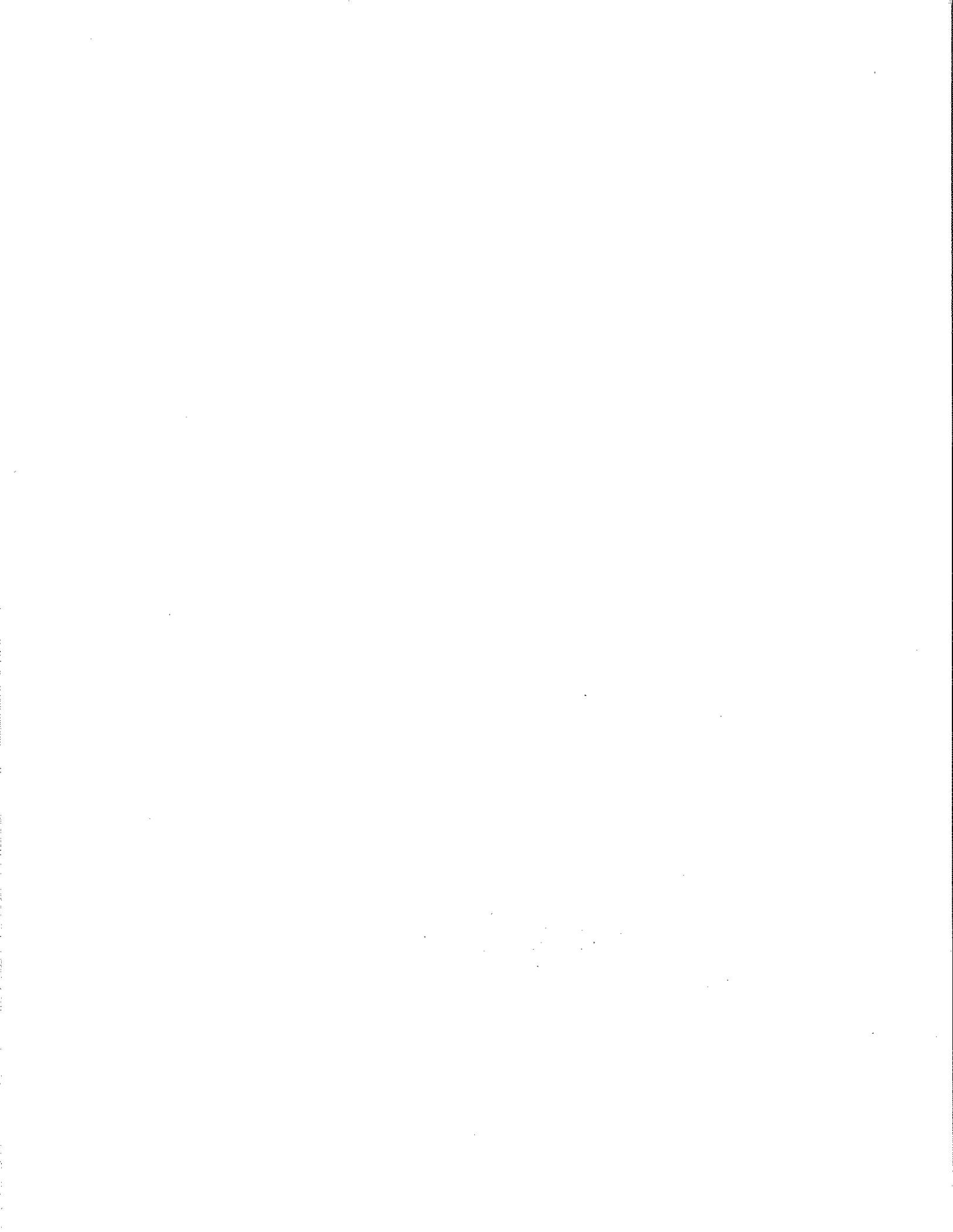
10. Conduct further investigation of soil and groundwater contamination within the subject alignment, adjacent to the northwest quadrant of the York Street and Fair Street intersection, prior to ground disturbing activities. (EA Reference Page 29)
11. Avoid removing trees and limit clearing of vegetation between Ehrenclou Drive and the Quaker Cemetery or Eighteenth-Century Camden. Show sites on construction plans. (EA Reference Page 98)
12. Avoid ground disturbing activities within the undisturbed portions of 38KE33. Show site on construction plans. (EA Reference Page 100, 101)
13. Avoid ground disturbing activities adjacent to 38KE1122 located south of Ehrenclou Drive. Show sites on construction plans. (EA Reference Page 99)
14. Reduce construction limits during detailed design south of Springdale Drive/Boykin Road adjacent to 38KE1123 and 38KE1124 in order to avoid sites. Show sites on construction plans. (EA Reference Page 101)
15. In accordance with 36 CFR Part 800, if cultural remains are found during the construction of the Preferred Alternative, the SCDOT, SHPO, and Advisory Council on Historic Preservation would be notified so a qualified professional could evaluate the resources. Work could continue in areas where no cultural resources were discovered. (EA Reference Page 30)
16. The Department will assist property owners with compensation that reflects the provisions of the Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. A relocation program will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Public Law 91-646, as amended by 100-17; 49CFR Part 24). As is the policy of the South Carolina Department of Transportation, in response to the non-discrimination requirements in Title VI of the Civil Rights Act of 1964, relocation advisory assistance would be provided to all eligible persons without discrimination. The SCDOT will assist families or individuals in finding and relocating to decent, safe, and sanitary housing that is adequate to meet their needs and within their financial means. (EA Reference Page 31)

FHWA Decision

The FHWA has determined that this project will have no significant impact on the human environment. This Finding of No Significant Impact is based on the Environmental Assessment and other supporting information, which have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The Environmental Assessment provided sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the Environmental Assessment and other environmental documentation for this project.

Date: August 15, 2012


(for) Robert L. Lee



**SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION**

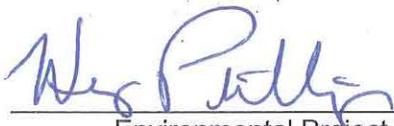
Columbia, South Carolina

Roads: Broad Street (US 521)
Ehrenclou Drive (S-28-897)
Chestnut Ferry Road (S-28-45)
Springdale Drive (S-28-130)
Boykin Road (S-28-130)
York Street (S-28-45)
Rippondon Street (S-28-167)

Project No.: SU28(001)
File No.: 28.040309
PCN: 40309_RD01
40309_RD02
40309_RD03
40309_RD04
Tiger Planning Grant No. 3

CERTIFICATE OF COMBINED LOCATION AND DESIGN PUBLIC HEARING

This is to certify that on Tuesday, July 10, 2012 between 6 p.m. and 8 p.m., a public hearing was held in the Camden High School cafeteria and gymnasium, located at 1022 Ehrenclou Drive in Camden, South Carolina, as provided by 23 CFR 771.111(h). Economic and social effects of the project's location, its impact on the environment, and its consistency with the goals and objectives of area planning, as promulgated by the community, have been considered by the South Carolina Department of Transportation.



Environmental Project Manager

August 10, 2012

**Public Hearing on Proposed Improvements to Designated Truck Routes and
Broad Street
Kershaw County, Camden, South Carolina**

Location: The Camden High School cafeteria and gymnasium, located at 1022 Ehrenclou Drive Camden, South Carolina 29020, was selected because of its proximity to the project area and its convenient location. The school provided tables, chairs for attendees, space for displays, a screen for projecting the presentation, and areas to accommodate written and verbal comments.

Time: The public hearing was held on Tuesday, July 10, 2012, from 6 p.m. until 8 p.m.

Handouts: A handout (see Appendix A) was presented to each attendee at the hearing. The handout included a project overview, a project location map, an explanation of the hearing format and comment procedures, a project schedule, a description of the Preferred Alternative, right of way procedures, Title VI Compliance, and contact information. A comment form and an opportunity to sign up for verbal comments were also made available to each attendee at the meeting.

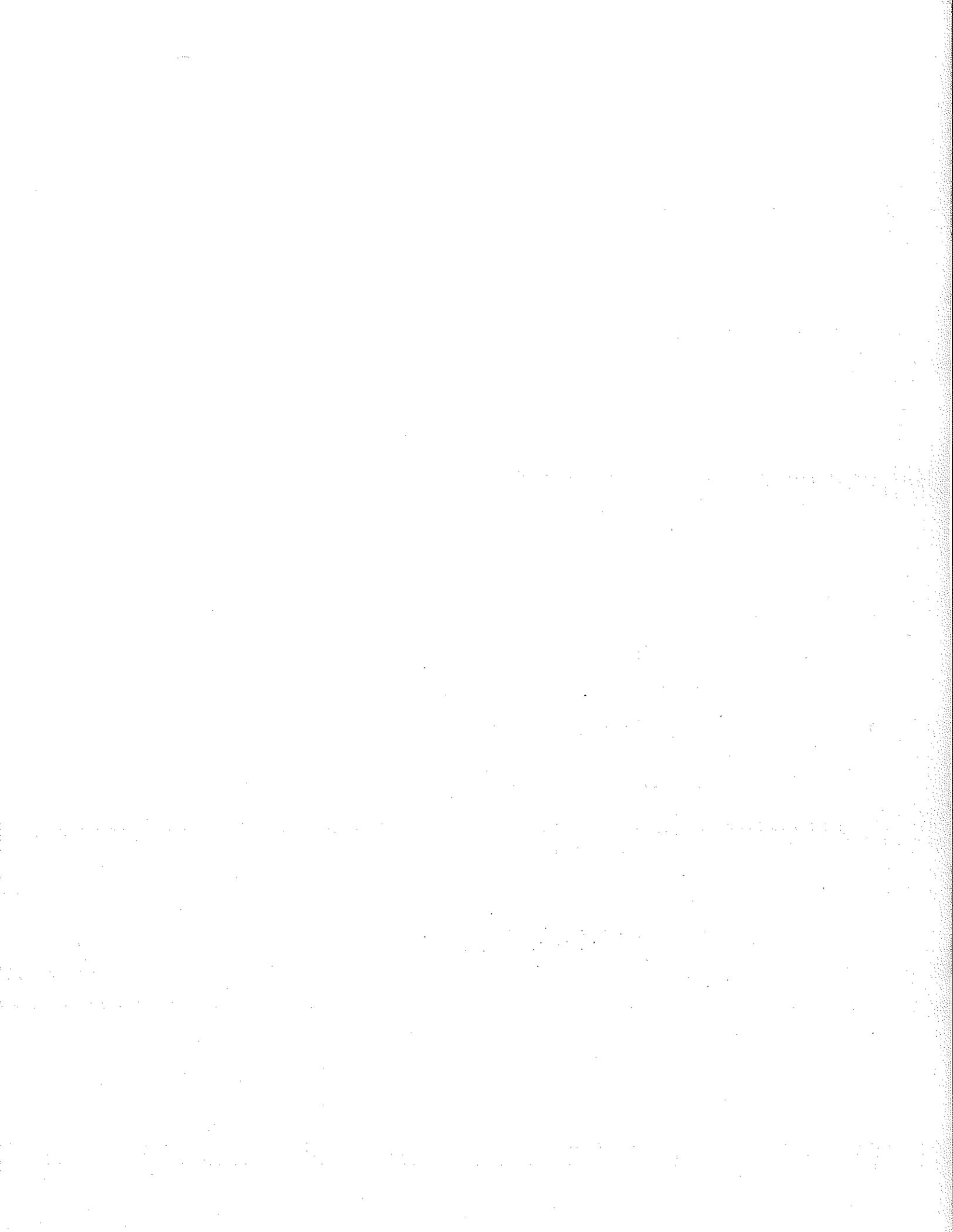
Displays: A Project Location and Existing Truck Routes Map, Preferred Alternative Maps, cross-section renderings, an Existing and Proposed Truck Traffic exhibit, a Schedule and Funding Exhibit, as well as the preferred alternative for BSRD were displayed in the cafeteria. Comment forms and boxes were provided at multiple locations around the cafeteria. Two copies of the environmental document (including appendices) were also made available at the hearing. An area in the Gymnasium was arranged for the SCDOT presentation and for verbal comments. Greeters at the sign-in tables notified attendees that there were three ways to comment: (1) place your comment forms in the designated boxes, (2) sign up and speak during the public hearing, and (3) mail in your comments.

Personnel: Those actively participating in the public hearing from FHWA South Carolina Section Office included Patrick Tyndall and Alice Travis and from SCDOT included Henry Phillips, Elisabeth Bleasdale, Chad Long, and Nicole Levinson from the Environmental Management Office, Tyke Redfearn, Michael Barbee, Bener Amado, Kenneth Johnson, and Aubree Decoteau from Regional Production Group Two; Brian Motley and Henry Long from Kershaw Maintenance; Mark Walker from Rights-of-Way; and Jeffrey Wilkes from Sumter/Kershaw Construction.

Process: Attendees were greeted at the sign-in desk where the hearing format was briefly explained. The rules for making formal oral comments were explained to those attendees who wished to speak. Attendees were then directed to the displays where Department personnel were available for questions. Department personnel were easily identified by nametags. The displays were constantly manned, and if any attendee appeared to have questions, personnel sought them out to discuss the project or direct them to someone who could answer their questions. A formal presentation was held at 6:30 p.m. and consisted of an overview of the public hearing process by Mr. Henry Phillips and an overview of the project by Mr. Tyke Redfearn. The public comment period followed the formal presentation. Each attendee wishing to speak was given two minutes to make comments. A signal was given with 30 seconds remaining and at the end of the two minute time period. The official record of the presentation and verbal comments is attached as Appendix B.

Attendance: Approximately 100 people were in attendance at the public hearing. Of these, there were 28 white females, 7 black females, and 7 black males. Copies of the sign-in sheets, as well as the formal comment sign-up sheet, are included as Appendix C.

Comments: From those attending, sixteen (16) comment forms and eight (8) verbal statements were received at the Public Hearing. Four (4) comments were submitted prior to the Public Hearing. Twelve (12) comments were submitted at the Broad Street Road Diet Stakeholders Meeting during the comment period. Twenty five (25) additional comments were received during the fifteen-day comment period following the hearing, for a total of sixty five (65) comments. All written comments are provided in Appendix D. A Summary of Comments and Responses along with the actual SCDOT response letters are attached as Appendix E.



Appendix A

Public Hearing Handout

**Proposed Improvements to Designated Truck Routes and Broad Street
Camden, South Carolina
Public Hearing**

Camden High School Commons Area
Tuesday, July 10, 2012, 6:00 p.m.-8:00 p.m.

Project No. SU28(001), File No. 28.040309

TIGER II Planning Grant 3

WHAT IS THE PURPOSE OF THE PROJECT?

The purpose of the proposed project is:

- *To reduce truck traffic on Broad Street between York Street and DeKalb Street in downtown Camden, SC.*
- *To create a more pedestrian-friendly environment on Broad Street (US 521) between York Street (S-45) and DeKalb Street (US 1/601) in downtown Camden, Kershaw County, South Carolina.*



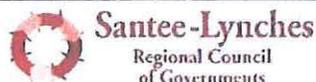
The purpose derives from the City of Camden's Vision Plan and Comprehensive Plan which recommend improving livability, strengthening the core commercial district, enhancing the physical image, and removing pass through truck traffic from the downtown district.

WHAT IS THE NEED FOR THE PROJECT?

Improvements are needed because the existing truck routes have bridge load restrictions, traffic delays, and operational deficiencies which limit or prohibit heavy truck use and because Broad Street (US 521), Camden's north/south thoroughfare, has four narrow travel lanes, parallel parking, and narrow sidewalks which limit pedestrian use and truck operations in the downtown business district. Current conditions along Broad Street are more conducive to accommodating through traffic than to serving local businesses, residents, and visitors to Camden.

WHAT IS THE PROPOSED PROJECT?

In order to meet the aforementioned purpose and need, the South Carolina Department of Transportation (SCDOT or Department), in conjunction with the Federal Highway Administration (FHWA), proposes to improve the existing designated US Highway 521 and US Highway 1 truck routes (Figure 1). Improving the truck routes will replace a structurally deficient bridge, reduce delays, improve safety, and otherwise encourage trucks to use the truck routes instead of going through downtown Camden. Such improvements will allow the City of Camden to implement its proposed Broad Street Road Diet (BSRD), which is intended to create a more livable, pedestrian-friendly environment by reducing travel lanes (from four to two), adding turn lanes, increasing sidewalk widths, and creating a more walkable and inviting streetscape that balances the need for pedestrian and vehicular access and is scaled more appropriately for the downtown district along US 521 (Broad Street) from S-45 (York Street) to US 601/US 1/SC 34 (DeKalb Street) (Figure 2 and Figure 3).



WHAT IS THE REASON FOR THE PUBLIC HEARING?

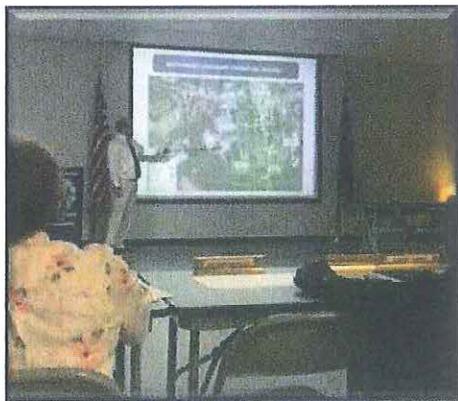
At the Public Information Meeting on January 24, 2012, the project team presented various alternatives of the proposed improvements. Since the Public Information Meeting, SCDOT considered the comments received, researched additional alternatives, and continued to study the impacts, benefits, and costs of each alternative. The project team used public and stakeholder input and information gathered while preparing technical studies to develop a preferred alternative and to prepare the Environmental Assessment (EA), or report. SCDOT and FHWA approved the EA on June 13, 2012. The



purpose of this Public Hearing is to present the Preferred Alternative and the EA so that the public can ask questions and provide additional input. We appreciate your attendance at this meeting and look forward to the opportunity to serve you throughout the development of this very important project.

WHAT IS THE FORMAT OF THE PUBLIC HEARING?

The public hearing will be an informal, open-house style meeting and will take place at Camden High School from 6:00 p.m. to 8:00 p.m. At 6:30 p.m., the SCDOT will make a brief, formal presentation about the project's purpose and need, schedule, and potential impacts to the environment. Immediately following the presentation, citizens may make formal, verbal comments regarding the proposed project,



which will be recorded by a certified stenographer. Anyone who wishes to verbally comment must sign up between 6:00 p.m. and 6:25 p.m. upon entering the public hearing. Each comment will be limited to two minutes and may not be transferred to other individuals. At the conclusion of the formal comment period, the informal portion of the public hearing will continue until 8:00 p.m. Large aerial displays of the entire project and environmental documentation of the projects 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. Comment forms may be placed in the comment box or mailed to:

William (Tyke) Redfearn, P.E.
SCDOT Assistant Program Manager
955 Park Street –RM 508
P.O. Box 191
Columbia, SC 29201

Please ensure all mailed comment forms are post marked by July 26, 2012. All written comments will be responded to and made part of the official public hearing file.

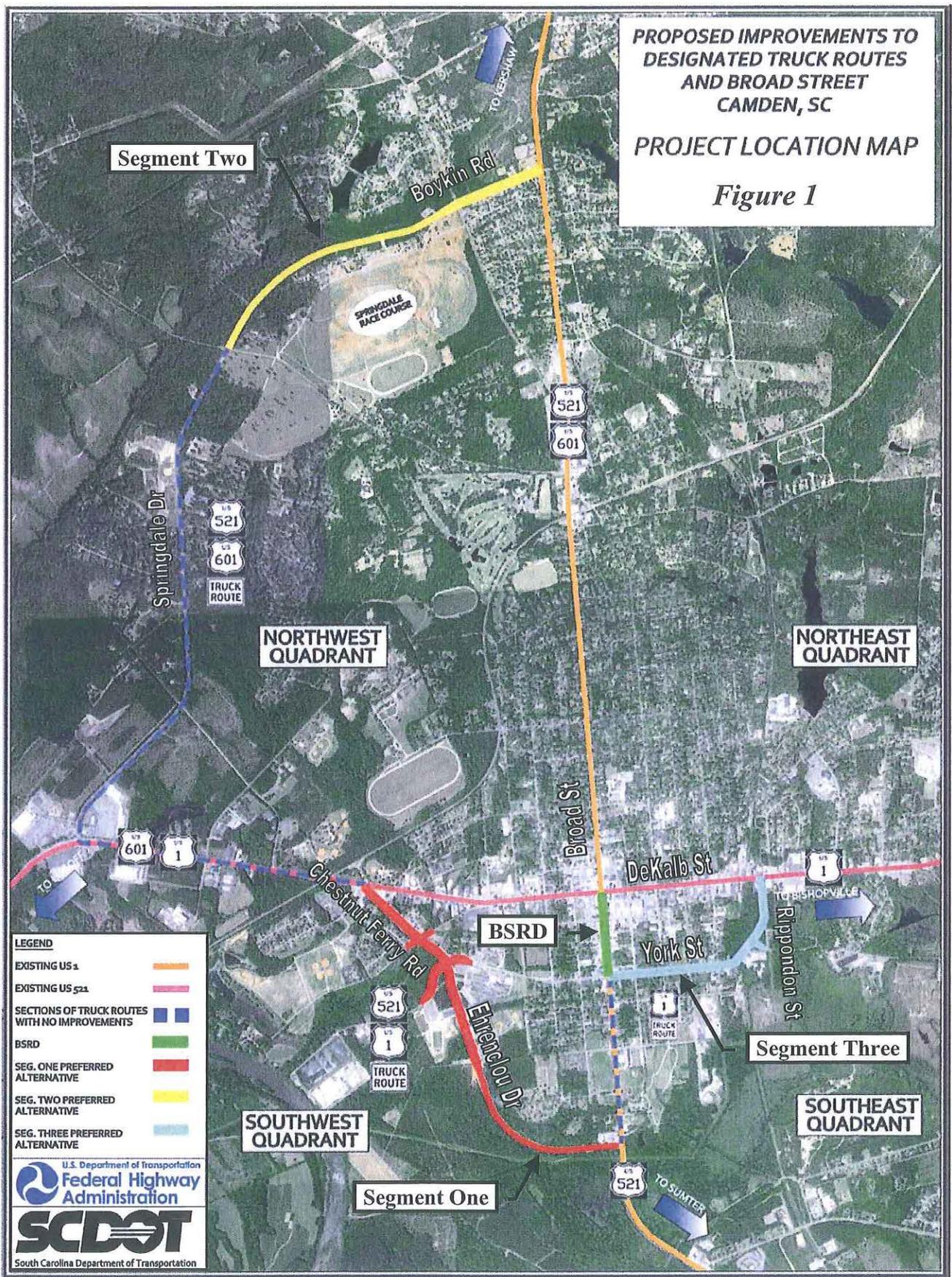


Santee-Lynches
Regional Council
of Governments



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

PROJECT LOCATION

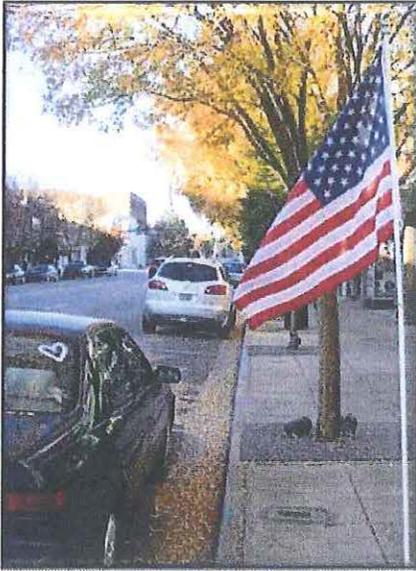


PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK ROUTES AND BROAD STREET CAMDEN, SC
PROJECT LOCATION MAP
Figure 1

- LEGEND**
- EXISTING US 521 —
 - EXISTING US 601 —
 - SECTIONS OF TRUCK ROUTES WITH NO IMPROVEMENTS - - -
 - BSRD —
 - SEG. ONE PREFERRED ALTERNATIVE —
 - SEG. TWO PREFERRED ALTERNATIVE —
 - SEG. THREE PREFERRED ALTERNATIVE —



WHAT IS THE PROPOSED BROAD STREET ROAD DIET?

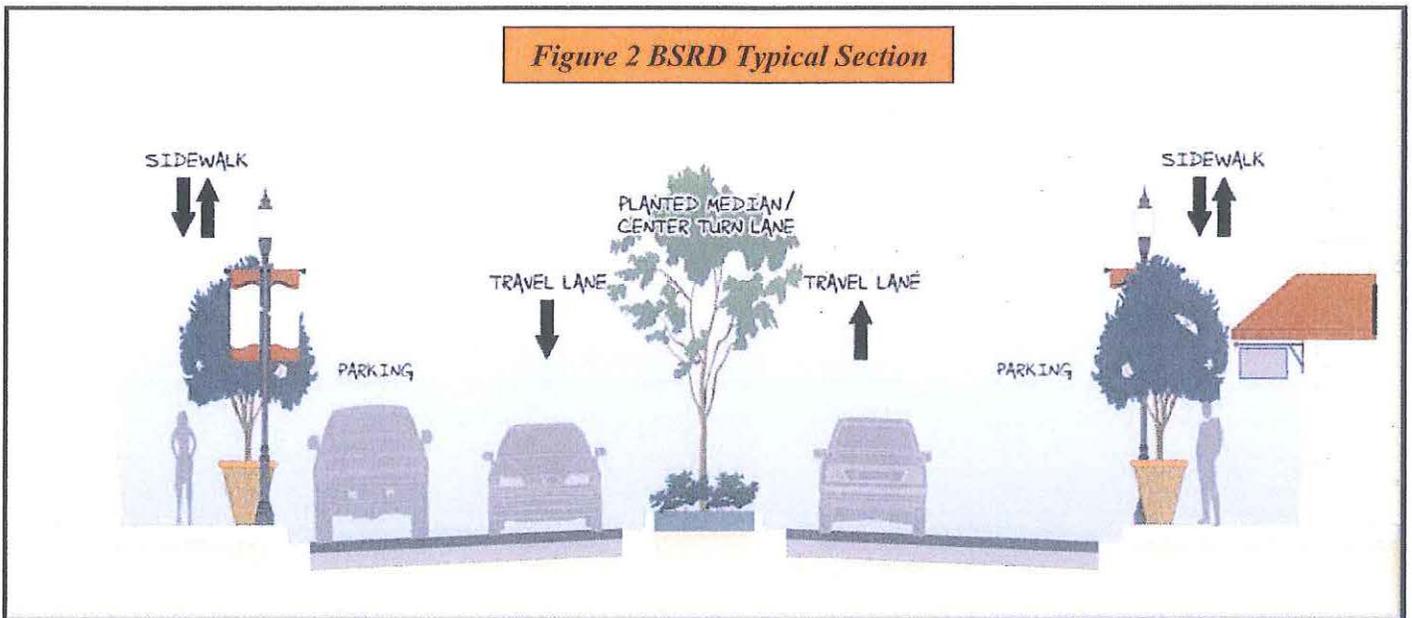


Broad Street functions as the main north/south street of Camden. It is a designated US Highway (US 521) and is a principal arterial roadway linking I-20 and areas north of Camden. Currently, the approximately 0.36 mile section of Broad Street between York Street and DeKalb Street has four 11-foot travel lanes plus parallel parking and sidewalks on each side. The Preferred Alternative for the BSRD project (Figure 2 and Figure 3) will reduce the travel lanes to two 12-foot travel lanes with parking on both sides of Broad Street/US 521 between York Street and Dekalb Street. Some parking will be converted from parallel parking to angled parking. Additionally, left turn lanes in both the east and west directions will be added at intersections. The sidewalk widths will be expanded and raised medians will be provided in some locations. Streetscape and landscape design will be utilized on this section of Broad Street to encourage pedestrian and street level retail activity.

Alternative 1A was selected as the preferred design because it meets the purpose and need of the project by creating a more pedestrian-friendly downtown, provides the most parking of any alternative considered (and more than the existing condition) and will be able to maintain or improve existing traffic flow when implemented in conjunction with the truck route improvements.



Figure 2 BSRD Typical Section



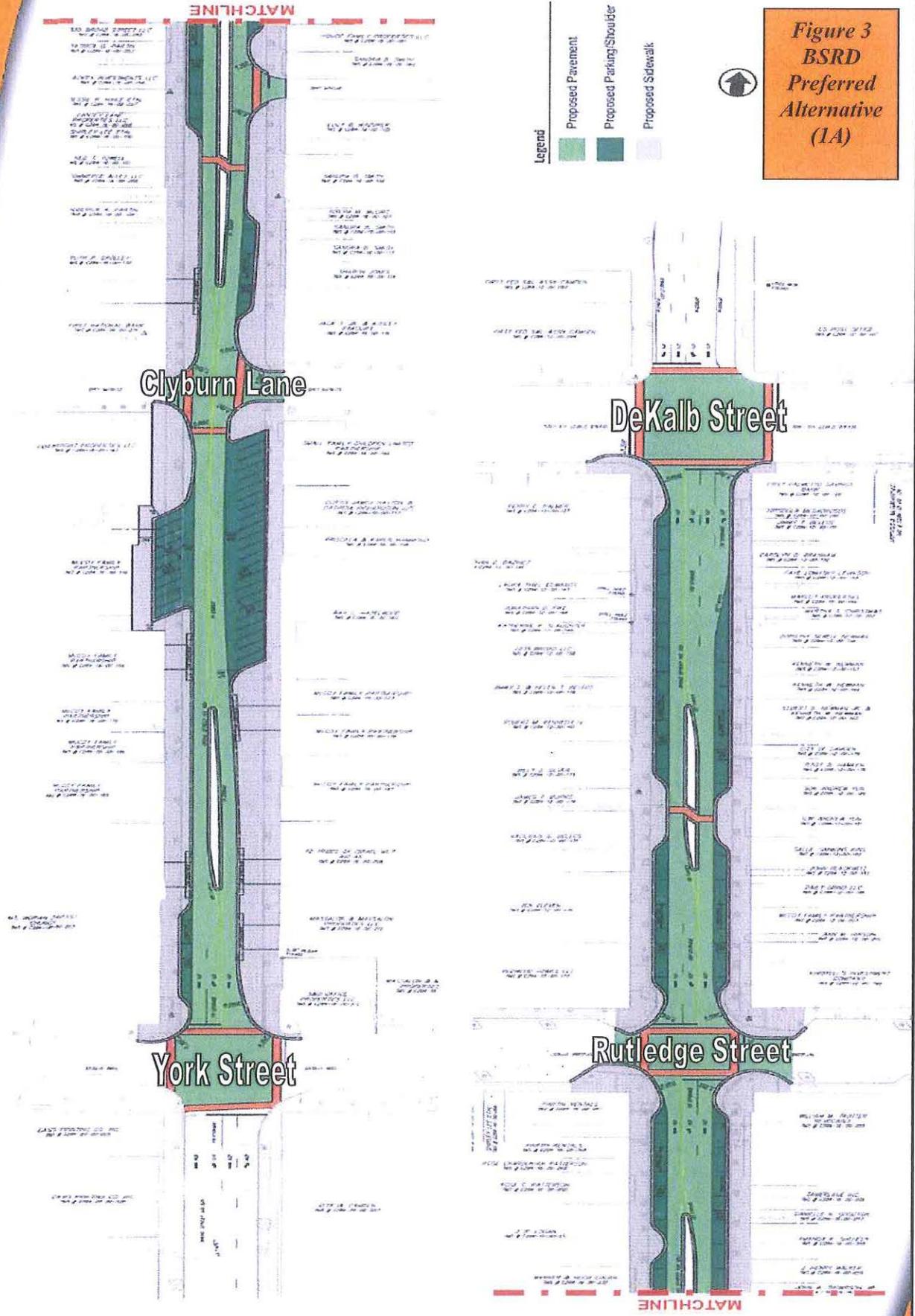
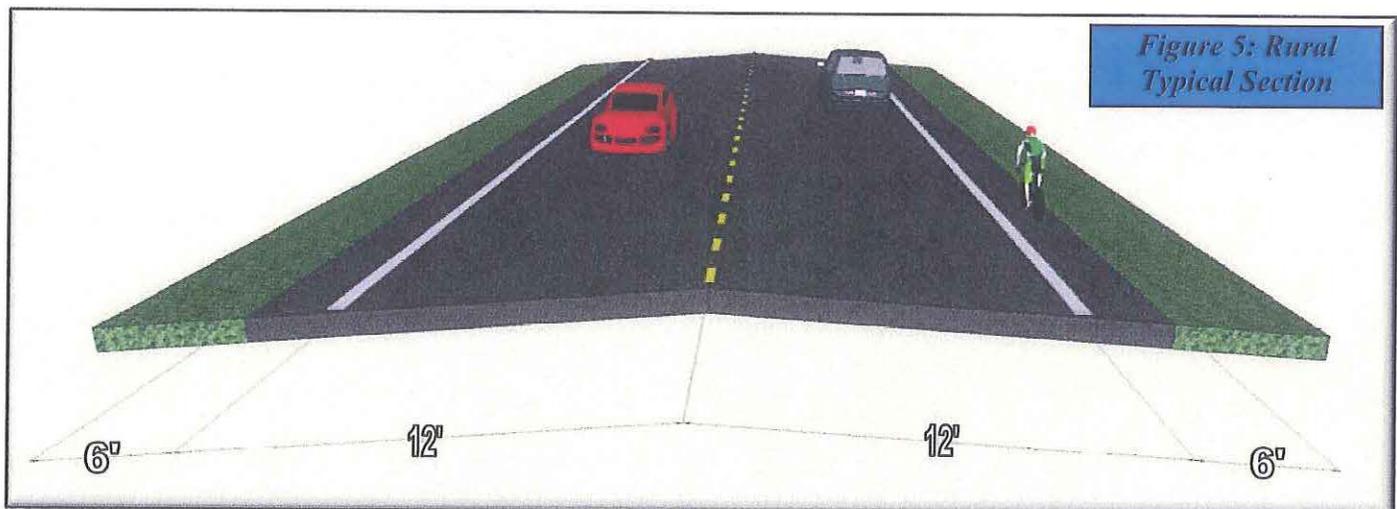
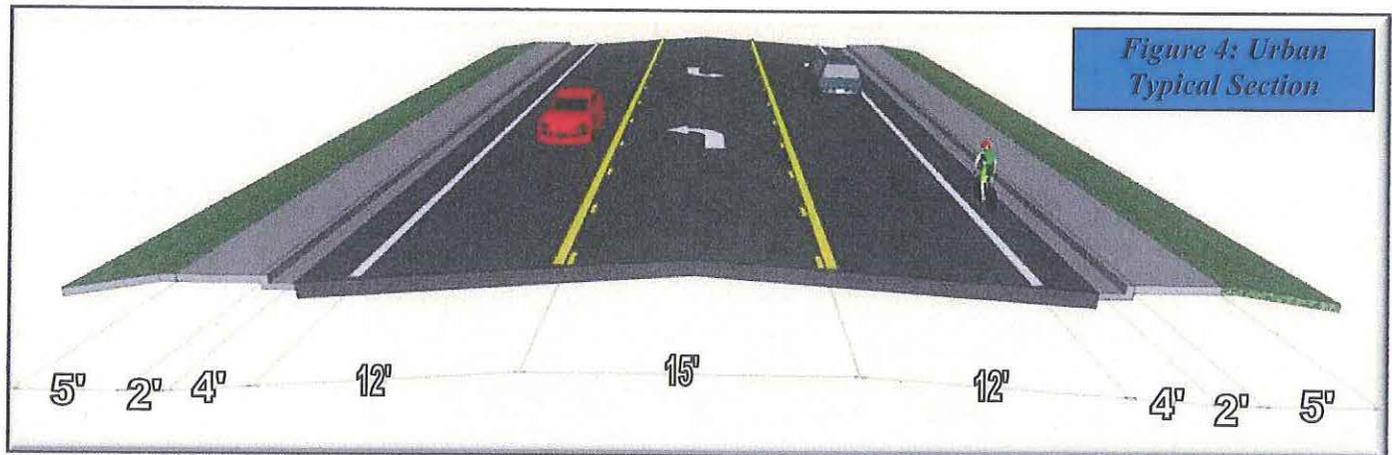


Figure 3
BSRD
Preferred
Alternative
(1A)

WHAT ARE THE PROPOSED TRUCK ROUTE IMPROVEMENTS?

The proposed typical sections of the improved truck routes will have two travel lanes in each direction with a center turn lane in developed portions of the alignment. In urban areas there will be bike lanes, sidewalks and earth shoulders (Figure 4). In rural areas with little to no adjacent development 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.



The Preferred Alternative for the truck route improvements is comprised of three segments: Segment One (Alt. SW-1.4: Ehrenclou to Chestnut Ferry) in the Southwest Quadrant, Segment Two (Alt. NW-3: Boykin Road) in the Northwest Quadrant, Segment Three (Alt. SE-2: York to Rippondon) in the Southeast Quadrant as shown on Figure 1.

Segment One (Alt. SW-1.4: Ehrenclou to Chestnut Ferry)

Proposed improvements to Segment One include adding an eastbound right turn lane on Ehrenclou Drive at its intersection with US 521 and adding a center two way turn lane, sidewalks, bike lanes, curb, and gutter in developed areas of the alignment. The project will only add a paved shoulder through the undeveloped/wetland areas. Improvements include reconfiguration of the Ehrenclou Drive, York Street, Chestnut Ferry Road, intersection near Camden High School and replacement of the structurally deficient bridge over Bolton Branch Creek on Chestnut Ferry as well as the replacement of a second bridge over Bolton Branch Creek on Old River Road.

Segment Two (Alt. NW-3: Boykin Road)

Proposed improvements to Segment Two include the addition of a paved shoulder along Boykin Road between Knights Hill Road and Liberty Hill Road and auxiliary left turn lanes at Sunnyhill Drive and the Springdale Recycling Center for eastbound traffic. Between Liberty Hill Road (SC 97) and N. Broad Street (US 521/US 601), improvements include adding a center two way turn lane, bike lanes, sidewalks, curb, and gutter along Boykin Road. Improvements to the intersection of Boykin Road with US 521/US 601 will include the addition of dedicated left turn lanes for all approaches, a southbound right turn lane on US 521/US 601, and signalization with traffic lights.

Segment Three (Alt. SE-2: York to Rippondon)

Improvements to Segment Three include providing a westbound left turn lane on York Street at the intersection of US 521 and adding a center two way turn lane, sidewalks, bike lanes, curb, and gutter. Dedicated left turn lanes will be provided on York Street at its intersection with Mill Street. The preferred alternative includes shifting the existing truck route to Rippondon Street instead of Mill Street and includes reconfiguring the intersection and alignment of York Street with Rippondon Street as well as improvements to the intersection of Rippondon Street with US 1/DeKalb Street.

WHAT ARE THE IMPACTS OF THE PROJECT ON THE HUMAN AND NATURAL ENVIRONMENT?

The proposed project is not expected to have any significant adverse impacts on the human and natural environment. The project will not have adverse impacts on historic districts, historic sites, or archaeological resources since most improvements will take place within existing disturbed road rights-of-ways. Less than half an acre of wetlands will be impacted by the project. Up to two commercial buildings and four single-family homes anticipated to be displaced by the project at the intersection of Chestnut Ferry Road and Old River Road. Residents along the west side of Chestnut Ferry Road may experience an increase in traffic related noise due to traffic shifting closer to homes; however this was done to avoid displacements on the west side of Chestnut Ferry Road and noise abatement measures were determined not to be feasible.

HOW MUCH WILL THE PROJECT COST AND HOW WILL IT BE FUNDED?

SCDOT estimates approximately \$16.16 Million to construct all proposed Truck Route improvements. In cooperation with the Santee-Lynches Regional Council of Governments (SLRCOG), FHWA and SCDOT appropriated funds from FHWA's Surface Transportation Program to be used for the truck route project.

The City of Camden estimates that approximately \$3.25 million is needed to construct the Broad Street (US 521) Road Diet. The City of Camden acquired a Transportation Investment Generating Economic Recovery (TIGER) II Grant from FHWA for funding to plan and design the BSRD. Funding for construction, however, is not yet identified.

WHAT IS THE ANTICIPATED PROJECT SCHEDULE?

- Environmental process expected to be complete August 2012
- Detailed design to begin following environmental approval and is expected to be complete late 2013
- Right-of-Way acquisition could begin in late 2012 and complete in 2014
- Truck Route construction could begin in 2014 and be completed in 2016
- BSRD construction could begin after the Truck Route improvements are complete

WHAT IF NEW 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:

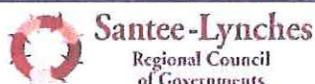
- The Federal Highway Administration will be given specific written assurance that comparable replacement housing will be available or provided for before the initial written approval or endorsement of any project is requested.
- Construction authorization will not be requested until comparable replacement 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.

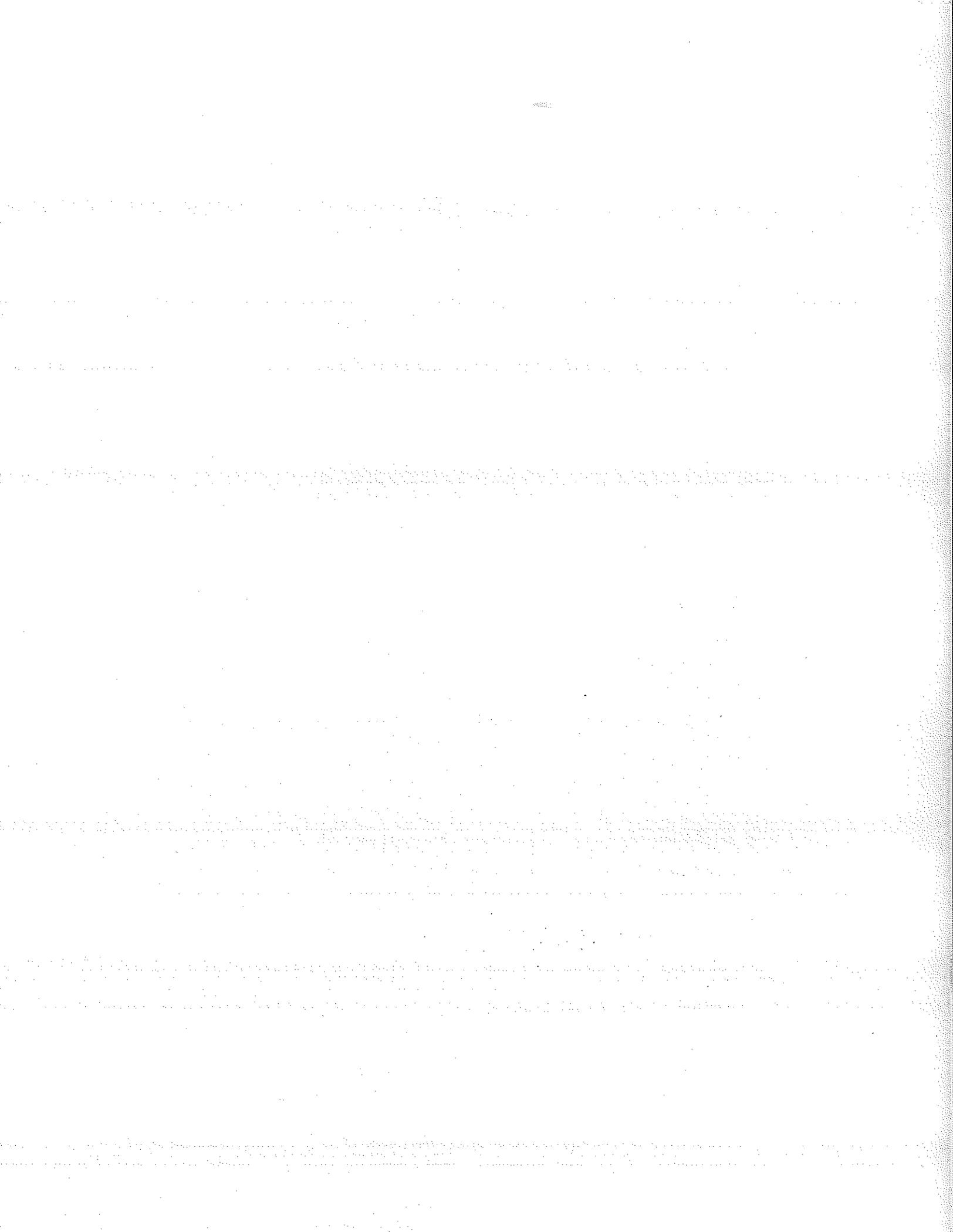
TITLE VI COMPLIANCE

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.

CONTACT INFORMATION

For more information on this project, you may contact SCDOT Assistant Program Manager, Tyke Redfearn, at the address provided, at 803-737-1430, and/or online at http://www.scdot.org/inside/public_hearings.aspx





Appendix B

Official Record of Presentation and Verbal Comments

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK ROUTES
AND BROAD STREET, CAMDEN, SOUTH CAROLINA

FILE #: 28:040309
PIN: SU28(001)
PCN: 40309_RD01, RD02, RD03, RD04

PUBLIC HEARING

Tuesday, July 10, 2012
6:32 p.m. - 7:02 p.m.

The South Carolina Department of Transportation
Public Hearing held at CAMDEN HIGH SCHOOL, 1022
Ehrenelou Drive, Camden, South Carolina, on the 10th
day of July, 2012, before Carla S. Dominick, Court
Reporter and Notary Public in and for the State of
South Carolina.

1 **MR. PHILLIPS:** Okay. I think the majority of the
2 crowd has come in. We will go ahead and get
3 started. I want to introduce myself. I'm
4 Henry Phillips. I work for the South Carolina
5 Department of Transportation. I'm the Public
6 Hearing Officer or the MC tonight, that sort of
7 thing. I want to welcome you all for coming
8 out tonight to provide the comments on the
9 project that you have. The kind of order of
10 events we are going to do up here -- in just a
11 moment, Mr. Tyke Redfearn will come up and give
12 an overview of the project. Once he's
13 completed that, we will then move to our public
14 comment portion, and I have a list of folks who
15 had signed up to speak and then I will go over
16 some ground rules for those folks to come up
17 and speak at that time. Once the speakers are
18 done, then we will adjourn from in here to the
19 formal portion and assuming we -- based on the
20 number of speakers, we will have some time left
21 over and so then we can all go back out and you
22 can ask some questions that may have come up
23 during that time or continue looking or go
24 home, whatever you want to do. So, one thing
25 we always like to do when we get in these

1 public settings is recognize any local elected
2 officials or any of the representatives, and I
3 believe here tonight, I have representative
4 Funderburke. Is she in here? Thank you, Ms.
5 Funderburke. We also have Mayor Graham,
6 standing right over -- either one of you wish
7 to say anything?

8 **MR. GRAHAM:** I just want to say thank you all for
9 coming, for the public coming to the hear the
10 input tonight. This has been a big project
11 that's been talked about many years. We hope
12 to hear from everybody this evening. Thank you
13 all for taking the time to be here.

14 **MR. PHILLIPS:** Thank you Mayor. Okay. With that
15 said, now I am going to turn it over to Mr.
16 Tyke Redfearn, and he's going to talk to you
17 about these proposed improvements to the
18 designated truck routes around Camden and the
19 Broad Street. Thank you.

20 **MR. REDFEARN:** Good evening everyone. Thank you very
21 much for taking time out of your busy schedules
22 to attend this public hearing. My name is Tyke
23 Redfearn, and I am an Assistant Program Manager
24 for the South Carolina Department of
25 Transportation, otherwise known as SCDOT.

1 Tonight on behalf of the Federal Highway
2 Administration, or FHWA and SCDOT, I will
3 present the preferred alternatives for the
4 proposed improvements to US Highway 1/601 and
5 US Highway 521 Truck Routes and Broad Street in
6 Camden, South Carolina. We realize that many
7 of you have concerns, questions, and/or
8 comments, and your statements are extremely
9 important to us. We are here tonight to
10 provide information about the project and to
11 record your input. As earlier mentioned,
12 please be aware that we will respond to your
13 comments by a written correspondence at a later
14 date. The purpose of the project is to reduce
15 truck traffic and to create a more pedestrian
16 friendly environment along Broad Street, US 521
17 and Camden's downtown business district between
18 York Street and DeKalb Street. Improvements
19 are needed because the existing truck routes
20 have bridge load restrictions, traffic delays,
21 and operational deficiencies which limit or
22 prohibit heavy truck use and because Broad
23 Street has four narrow travel lanes, parallel
24 parking, and narrow sidewalks which limit
25 pedestrian use and truck maneuverability. The

1 project is currently in its Environmental
2 Phase. After studying citizens' comments from
3 January's Public Information Meeting,
4 collecting data in the field, researching
5 available records, coordinating with
6 stakeholder and regulatory agencies and
7 analyzing that information, the project team
8 prepared a comprehensive document called
9 Environmental Assessment (or EA). The EA
10 describes the process used to determine the
11 preferred alternatives. The team studied
12 roadway alternatives that had to meet the
13 purpose and need of the project and had to be
14 within the available budget. To select
15 preferred alternatives, we measured each
16 alternative's potential impacts to the human
17 and natural environment. In order to better
18 understand heavy truck movements in and around
19 Camden, the project team divided the area by
20 quadrants with Broad Street serving as the
21 north/south line and DeKalb Street serving as
22 east/west line. In the Southwest Quadrant,
23 the preferred alternative extends approximately
24 1.7 miles and begins south of Camden at the
25 intersection of Broad Street (US 521) and

1 Ehrenclou Drive, continues to the intersection
2 of Ehrenclou Drive/York Street/Chestnut Ferry
3 Road, and follows Chestnut Ferry Road to the
4 intersection to its intersection with DeKalb
5 Street (or US Highway 1/601) west of Camden.
6 Various geometric improvements, such as
7 shifting the alignment of Ehrenclou Drive/York
8 Street/Chestnut Ferry Road intersection and
9 incorporating Bramblewood Road into that
10 intersection will allow better movement of
11 heavy trucks in this quadrant. Two new traffic
12 signals are proposed at both Ehrenclou Drive
13 and Broad Street intersection and the Ehrenclou
14 Drive/York Street/Chestnut Ferry Road
15 intersection as well as a new pedestrian
16 crossing adjacent to Camden High School's
17 athletic fields. Further proposed is
18 replacement of both the bridge along Chestnut
19 Ferry Road and the bridge along Old River Road
20 over Bolton Creek which will require a
21 temporary detour during construction. In the
22 Southeast Quadrant, the preferred alternative
23 extends approximately one (1) mile and begins
24 at the intersection of York Street and Broad
25 Street, continues east to the intersection of

1 York Street and Rippondon Street, continues
2 north along Rippondon Street and ends at the
3 intersection of Rippondon Street and DeKalb
4 Street (or US Highway 1) where a new traffic
5 signal is proposed. The grade, or slope, and
6 curvature of York Street will be adjusted to
7 accommodate heavy trucks which will require
8 reconfiguration of the York Street and
9 Rippondon Street intersection. In the
10 Northwest Quadrant, the preferred alternative
11 extends approximately 1.6 miles and begins at
12 the intersection of Springdale Drive and
13 Knights Hill Road, continues east of the
14 intersection of John G. Richards Road (or SC
15 97) and Boykin Road and ends north of Camden at
16 the intersection of Boykin Road and Kershaw
17 Highway (or US 521/601) where a new traffic
18 signal and left and right-turn lanes are
19 proposed. Along the truck routes, in areas
20 that are densely populated or developed,
21 proposed improvements include widening from two
22 to three lanes with the center lane being a
23 two-way left turn lane as well as incorporating
24 bike lanes, curbs, gutters, and sidewalks. In
25 areas that are unpopulated or undeveloped,

1 proposed improvements include incorporation of
2 left and/or right-turn lanes where practical
3 and installation of a wide paved shoulder for
4 emergency use. In the downtown business
5 district, once the truck route improvements
6 are completed, the proposed improvements extend
7 approximately four tenths of a mile along Broad
8 Street from York Street to slightly north of
9 DeKalb Street and the preferred alternatives
10 includes reducing travel lanes from four to two
11 lanes. Also known is a Road Diet, which allows
12 more width for sidewalks and variable parking
13 configurations such as angled parking. The
14 proposed improvements include opposing left-
15 turn lanes at the intersection of Broad and
16 DeKalb Street which can reduce the required
17 time to cycle through the traffic signal phases
18 as well as mid-block crossings with median safe
19 havens for pedestrians. Truck Route
20 construction costs are preliminarily estimated
21 to be 16.2 Million Dollars. In cooperation
22 with the Santee Lynches Regional Council of
23 Governments, FHWA, and SCDOT appropriated
24 FHWA's Surface Transportation Program funds to
25 be used for truck route construction.

1 Construction costs for the Broad Street Road
2 Diet improvements are preliminarily estimated
3 to be approximately 3.25 Million Dollars. The
4 City of Camden acquired a Transportation
5 Investment Generating Economic Recovery (or
6 TIGER) II Grant from FHWA to plan and design
7 Broad Street Road Diet, but construction
8 funding is not yet identified. Now to review
9 the project schedule: The engineering phase is
10 currently underway. During this phase, we
11 conduct environmental research, we develop and
12 design bridge and roadway plans and
13 specifications and among our activities, we
14 obtained regulatory permits. This phase will
15 continue until the construction contractor
16 begins its work on the project. The
17 Environmental Assessment was recently
18 completed and the preliminary Right-of-Way
19 Plans are nearing completion. The right-of-way
20 plans allow us to determine the properties
21 impacted along the project corridor. Shortly
22 after the deadline for submitting comments, all
23 of your written comments will be reviewed and
24 individually responded to and read. The
25 deadline for your comments is July 26, 2012.

1 The project cannot continue until all comments
2 are addressed and FHWA issues the finding of no
3 significant impact (or FONSI). Next, the Final
4 Right-of-Way Plans will be completed and
5 Regulatory Permits will be submitted for
6 approval. If all goes smoothly, we anticipate
7 that right-of-way acquisition will begin in
8 late fall this year. During right-of-way
9 acquisition, any affected property owners will
10 be individually contacted by an SCDOT right-of-
11 way agent. Once underway, we estimate that
12 both of these processes will last
13 approximately 12 to 18 months. We expect the
14 Construction Phase for the Truck Route to begin
15 in early spring of 2014, and construction to
16 last approximately two to two-and-a-half years
17 with the expected project completion occurring
18 in early summer of 2016. Construction of the
19 Broad Street Road Diet will not begin until the
20 Truck Route improvements are completed. We are
21 especially interested in your input, and there
22 are several ways for you to provide your
23 comments. As most of you are aware, you may
24 have signed up to issue an oral comment when
25 you arrived; you may also fill out the comment

1 forms provided and place them in the drop box
2 tonight or you may fill them out later and drop
3 them in the mail. The deadline for submitting
4 written comments is Thursday, July 26, 2012.
5 After the deadline, all written comments will
6 be responded to in writing. Again, thank you
7 for taking your time to express your concerns.
8 On behalf of FHWA and SCDOT, we appreciate your
9 patience and cooperation during planning for
10 and construction of these improvements.

11 **MR. PHILLIPS:** Thanks Tyke. One thing I wanted to
12 mention, and I'm sure all of you have noticed,
13 tonight's proceedings during the formal portion
14 are recorded. So we have a court reporter here
15 who is recording these comments. They go into
16 the official public record for tonight's event.
17 So there's that. Tyke mentioned about how to
18 get your comments in and so I won't go over
19 that; but if you didn't catch any of that, if
20 you got a handout, I think it's maybe on the
21 back page of the handout. There is that
22 information about getting your comments mailed
23 in by a certain date or also go into our
24 website. I want to mention that. If you go to
25 our website, all the materials that you see out

1 there if they are not already on our website,
2 they should be there really, really soon; but
3 I know the environmental document is on the
4 website and a lot of the associated support
5 material for that as well. Okay. Now we will
6 move into the public portion where the folks
7 that have signed up to speak, will have that
8 opportunity. First, let me go over the ground
9 rules; and it's important that we stick to
10 these rules, and we stick to our times but
11 there are some rules. I am going to call the
12 names up in the order that I received them.
13 The first thing I would ask is that when you
14 get up here, when you first go to speak, state
15 your name and your address and then you will
16 begin your time. You get two minutes. Okay.
17 Two minutes. I have some people over there.
18 Okay. You might want to move right over here.
19 This young lady here; she's going to have two
20 pieces in her hand, and when you get to where
21 you have 30 seconds left, she is going to hold
22 that up and show you you've got 30 seconds
23 left. So you need to start rapping that up.
24 When your two minutes is up, she's got -- what
25 does she have?

1 **MC ASSISTANT:** Expired.

2 **MR. PHILLIPS:** She's got a sign that says, "Expired."

3 So she will hold that up so at that time you
4 need to stop your comments so that we can move
5 onto the next person in line and let them have
6 their opportunity to speak. So some of the
7 other rules: Your time is not transferrable.
8 I don't think we have a problem with that
9 tonight given the number of speakers we have.
10 A lot of times we've had a really big crowd --
11 won't get into that; but your two minutes are
12 not transferrable. So if you use only one
13 minute, the person next to you doesn't get
14 three. So it doesn't work that way. No
15 attacks. I mean we are here to talk about this
16 project, to receive your comments, and to
17 respond accordingly. We are not here to attack
18 anybody or say bad things or whatever. So
19 please let's don't do that. If for some chance
20 you had this two-minute speech prepared and the
21 person ahead of you just said everything that
22 he wanted to say. You can simply just say, "I
23 agree with that person that just spoke with me
24 or spoke for me." So that's certainly your
25 option. So without further ado, I'll go down

1 the list first. I'm going to call the person
2 to come up to speak, and I'm also going to say
3 the next person who's after them, just so you
4 can kind of get ready. So if I butcher the
5 name, I apologize, and so that's why it's
6 important when you get up here to restate your
7 name very clearly. So with that, Penny Brown
8 will be our first speaker from the public and
9 on deck will be John Deray?

10 **MS. PENNY BROWN:** My name is Penny Brown. I live at
11 7002 Broad Street. First of all, I want to say
12 my taxes pay for this. I'm not trying to
13 offend anybody, but it does. I don't sit in my
14 living room because I can't. The traffic is
15 too bad. I realize it's a federal holiday, but
16 there are people that walk up and down those
17 roads. There are bicyclists. There are
18 motorcyclists. We really need to do something.
19 I feel like with the trucks going down, nobody
20 is thinking about the cut when it comes. Those
21 trucks still go down when the cut comes. The
22 businesses and Dusty Bin -- they're dwindling
23 because of the traffic. What happened to the
24 bypass ten years ago? I don't feel like with
25 the automobiles, it's not going to happen

1 overnight, you know. I don't feel like it's
2 going to bring anything, you know, right away
3 good, you know. That's all I can say.

4 **MR. PHILLIPS:** Thank you Ms. Brown. Mr. Deray and up
5 next after him will be Ed Doyle.

6 **MR. JOHN DERAY:** Good evening. My name is John
7 Deray. I live at 401 Green Street. My biggest
8 concern is the Road Diet coming in through
9 Broad Street. I farm out in Boykin so I travel
10 on Green Street through town numerous times a
11 day. I've seen the traffic. The experts say
12 they can handle it. There hasn't been very
13 much common sense put into this plan. You have
14 a four-lane road, you go to two lanes. That
15 just doesn't make sense. It's like trying to
16 put a "square peg in a round hole". So I
17 object to it. They say, oh we do this, and
18 they will come. Well this isn't the "field of
19 dreams". This costs a lot of money to do. If
20 it doesn't work, we are going to have to
21 reverse it. I think there are "pie in the sky"
22 hopes for more business. You got to prove it
23 to me before I would be for it. The other
24 thing is, there's only two direct routes to
25 Dusty Bin. One is, of course, Broad Street and

1 the other one is Littleton Street. My driveway
2 is on Littleton Street. There are times right
3 now I have to wait and wait to get out.
4 People say, well you don't know they're going
5 to use that. The people passing through won't
6 but the people to know of Littleton Street
7 will. So that's my concern there. The other
8 concern is I have 18-wheelers because I farm,
9 and I question the safety of the truck route
10 going west. I asked several people that are in
11 charge of this, have they ever ridden in an 18-
12 wheeler? They haven't. Until you ride in one,
13 you can't make the rules. You need to be in
14 our shoes. Thank you.

15 **MR. PHILLIPS:** Thank you Mr. Deray. Up next, I have
16 Mr. Ed
17 Royall and then on deck I have Katherine Brown.

18 **MR. ED ROYALL:** I'm Ed Royall. I've been a
19 businessman attorney in Camden for more than 50
20 years and so I can speak with some experience
21 to what's there and what's taking place. Most
22 deal with the truck route because we know we
23 need a truck route, and I'll let the experts
24 and the citizens concerned deal with that. I
25 am concerned about reducing Broad Street which

1 is Main Highway 521 to two lanes. I think it
2 is very impractical in these times. I go back
3 and forth to Georgetown a lot, and I find that
4 they are four laning this 521 as much as they
5 can all the way, and here we are getting ready
6 to go back the other direction and make this
7 highway narrower. I think it's going to cause
8 a backup of cars and traffic coming through
9 town. I do not think it is going to help the
10 business community. I've talked with a number
11 of businessmen on Main Street and just the time
12 that it puts them out of business while this is
13 being done that's horrific, and then to have
14 this help you look with business, I just do not
15 think it will happen. I think parking can be
16 improved to the rear of the buildings like it
17 already has on the east side, and I think more
18 parking is definitely needed, but I think it
19 has got to go to the rear of some of these
20 buildings. We worked for years in the sixties
21 and the seventies to get this four lane down
22 Broad Street, and I just hate to see it go back
23 the other way now. I think it's going to shift
24 the traffic over to Littleton Street. I happen
25 to live on Littleton and so I have some

1 personal interest there; but I think all the
2 traffic will go down Littleton Street and come
3 out at Dusty Bin that way. Anybody, once they
4 learn, that they can go that way. So I think
5 it's a very poor choice of improvement for our
6 city. Thank you.

7 **MR. PHILLIPS:** Katherine Brown. Next up I have Mr.
8 RayS.

9 **MS. KATHERINE BROWN:** I'm Katherine Brown. I also
10 live on Littleton Street. I have lived all
11 over the world, not just in Camden. I'm a
12 small business owner. I elected to come here
13 to make my home here and to live here. My
14 business is a tourism related business very
15 dependent upon the hospitality industry. Like
16 each of you I have a very personal interest.
17 I also have a business interest, and I also
18 have an interest in seeing or town improve. I
19 fully support the downtown improvements, the
20 minimizing of the large truck traffic in
21 downtown Camden. I favor better traffic flow
22 in downtown areas. I favor the creation of an
23 attractive environment in which businesses that
24 are currently in Camden can flourish. An
25 attractive environment in which new businesses

1 will arrive and also an attractive environment
2 in which customers with disposable income to
3 positively impact the economic development of
4 our hometown wants to visit. I appreciate the
5 city and the state allowing us this
6 opportunity, and I appreciate you for
7 listening. Thank you.

8 **MR. PHILLIPS:** Thank you Ms. Brown. I have Mr. E.
9 Rays and then after Mr. Rays will be John
10 Arthor. Did I say that correctly?

11 **MR. ARTHUR:** That's all right.

12 **MR. PHILLIPS:** All right. Well, you'll correct me.

13 **MR. ED RAYS:** I live on Boykin Road, and with
14 thinking only of myself. I live on the south
15 side, expanded on the north side, and that's
16 okay when I think me, but somebody told it
17 going to affect everybody. So I got to speak.
18 I think, believe it or not, this is an exercise
19 of futility. I think the people already got
20 together with the Transportation, already got
21 with the Trucking Unions, and they already made
22 their mind we going to "get screwed" one way or
23 another. That's my belief. I think all of
24 this is an exercise to make us feel oh, we
25 feeling good, while we say, they don't listen.

1 They already got a plan. All this going to
2 happen whether you like it or not. That is the
3 way progress, according to them, is made to us.
4 This little town of Camden, which I love,
5 because my wife was born here. I'm from Puerto
6 Rico. I don't even know why I'm here. I'm
7 following her. But the thing is, this little
8 town -- I still got some time, good. This
9 little town, long time ago over 20,000 people,
10 they didn't need all these roads. Now they got
11 it down to 7,000 and why they need it? Does
12 that make sense to you? It doesn't to me.

13 **MR. PHILLIPS:** Thank you Mr. Rays. Mr. John Arther?

14 **MR. JOHN ARTHUR:** I agree with him.

15 **MR. PHILLIPS:** He's a tough act to follow. All
16 right. Up next then I have Conway Cheely and
17 after Mr. Cheely will be David Pugh.

18 **MR. CONWAY CHEELY:** My name is Conway Cheely, and I
19 live on 2308 Moultrie Road. I'm one of the few
20 here tonight, I think, I live outside of
21 Camden. I'm concerned about the segment
22 between DeKalb Street and Knights Hill Road on
23 Springdale Drive. When I look at the graphics
24 that side, I see the traffic there is projected
25 to go from 250 trucks a day to 400 trucks a

1 day, and they have no improvements that side to
2 that segment of the road. The road is already
3 falling apart, especially between Moultrie Road
4 and DeKalb Street because the traffic going to
5 Wal-Mart, K-Mart, and what have you. If you've
6 been on that road and been squeezed on the
7 curve by a truck, you know it needs to be
8 widened. In addition, they should consider
9 putting acceleration lanes and adding a new
10 development up there with 41 houses and
11 deceleration lanes or edging lane. Thank you
12 for your time, and I would like for you to
13 consider it.

14 **MR. PHILLIPS:** Thank you Mr. Cheely. Dave Pugh, and
15 I know I will mess this name up. The next
16 person is Ann Arquitt?

17 **MS. ARQUITT:** Arquitt.

18 **MR. DAVE PUGH:** My name is David Pugh. I live on 216
19 Springdale Drive. I agree wholeheartedly with
20 the comments made by the gentleman in front of
21 me. I think this is a bad plan. I know the
22 folks on Springdale Drive need some
23 consideration in this. When you look at the
24 plans out on the board, they don't even had
25 Springdale Drive the lower part of the south

1 side of it on the plans. How many people here
2 go to Wal-Mart? I mean that intersection there
3 is terrible. You wait and wait, and it's
4 dangerous. The trucks dump their loads there
5 on that corner frequently. I travel that road
6 two or three times every day, and it's a mess,
7 and they're going to make it much, much worse;
8 and I think some consideration needs to be
9 given for that. I don't know if you go up the
10 dirt road of Boykin and Ferry Road or
11 something, pave that, and get them out of that
12 intersection. There must be another way or
13 redo that intersection. It's very dangerous.
14 Also, people speed on that road. They think
15 that they are on interstate. This is a dual
16 lane road, and it's very dangerous. My
17 driveway, you know, comes up on that road. I
18 sometimes have to wait five or ten minutes to
19 get out on that road, especially at 5 p.m. or
20 early in the morning. Also, I think the
21 Downtown Diet is a bad idea. I think it's not
22 the trucks that are clogging that up. I
23 actually believe it's the boats, horse
24 trailers, and everything else that's getting
25 towed either up-county or down-county and if

1 you go there at 5:00, the traffic is backed up
2 a whole block. I don't know how if you reduce
3 it to two lanes, you're going to improve it.
4 We don't need wider sidewalks. So that's it.
5 I got a timeout here. Thank you folks.

6 **MR. PHILLIPS:** Thank you, Mr. Pugh. Ms. Arquitt.

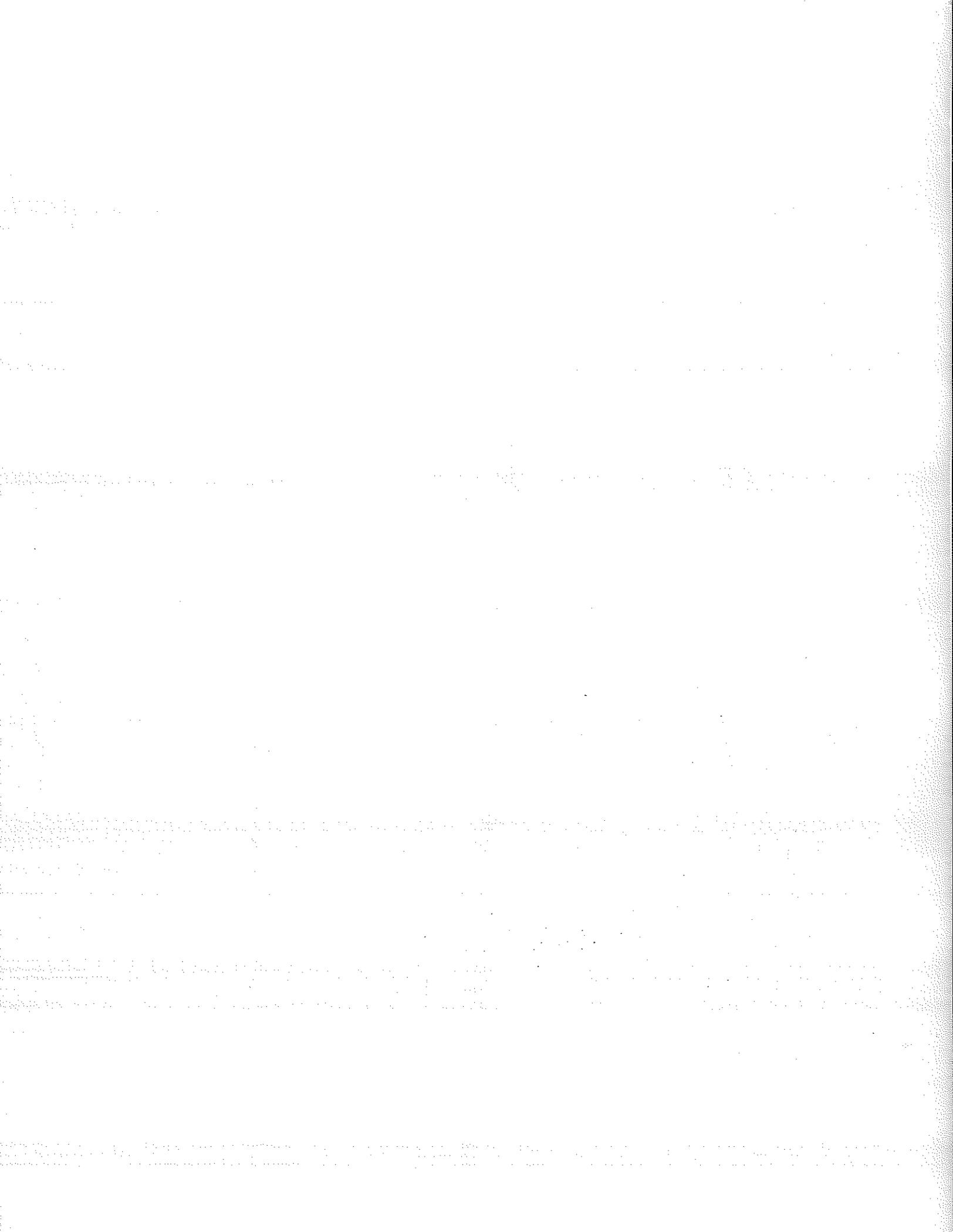
7 **MS. ANN ARQUITT:** My name is Ann Arquitt, and I live
8 on 148 Wall Street, and I travel down Broad
9 Street to Boykin Road multiple times every day
10 because I live on one end, and I work on the
11 other. And, I wouldn't really feel so sad to
12 see our downtown turn into a two-lane instead
13 of four lane. I think the looks of adding the
14 landscaping and so on, I don't think that that
15 is the necessary answer. I think walk to be
16 walked and take your time. Enjoy this
17 beautiful town, to treasure it, and do not
18 change it to a two lane from a four lane. It's
19 like having high heel stiletto shoes, and it
20 might look nice for a few minutes, but it's
21 impracticable. You want -- I'm a teacher. You
22 need comfortable shoes.

23 **MR. PHILLIPS:** Thank you Ms. Arquitt. That is all
24 the members of the public that signed up to
25 speak tonight. So what we will do now -- I

1 just want to reemphasize, and we've had some
2 comments made tonight. Those of you who made
3 comments, I would encourage you to, if you
4 haven't already, kind of take those comments,
5 put them in writing, get them in the box there.
6 We will have this recording, and we will look
7 at that. But those of you make sure, if you
8 have comments, I mean this is a great time to
9 do that. The box is out there. You've got the
10 comment forms. You got until July 26 to get
11 any other comments that maybe you think about.
12 You can comment more than once, you know, you
13 can do that. So but with that, that is our
14 speakers. We still have about an hour that
15 we're going to be here. So I would just
16 encourage you to join us back out in the
17 Comments Area and continue to look at the
18 information we have and ask any questions of
19 any of the DOT folks that are out there or we
20 have some consultants that are here as well.
21 With that, I would like to thank you all for
22 coming tonight. Drive safely.

23 **(There being nothing further, the hearing concluded**
24 **at 7:02 p.m.)**

25



Appendix C

Public Hearing Sign-In Sheets and Verbal Comment Sign-Up Sheet



South Carolina
Department of Transportation

SCDOT PUBLIC HEARING SIGN IN SHEET

July 10, 2012

PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK ROUTES AND BROAD STREET CAMDEN, SOUTH CAROLINA

Project SU28(001)

TIGER II Planning Grant 3

File 28.040309

NAME (please print)

ADDRESS (please print)

Doug King

1202 Chestnut Ferry Rd

John Durai

401 Greene St.

Karen Jacobs

418 Lafayette Way Camden

Clingo Miller

1200 Old River Rd.

Jean Morgan (Jean Morgan)

848 Hunter Hill Rd., Camden

FRANK Montgomery

91 UPTON CT. CAMDEN SC. 29020

HARRY KLINE

114 E HAMPTON CAMDEN 29020

MAY SCHUB

109 W EISH CAMDEN

KIRK MAX

1110-A BROAD ST CAMDEN

MARY DURAI

401 GREENE ST. CAMDEN SC

2x Carolea Roger Jellend

1400 Lakeshore Drive, Camden, SC 29020

MARTIN L. CANN, EDITOR

CHRONICLE-INDEPENDENT

Shanna Redfern

2312 Forest Av. Camden

M. Morgan

P.O. Box 753, CAMDEN, SC.

MARK WORECKY

148 WALL ST, APT 314 CAMDEN SC 29020

MARK HOUDIE

932 BROAD ST CAMDEN

2x Virginia Sid Isler

194 Trounfield Rd Camden

Nancy Huddle

201 GREENE ST CAMDEN SC

20



page 1 of 7



South Carolina
Department of Transportation

SCDOT PUBLIC HEARING SIGN IN SHEET

July 10, 2012

PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK ROUTES AND BROAD STREET CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

NAME (please print)

ADDRESS (please print)

Wade Latta

City of Camden

Brian Motley

SCDOT

HENRY LONG

SCDOT

Beth Warnock

218 Greene St Camden SC 29020

Scott Warnock

" " " "

Perry Brown

7002 N. Broad St Camden 29020

Thomas Whit King

1202 Chestnut Ferry Rd.

Mike Stone

816 W. DeKalb St

2x Jerry And Emory

1152 BAKA Rd.

Katherine L. Brown

1707 Lyttleton St 29020

Chris Davis

134 Sub Rd, Cd., SC 29210

Cyndi Maxleod

1247 Brewer Springs Rd 29020

Kay Poik

521 Cooks Ct, Camden

Jean Redfearn

1814 HOBKIRK CT 29020

Marie D Harris

1813 Mill St 29020

Skell Scott

120 YORK ST 29020

Joe Floyd

111 NORTH GATE DR. CAMDEN

Dawley Redfearn

1814 HOBKIRK CT CAMDEN, SC. 29020

19



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South Carolina
Department of Transportation

SCDOT PUBLIC HEARING SIGN IN SHEET July 10, 2012

PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK ROUTES AND BROAD STREET CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

NAME (please print)

ADDRESS (please print)

Joseph RUDZINSKI

56 Lakeshore Dr. Camden, S.C.

Ed Rozall

1706 Lytle St Camden SC

Helen Rozall

" " " "

Conway Cheek

2308 Montrose Rd. Camden, SC

2x Joe & Sue Mayhew

924 Broad St. Camden, S.C.

John W. [unclear]

7005 BROAD ST CAMDEN SC

[unclear]

701 Baykin Rd Camden S.C.

2x Tom & Jill Bettendorf

123 Wild Turkey Lane, Camden

2x Joey & Karen Cott

3 Cuckle Creek Ln Camden

Tomy Stully

10 Annum Rd 29020

Michelle M. Stewart

7645 Garners Ferry Rd #1111 29212

Kevin Perry

307 Kirkwood LN CAMDEN

2x Kim & Bill Damer

2004 Springdale Dr.

Candice Hammond

P.O. Box 2049 Camden, SC 29020

Kendace Brooks

1304 Chestnut Ferry Rd Camden SC 29020

Carrie Fundebank

1804 Broad St, Camden SC 29020

[unclear]

700 Savage St Camden 29020

Kevin Bronson

216 Greene St, Camden, SC 29020

(22)



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South Carolina
Department of Transportation

SCDOT PUBLIC HEARING SIGN IN SHEET

July 10, 2012

PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK ROUTES AND BROAD STREET CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

NAME (please print)

ADDRESS (please print)

Arlene Cockrell

1210 Chestnut Ferry Rd, Camden SC 29020

Andy Cockrell

1210 Chestnut Ferry Rd Camden, SC 29020

SCOTT KEARNES

1720 Lakeview Camden 29020

Lotte Brisson

941 WATERFEE BLVD Camden 29020

George Brisson

941 WATERFEE BLVD Camden 29020

PERRY MCGEE

1714 Kennedy Dr Camden, SC

CHRIS SLOTA

1255 PALMETTO AAMS DR 4-11 - 29020

Phil Elliott

1000 Lytleton St Camden 29020

2t Ronnie & Betty Ann Bradley

509 Indigo Court Camden 29020

DAVID PUGH

2106 SPRINGDALE DR. CAMDEN, SC 29020

Peggy Ogburn

413 Hampton St Camden SC

KATHLEEN ANDERSON

2 SOUTHERN OAK DR. CAMDEN

13



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South Carolina
Department of Transportation

**SCDOT PUBLIC HEARING
SIGN IN SHEET
July 10, 2012**

**PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

NAME (please print)

ADDRESS (please print)

JOHN BLACKWELL

407 Alice Drive

Duke Marsh

1840 Kendall Street

Barbara James

2269 Cornwallis Ave

Joanna B. Crail

1604 Sarsfield Avenue, Camden, SC 29507

Paul Edwards

1021 Majestic Circle, Columbia, SC 29223

ALFRED MAE DRAKEFORD

2217 Park St, Camden, SC 29020

Mike Barbee

955 Park St, Col, SC 29707

Shawn Putnam

317 Bloomsbury Circle, Camden, SC

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South Carolina
Department of Transportation

**SCDOT PUBLIC HEARING
SIGN IN SHEET
July 10, 2012**

**PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

NAME (please print)

ADDRESS (please print)

Adam Way

PO Box 1116 Columbia, SC 29202-1116

Patrick Tyndall

FHWA

Pete Hippius

Santee-Lynches Regional COG

Wm F. Vantorelle

PO Box 1376, Camden, SC 29021

Jeffrey Graham

Camden SC 29020

Frank Ballenger

1914 Brook Dr. Camden, 29020

(6)



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South Carolina
Department of Transportation

SCDOT PUBLIC HEARING SIGN IN SHEET

July 10, 2012

PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK ROUTES AND BROAD STREET CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

NAME (please print)

ADDRESS (please print)

Earl Bynum

1325 Chestnut Ferry Rd.

Ann Arquitt

148 Wall St. #335 Camden

Dill ROZIER

117 BURGESS ST CAMDEN

JAY TUDICE

WIS-TV

Willard Polk

521 Cooks Court, Camden, SC.

27 Linda & Willard Rodge

CAMDEN JEWELERS PO Box 93
Camden, SC.

Laurie Parks

1710 Lytle Street, Camden

Tik McLeod

609 Laurens St. Camden

Diane Smith

1309 Chestnut Ferry Rd Camden SC.

Rod Mays

1107 Lakeside Dr Camden SC

HW Funderburk Jr.

944 Broad St Camden SC

12



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South Carolina
Department of Transportation

SCDOT PUBLIC HEARING FORMAL COMMENT SIGN UP SHEET

Tuesday, July 10, 2012

PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK ROUTES AND BROAD STREET CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

RULES FOR MAKING FORMAL COMMENTS

- You MUST sign below to speak. Your name will be called from this formal Public Hearing Comment Sign up Sheet.
- You will be given 2 minutes in which to make your comments. This time may not be transferred.
- You will receive a signal when you have 30 seconds remaining. You will receive a second signal when the 2 minutes has expired.

PLEASE PRINT NAME AND ADDRESS

NAME

ADDRESS

Jenny Brown

7002 N Broad St Camden SC 29020

John Durai

401 Greene ST.

Ed Royall

1706 Lyttleton St.

Katherine Brown

1707 Lyttleton St

MR. E Reyes

701 Boykin ST

John Arthur

7005 BROAD ST

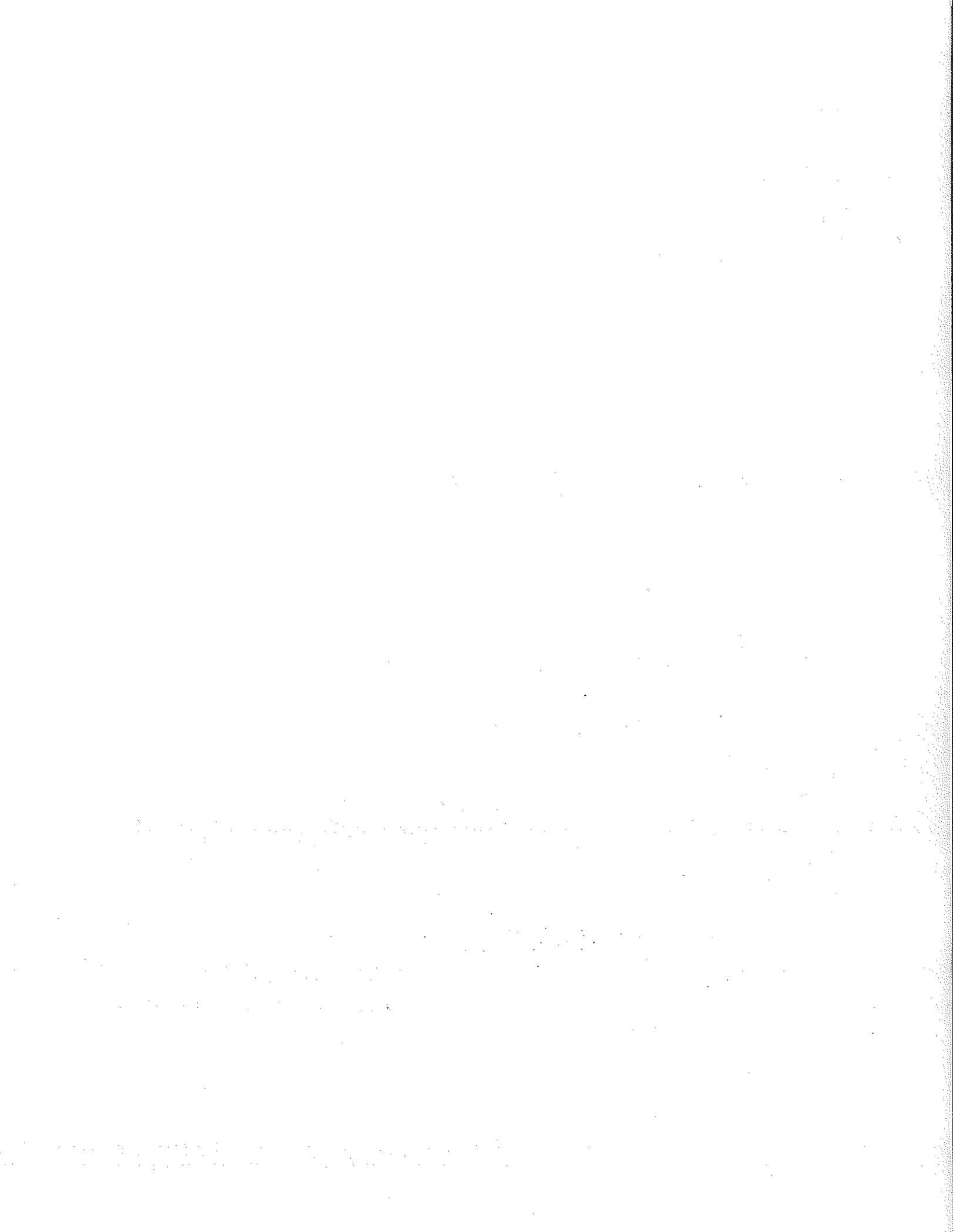
Conway Cheely

2308 Montrose rd. Camden, SC

DAVE PUGH

2106 Springdale Dr, Camden





Appendix D

Public Hearing/BSRD Stakeholder Meeting Written Comments

SCDOT PUBLIC HEARING
COMMENT SHEET
Tuesday July 10, 2012
PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr
Mrs
Ms
Mr & Mrs

DAVID PUGH

ADDRESS 2106 Springdale St. Camden, SC 29020
Street/Route City State Zip Code

COMMENTS This is a very expensive + bad idea. The intersection by Kmart/Walmart (Springdale + U.S. #1) is already too busy + dangerous. Accidents + mix ups happen frequently. This is already a dangerous intersection + will get much worse. Springdale St. is also dangerous. Everyone thinks it is an Interstate + drive way over the speed limit. I live on this road and am afraid to go to the street to get my mail.

This plan is one of convenience + is not the best plan.

I AM VEHIMATELY OPPOSED!

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

Written comments will be accepted until July 26, 2012

**SCDOT PUBLIC HEARING
COMMENT SHEET
Tuesday July 10, 2012
PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

- Mr
- Mrs
- MS
- Mr & Mrs

Joanna B. Crail

ADDRESS

1004 Sarsfield Avenue Camden SC 29020

Street/Route

City

State

Zip Code

COMMENTS

to Reduce truck traffic through
downtown Camden. I Approve ^{me} proposed alternate
truck routes.

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

Written comments will be accepted until July 26, 2012

**SCDOT PUBLIC HEARING
COMMENT SHEET
Tuesday July 10, 2012
PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr

Mrs

Ms

Mr & Mrs

Wade Luther

ADDRESS

1000 Lightfoot St. Camden SC 29020

Street/Route

City

State

Zip Code

COMMENTS

I am in support of both the road diet and truck route projects for their ability to enhance economic activity downtown, increase pedestrian safety and movement, increase efficiency of vehicular traffic movements and removal of truck traffic from downtown.

My offices are at the Price House on the corner of York and Broad Street.

Mail Comments to:



**Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191**

Written comments will be accepted until July 26, 2012

SCDOT PUBLIC HEARING
COMMENT SHEET
Tuesday July 10, 2012
PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr
 Mrs
 Ms
 Mr & Mrs

Conway Chealy

ADDRESS

2308 Montclair Rd Camden, SC 29020
Street/Route City State Zip Code

COMMENTS

If I read the graphics correctly, the project has projected that truck traffic on Springdale Drive will increase from 250 to 400 per day. However, no improvements to this section are planned. Parts of Springdale Drive currently need repaving (especially between Montclair & Decalb) and the lanes need to be widened for trucks, especially on the curves. Consideration should be given to exit lanes and acceleration lanes. Additional traffic is already anticipated from additional homes to be added by a new housing development on Springdale Drive. Adding additional traffic, especially truck traffic, to the Decalb St./Springdale Drive intersection will make a currently dangerous spot terrible.

Conway Chealy 7/10/12

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

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**SCDOT PUBLIC HEARING
COMMENT SHEET**
Tuesday July 10, 2012
**PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr
Mrs
Ms
Mr & Mrs

Mary R. Durai (Mary R. Durai)

ADDRESS

401 Greenost. Camden SC. 29020
Street/Route City State Zip Code

COMMENTS

I oppose the proposed plan to narrow Broad Street. This is a major U.S. Highway & crossroads of the county. Traffic is frequently backed up from Rutledge Street to DeKalb Street during the day. Narrowing would only make this worse.

Also, the proposal to incorporate angled parking is dangerous. It is a small car - vs - SUV hazard. Impossible to see in order to back out & takes up space.

I also see much traffic using Suttleton Street to avoid the slow-down on Broad. This would become the route to Dusty Bend. Now, Suttleton has three churches and an elementary school, all of which employ curb-side parking.

On a personal level this would inhibit my ability to get out of my driveway on Suttleton.

Mail Comments to:

Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191



SCDOT PUBLIC HEARING
COMMENT SHEET
Tuesday July 10, 2012
PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr

Mrs

Ms

Mr & Mrs

Marie D Harris

ADDRESS

1813 Mill Street

Camden

SC

29020

Street/Route

City

State

Zip Code

COMMENTS

There is too much traffic flowing on Broad Street for this to be a possible flow. As nice as it may look on paper, it is not practical. Cars will have a hard time trying to get out of the slanted and parallel parking spaces because one lane of traffic each will be backed up at all times.

The alternate truck route is impractical and in all likelihood will affect the residential neighborhoods. Lytton Street, which already has too much traffic, will ~~cause~~ have more traffic as locals try to avoid the backed up traffic on Broad Street.

I am opposed to this project!

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

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**SCDOT PUBLIC HEARING
COMMENT SHEET
Tuesday July 10, 2012
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ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr
Mrs
 Ms
Mr & Mrs

Laura Horton

ADDRESS

7 South Hill Lane Camden SC 29020

Street/Route

City

State

Zip Code

COMMENTS

As a teacher at Camden High I
request that there be a renaming of
Ekrenclon Drive to a name associated with
our school - i.e. Bulldog Drive, Bulldog Way.
This renaming would make it much easier to
communicate location of our Campus. Ekrenclon
Drive is quite fraakley, too difficult to
spell and increases the frustration of all
persons concerned with giving directions. ~~etc~~
and would improve safety in the event of
an emergency.

I am relieved to see that the new route
will take traffic from the KC Correctional
Facility away from the front of our Campus.
Our students cross over to our athletic complex

Mail Comments to:

and we need the safest route possible
to minimize tragedy.
Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191



SCDOT PUBLIC HEARING
COMMENT SHEET
Tuesday July 10, 2012
PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr
Mrs
Ms
Mr & Mrs

George & Lottie Brisson

ADDRESS

941 WATERFORD BLVD Camden S.C. 29528

Street/Route

City

State

Zip Code

COMMENTS

We have issues with the truck route causing more back up traffic for our neighborhood. As it is we have trouble exiting our street when there are recreational ball playing. We have three (3) communities using this exit to Hwy #1 plus the people coming from the game. Most times it takes us 15-20 min to be able to exit. There should be some consideration given to help fix this problem. We were told there can not be a stop light, but can a turning lane be looked at? We do appreciate your working with us. We would like for you to look into the traffic coming in from the rec field onto Duces Street with a light there.

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

Written comments will be accepted until July 26, 2012

SCDOT PUBLIC HEARING
COMMENT SHEET
Tuesday July 10, 2012
PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr
Mrs
 Ms
Mr & Mrs

Rozzy Lee

ADDRESS

700 Savage St

Camden SC

29020

Street/Route

City

State

Zip Code

COMMENTS

At what point will all this actually
begin commencing into the City of Camden?
If you want to develop downtown why
not do it first then divert traffic

Why do you not support Historic Camden
and put the power lines under ground
& fix the sewer issue so that we
can be a National Park
Status - that would bring in commerce -

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

Written comments will be accepted until July 26, 2012

**SCDOT PUBLIC HEARING
COMMENT SHEET
Tuesday July 10, 2012
PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr

Mrs

Ms

Mr & Mrs

Westley G. Parks

ADDRESS

1710 Lytleton Street Camden SC 29020

Street/Route

City

State

Zip Code

COMMENTS

My question on the road diet is!
What is the current traffic count on US 521 today
with out trucks and what is the projected count in
2016? Traffic will obviously increase over time. I have
not seen any traffic devices in use for this to help
determine that count.

I think all citizens of Camden need to
know the data behind the plan.

Also what is the proposed (STDP) to
truck traffic on US 521 once the truck route is
completed.

Just the US1 - Springdale drive starting @
Walmart is a very big problem that needs a
solution. Choosing not to address this now as part of
the plan is a mistake. Just try to turn out of
Walmart from the Springdale Road side today. It will
not take long to see the problems.

Mail Comments to:

Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191



**SCDOT PUBLIC HEARING
COMMENT SHEET**
Tuesday July 10, 2012
**PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr
 Mrs
 Ms
 Mr & Mrs

Joseph Rudzinski

ADDRESS

56 Lakeshore Dr. Camden S.C. 29020

Street/Route

City

State

Zip Code

COMMENTS

I would like to know if the new truck
Routes, will they be enforced?

Thank you -

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

Written comments will be accepted until July 26, 2012

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Tuesday July 10, 2012
PROPOSED IMPROVEMENTS TO DESIGNATED TRUCK
ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr

Mrs RAY POLK

Ms

Mr & Mrs _____

ADDRESS

521 COOKS CT

Camden

SC

Street/Route

City

State

Zip Code

COMMENTS

The proposed "BROAD ST. DIET" plan, in my opinion, will be the death of small businesses currently trying to keep their heads "above water". For less expense, cosmetic improvements could be made and traffic lights could be adjusted to reduce the ~~flow~~ traffic problems. Angle Parking is, in addition, difficult for older citizens and will be much more dangerous than ^{the} parallel parking spaces we currently have which are larger than the norm. Larger vehicles are much ~~more~~ more the "norm" now + ~~this~~ presents a much more hazardous situation to "back out" into traffic -

Mail Comments to:



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SC Department of Transportation
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CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr
Mrs
Ms
Mr & Mrs

ENRIQUE R. REYES

ADDRESS

701 BOYKIN RD. Camden S.C. 29020
Street/Route City State Zip Code

COMMENTS

As A Resident of Boykin Rd, Any expansion should be done on the Churches Side (North). They have acres to expand available. However if you decide to expand toward the residential side (West), it will be detrimental & an injustice because the houses are located in lots with ~~no~~ more room for improvements. Its not fair to shrink their small lots of residents to accommodate traffic of vehicles from other places.
So residents on the South Side are selling their houses due to the forthcoming changes and I plan to do the same if an inch is taken from my lot.



Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

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GOES w/ MR. REYES

HWY 521

Build on North Side

Church on North Side

Goytin Rd

THOMAS'S on South Side

No Building on South Side

HWY 521

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ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA

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Please Print

(Please choose one:)

NAME

Mr

Mrs

Ms

Mr & Mrs

MATHIEN F. AND

ADDRESS

Street/Route

City

State

Zip Code

COMMENTS

I RE-LOCATED FROM FLORIDA WHERE
IN OUR TOWN OF BELLAIR BLUFF WAS INSTITUTED
A PEDESTRIAN FRIENDLY DOWNTOWN BY [ELIMINATING
STREET PARKING IN THE CENTER OF TOWN] - PARKING
WAS MADE AVAILABLE BEHIND STORES. SHOPS IN
DESIGNATED DOWNTOWN WERE ABLE TO BE AMBULATED
BY PEDESTRIANS WITH EASE AND IT INCREASED
OUR TOURIST VISITORS

WASN'T AVAILED PARKING TRIED WITHOUT
SUCCESS IN THE PAST ON BROAD STREET??

Mail Comments to:



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SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

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CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

- Mr
- Mrs
- MS
- MF & Mrs

Mary Beth Schulte

ADDRESS

104 WELSH
Street/Route

CAMDEN
City

SC
State

29020
Zip Code

COMMENTS

I believe that the Broad Street plan is not a good idea.
With having the lanes reduced it will really be a problem.
Also the parking is an accident ready to happen. Poor merchants!

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

Written comments will be accepted until July 26, 2012



City of Camden
South Carolina

July 11, 2012

William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street
Post Office Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Redfearn:

I would like to express my support of both the US 521 Truck Route and Broad Street Road Diet projects. Both are integral pieces to the redevelopment of downtown Camden. The projects will enhance pedestrian safety and travel opportunities, remove disturbing truck traffic from downtown, and enhance safety along the existing truck routes. Additionally, the projects will promote economic development along Broad Street by calming traffic, increasing foot traffic, enhancing exposure to businesses, increasing parking opportunities, and improving the overall aesthetic value of the corridor.

Again, I pledge my support of these two projects and look forward to their implementation in the future.

Regards,

CITY OF CAMDEN

Jeffrey R. Graham
Mayor

RECEIVED
JUL 13 2012
CITY OF CAMDEN

**SCDOT PUBLIC HEARING
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ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr

Mrs

Ms

Mr & Mrs

Katherine L. Brown

ADDRESS

1707 Lytleton St

Camden SC

29020

Street/Route

City

State

Zip Code

COMMENTS

- Fully support improvements to Camden

- favor

1) truck & lg vehicle traffic removed
from downtown

2) creating attractive downtown
environment to boost economic
impact

Mail Comments to:



**Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191**

RECEIVED

JUL 13 2012

SCDOT

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CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr

Mrs

Ms

Mr & Mrs

John M. Newman

ADDRESS

515 Walnut St

Camden

SC

29020

Street/Route

City

State

Zip Code

COMMENTS

I support the proposed truck route and the Broad Street Road Diet for the following reasons:

1. Promotes efficient and safe flow of traffic in downtown Camden

2. Promotes downtown Camden Revitalization

3. Provides safe and inviting environment for bicycle and pedestrian traffic

4. Promotes healthy lifestyles

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

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CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr

Mrs

Ms

Mr & Mrs

Jean Morgan

ADDRESS

848 Hunter Hill Rd.

Camden

SC

29020

Street/Route

City

State

Zip Code

COMMENTS

I travel Springdale Drive on a daily basis. I have concerns about the existing four-lane portion of Springdale between DeKalb St. (Route 1) and Knights Hill Rd. It is already dangerous. For most of its length, Springdale does not have paved shoulders. Vehicles too often drift into the neighboring lane, especially going around curves. I have narrowly missed being sideswiped on several occasions. The pavement is already deteriorating, and this process will likely accelerate with additional truck traffic. While I understand that this portion of Springdale Dr. does not fall within the scope of the proposed road improvements, I would ask that you consider addressing these concerns as soon as possible.

Thank you!

Jean Morgan

Mail Comments to:



**Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191**

Written comments will be accepted until July 26, 2012



City of Camden
South Carolina

July 11, 2012

William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street
Post Office Box 191
Columbia, South Carolina 29202-0191

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Again, I pledge my support of these two projects and look forward to their implementation in the future.

Regards,

CITY OF CAMDEN

Walter M. Long, Jr.
Council Member

RECEIVED

JUL 16 2012

SCDOT RPG2



City of Camden
South Carolina

July 11, 2012

William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street
Post Office Box 191
Columbia, South Carolina 29202-0191

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Again, I pledge my support of these two projects and look forward to their implementation in the future.

Regards,

CITY OF CAMDEN

Patrick D. Partin
Council Member

RECEIVED

JUL 16 2012

SCDOT RPG2



City of Camden
South Carolina

July 11, 2012

William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street
Post Office Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Redfearn:

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Again, I pledge my support of these two projects and look forward to their implementation in the future.

Regards,

CITY OF CAMDEN

Alfred Mae Drakeford
Council Member

RECEIVED

JUL 16 2012

ALFRED MAE DRAKEFORD

SAVAGE ROYALL & SHEHEEN L.L.P.
ATTORNEYS AND COUNSELORS AT LAW

EDWARD M. ROYALL
ROBERT J. SHEHEEN
MOULTRIE B. BURNS, JR.
WILLIAM B. COX, JR.
VINCENT A. SHEHEEN *
STEPHEN R. SMOAK

1111 CHURCH STREET
CAMDEN, S.C. 29020

P.O. DRAWER 10
CAMDEN, S.C. 29021

TELEPHONE: (803) 432-4391
FACSIMILE: (803) 425-4816

HENRY SAVAGE, JR.
1903 - 1990

* CERTIFIED MEDIATOR & ARBITRATOR

July 24, 2012

William "Tyke" Redfearn
DOT
PO Box 191
Columbia SC 29202-0191

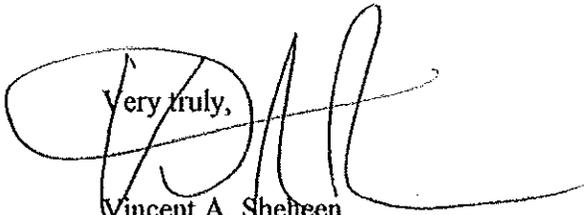
RE: Miller Lumber Property

Dear Tyke,

Please allow this letter to serve as comment from John Miller and Miller Lumber located on South York Street in Camden. Mr. Lumber requests that the work done on York Street maintain a distance of at least the current edge of pavement from Miller Lumber property. Any further encroachment will seriously damage the economic viability and property value of Miller Lumber. Secondly, Miller Lumber requests that access be maintained at least as good as currently for both small vehicles and large 18 wheeled delivery trucks. Lesser access would have a serious impact on both customer and delivery traffic.

Thanks so much for attention to this matter.

Very truly,


Vincent A. Sheheen

cc: John Miller

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CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr
Mrs
Ms
Mr & Mrs

Carolyn B. Hammond

ADDRESS

111 Northgate Drive, Camden, SC 29020
Street/Route City State Zip Code

COMMENTS

I am 100% in favor of the proposed truck route and Broad Street Road diet. The truck route improvements will make areas ~~at~~ the around town that are already used by truckers much safer than they are now (York to Ripponlaw + Erenda to 521). The road diet will make downtown much safer, quieter, and will help improve economic development. I do not believe the truck route will increase accidents and cause problems at the high school on Springdale Drive, or on York street.

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

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CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

Mr

Mrs

Ms

Mr & Mrs

Ronnie Bradley

ADDRESS

507 Indigo Ct

Camden

SC

29020

Street/Route

City

State

Zip Code

COMMENTS

I have some concerns about the
traffic increase at Springdale Dr and West Dekalb St.
Why not take the route down Chestnut Ferry Rd.
at curve on Springdale Dr and bring it to
Dekalb St. That would maybe make the Dekalb St
Springdale Dr intersection safer because I think
it is the leading accident site in Kershaw
County.

I would also like to see the Broad St dirt
not take place.

The 2 lots on the East side of Broad St
at Boykin Rd are already now car for way lots
and taking any of them would make show
more so.

Thank you

Ronnie Bradley

Mail Comments to:



Tyke Redfearn

SC Department of Transportation

Post Office Box 191

Columbia, SC 29202-0191

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ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

- Mr
- Mrs
- Ms
- Mr & Mrs

John E. Durai

ADDRESS 401 Greene St. Camden SC 29020
 Street/Route City State Zip Code

COMMENTS I think this entire project is not very well
thought out or engineerad. First, if there is a truck route,
make it a true truck route. This would be without going by
the high school, athelic fields and neighborhoods. Your reason
for this route was funding. This route is dangerous for both
small vehicles as well as trucks, let's hope there will not have
to many accidents, especially at the high school. With inexper-
enced student drivers and their rush to leave school this is
a ~~trady~~ tragedy waiting to happen with projects projected 450
trucks passing the school. when this does happen and it
will, I will be the first to remind the powers to be of my
concerns before this project was done. Here again as I said
at the hearing No Common Sense!

As for the Broad Street Diet here again this plan is
a plan with No Common Sense! Don't reduce lanes of
traffic from 4 lanes to 2 lanes - the experts says says it can

Mail Comments to:



Tyke Redfean
 SC Department of Transportation
 Post Office Box 191
 Columbia, SC 29202-0191

next page

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ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

(Please choose one:)

NAME

- Mr
- Mrs
- Ms
- Mr & Mrs

John E. Durai

ADDRESS 401 Greene St, Camden SC 29020
 Street/Route City State Zip Code

COMMENTS be done with light changes. If this is true
~~there~~ present changes I fear don't do much for traffic flow.
The Broad street and DeKalb street intersection is
the cross roads of the county with 2 US highway intersecting.
Beyond the intersection is the county court house, county
business offices and main Post office which is open 6 days a week.
The narrowing of Broad street will cause people traveling north
to Dusty Bend and beyond to use the only other direct route north -
Lyttleton street. The people who know of Lyttleton street will use it
This street has 3 churches & an elementary school. What happens if
a church has a service or when school is taking students for the start of
classes and the dismissal time in the afternoon. It's bumper to bumper
traffic.
What about these businesses during construction. The last time many
went out and all struggled to stay afloat.
Again Common Sense - Thank you!

Mail Comments to:



Tyke Redfearn
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

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Tuesday July 10, 2012
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ROUTES AND BROAD STREET
CAMDEN, SOUTH CAROLINA**

Project SU28(001) TIGER II Planning Grant 3 File 28.040309

Please Print

Phone 803 421-1303

(Please choose one:)

NAME

- Mr
- Mrs
- Ms
- Mr & Mrs

Keet Scott (Blanche K. Scott)

ADDRESS 120 York St Camden SC 29020 / 1453 Bishopville Hwy
Street/Route City State Zip Code

COMMENTS I can't believe that the SCDOT is so determined to over-ride the safety of school buses and school children down York ~~St~~ Street, when the SCDOT already has and owns the road rightaway down Bull Street and Rippowon Street. The Road rightaway extends from the city Green and extends down behind the SCDOT maintenance shop to Rippowon Street. I believe the Rwy was a 90' to 100' width. That would be a more logical and safe route for the big trucks. I hope I never have to say I told you so. IS the reason all about buying some peoples land. York Street is a 30 ft. Rwy from Hwy 34 to the corner of York and Mill Street. I do NOT want my land DESTROYED

Mail Comments to:



Tyke Redfearn
 SC Department of Transportation
 Post Office Box 191
 Columbia, SC 29202-0191

July 20 2012

Mr. Royal,

Your speech was well spoken at the meeting. No one seemed to listen until it's too late. I have voiced my opinion over and over. The majority of people don't know that the SCDOT already has a 90' to 100' Runway on Bull Street starting at the City Arena down behind the SCDOT Maintenance Shop to Rippon Street, that would be an ideal truck route hardly no residences. York Street is only a 30' Runway from the corner of York and Mill Street to Hwy 34. Mill Street from the corner of York to DeKalb has never been a 2-lane road with Hwy and has never been paved to the right position to handle truck traffic. School buses start coming and going up York St from about 4:30^{AM} until 6:30^{PM} Monday thru Friday in school session.

Mr. Royal, I know you could have a voice in all this, please use it, before it's too late. I do not want the SCDOT messing with my LAND, I have worked hard for what I have. School children should be the top priority. Yours Truly
Skeet

A Copy of each sent to

Atty: Mr. Ed Royal
111 Church St
Camden SC 29020

Mr FRANK Morgan
2029 West Dekalb St
Camden SC 29020

Public Safety Dept
1054 Eichelon Dr.
Camden SC 29020

Camden Chronicle Independent
909 West Dekalb Street
Camden SC 29020

Tyke Redfern
SC Dept of Transportation
P.O. Box 199
Coe, SC, 29202-0191

From: Skeet Scott (Blanche K Scott)
120 York St or 1453 Bishopville Hwy
Camden SC 29020
Ph 427-1303

Johnny Deal
112 Welsh St.
Camden, SC 29020

7/30/2012

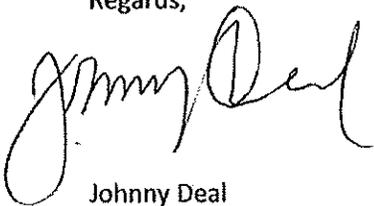
William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street PO Box 191
Columbia, SC 29202-0191

Dear Mr. Redfearn,

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As a life long resident of Camden, I pledge my support of these two projects and look forward to their implementation in the future.

Regards,

A handwritten signature in cursive script that reads "Johnny Deal". The signature is written in black ink and is positioned above the printed name.

Johnny Deal



**City of Camden
Economic Development Department**

7/26/12

William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street PO Box 191
Columbia, SC 29202-0191

Dear Mr. Redfearn,

I would like to express my support of both the US 521 Truck Route and Broad Street Road Diet projects and look forward to their implementation in the future. The projects will create a safer environment in Camden by removing disturbing truck traffic from downtown, calming traffic for pedestrians and enhancing safety along the existing truck routes. Additionally, the projects will promote economic development along Broad Street by increasing parking opportunities, enhancing aesthetic features, and creating a safer pedestrian environment.

I pledge my full support for these two projects.

Regards,

Wade F. Luther, II, AICP, EDFP
Economic Development Director
City of Camden

July 25, 2012

Mr. William (Tyke) Redfearn, P. E.
SCDOT Assistant Program Manager
955 Park Street – RM 508
PO Box 191
Columbia, SC 29201

RE: Project SU28(001) – Proposed Improvements to Designated Truck Routes and Broad Street, Camden South Carolina

Dear Mr. Redfearn,

As you are aware, I serve on Camden's City Council and as such I am acutely aware of the concerns of many of our citizens with respect to the proposed "improvements", particularly those proposed for downtown Broad Street. I share many of the concerns as expressed to me by many of property owners, merchants and the general public.

Almost without exemption, those who have definite business interests and with whom I have met are opposed to the reconfiguration of Broad Street first because of the massive disruption during the construction phase of the project and more especially, the long term impact that the project will most likely have upon their businesses. Many of these folks suffered through the most recent Broad Street improvement project which disrupted traffic flow and access to businesses during the period of construction. The result of the disruption was the failure of several businesses and economic stress for the remainder of them. These folks see the same results with this impending project. They certainly do not see that this will improve the economy of Camden. On the contrary, they believe the very opposite. I too share their concerns. Furthermore, no independent and verifiable data has been presented which support the theory that this project will "improve" the economy of Camden. If such data exists, then it should be made public.

With respect to the "Preferred Alternative"-- as you are aware, several plans were presented by the design firm. One of these essentially left Broad Street as it is with minimal changes. As I recall, this proposal was taken off the table for some specious reason. Again many of our citizens favor this minimalist proposal and furthermore, I as well as others have asked that a "live" model be employed before committing additional resources. During earlier meetings with the consultants, proposals were suggested to simulate the "preferred" plans by restriping the street to indicate turn lanes and using cones or some other material such as large movable planters to simulate the proposed medians. These very viable proposals were rejected!

Another obvious concern that I share with many citizens is the traffic congestion which will be the likely result of narrowing Broad Street. While the proposed "improved" truck routes may take some of the large truck traffic away from downtown, it will not divert all of the trucks from

Broad Street nor will it necessarily reduce the amount of automobile traffic from downtown. Broad Street traffic is already constricted particularly at peak periods of the day. It will most likely become more so with the reduction of the street to two travel lanes. A further likely consequence to reduction of the traffic flow along Broad Street is the impact that this will have on parallel streets. These streets are already used as bypasses because of the timing of the traffic lights and the resulting congestion. Most probably more traffic will be placed on these streets with the permanent reconfiguration of Broad Street and this will have a negative impact upon the residential areas along these avenues.

Furthermore with respect to the daily volume of traffic along Broad Street and the projected increase in volume, I cite from a February 15, 2011 letter from Henry Phillips, SCDOT Environmental Project Manager who stated that the daily traffic volume in 2009 "was 7,700 vehicles per day (vpd) and by the year 2030, the average daily traffic volume is expected to increase to 14,325 vpd based on an annual 3% increase". Based upon that data, by the time construction of the Broad Street project is anticipated to begin (as early as sometime 2016), the anticipated vpd could possibly increase to over 9,000 vpd. Now with reduction of the carrying capacity of Broad Street, where will all of the traffic flow? Will the increased volume be routed to the truck routes and to the parallel streets or will Broad Street become a traffic quagmire?

With respect to the supposition that another benefit of the Broad Street proposal would be to make downtown "more pedestrian friendly", I do not see that Broad Street is not already "pedestrian friendly". The sidewalks which were widened during the last "revitalization" project are much wider than most that I have seen in other towns and cities. I walk along Broad Street very frequently and see no need to tear them up and widen them. It seems that pedestrian flow is quite adequate as it is. One thing that would help with pedestrian ease of traffic as well as vehicular parking would be to do a better job of tree maintenance. This could be done very simply by bottom pruning up to seven or eight feet from street level as well as thinning the interior of the larger trees. They are now mature enough so as to allow those techniques.

With respect to the on street parking, merchants and others have said that more is needed not less which would probably be the case if the project were implemented. On street parking leads to more customers visiting businesses. This is particularly the case with "tourist" travelers. This is the view expressed by many of our merchants. Further, much concern, which I share, has been expressed about angled parking both because of safety considerations and where this parking has been proposed.

With respect to the cost and funding source(s) for the Broad Street project, both of these are unsettled and as such, are quite unsettling. The estimated cost of \$3.25 million seems unrealistic given the fact that the previous 1990's project of lesser scope cost in the neighborhood of \$1 million. Furthermore, I do not believe that any detailed documented cost estimate has been published (at least not one that I have seen). As stated in the document

distributed at the July 12, 2012 public hearing, "funding for construction, however, is not yet identified". This is analogous to wanting to build a house but you do not know what the cost will really be and you have no idea how you will finance it. Somewhat like buying a pig in a poke!

With respect to the Improvements to the Designated Truck Routes-- while it would be desirable to improve the routes, I share the concerns of residents who live along the routes, particularly the Springdale Drive segment. This route is already heavily travelled and speed control is a constant problem. The density of traffic will certainly increase with completion of the truck route. With the build out of the subdivisions of The Preserve and Bridlewood (24 and 47 lots respectively), additional daily local vehicle trips combined with the existing and projected daily volume will certainly add to the safety concerns and risks. Yet the plan shows no improvements to mitigate the impacts of the increased daily density and other safety concerns as to roadway width, turn lanes, etc.. Furthermore, the intersection of DeKalb Street (US1) and Springdale Drive which is already a risky intersection does not appear to have current plans for improvement. Will there be "improvements" in the future to mitigate possible issues along this segment and at what cost?

With respect to the estimated costs of improving the Designated Truck Routes, the total current projected cost is \$16.16 Million as cited in the July 12, 2012 public hearing document. But yet according to the February 15, 2011 letter cited above, the total estimated cost then was \$26.6 Million. The current estimate is slightly over a \$10 Million decrease from the original estimate. How can this difference be explained? If the actual costs exceed the current projected costs, how will the shortfall be financed? What will be the City of Camden's anticipated direct exposure to our citizens if there is a shortfall?

As you can see I am more concerned about the Broad Street project than the truck route improvements, particularly with regard to the foreseen negative impact upon businesses throughout the down town area. Recently, many of these businesses were negatively impacted by the construction of the "Town Green" and now they are faced with the prospect of additional disruption because of a complete makeover of Broad Street. In fact before the makeover begins, there will be further disruption to portions the down town area because of certain infrastructure work that is planned for the near future. It appears that for several years to come Camden's down town business area will be detrimentally affected to some degree but most especially with the commencement of the Broad Street project as envisioned.

Thank you for the opportunity to comment on the projects. As a citizen and Council Member, I certainly want to see our community improve and move forward which I believe will be helped by the improvements to the designated truck routes. But as can be seen from my earlier comments, I have very serious reservations about Broad Street. In fact during my travels

Page 4

Project No.SU28(001)

throughout South Carolina and elsewhere, I have travelled through many cities and towns that have done projects similar to the one proposed for Camden and my observations have been that for the most part the result has not been wholly desirable. That seems to be particularly the case where a major highway designed to carry large volumes of traffic has reconfigured.

Sincerely,

X. Willard Polk
521 Cooks Court
Camden, SC 29020
803-243-7036 (C)
803-432-3874 (H)
wpolk02@bellsouth.net



Camden Police Department

816 West DeKalb Street
Camden, South Carolina 29020

Joseph M. Floyd
Chief of Police

VOICE: (803) 425-6025
FAX: (803) 425-1537
EMAIL: cpdchief@truvista.net

July 24, 2012

Mr. William Redfearn, III
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
P.O. Box 191
Columbia, SC 29202-0191

Dear Mr. Redfearn,

As the Chief of Police for the City of Camden, I would like to express my support for the proposed improvements to the US 521 Truck Route through Camden and look forward to its completion.

Regards,

A handwritten signature in cursive script that reads "Joseph M. Floyd".

Joseph M. Floyd



CAMDEN FIRE DEPARTMENT

P.O. Box 7002
1000 Lyttleton Street
Camden, South Carolina 29021-7002
(803) 425-6042 • Fax (803) 424-4042

JOHN T. BOWERS
FIRE CHIEF

PHIL ELLIOTT
DEPUTY CHIEF

EDWARD GARDNER
ASSISTANT CHIEF

7/18/12

William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street PO Box 191
Columbia, SC 29202-0191

Dear Mr. Redfearn,

I would like to express my support of both the US 521 Truck Route and Broad Street Road Diet projects and look forward to their implementation in the future. The projects will create a safer environment in Camden by removing disturbing truck traffic from downtown, calming traffic for pedestrians and enhancing safety along the existing truck routes. Additionally, the projects will promote economic development along Broad Street by increasing parking opportunities, enhancing aesthetic features, and creating a safer pedestrian environment.

I pledge my full support for these two projects.

Regards,

John T. Bowers



City of Camden
South Carolina

July 25, 2012

William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street
Post Office Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Redfearn:

I would like to express my support of both the US 521 Truck Route and Broad Street Road Diet projects and look forward to their implementation.

These projects are of the transformative nature. The flow of traffic will be greatly improved when the large commercial trucks have their own route around the city and the pedestrians that inhabit, visit and work in the downtown area of Camden are relieved of large truck concerns. Separating the large truck traffic and the pedestrians is beneficial to both parties. After that separation, narrowing the planned section of Broad Street is an intelligent move to further enhance commerce within the downtown area. By focusing the pedestrians (via commerce) in the downtown area the pressure for sprawl is reduced thereby reducing the strains on the road system and the potential need for enlarging road miles leading into and out of the city.

Narrowing the road will greatly incentivize the truck traffic to stay in areas free of slower traffic with greater pedestrian movement and it will incentivize pedestrian-oriented commercial activity to concentrate in areas less likely to be violated by large truck traffic.

Regards,

CITY OF CAMDEN

W. Kevin Bronson
City Manager

Post Office Box 7002
Camden, South Carolina 29021

803-432-2421
www.cityofcamden.org

1000 Lyttleton Street
Camden, South Carolina 29020



City of Camden
South Carolina

7/23/12

William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street PO Box 191
Columbia, SC 29202-0191

Dear Mr. Redfearn,

I would like to express my support of both the US 521 Truck Route and Broad Street Road Diet projects and look forward to their implementation in the future. The projects will create a safer environment in Camden by removing disturbing truck traffic from downtown, calming traffic for pedestrians and enhancing safety along the existing truck routes. Additionally, the projects will promote economic development along Broad Street by increasing parking opportunities, enhancing aesthetic features, and creating a safer pedestrian environment.

I pledge my full support for these two projects.

Regards,

Mel Pearson
Assistant City Manager

Post Office Box 7002
Camden, South Carolina 29021

803-432-2421
www.cityofcamden.org

1000 Lytleton Street
Camden, South Carolina 29020



City of Camden
South Carolina

July 18, 2012

William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street PO Box 191
Columbia, SC 29202-0191

Dear Mr. Redfearn,

I would like to express my support of both the US 521 Truck Route and Broad Street Road Diet projects and look forward to their implementation in the future. The projects will create a safer environment in Camden by removing disturbing truck traffic from downtown, calming traffic for pedestrians and enhancing safety along the existing truck routes. Additionally, the projects will promote economic development along Broad Street by increasing parking opportunities, enhancing aesthetic features, and creating a safer pedestrian environment.

I request your consideration on some changes to the Springdale Drive section of the truck route. Please consider installing left turn lanes on the north bound side of Springdale Drive at Moultrie Road and Cornwallis Avenue. This will provide residents in that neighborhood the ability to move out of the travel lanes while they are waiting to turn left into the neighborhood. I believe this will make turning in those areas safer once truck traffic on the road increases.

I pledge my full support for these two projects.

Regards,

Shawn Putnam, AICP, CFM
City Planner



City of Camden
South Carolina
Department of Public Works

7/18/12

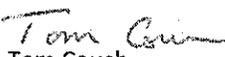
William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT RPG2 - Pee Dee Region
955 Park Street PO Box 191
Columbia, SC 29202-0191

Dear Mr. Redfearn,

I would like to express my support of both the US 521 Truck Route and Broad Street Road Diet projects and look forward to their implementation in the future. The projects will create a safer environment in Camden by removing disturbing truck traffic from downtown, calming traffic for pedestrians and enhancing safety along the existing truck routes. Additionally, the projects will promote economic development along Broad Street by increasing parking opportunities, enhancing aesthetic features, and creating a safer pedestrian environment.

I pledge my full support for these two projects.

Regards,


Tom Couch
Director

From: Marie Harris [mailto:mariedharris@gmail.com]
Sent: Thursday, July 26, 2012 5:15 PM
To: Redfearn, Tyke
Subject: Re: SCDOT Camden Public Hearing Comments 07.26.12

Mr. Redfearn,

Per our telephone conversation, these are my concerns with the proposed 'Road Diet' on Broad Street in Camden:

1. In the event there was some sort of emergency - fire or someone having a heart attack - and traffic was already backed up, if Broad Street only has one lane in each direction, how would emergency vehicles reach their destination? It is not always feasible to come from behind the businesses on Broad Street. Backed up traffic would cause a delay or once the emergency vehicles reach their destination they will cause traffic to stop in whichever lane they are stopped in.
2. Delivery vehicles for restaurants or other businesses on Broad Street are going to block traffic when they make their deliveries. Delivery to the back of these businesses is not always available or allowed.
3. If a car breaks down and is in one of the slanted or parallel parking spaces, a wrecker is going to block one lane of traffic while getting a vehicle ready to tow.

These are just a few concerns that I feel should be seriously considered before this 'Road Diet' is finalized. As I said, I have seen this done in Myrtle Beach and it is not a practical solution to try to make the downtown area look nice. I have tried to park and back out of spaces with only one lane of traffic in each direction and I had a hard time getting out of the parking space. The example I used was my dry cleaners, located on Broadway Street in Myrtle Beach. When their van was parked out front for their deliveries it was very hard to see to be able to back out of the slanted parking space. More than once I was almost hit by vehicles refusing to slow down and let me back out.

Please consider these situations and pass my comments on to whomever else is reviewing these plans.

Thank you for time.

Sincerely,
Marie D Harris
1813 Mill Street
Camden, SC 29020

On Thu, Jul 26, 2012 at 4:28 PM, Redfearn, Tyke <RedfearnWT@dot.state.sc.us> wrote:

Good Afternoon Ms. Harris-

Thank you very much for your call and your comments. If it is not too much trouble, please forward your thoughts by replying to my email. Have a great day!

William "Tyke" Redfearn III, P.E.
Assistant Program Manager
SCDOT | RPG2 - Pee Dee Region
955 Park Street, Room 508
Columbia, SC 29202-0191
Office: (803) 737-1430 | Fax: (803) 737-1881
RedfearnWT@SCDOT.ORG

From: Vicki Havens <vhavens@hotmail.com>
To: "Redfearn, Tyke" <RedfearnWT@dot.state.sc.us>
Subject: 601 truck route
Date: Tue, 17 Jul 2012 15:01:16 +0000

Mr. Redfearn,

My husband, Robert Havens and I, Vicki Havens moved to Camden 10 years ago. We lived in Charlotte, NC. for 28 years and left partially due to increasing traffic. We found Camden to be a charming city, purchased a house, became active in the community, and feel that Camden is now our home. We reside at 2411 Springdale Drive on Hwy 601. Traffic has always been an issue, but with plantings along the highway, and tolerance, we have come to live with it. Now it seems that not only traffic, but truck traffic will be increasing to 400 trucks a day passing by our residence. That stretch of road is posted 45 mph, but it is not adhered to by trucks passing through there. Traffic is not only fast, but heavy during the work week from early morning to 6-7 PM. Traveling alongside a loaded 18 wheeler doing 60 mph is nerve wracking and very dangerous. It is our understanding that no turn lanes are proposed at this time. Our house is located just before the road funnels into one lane approaching the Knights Hill traffic light. There are no traffic lights from Walmart to Knights Hill, and traffic speeds up only to be forced to merge into that one lane, and the turn into our driveway is right in the midst of that. We are very aware of flashing an early left turn signal, but often times trucks are going so fast that we must pass our entrance to avoid being hit. All surrounding neighborhoods filter into Springdale, adding more to the problem. The property immediately next to us is going to resume construction on 34 lots. Construction equipment alone will only add to the existing problem. The congestion at the Walmart intersection is already troublesome, and adding additional trucks traveling on Springdale is not a wise decision. We have witnessed many trucks overturning trying to make the turn onto 601. We realize that 601 is a major thoroughfare, but it is also a highly residential area, and is a definite danger zone for those traveling on Springdale Drive. I trust that before any decisions would be made, that extensive studies of speed, volume, etc, would be done. We have a lengthy skid mark directly in front of our house where a car was forced to avoid a speeding truck. There are numerous trailers carrying valuable horses to and from the race course that are also at risk. We plan to meet with area neighbors and do what we as citizens can do to prevent this issue from happening. It is truly a dangerous situation, and we hope an alternate plan will be looked into.

Thank you,
Vicki Havens

A RESOLUTION IN SUPPORT OF THE BROAD STREET ROAD DIET PROJECT

WHEREAS, the Camden Redevelopment Corporation desires to improve conditions for businesses and redevelopment investment in and around downtown Camden, and

WHEREAS, the CRC views the Broad Street Road Diet as a project which will revitalize downtown Camden and attract new financial investment in the City, and

WHEREAS, the CRC further wishes to bring to the attention of the South Carolina Department of Transportation that its support of the Broad Street Road Diet Project is in compliance with its mission to guide redevelopment and revitalization efforts in Camden through the successful organization and mobilization of the public and private sectors through the implementation of strategic partnerships and providing access to financial incentives to promote and initiate business recruitment and physical redevelopment projects that will stimulate the local economy and enhance the built environs of the City of Camden, and

WHEREAS, the CRC wishes to show that its support of the Broad Street Road Diet fulfills its vision to enhance the sense of place and quality of life for existing and future residents, as well as visitors to the City of Camden through creating a successful business climate for both small business owners and corporations, increasing a variety of housing opportunities for all income levels, and ensuring redevelopment projects maintain the existing character and aesthetics for which the City of Camden is known.

NOW, THEREFORE, IT BE RESOLVED that the Camden Redevelopment Corporation proclaims its full and unequivocal support of the Broad Street Road Diet Project.

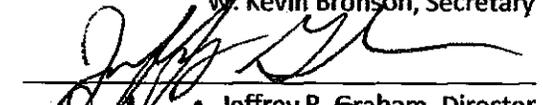
DONE AND ORDAINED in Session this 5th day of April, 2011.



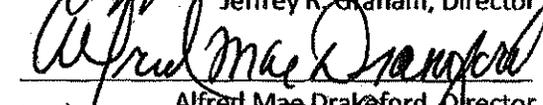
Karen R. Eckford, President



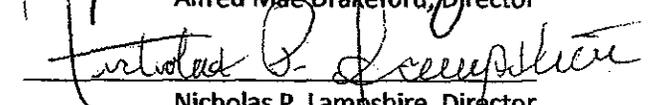
W. Kevin Bronson, Secretary



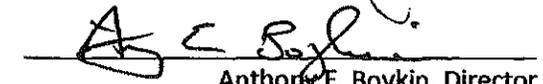
Jeffrey R. Graham, Director



Alfred Mae Drakeford, Director



Nicholas P. Lamshire, Director



Anthony E. Boykin, Director



Katherine L. Brown, Director

ATTEST:



Wade F. Luther, II,
CRC Staff Liaison

Date: 4/5/11

Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: Christine Anton

Address: 1201 Sumner Hwy Rembert 29128

Email: antonchristine@yahoo.com Phone: 803 309 6076

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) I own a building between Rutledge & DeKalb

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) bad backups between Rutledge & DeKalb

Please provide any additional comments related to the Broad Street Road Diet:

I am very concerned about small businesses and the severe impact of sales during the construction phase. Also, what incentives would there be for new businesses during the 2 year+ construction phase given the high amount of empty storefronts now.

Also, when the city was doing pipework in front of my building (1012 Broad), they caused damage to pipes the City said was my responsibility to repair (under the sidewalk) causing me thousands of dollars to repair. I am worried about construction causing more sewer issues.



I am not opposed to the plan in general. I know many changes have to occur to help down town.

Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: Kennel Bronson

Address: 216 Greene St

Email: m Gale Phone: 803-432-2421

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) _____

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) _____

Please provide any additional comments related to the Broad Street Road Diet:

I appreciate the creativity and efforts put forth
in this project. I like the design - I was
"wowed" by the 3D simulation (nice touch).
I look forward to seeing this project completed



Broad Street Road-Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: Lina H. Rodgers - Camden Jeweler

Address: _____

Email: Camjewel@bellsouth.net Phone: 432-4512

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) _____

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) _____

Please provide any additional comments related to the Broad Street Road Diet:

Play area
we need turn lanes on Rutledge St



Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: John Brackwell

Address: 10124 Broad St, Camden, S.C. 29203

Email: brackwelljohn@gmail.com Phone: 203-1288

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) _____

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) _____

Please provide any additional comments related to the Broad Street Road Diet:

We do not want Broad Street to become a
two lane highway. It is a main highway that
connects Camden to Charlotte and reducing the
highway will adversely affect the customer
base to the merchants on Broad Street.
I can see no practical reason for planted
medians in the middle of Broad Street.



Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: Ann Arguitt

Address: 148 Wall St. #335

Email: aarguitt@rmroberts.com Phone: 803-432-8713

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) _____

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) _____

Please provide any additional comments related to the Broad Street Road Diet:

The angled parking between York and Clyburn is dangerous and not a good idea. It looks like an accident ready to happen. Visibility is too limited.



Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: William Rozier

Address: PO BOX 9 CAMDEN SC (NOTE: MAILER 1034 BROAD)

Email: THECDREENT@TRUVISTA.NET Phone: 432-8439

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) ON BUS BLVD ~~AREA~~ FAMILY HOLDS NOTE W/IN AREA

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) _____

Please provide any additional comments related to the Broad Street Road Diet:

CONCERNED ABOUT BUSINESSES SURVIVING CONSTRUCTION/POST CONSTRUCTION PERIOD
CONCERNED ABOUT ACCIDENT BREAKDOWNS IN AREAS WHERE ISLAND PREVENT
TRAFFIC RE-DIRECTION - ROUNDED PORTIONS TO ALLOW FUTURE OPTIONS?
ASK CITY COUNCIL TO RESOLVE, SOON, THAT BOUND OPTION IS
SUPPORTED CONTINGENT ON PROVISIONS TO PRESERVE
ACCESS TO BUSINESSES DURING CONSTRUCTION!
TRAFFIC LANES ON ROUTE 100 (LEFT/TURNS & RIGHT TURN)



Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: Liz Gilland

Address: POB 702 Camden SC 29078

Email: lgilland@camdensc.org Phone: 425.6045

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) _____

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) _____

Please provide any additional comments related to the Broad Street Road Diet:

Shorten the length of the medians by a
few feet on both sides



Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: John Blackwell

Address: 1014 Broad St

Email: blackwelljohn@gmail.com Phone: 243 1288

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) _____

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) _____

Please provide any additional comments related to the Broad Street Road Diet:

Add TURN LANE AT CORNER but
leave 4 LANE Highway THIS IS
A MAIN ROAD NOT A SIDE STREET
we don't need ISLAND IN MIDDLE
OF ROAD We lost half of our
business between Defalk and Ruthledge
with sidewalk deal in 1999 we have
not replace all of them so far



Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: Ky Gilland

Address: City of Camden

Email: _____ Phone: _____

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) _____

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) _____

Please provide any additional comments related to the Broad Street Road Diet: *discussion*

- too many trees
- do not plant a tree in front of Loggin's Appliances and Boykin Furniture

- Preferred tree characteristics: evergreen, small leaves, small hb., narrow canopy

- Change medians so they are slightly raised like Columbia - no vegetation in them to accommodate emergency services/access



Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: Jonathan Brazinet

Address: 1043 Broad St. Camden, SC 29020

Email: brazinet.jonathan@gmail.com Phone: 803-486-0055

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) own property, operate a business in the area

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) _____

Please provide any additional comments related to the Broad Street Road Diet:

Concerned about parking, in conjunction with this project the city should organize better parking along commerce drive get property along the alley organized to facilitate more parking.



Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: Linda Goodale

Address: 513 E DeKalb St

Email: info@lgoodalejeweler.com Phone: 432-3445

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) disrupt business

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) disrupt business on Broad St

We all went through this a few years ago

Please provide any additional comments related to the Broad Street Road Diet:

*If we could just do the intersection - fine!
But to tear up the whole street, sidewalks,
trees etc for 9-12 months. It's too much -
I do not think it's worth the disruption again.*



Broad Street Road Diet

City of Camden, South Carolina

The City of Camden and their Project Team value your input as essential to the planning and design of the Broad Street Road Diet. Please take a moment to tell us what you think.

Name: Billy J. Selman

Address: 1023 Broad St

Email: billy.j.selman@bell.com.ket Phone: 424-0947

Do you wish to be added to our email list? Yes No

Which of the following applies to me personally (check all that apply)?

- I work within the project area
- I live within the project area
- I commute through the project area
- Other (please specify) _____

I am concerned about (check all that apply):

- Safety, mobility, and access issues
- Traffic congestion
- Economic development
- Parking
- Corridor character issues
- Other (please specify) _____

Please provide any additional comments related to the Broad Street Road Diet:

I think this is a very positive
approach to downtown. Let's go!



Appendix E

Summary of Comments/Responses & Response Letters

Summary of Comments and Responses

Location and Design Public Hearing

Project: Proposed Improvements to Designated Truck Route and Broad Street

Project Nos.: SU28(001) **PCN:** 40309_RD01 **File No.:** 28.040309
TIGER Grant No. 3 40309_RD02
40309_RD03
40309_RD04

Please note that the following are summaries of the types of comments received and the types of responses provided. Responses included herein will be tailored to address each commenter's specific concerns in the actual response letters.

Comment Type 1) Expressed support for all or portions of the projects.

Response: Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School.

Comment Type 2) Concerns about using Springdale Drive and its intersection with US 1 (W. DeKalb St.) as part of the truck route with no improvements.

Response: Your assessment is correct in that the proposed project does not include improvements along Springdale Drive (S-28-130) or its intersection with DeKalb Street (US 1/601). During the early planning phase, while determining truck route alternatives, SCODT, local, and regional planners analyzed the current and projected traffic flows, the density and spacing of side roads, the available sight distances, and the historical collision data. The results identified no major deficiencies along this segment of Springdale Drive.

Upon receiving your comments, the project team re-visited the advanced planning reports and, using current data, revised and re-calculated the information. One variable used to analyze roadway capacity is the service flow rate. This is the rate at which a road operates at acceptable capacity, not maximum capacity, but acceptable capacity. When taking lane widths as well as number and density of side streets into account, the project team noticed that current traffic flow is well below the service flow rate of Springdale Drive. When trucks are re-routed, we predict that, even with the slight increase in vehicular and truck traffic, the traffic flow will remain well below the service flow rate. In fact, the 2035 prediction shows that this section of Springdale Drive will operate at only half of its acceptable service flow rate. When using service flow rate to justify improvements such as widening lanes or paving shoulders, the current or predicted traffic flow would have to exceed the service flow rate, and in the case, improvements are not justified.

Another variable considered is collision data. The project team analyzed both the DeKalb Street/Springdale Drive intersection as well as the side street intersections along Springdale Drive. When comparing the current and predicted traffic numbers, including traffic from the new subdivision, to the actual collision numbers, this segment operates well within acceptable collision thresholds. While analyzing collision data, we also considered the types and severities

of accidents, and the results show that, at this time, improvements such as acceleration and deceleration lanes are not justified. While SCDOT is not able to justify the expense of installing acceleration and deceleration lanes along these side roads, it is possible for others, such as the City of Camden, the County of Kershaw, and/or private citizens to fund these improvements.

As is the case with all SCDOT maintained roads, Springdale Drive will continue to be monitored during the regular SCDOT operation and maintenance programs. Among other activities, these programs include monitoring of intersection safety and pavement conditions. Within the past several years, SCDOT performed major modifications to both the DeKalb Street/Springdale Drive intersection and the Springdale Drive/Knights Hill Road intersection. In fact, twice within the last year, the SCDOT operations section installed additional warning signs at the Dekalb Street/Springdale Drive intersection. SCDOT will continue to perform these types of activities as they are needed.

We are aware that, although widely accepted, these calculations and predictions are theoretical, and when analyzing results, we assume that normal driving conditions exist. Concerns about excessive speeding, driver safety, and excessive weaving will be shared with local law enforcement officers.

Comment Type 3) Concerns about traffic congestion/reducing lanes on Broad Street.

Response: I understand your concern that reducing through lanes from four to two lanes will cause additional traffic backups. In order to predict post-project traffic flows, the project team conducted extensive traffic studies, and results show that revising Broad Street's layout to include two through lanes and new dedicated left turn lanes will, at least, maintain the current traffic flow for this section of Broad Street. In fact, once the lanes are re-configured during the highest afternoon flow, operation of certain turning movements at the Broad Street/DeKalb Street intersection could improve. If you are interested in the details, the Traffic Study can be viewed at http://www.scdot.org/inside/public_hearings.aspx under the "Camden Truck Route and Broad Street Road Diet - Kershaw County" heading.

Comment Type 4) Concerns about impact of BSRD on small businesses downtown during construction.

Response: I understand that you are concerned about the impacts to businesses in downtown Camden during construction. During construction, access to businesses will be a high priority. To minimize disruptions, several access strategies can be incorporated into the final construction documents such as contract language that requires contractors to maintain vehicle and pedestrian access to businesses as well as time restrictions on certain nuisance-causing activities. Also, during and/or after construction, other cities have employed city-sponsored promotions or marketing campaigns that remind customers to keep shopping downtown, and the City of Camden is exploring options for these strategies.

Comment Type 5) Concerns that the BSRD will increase traffic congestion on other local roads (Lyttleton, Fair or Mill) and the impact on residents along these roads.

Response: I understand that you are concerned about increased traffic congestion on local residential streets. The current traffic back-up happens at the traffic light controlling the Broad Street and DeKalb Street intersection, and drivers currently use local roads to avoid this back-up. If the Broad Street Road Diet (BSRD) is completed, studies show traffic flow will not be worse than the current traffic flow and since flow could improve during the busiest afternoon times, through traffic may then use Broad Street instead of local roads. Also, once trucks are removed from downtown, drivers could be even more likely to stay on Broad Street. Although, it is difficult to predict driver tendencies, SCDOT, as well as the City of Camden, regularly monitors local streets, and monitoring will continue with, or without, implementation of the BSRD. If problems arise on local streets, improvements can be later implemented.

Comment Type 6) Concerns about parking types along BSRD.

Response: I understand that you are concerned about the proposed parking configuration. In order to justify the installation of angled parking along Broad Street, the project team researched available resources, such as publications from the Institute of Transportation Engineers, that are widely accepted among highway designers. Recent studies show that, when comparing historical crash rates, away from intersections, the difference between streets with angled parking and those with parallel parking is almost negligible. Studies further note that angled parking, when utilized in a manner appropriate to a specific corridor, can achieve a good balance between safety and service to the adjacent land uses. The project team further enhanced the proposed design by including angled spaces that are longer than the standard length and by including greater back-out buffer area than the standard design. The design will likely include other improvements such as warning signs and traffic calming measures that will be used to notify drivers about the angled parking zone.

If and/or when the Broad Street Road Diet is completed, much as it currently does, the City of Camden, along with SCDOT and law enforcement officers, will be monitoring the downtown area to be sure that safety is maintained and adjustments can be implemented when needed.

Comment Type 7) Concerns about safety issues related to student traffic and residential areas along the truck routes.

Response: I understand that you are concerned about the proposed Truck Route's impact on school traffic and residential areas. To be sure that school traffic needs are met and that safe pedestrian and vehicular routes are included in the project, the project team has and will continue to conduct regular coordination with the Kershaw County School District (KCSA). During early planning by SCDOT, regional, and local planners, many alternate truck routes were considered. The project team selected the preferred alternatives because they are the least environmentally damaging alternatives. I agree that safety near the high school and in residential areas is extremely important, and as the design is refined, the project team can incorporate measures that help to notify drivers of upcoming conditions. The proposed improvements include the installation of bike lanes, curbs, sidewalks, and crosswalks which help to create zones for safe travel and help to make drivers aware that bikers and walkers are present. Other proposed

improvements include re-alignment of the York Street/Ehrenclou Drive/Chestnut Ferry Road intersection as well as installation of a new traffic signal and addition of a center left turn lane which makes vehicle operation easier for truckers and new drivers. These are just a few of the planned design elements that can make these routes safer than their existing conditions.

Comment Type 8) Suggestion that a "live" model of the BSRD using pavement markings and other means to simulate the proposed plan be employed as a test run prior to implementing the project.

Response: Regarding a live simulation of the BSRD, since the City of Camden is the current project owner, the City decides the appropriate plan for implementation. If the City sponsors a simulation, any changes in traffic control along Broad Street could be coordinated through the SCDOT Encroachment Permit process.

Comment Type 9) Concern that the BSRD is not needed for pedestrians. Comment suggested that Broad Street is already "pedestrian friendly" and did not see a need for wider sidewalks. The comment also suggested that tree maintenance would improve pedestrian flow and vehicle parking.

Response: I also understand that you do not concur with the preferred alternative for the BSRD and that you do not believe that Broad Street needs to be more pedestrian friendly. From a NEPA compliance perspective, the preferred alternative, presented in the Environmental Assessment, was selected in a manner that meets NEPA requirements. From a technical review perspective, SCDOT provided comments on each conceptual alternative as well as the preferred alternative. If the SCDOT comments are properly addressed, the preferred alternative can be developed to the next level, and at that time, SCDOT will again provide comments.

Comment Type 10) Concern about cost estimates and funding.

Response: I realize that you are concerned about the unidentified funding source for the BSRD as well as the fluctuation in the project estimate for the Truck Route improvements. In the SCDOT Planning process, the needs are first identified and prioritized without consideration of cost, and then planning estimates are calculated for each of the needs. SCDOT then categorizes the needs as they apply to available funding sources. As funding becomes available, SCDOT begins the project development process. Cost estimates evolve as the various project details are determined. In the February 15, 2011 letter of intent, this early truck route cost estimate included improvements that could have been needed, and the latest cost estimate incorporates details determined after completing the traffic study and selecting the preferred alternatives which were not the longest routes thus costing less. As the project is further developed, the project team will continue to revise the cost estimate.

The Santee-Lynches Council of Governments (COG) approved the funding for the Truck Route Improvements, and that funding originates from the Federal Highway Administration's (FHWA) Surface Transportation Program. As the cost estimate evolves, revisions are vetted through the COG, and available funds are adjusted accordingly. SCDOT pays the required matching funds for this program so the City of Camden has no financial obligations to the highway portion of

this project. It is possible, however, that, if the City owns utilities that must be relocated and those utilities exist under encroachment permits, the City will be responsible for relocation costs.

In the ideal planning setting, the initial planning estimate would be the greatest and subsequent estimates would decrease at each stage of the process, but that does not always happen. Too often, funding is identified and acquired using the planning estimate, and subsequent estimates increase thus creating a funding shortfall. It would appear that the City of Camden, by developing the BSRD construction plans, wants a detailed estimate for the BSRD so that it can acquire appropriate funding. A detailed preliminary cost estimate is published in the Appendix of the Environmental Assessment which is available for public review.

Comment Type 11) Suggestion that Bull to Rippondon Street would be a better truck route than York to Rippondon Street due to a wider existing ROW width, less need for ROW acquisition, and fewer residential parcels on Bull.

Response: It is clear that you are concerned about the decision to improve York Street and Rippondon Street instead of Bull Street and Rippondon Street. In order to determine the preferred, or least impactful, route, the project team conducted extensive studies and analyses of these and other routes. The studies covered many variables including historical, architectural, and property impacts as well as others. The results show that York Street to Rippondon Street is the preferred route.

Since you reside on York Street, I do realize that you are concerned about any potential impacts to your property. The plans presented at the Public Hearing are in their conceptual stage so it is difficult to determine the detailed impacts to adjacent properties. As we continue to refine the design, we can incorporate measures to limit those impacts. If there is a need to obtain property in your area, an SCDOT right-of-way agent will personally contact you to provide details.

Comment Type 12) Suggestion for an alternate route for the SW Quadrant connecting from the Chestnut Ferry Extension to Ehrenclou Dr. near the National Guard.

Response: The project team conducted extensive studies and analysis of multiple potential routes. The studies covered many variables including historical, architectural, environmental, and social impacts as well as others. The results show that the proposed route will have the fewest overall impacts on the human and natural environment.

Comment Type 13) Concern that the Truck Route will attract development away from downtown.

Response: You expressed concern that the truck routes would attract development away from downtown. Some of the existing routes are currently developed with established residential/commercial areas, and contain protected properties such as Quaker Cemetery and the Springdale Race Course. Most of the areas that are not developed will be difficult to develop because those areas contain protected features such as floodplains, wetlands, and conservation easements. Since these conditions exist along the proposed routes, substantial new development is unlikely to occur.

Comment Type 14) Concern that comments submitted at the Public Information Meeting were not properly addressed.

Response: Although the project team provided no responses to comments submitted at January's Public Information Meeting, please know that, while analyzing practical alternatives, your concerns and suggestions were taken into account.

Comment Type 15) Concern that the Chestnut Ferry Bridge was not safe for trucks because one can feel the ground shaking when trucks go over the bridge.

Response: I am familiar with the bridge near your office along Chestnut Ferry Road, and as part of the proposed improvements, SCDOT plans to replace that bridge during construction.

Comment Type 16) Request to rename Ehrenclou Drive to something associated with the high school and that is easier to spell/communicate, such as "Bulldog Drive". The comment suggested that this would be of benefit during emergencies.

Response: In regard to your request to change the name of Ehrenclou Drive to Bulldog Way/Drive, I discovered that Kershaw County's Office of E911 Addressing handles the actual names of roads. SCDOT uses a system of numbers, instead of names, to maintain its road inventory. The attached information should provide helpful guidance about how to change a road name.

Comment Type 17) Concern that there is existing trouble exiting Wateree Blvd. to Chestnut Ferry when the recreational ball park facility is in use and that this will be made worse by additional trucks.

Response: I understand that you are concerned that additional trucks along Chestnut Ferry Road may cause traffic back-ups when exiting Wateree Boulevard onto Chestnut Ferry Road, especially when the Larry Doby Recreational Complex is in use. Recreational complex traffic occurs during off peak times such as nights and weekends, and most trucks do not travel during these times. The Traffic Study completed for the Truck Route does not recommend any improvements at this intersection. It is possible however that the proposed center turn lane along Chestnut Ferry Road may help the situation.

SCDOT, during normal operation and maintenance programs, will continue to monitor this intersection, and we will forward your comment to both City and County officials.

Comment Type 18) Concern about ROW acquisition along south side of Boykin Road.

Response: In regard to your comment about property being obtained along Boykin Road, under the preferred alternative, little, if any, new right-of-way is required on the south side of the road. If, in fact, there becomes a need to acquire property from you, an SCDOT Right-of-Way Agent will contact you to discuss the situation. Your property will otherwise remain intact.

Comment Type 19) Concerns about the need for parking along Broad Street including suggestions to move parking to the back side of stores along Broad Street.

Response: I understand that you are concerned about not having enough parking in downtown Camden and that you are particularly concerned about organizing better parking along Commerce Alley. As part of a broader effort to promote the downtown core as a destination, the City of Camden is currently considering possible parking improvements along alleyways and in other areas behind businesses. Your input is helpful in that effort to promote the downtown core, and we shared your comments with the City. Also, with the implementation of the Broad Street Road Diet, the number of parking spaces downtown along Broad Street will increase.

Comment Type 20) Concern about access to a business (Miller Lumber) and loss of parking during and after construction. The comment also requested evaluation of a "broken" underground drainage pipe west of the business that has created a "hole" with standing water.

Response: I do realize that you are concerned about any potential impacts to your business and property. The plans presented at the Public Hearing are in their conceptual stage so it is difficult to determine the detailed widths required for these improvements. As we continue to refine the design, we can incorporate features, such as adjustments in roadway curvature, which limit the needed right-of-way widths. Driveway access is a common concern on highway projects, and we will work with you to maintain appropriate access to your property during and after construction. The project team will coordinate with you later in the design phase to provide updates.

It is also helpful to know that there is a drainage concern west of your building, and while preparing the drainage design, we will investigate that issue.

Comment Type 21) Concern about expected benefits of the BSRD and/or timeframe to see results.

Response: You expressed concern that the BSRD would reduce the customer base for merchants on Broad Street. Improvements such as increased sidewalk widths, reduced vehicular lanes, and newly added pedestrian refuges in a central median will provide a greater measure of pedestrian safety and can encourage more walking and browsing. Although the concept for the BSRD originated in Camden's Vision Plan, and that plan was appropriately validated, upon receiving your comments, the project team conducted additional research and found that, after implementing similar projects, other cities reported positive economic returns.

Or

Response: I understand that you would like to know when the Broad Street Road Diet (BSRD) could bring commerce into the City of Camden. The City notes that it is important to mention that the BSRD is only part of the overall plan for re-vitalizing downtown. Although the concept for the BSRD originated in Camden's Vision Plan and even though that plan is appropriately substantiated, upon receiving your comments, the project team conducted additional research and

found that, after implementing similar projects, other cities reported positive economic returns within five years of project completion. The project team discovered various resources such as financial reports from other cities, including Greenville and Greenwood, as well as studies and reports from universities, non-profit agencies, and from the National Transportation Enhancements Clearinghouse (NTEC) which is sponsored by the Federal Highway Administration (FHWA). In most cases, five years was the limit of the study duration, and that is why reports highlighted the fifth anniversary. The data shows significant increases in categories such as building occupancy rates, total retail sales, and property values. Many cases reported increases of more than double. If you are interested in the details, I can forward the list of references.

Comment Type 22) Concern about timing/coordination of BSRD and Truck Route projects.

Response: You wanted to know why downtown improvements would not be done prior to the Truck Route improvements. The BSRD cannot be implemented until the Truck Route is operational. Due to the turning radii of large trucks and their implications on overall traffic flow as well as their tendency to damage these types of improvements, it is not prudent to install these measures until the trucks have an alternate route.

Comment Type 23) Suggestion to put power lines underground and fix sewer issue to support National Park application.

Response: Since neither the proposed Truck Route nor the BSRD extend to the area near Historic Camden, I will share your comments with the City of Camden who is responsible for electrical power and sewer.

Comment Type 24) Concern about traffic data.

Response: Field data collection included the black pneumatic hose style traffic counters as well as manual counting. If you are interested in the details, the Traffic Study can be viewed online at http://www.scdot.org/inside/public_hearings.aspx under the "Camden Truck Route and Broad Street Road Diet - Kershaw County" heading or at the SCDOT Kershaw County Maintenance Office, 512 South Fair Street, Camden, South Carolina, (803) 432-4358.

Comment Type 25) Concerns about Truck Route enforcement.

Response: I understand that you are concerned about enforcement of through truck restrictions in downtown Camden. State law allows local governments to create ordinances that restrict certain classes of traffic from certain areas, and the City of Camden does have a current ordinance that restricts through trucks from downtown. Due to deficiencies along the existing truck routes, it is difficult for law enforcement agencies to enforce the ordinance. Once the proposed improvements are completed, the City will work with law enforcement agencies that will enforce the current City ordinance or a similar revised ordinance. The City of Camden will also work with SCDOT to identify the new designated truck routes by installing proper signs and by revising appropriate maps. Delivery trucks that have destinations in downtown Camden will be provided with parking spaces designated for commercial use during specific times of the day.

Comment Type 26) Concerns about use of BSRD by emergency vehicles, delivery vehicles, and by the public if there is significant congestion or breakdowns in traffic.

Response: You expressed concern that, once the BSRD is completed, vehicular breakdowns would block traffic and concern about lack of access by emergency responders. From a transportation standpoint, Camden's many local intersecting roads provide connectivity and multiple options to reach and/or avoid an emergency. Also, while preparing the design, the project team consulted each of Camden's public safety departments and will continue to do so. As you, and others, suggested at the stakeholder meeting, when preparing the final design, the project team will investigate options such as shortening the central median and/or using appropriately located mountable curbs for emergency use.

You also expressed concern for deliveries to downtown businesses. Although trucks are allowed to deliver in the rear of the stores, the proposed design includes a loading zone that can be accessed by trucks during certain times of the day.

Comment Type 27) Suggestion to use Chestnut Ferry Road Extension to connect W. DeKalb Street (US1) to Springdale Drive for truck route in NW Quadrant and bypass of the Springdale Drive/US1 intersection.

Response: You suggested that Chestnut Ferry Road Extension could be a viable alternate route. During the early planning phase, while determining truck route alternatives, SCDOT, local, and regional planners analyzed the current and projected traffic flows and the historical collision data. The results identified no major deficiencies at this intersection. Planners also determined that utilizing this intersection, instead of another route, was the least environmentally damaging alternative.

Comment Type 28) Concern about ROW acquisition along N. Broad Street adjacent to Boykin Road.

Response: You mentioned that two residential lots east of Broad Street at its intersection with Boykin Road are non-conforming lots and that, if SCDOT takes any additional acreage from these lots, those lots will further exceed non-conformance. As the project team refines the design, this information will be very helpful, and it will be taken into consideration.

Comment Type 29) Concerns about damage to private utilities.

Response: You mentioned that you are concerned about damage to pipes and/or utilities caused by construction activities. At this stage of design, the project team has limited knowledge of the needed utility improvements, and the City of Camden is investigating a strategy to assess the condition of the water and sewer infrastructure along Broad Street prior to construction. Since construction funding is not yet identified, it is difficult to determine who will be financially responsible for each intricate piece of the utility systems, but there may be public and private participation.

Comment Type 30) Concern about medians on Broad Street

Response: You asked for the practical reason for the planted medians in the middle of Broad Street. In order to help drivers recognize the change in speed limit as well as the beginning of the downtown business district, the design incorporates traffic calming measures. The raised medians in the middle of Broad Street are some of these measures. Designers also use the raised median to create pedestrian safe havens, or refuges, in the middle of a street. Accordingly, when a median is used, plantings can be incorporated to improve attractiveness. The attractive environment can then encourage increased activity. During the final design phase, as others suggested at the stakeholder meeting, the project team will investigate options such as shortening the central median and/or using appropriately located mountable curbs for emergency use.

Comment Type 31) Suggestion to add turn lanes at corners of Broad Street but maintain all four lanes.

Response: In order to help the current traffic congestion situation, you recommended that turn lanes could be added to Broad Street at the DeKalb Street intersection, but the four through lanes should remain as they currently are. The limited width of Broad Street prohibits this sort of improvement because there is not enough room to fit the additional lanes.

Comment Type 32) Concern about for BSRD streetscape tree characteristics

Response: While refining the design, the project team will coordinate with you to be sure that the landscape plan satisfies the City of Camden's needs.

Comment Type 33) Request to add turn lanes on Rutledge Street to Broad Street.

Response: I understand that you would like additional turn lanes on Rutledge Street. The Broad Street Road Diet does include turn lanes from Broad Street onto Rutledge Street, but I believe that your concern is about east/west travelers that are turning from Rutledge onto Broad. The project team analyzed the entire Rutledge/Broad intersection, and the Traffic Study can be viewed at http://www.scdot.org/inside/public_hearings.aspx. At this time, the results of the study do not justify the need for turn lanes for east/west travelers on Rutledge Street. This section of Rutledge Street is owned by the City of Camden so we shared your comments with the City, and the City will continue to monitor the intersection.



South Carolina
Department of Transportation

July 30, 2012

Ms. Laura Horton
7 South Hill Lane
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street
in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309;
PCN 40309_RD01, RD02, RD03, PE04]

Dear Ms. Horton:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

In regards to your request to change the name of Ehrenclou Drive to Bulldog Way/Drive, I discovered that Kershaw County's Office of E911 Addressing handles the actual names of roads. SCDOT uses a system of numbers, instead of names, to maintain its road inventory. The attached information should provide helpful guidance about how to change a road name. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

Enclosures

WTR:ars

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR



E911 Addressing

Welcome to E911 Addressing's Information Web Site. E911 Addressing is a part of the GIS/Mapping and E911 addressing Office. This site is intended for your convenience and we hope that the information provided will be helpful and of benefit to you. This site may not meet all of your needs; however, for further assistance our office hours are Monday through Friday from 8:30 a.m. until 5:00 p.m. We can also be reached by phone at 803-425-1523. Our office is located in the Kershaw County Government Center. The address is Room 110, 515 Walnut Street, Camden, South Carolina 29020. We look forward to providing you the best public service possible.

Sincerely,

Faye Carter
Kershaw County Addressing Coordinator

What is the Kershaw County E911 Addressing Office?

E911 Addressing is responsible for the assigning of addresses for the entire county. The addresses assigned are very important in that they are the addresses that are used in the event of an emergency. E911 Addressing is also responsible for the approval of all road names in the county. Addresses and road names must be given only by the E-911 Addressing center to avoid confusion.

Kershaw County E911 Addressing Office Directory:

Main Number	803-425-1523
E911 Addressing	803-425-1523 ext.5419, 5335
Government Center Fax	803-425-7673

Addressing FAQ

How can I get a new address?

How are addresses assigned by Kershaw County Addressing Center?

How do I name a new road?

How can I change an existing street name?

How are road names assigned? How are they approved?

Q: How can I get a new address?

A:

If it is an established property you can call or visit our office to receive the address. If you purchase acreage out of a bigger acreage or it is a new sub-division it will require a copy of the plat to assign the address. You can mail, fax, or hand deliver the plat to our office and we will assign an address. Please be sure to provide your contact information so we can either fax it back to you or call you.

NOTE: When moving from one location to another and you keep your existing telephone number, please call our office and give us your new address. The telephone company does not automatically change your telephone to the new address. If you do not call us for this change and you make an emergency call to 9-1-1 your old address will display and there is a possibility that it could delay an emergency response.

Q: How are addresses assigned by Kershaw County Addressing Center?

A:

All roads, streets, etc. have a range of numbers. The beginning of a road starts with the lower number and increases to the higher range at the end of the road. Roads have odd numbers on one side and even numbers on the opposite side. An engineer's scale is used to measure the distance to the driveways of the properties to determine the addresses.

Q: How do I name a new road?

A:

To name a road it must access two or more houses. According to the South Carolina Statute S 23-47-60 the criterion for the naming of a new street is that the name assigned must not duplicate or be similar to an existing street name within the local government's geographical area. Names of family, nicknames and pet names are not acceptable. Listed below is a link to the already existing road names.

Road Names.pdf

Q: How can I change an existing street name?

A:

A petition must be signed by each and every property owner (not tenants) and submitted to the E9-1-1 Addressing Center with a fee of two hundred and fifty dollars (\$250.00) along with new name. The new name will have to be approved by the E9-1-1 Addressing Center.

Q: How are road names assigned? How are they approved?

A:

Road names can be assigned by property owners, surveyors, sub-division designers, etal.; however, all road names must be submitted for approval to the E9-1-1 Addressing Center. The E9-1-1 Addressing Center will assist or name the roads at the property owner's request.



South Carolina
Department of Transportation

July 30, 2012

Mr. Billy J. Silver
1023 Broad Street
Camden, South Carolina 29020

Re: Stakeholder Meeting for Proposed Improvements along Broad Street (US 521) from York Street to DeKalb Street in Kershaw County [TIGER II Planning Grant 3; File 28.040309; PCN 40309_PE04]

Dear Mr. Silver:

Thank you very much for your comments related to the proposed improvements along Broad Street in Camden, South Carolina. The City of Camden presented the project at the Stakeholder Meeting held Tuesday, June 28, 2012 in downtown Camden. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Since this meeting occurred during the required public comment period for the Environmental Assessment, your comments are recorded in the SCDOT Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Mr. Whit King
1202 Chestnut Ferry Road
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. King:

Thank you very much for your comment related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I am familiar with the bridge near your office along Chestnut Ferry Road, and as part of the proposed improvements, SCDOT plans to replace that bridge during construction. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely

William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2

WTR:ars

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Mr. John M. Newman
515 Walnut Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Newman:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Mrs. Katherine L. Brown
1707 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mrs. Brown:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Dr. Bruce A. Brown
1707 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Dr. Brown:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Chief Joseph M. Floyd
Camden Police Department
816 West DeKalb Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Chief Floyd:

Thank you very much for your comments in support of the proposed improvements to the Truck Routes presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org .

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Ms. Carolyn B. Hammond
111 Northgate Drive
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Ms. Hammond:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Councilman Walter M. Long, Jr.
City of Camden
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Councilman Long:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Councilwoman Alfred Mae Drakeford
City of Camden
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Councilwoman Drakeford:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Councilman Patrick D. Partin
City of Camden
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Councilman Partin:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org .

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

The Honorable Jeffrey R. Graham
Mayor of Camden
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mayor Graham:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Chief John T. Bowers
Camden Fire Department
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Chief Bowers:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Mr. Tom Couch
Department of Public Works
City of Camden
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Couch:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Mr. Mel Pearson
Assistant City Manager
City of Camden
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Pearson:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Mr. W. Kevin Bronson
City of Camden
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Bronson:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Mr. Wade Luther
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Luther:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Mr. William J. Vartorella
Post Office Box 1376
Camden, South Carolina 29021

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Vartorella:

Thank you very much for your comments in support of the proposed York Street to Rippondon Street improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Ms. Joanna B. Craig
1604 Sarsfield Avenue
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Ms. Craig:

Thank you very much for your comments in support of the proposed truck route improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org .

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

WTR:ald

cc: Henry Phillips, SCDOT Environmental Manager
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 31, 2012

Mr. Shawn Putnam
Planner
City of Camden
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Putnam:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In regards to your request to add northbound left turn lanes along Springdale Drive (S-28-130) at its intersections with Cornwallis Avenue and Moultrie Road, the proposed plan does not include those improvements. During the early planning phase, while determining truck route alternatives, the SCDOT Planning Office analyzed the current and projected traffic flows, the density and spacing of side roads, the available sight distances, and collision data. The results identified no major deficiencies along this segment of Springdale Drive.

SCDOT conducts regular monitoring of intersections and improves intersections based on their statewide safety priority and regular monitoring will continue. Although these improvements are not included in the project, the City of Camden could install these improvements using local funds via an SCDOT Encroachment Permit. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

July 30, 2012

Mr. Enrique R. Reyes
701 Boykin Road
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Reyes:

Thank you very much for your comments about the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In regards to your comment about property being obtained along Boykin Road, under the preferred alternative, little, if any, new right-of-way is required on the south side of the road. If, in fact, there becomes a need to acquire property from you, an SCDOT Right-of-Way Agent will contact you to discuss the situation. Your property will otherwise remain intact. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org .

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR





South Carolina
Department of Transportation

August 6, 2012

Mr. George Brisbon
Ms. Lottie Brisbon
941 Wateree Boulevard
Camden, SC 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

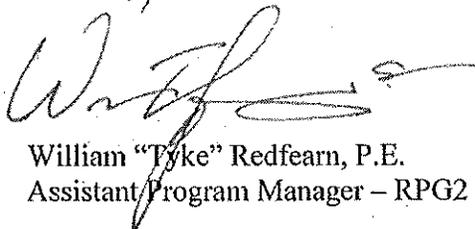
Dear Mr. and Ms. Brisbon:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I understand that you are concerned that additional trucks along Chestnut Ferry Road may cause traffic back-ups when exiting Wateree Boulevard onto Chestnut Ferry Road, especially when the Larry Doby Recreational Complex is in use. Recreational complex traffic occurs during off peak times such as nights and weekends, and most trucks do not travel during these times. The Traffic Study completed for the Truck Route does not recommend any improvements at this intersection. It is possible however that the proposed center turn lane along Chestnut Ferry Road may help the situation.

SCDOT, during normal operation and maintenance programs, will continue to monitor this intersection, and we will forward your comment to both City and County officials. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2
File: PC/WTR





South Carolina
Department of Transportation

August 6, 2012

Mr. Joseph Rudzinski
56 Lake Shore Dr.
Camden, SC 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street
in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309;
PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Rudzinski:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I understand that you are concerned about enforcement of through truck restrictions in downtown Camden. State law allows local governments to create ordinances that restrict certain classes of traffic from certain areas, and the City of Camden does have a current ordinance that restricts through trucks from downtown. Due to deficiencies along the existing truck routes, it is difficult for law enforcement agencies to enforce the ordinance. Once the proposed improvements are completed, the City will work with law enforcement agencies that will enforce the current City ordinance or a similar revised ordinance. The City of Camden will also work with SCDOT to identify the new designated truck routes by installing proper signs and by revising appropriate maps. Delivery trucks that have destinations in downtown Camden will be provided with parking spaces designated for commercial use during specific times of the day.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org .

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2
File: PC/WTR





South Carolina
Department of Transportation

August 6, 2012

Mr. Conway Cheely
7 South Hill Lane
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Cheely:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

Your assessment is correct in that the proposed project does not include improvements along Springdale Drive (S-28-130) or its intersection with DeKalb Street (US 1/601). During the early planning phase, while determining truck route alternatives, SCDOT, local, and regional planners analyzed the current and projected traffic flows, the density and spacing of side roads, the available sight distances, and the historical collision data. The results identified no major deficiencies along this segment of Springdale Drive.

Upon receiving your comments, the project team re-visited the advanced planning reports and, using current data, revised and re-calculated the information. One variable used to analyze roadway capacity is the service flow rate. This is the rate at which a road operates at acceptable capacity, not maximum capacity, but acceptable capacity. When taking lane widths as well as number and density of side streets into account, the project team noticed that current traffic flow is well below the service flow rate of Springdale Drive. When trucks are re-routed, we predict that, even with the slight increase in vehicular and truck traffic, the traffic flow will remain well below the service flow rate. In fact, the 2035 prediction shows that this section of Springdale Drive will operate at only half of its acceptable service flow rate. When using service flow rate to justify improvements such as widening lanes or paving shoulders, the current or predicted traffic flow would have to exceed the service flow rate, and in the case, improvements are not justified.

Another variable considered is collision data. The project team analyzed both the DeKalb Street/Springdale Drive intersection as well as the side street intersections along Springdale Drive. When comparing the current and predicted traffic numbers, including traffic



from the new subdivision, to the actual collision numbers, this segment operates well within acceptable collision thresholds. While analyzing collision data, we also considered the types and severities of accidents, and the results show that, at this time, improvements such as acceleration and deceleration lanes are not justified. While SCDOT is not able to justify the expense of installing acceleration and deceleration lanes along these side roads, it is possible for others, such as the City of Camden, the County of Kershaw, and/or private citizens to fund these improvements.

As is the case with all SCDOT maintained roads, Springdale Drive will continue to be monitored during the regular SCDOT operation and maintenance programs. Among other activities, these programs include monitoring of intersection safety and pavement conditions. Within the past several years, SCDOT performed major modifications to both the DeKalb Street/Springdale Drive intersection and the Springdale Drive/Knights Hill Road intersection. In fact, twice within the last year, the SCDOT operations section installed additional warning signs at the Dekalb Street/Springdale Drive intersection. SCDOT will continue to perform these types of activities as they are needed. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR



South Carolina
Department of Transportation

August 6, 2012

Mr. and Mrs. David Pugh
2106 Springdale Drive
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. and Mrs. Pugh:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

Your assessment is correct in that the proposed project does not include improvements along Springdale Drive (S-28-130) or its intersection with DeKalb Street (US 1/601). During the early planning phase, while determining truck route alternatives, SCDOT, local, and regional planners analyzed the current and projected traffic flows, the density and spacing of side roads, the available sight distances, and the historical collision data. The results identified no major deficiencies along this segment of Springdale Drive.

Upon receiving your comments, the project team re-visited the advanced planning reports and, using current data, revised and re-calculated the information. One variable used to analyze roadway capacity is the service flow rate. This is the rate at which a road operates at acceptable capacity, not maximum capacity, but acceptable capacity. When taking lane widths as well as number and density of side streets into account, the project team noticed that current traffic flow is well below the service flow rate of Springdale Drive. When trucks are re-routed, we predict that, even with the slight increase in vehicular and truck traffic, the traffic flow will remain well below the service flow rate. In fact, the 2035 prediction shows that this section of Springdale Drive will operate at only half of its acceptable service flow rate. When using service flow rate to justify improvements such as widening lanes or paving shoulders, the current or predicted traffic flow would have to exceed the service flow rate, and in the case, improvements are not justified.

Another variable considered is collision data. The project team analyzed both the DeKalb Street/Springdale Drive intersection as well as the side street intersections along Springdale Drive. When comparing the current and predicted traffic numbers, including traffic from the new subdivision, to the actual collision numbers, this segment operates well within acceptable collision thresholds. While analyzing collision data, we also considered the types and



severities of accidents, and the results show that, at this time, improvements such as acceleration and deceleration lanes are not justified. While SCDOT is not able to justify the expense of installing acceleration and deceleration lanes along these side roads, it is possible for others, such as the City of Camden, the County of Kershaw, and/or private citizens to fund these improvements.

As is the case with all SCDOT maintained roads, Springdale Drive will continue to be monitored during the regular SCDOT operation and maintenance programs. Among other activities, these programs include monitoring of intersection safety and pavement conditions. Within the past several years, as a result of regular monitoring, SCDOT performed major modifications to both the DeKalb Street/Springdale Drive intersection and the Springdale Drive/Knights Hill Road intersection. In fact, twice last year, the SCDOT operations section installed additional warning signs at the Dekalb Street/Springdale Drive intersection. SCDOT will continue to perform these types of activities as they are needed.

We are aware that, although widely accepted, these calculations and predictions are theoretical, and when analyzing results, we assume that normal driving conditions exist. Since you were also concerned about excessive speeding, we will share your concerns with local law enforcement officers. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org .

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2
File: PC/WTR



South Carolina
Department of Transportation

August 6, 2012

Mrs. Jean Morgan
848 Hunter Hill Road
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mrs. Morgan:

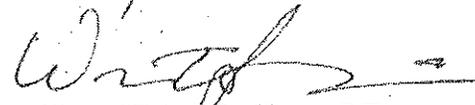
Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

Your assessment is correct in that the proposed project does not include improvements along Springdale Drive (S-28-130) or its intersection with DeKalb Street (US 1/601). During the early planning phase, while determining truck route alternatives, SCDOT, local, and regional planners analyzed the current and projected traffic flows, the density and spacing of side roads, the available sight distances, and the historical collision data. The results identified no major deficiencies along this segment of Springdale Drive.

Upon receiving your comments, the project team re-visited the advanced planning reports and, using current data, revised and re-calculated the information. At this time, SCDOT is not able to justify improvements such as paving shoulders or resurfacing pavement.

As is the case with all SCDOT maintained roads, Springdale Drive will continue to be monitored during the regular SCDOT operation and maintenance programs. These programs include, among other activities, monitoring of intersection safety and pavement conditions. Since you were also concerned about driver safety and excessive weaving, we will share your concerns with local law enforcement officers. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

ec: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2





South Carolina
Department of Transportation

August 6, 2012

Mr. William Rozier
Post Office Box 9
Camden, SC 29021

Re: Stakeholder Meeting for Proposed Improvements along Broad Street (US 521) from York Street to DeKalb Street in Kershaw County [TIGER II Planning Grant 3; File 28.040309; PCN 40309_ PE04]

Dear Mr. Rozier:

Thank you very much for your comments related to the proposed improvements along Broad Street in Camden, South Carolina. The City of Camden presented the project at the Stakeholder Meeting held Tuesday, June 28, 2012, in downtown Camden. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Since this meeting occurred during the required public comment period for the Environmental Assessment, your comments are recorded in the SCDOT Public Hearing file and made part of the official project record.

Regarding the Broad Street Road Diet (BSRD), I understand that you are concerned about the impacts to businesses in downtown Camden. During construction, access to businesses will be a high priority. To minimize disruptions, several access strategies can be incorporated into the final construction documents such as contract language that requires contractors to maintain vehicle and pedestrian access to businesses as well as time restrictions on certain nuisance-causing activities. During and/or after construction, other Cities have employed City-sponsored promotions or marketing campaigns that remind customers to keep shopping downtown. You further requested that the Camden City Council should resolve to support the build option contingent upon provisions to preserve access to businesses during construction, and we forwarded your request to the City of Camden.

Additionally, you expressed concern that, once the BSRD is completed, vehicular breakdowns would block traffic and concern about lack of access by emergency responders. From a transportation standpoint, Camden's many local intersecting roads provide connectivity and multiple options to reach and/or avoid an emergency. Also, while preparing the design, the project team consulted each of Camden's public safety departments and will continue to do so. As you, and others, suggested at the stakeholder meeting, as preparing the final design, the project team will investigate options such as shortening the central median and/or using appropriately located mountable curbs for emergency use.

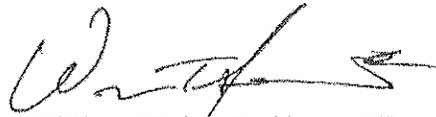


Mr. William Rozier
Page 2 of 2 - August 6, 2012

I also understand that you would like turn lanes on Rutledge Street. The BSRD does include turn lanes from Broad Street onto Rutledge Street, but your concern is about east/west travelers that are turning from Rutledge onto Broad. The project team analyzed the entire Rutledge/Broad intersection, and the Traffic Study can be viewed at http://www.scdot.org/inside/public_hearings.aspx . At this time, the results of the study do not justify the need for turn lanes for east/west travelers on Rutledge Street. This section of Rutledge Street is owned by the City of Camden so the City will continue to monitor its operation.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org .

Sincerely



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR



South Carolina
Department of Transportation

August 7, 2012

Mrs. Linda Goodale
543 East DeKalb Street
Camden, South Carolina 29020

Re: Stakeholder Meeting for Proposed Improvements along Broad Street (US 521) from York St to DeKalb St in Kershaw County [TIGER II Planning Grant 3; File 28.040309; PCN 40309_PE04]

Dear Mrs. Goodale: *Linda:*

Thank you very much for your comments related to the proposed improvements along Broad Street in Camden, South Carolina. The City of Camden presented the project at the Stakeholder Meeting held Tuesday, June 28, 2012, in downtown Camden. I can assure you that all concerns are carefully considered before any final project decisions are made. Since this meeting occurred during the required public comment period for the Environmental Assessment, your comments are recorded in the SCDOT Public Hearing file and made part of the official project record.

I understand that you are concerned about the impacts to businesses in downtown Camden. During construction, maintaining access to businesses will be a high priority. To minimize disruptions, several access strategies can be incorporated into the final construction documents such as contract language that requires contractors to maintain vehicle and pedestrian access to businesses as well as time restrictions on certain nuisance-causing activities. Also, during and/or after construction, other cities have employed city-sponsored promotions or marketing campaigns that remind customers to keep shopping downtown, and the City of Camden is exploring options for applying these types of strategies.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG2





South Carolina
Department of Transportation

August 7, 2012

Ms. Ann Arquitt
148 Wall Street #335
Camden, SC 29020

Re: Stakeholder Meeting for Proposed Improvements along Broad Street (US 521) from York Street to DeKalb Street in Kershaw County [TIGER II Planning Grant 3; File 28.040309; PCN 40309_ PE04]

Dear Ms. Arquitt:

Thank you very much for your comments related to the proposed improvements along Broad Street in Camden, South Carolina. The City of Camden presented the project at the Stakeholder Meeting held Tuesday, June 28, 2012, in downtown Camden. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Since this meeting occurred during the required public comment period for the Environmental Assessment, your comments are recorded in the SCDOT Public Hearing file and made part of the official project record. Thank you, also, for your verbal comments at the July 10, 2012 Public Hearing. Those verbal comments are recorded in the file as well.

I understand that you are concerned about the proposed parking configuration. In order to justify the installation of angled parking along Broad Street, the project team researched available resources, such as publications from the Institute of Transportation Engineers, that are widely accepted among highway designers. Recent studies show that, when comparing historical crash rates, away from intersections, the difference between streets with angled parking and those with parallel parking is almost negligible. Studies further note that angled parking, when utilized in a manner appropriate to a specific corridor, can achieve a good balance between safety and service to the adjacent land uses. The project team further enhanced the proposed design by including angled spaces that are longer than the standard length and by including greater back-out buffer area than the standard design. The design will likely include other improvements such as warning signs and traffic calming measures that will be used to notify drivers about the angled parking zone.

If and/or when the Broad Street Road Diet is completed, much as it currently does, the City of Camden, along with SCDOT and law enforcement officers, will be monitoring the downtown area to be sure that safety is maintained and adjustments can be implemented when needed. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2





South Carolina
Department of Transportation

August 7, 2012

Ms. Peggy Lane
700 Savage Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Ms. Lane:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I understand that you would like to know when the Broad Street Road Diet (BSRD) could bring commerce into the City of Camden. The City notes that it is important to mention that the BSRD is only part of the overall plan for re-vitalizing downtown. Although the concept for the BSRD originated in Camden's Vision Plan and even though that plan is appropriately substantiated, upon receiving your comments, the project team conducted additional research and found that, after implementing similar projects, other cities reported positive economic returns within five years of project completion. The project team discovered various resources such as financial reports from other cities, including Greenville and Greenwood, as well as studies and reports from universities, non-profit agencies, and from the National Transportation Enhancements Clearinghouse (NTEC) which is sponsored by the Federal Highway Administration (FHWA). In most cases, five years was the limit of the study duration, and that is why reports highlighted the fifth anniversary. The data shows significant increases in categories such as building occupancy rates, total retail sales, and property values. Many cases reported increases of more than double. If you are interested in the details, I can forward the list of references.

You also wanted to know why downtown improvements would not be done prior to the Truck Route improvements. The BSRD cannot be implemented until the Truck Route is operational. Due to the turning radii of large trucks and their implications on overall traffic flow as well as their tendency to damage these types of improvements, it is not prudent to install these measures until the trucks have an alternate route.

You also suggested that the City of Camden should support the Historic Camden Revolutionary War Park by putting power lines underground and fixing sewer issues, and since neither the proposed Truck Route nor the BSRD extend to the area near Historic Camden, I will share your comments with the City of Camden who is responsible for electrical power and sewer. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org .

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2





South Carolina
Department of Transportation

August 7, 2012

Ms. Christine Anton
1201 Sumter Highway
Rembert, South Carolina 29128

Re: Stakeholder Meeting for Proposed Improvements along Broad Street (US 521) from York St to DeKalb St in Kershaw County [TIGER II Planning Grant 3; File 28.040309; PCN 40309_PE04]

Dear Ms. Anton:

Thank you very much for your comments related to the proposed improvements along Broad Street in Camden, South Carolina. The City of Camden presented the project at the Stakeholder Meeting held Tuesday, June 28, 2012, in downtown Camden. I can assure you that all concerns are carefully considered before any final project decisions are made. Since this meeting occurred during the required public comment period for the Environmental Assessment, your comments are recorded in the SCDOT Public Hearing file and made part of the official project record.

I understand your concern that reducing through lanes from four to two lanes will cause additional traffic backups. In order to predict post-project traffic flows, the project team conducted extensive traffic studies, and results show that revising Broad Street's layout to include two through lanes and new dedicated left turn lanes will, at least, maintain the current traffic flow for this section of Broad Street. In fact, once the lanes are re-configured during the highest afternoon flow, operation of certain turning movements at the Broad Street/DeKalb Street intersection could improve. If you are interested in the details, the Traffic Study can be viewed at http://www.scdot.org/inside/public_hearings.aspx under the "Camden Truck Route and Broad Street Road Diet - Kershaw County" heading.

I also understand that you are concerned about the impacts to businesses in downtown Camden. During construction, access to businesses will be a high priority. To minimize disruptions, several access strategies can be incorporated into the final construction documents such as contract language that requires contractors to maintain vehicle and pedestrian access to businesses as well as time restrictions on certain nuisance-causing activities. Also, during and/or after construction, other cities have employed city-sponsored promotions or marketing campaigns that remind customers to keep shopping downtown, and the City of Camden is exploring options for these strategies.

You also mentioned that you are concerned about damage to pipes and/or utilities caused by construction activities. At this stage of design, the project team has limited knowledge of the needed utility improvements, and the City of Camden is investigating a strategy to assess the condition of the water and sewer infrastructure along Broad Street prior to construction. Since construction funding is not yet identified, it is difficult to determine who will be financially responsible for each intricate piece of the utility systems, but there may be public and private participation.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2





South Carolina
Department of Transportation

August 7, 2012

Mr. John Blackwell
1014 Broad Street
Camden, SC 29020

Re: Stakeholder Meeting for Proposed Improvements along Broad Street (US 521) from York Street to DeKalb Street in Kershaw County [TIGER II Planning Grant 3; File 28.040309; PCN 40309_PE04]

Dear Mr. Blackwell:

Thank you very much for your comments related to the proposed improvements along Broad Street in Camden, South Carolina. The City of Camden presented the project at the Stakeholder Meeting held Tuesday, June 28, 2012, in downtown Camden. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Since this meeting occurred during the required public comment period for the Environmental Assessment, your comments are recorded in the SCDOT Public Hearing file and made part of the official project record.

I understand your concern that reducing through lanes from four to two lanes and that installing angled parking will cause problems for both traffic flow and downtown merchants. In regard to concerns about increased traffic congestion, the project team conducted extensive traffic studies, and results show that revising Broad Street's layout to include two through lanes and new dedicated left turn lanes will, at least, maintain the current traffic flow for this section of Broad Street. In fact, once the lanes are re-configured during the highest afternoon flow, operation of certain turning movements at the Broad Street/DeKalb Street intersection could improve. If the Broad Street Road Diet (BSRD) is completed, since traffic flow will not be worse than the current traffic flow, through traffic may not avoid the downtown area. If you are interested in the details, the Traffic Study can be viewed at http://www.scdot.org/inside/public_hearings.aspx under the "Camden Truck Route and Broad Street Road Diet - Kershaw County" heading.

In order to help the current traffic congestion situation, you recommended that turn lanes could be added to Broad Street at the DeKalb Street intersection, but the four through lanes should remain as they currently are. The limited width of Broad Street prohibits this sort of improvement because there is not enough room to fit the additional lanes.

I also understand that you are concerned about the impacts to businesses in downtown Camden. During construction, access to businesses will be a high priority. To minimize disruptions, several access strategies can be incorporated into the final construction documents such as contract language that requires contractors to maintain vehicle and pedestrian access to businesses as well as time restrictions on certain nuisance-causing activities. Also, during and/or



Mr. John Blackwell
Page 2 of 2 – August 7, 2012

after construction, other cities have employed city-sponsored promotions or marketing campaigns that remind customers to keep shopping downtown, and the City of Camden is exploring options for these strategies.

You also expressed concern that the BSRD would reduce the customer base for merchants on Broad Street. Improvements such as increased sidewalk widths, reduced vehicular lanes, and newly added pedestrian refuges in a central median will provide a greater measure of pedestrian safety and can encourage more walking and browsing. Although the concept for the BSRD originated in Camden's Vision Plan, and that plan was appropriately validated, upon receiving your comments, the project team conducted additional research and found that, after implementing similar projects, other cities reported positive economic returns.

You also asked for the practical reason for the planted medians in the middle of Broad Street. In order to help drivers recognize the change in speed limit as well as the beginning of the downtown business district, the design incorporates traffic calming measures. The raised medians in the middle of Broad Street are some of these measures. Designers also use the raised median to create pedestrian safe havens, or refuges, in the middle of a street. Accordingly, when a median is used, plantings can be incorporated to improve attractiveness. The attractive environment can then encourage increased activity. During the final design phase, as others suggested at the stakeholder meeting, the project team will investigate options such as shortening the central median and/or using appropriately located mountable curbs for emergency use.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2
File: PC/WTR



South Carolina
Department of Transportation

August 7, 2012

Mr. Edward M. Royall
1111 Church Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Royall:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

In regard to your concerns about increased traffic back-ups, the project team conducted extensive traffic studies, and results show that revising Broad Street's layout to include two through lanes and new dedicated left turn lanes will, at least, maintain the current traffic flow for this section. In fact, once the lanes are re-configured during the highest afternoon flow, operation could improve for certain turning movements at the Broad Street/DeKalb Street intersection.

I understand that you are further concerned about increased traffic congestion on local residential streets. The current traffic back-up happens at the traffic light controlling the Broad Street and DeKalb Street intersection, and drivers currently use local roads to avoid this back-up. If the Broad Street Road Diet (BSRD) is completed, since traffic flow will not be worse than the current traffic flow and since flow could improve during the busiest afternoon times, through traffic may then use Broad Street instead of local roads. Also, once trucks are removed from downtown, drivers could be even more likely to stay on Broad Street.

I admit that it is difficult to predict driver tendencies. SCDOT as well as the City of Camden regularly monitors local streets, and monitoring will continue with, or without, implementation of the BSRD. If problems arise on local streets, improvements can be later implemented. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2





South Carolina
Department of Transportation

August 7, 2012

Ms. Mary Beth Schultz
104 Welsh Street
Camden, SC 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Ms. Schultz:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I understand that you feel that the Broad Street Road Diet is not a good idea and that reducing through lanes from four to two lanes and that installing angled parking will cause problems for both traffic flow and downtown merchants. In regard to concerns about increased traffic congestion, the project team conducted extensive traffic studies, and results show that revising Broad Street's layout to include two through lanes and new dedicated left turn lanes will, at least, maintain the current traffic flow for this section of Broad Street. In fact, once the lanes are re-configured during the highest afternoon flow, operation of certain turning movements at the Broad Street/DeKalb Street intersection could improve. For your information, the Traffic Study can be viewed at http://www.scdot.org/inside/public_hearings.aspx under the "Camden Truck Route and Broad Street Road Diet - Kershaw County" heading.

I also understand that you are concerned about the impacts to businesses in downtown Camden. During construction, access to businesses will be a high priority. To minimize disruptions, several access strategies can be incorporated into the final construction documents such as contract language that requires contractors to maintain vehicle and pedestrian access to businesses as well as time restrictions on certain nuisance-causing activities. Also, during and/or after construction, other cities have employed city-sponsored promotions or marketing campaigns that remind customers to keep shopping downtown, and the City of Camden is exploring options for these strategies.

It is clear that you are furthermore concerned about the proposed parking configuration. In order to justify the installation of angled parking, the project team researched available resources, such as publications from the Institute of Transportation Engineers, which are widely accepted among highway designers. Recent studies show that, when comparing historical crash



Ms. Mary Beth Schultz
Page 2 of 2 – August 7, 2012

rates, away from intersections, the difference between streets with angled parking and those with parallel parking is almost negligible. Studies further note that angled parking, when utilized in a manner appropriate to a specific corridor, can achieve a good balance between safety and service to the adjacent land uses. The project team further enhanced the proposed design by including angled spaces that are longer than the standard length and by including greater back-out buffer area than the standard design. The design will likely include other improvements such as warning signs and traffic calming measures that will be used to notify drivers about the angled parking zone.

If and/or when the BSRD is completed, as it currently does, the City of Camden, along with SCDOT and law enforcement officers, will be monitoring the downtown area to be sure that safety is maintained and adjustments can be implemented when needed. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant/Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2
File: PC/WTR



South Carolina
Department of Transportation

August 7, 2012

Mr. Jonathan Bazinet
1043 Broad Street
Camden, SC 29020

Re: Stakeholder Meeting for Proposed Improvements along Broad Street (US 521) from York Street to DeKalb Street in Kershaw County [TIGER II Planning Grant 3; File 28.040309; PCN 40309_PE04]

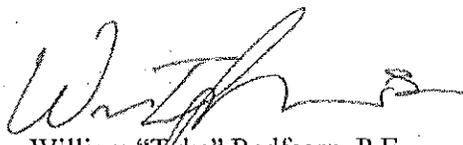
Dear Mr. Bazinet:

Thank you very much for your comments related to the proposed improvements along Broad Street in Camden, South Carolina. The City of Camden presented the project at the Stakeholder Meeting held Tuesday, June 28, 2012, in downtown Camden. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Since this meeting occurred during the required public comment period for the Environmental Assessment, your comments are recorded in the SCDOT Public Hearing file and made part of the official project record.

I understand that you are concerned about not having enough parking in downtown Camden and that you are particularly concerned about organizing better parking along Commerce Alley. As part of a broader effort to promote the downtown core as a destination, the City of Camden is currently considering possible parking improvements along alleyways and in other areas behind businesses. Your input is helpful in that effort to promote the downtown core, and we shared your comments with the City. Also, with the implementation of the Broad Street Road Diet, the number of parking spaces downtown along Broad Street will increase.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2
File: PC/WTR





South Carolina
Department of Transportation

August 7, 2012

Ms. Linda H. Rodgers
1008 Broad Street
Camden, South Carolina 29020

Re: Stakeholder Meeting for Proposed Improvements along Broad Street (US 521) from York Street to DeKalb Street in Kershaw County [TIGER II Planning Grant 3; File 28.040309; PCN 40309_PE04]

Dear Ms. Rodgers:

Thank you very much for your comments related to the proposed improvements along Broad Street in Camden, South Carolina. The City of Camden presented the project at the Stakeholder Meeting held Tuesday, June 28, 2012, in downtown Camden. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Since this meeting occurred during the required public comment period for the Environmental Assessment, your comments are recorded in the SCDOT Public Hearing file and made part of the official project record.

I understand that you would like additional turn lanes on Rutledge Street. The Broad Street Road Diet does include turn lanes from Broad Street onto Rutledge Street, but I believe that your concern is about east/west travelers that are turning from Rutledge onto Broad. The project team analyzed the entire Rutledge/Broad intersection, and the Traffic Study can be viewed at http://www.scdot.org/inside/public_hearings.aspx. At this time, the results of the study do not justify the need for turn lanes for east/west travelers on Rutledge Street. This section of Rutledge Street is owned by the City of Camden so we shared your comments with the City, and the City will continue to monitor the intersection.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2
File: PC/WTR





South Carolina
Department of Transportation

August 8, 2012

Councilman X. Willard Polk
521 Cooks Court
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Councilman Polk:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

As you know, SCDOT is assisting the City of Camden with National Environmental Policy Act (NEPA) compliance as well as technical design review for the Broad Street Road Diet (BSRD). I realize that you are concerned about the unidentified funding source for the BSRD as well as the fluctuation in the project estimate for the Truck Route improvements. In the SCDOT Planning process, the needs are first identified and prioritized without consideration of cost, and then planning estimates are calculated for each of the needs. SCDOT then categorizes the needs as they apply to available funding sources. As funding becomes available, SCDOT begins the project development process. Cost estimates evolve as the various project details are determined. In the February 15, 2011 letter of intent, this early truck route cost estimate included improvements that could have been needed, and the latest cost estimate incorporates details determined after completing the traffic study and selecting the preferred alternatives which were not the longest routes thus costing less. As the project is further developed, the project team will continue to revise the cost estimate.

The Santee-Lynches Council of Governments (COG) approved the funding for the Truck Route Improvements, and that funding originates from the Federal Highway Administration's (FHWA) Surface Transportation Program. As the cost estimate evolves, revisions are vetted through the COG, and available funds are adjusted accordingly. SCDOT pays the required matching funds for this program so the City of Camden has no financial obligations to the highway portion of this project. It is possible, however, that, if the City owns utilities that must be relocated and those utilities exist under encroachment permits, the City will be responsible for relocation costs.

In the ideal planning setting, the initial planning estimate would be the greatest and subsequent estimates would decrease at each stage of the process, but that does not always happen. Too often, funding is identified and acquired using the planning estimate, and subsequent estimates increase thus creating a funding shortfall. It would appear that the City of Camden, by developing the BSRD construction plans, wants a detailed estimate for the BSRD so that it can acquire appropriate funding. A detailed preliminary cost estimate is published in the Appendix of the Environmental Assessment which is available for public review.



Since the source of construction funds is unknown, the project owner is also unknown. When acting as project owner, SCDOT follows specific guidelines during construction management, but I am not familiar with the City of Camden's construction management procedures. Regarding the BSRD, I understand that you are concerned about the impacts to businesses. Although some impact is unavoidable, on SCDOT projects, in order to lessen the construction impacts, designers sometimes include specific contract language that informs contractors about details for providing access to businesses. Sometimes this language includes financial penalties for deviating from the contract details. On many SCDOT projects, designers prepare a construction staging and phasing plan that can lessen impacts as well. If needed, I can share examples with City staff and/or the BSRD design team. Also, during and/or after construction, other cities have employed city-sponsored promotions or marketing campaigns that remind customers to keep shopping downtown, and it is my understanding that City staff is exploring options for these strategies.

I also understand that you do not concur with the preferred alternative for the BSRD and that you do not believe that Broad Street needs to be more pedestrian friendly. From a NEPA compliance perspective, the preferred alternative, presented in the Environmental Assessment, was selected in a manner that meets NEPA requirements. From a technical review perspective, SCDOT provided comments on each conceptual alternative as well as the preferred alternative. If the SCDOT comments are properly addressed, the preferred alternative can be developed to the next level, and at that time, SCDOT will again provide comments. Regarding a live simulation of the BSRD, since the City of Camden is the current project owner, the City decides the appropriate plan for implementation. If the City sponsors a simulation, any changes in traffic control along Broad Street could be coordinated through the SCDOT Encroachment Permit process.

In regards to your concern about the potential for the BSRD to increase traffic congestion both along Broad Street as well as other local streets, in cooperation with SCDOT, the project team conducted extensive traffic analysis for the Broad Street portion of the project. The analysis included both current and projected traffic volumes. Results show that the BSRD layout will, at least, maintain the current traffic flow for this section of Broad Street. In fact, during the highest afternoon flow (which you mentioned), operation of certain turning movements at the Broad Street/DeKalb Street intersection could improve. The current traffic back-up happens at the traffic light controlling the Broad Street and DeKalb Street intersection, and drivers currently use local roads to avoid this back-up. Since traffic flow will not be worse than the current traffic flow and since flow could improve during the busiest afternoon times, through traffic may then use Broad Street instead of local roads. Also, once trucks are removed from downtown, drivers could be even more likely to stay on Broad Street. As you know, the traffic analysis is the accepted means of predicting what is mostly unknown so it will be important, just as it is now, to monitor Broad Street as well as local streets to identify needs when they arise.

It is clear that you are furthermore concerned about the proposed parking configuration. In order to justify the installation of angled parking, the project team researched available resources, such as publications from the Institute of Transportation Engineers, which are widely accepted among highway designers. Recent studies show that, when comparing historical crash rates, away from intersections, the difference between streets with angled parking and those with parallel parking is almost negligible. The designers further enhanced the proposed design by including angled spaces that are longer than the standard length and by including greater back-out buffer area than the standard design. The design will likely include other improvements such as warning signs and traffic

calming measures that will be used to notify drivers about the angled parking zone. The preferred alternative also provides more spaces than currently exists along Broad Street.

I understand that you would like to know when the Broad Street Road Diet (BSRD) could bring commerce into the City of Camden. Although the concept for the BSRD originated in Camden's Vision Plan and even though that plan is appropriately substantiated, upon receiving your comments, the project team conducted additional research and found that, after implementing similar projects, other cities reported positive economic returns within five years of project completion. The project team discovered various resources such as financial reports from other cities, including Greenville and Greenwood, as well as studies and reports from universities, non-profit agencies, and from the National Transportation Enhancements Clearinghouse (NTEC) which is sponsored by the Federal Highway Administration (FHWA). In most cases, five years was the limit of the study duration, and that is why reports highlighted the fifth anniversary. The data shows significant increases in categories such as building occupancy rates, total retail sales, and property values. Many cases reported increases of more than double. If you are interested in the details, I can forward the list of references.

Your assessment is correct in that the proposed truck route improvements do not include upgrades along Springdale Drive (S-28-130) or its intersection with DeKalb Street (US 1/601). During the early planning phase, while determining truck route alternatives, SCDOT, local, and regional planners analyzed the current and projected traffic flows (including new subdivisions), the density and spacing of side roads, the available sight distances, and the historical collision data. The results identified no major deficiencies along this segment of Springdale Drive. Upon receiving your comments, the project team re-visited the advanced planning reports and, using current data, revised and re-calculated the information. Upon analyzing the revised results, SCDOT cannot justify improvements in this area. In recent years, SCDOT, through its Intersection Safety Program, installed major improvements at both the Springdale Drive/DeKalb Street and the Springdale Drive/Knights Hill Road intersections, and as it does with all state-owned roads, SCDOT will continue to monitor this segment. Although SCDOT cannot justify improvements, local governments and/or private residents/businesses can install improvements through an SCDOT Encroachment Permit.

Again thank you for your comments. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG2



South Carolina
Department of Transportation

August 8, 2012

Mr. Fred M. Myers
Post Office Box 1013
Camden, South Carolina 29021

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street
in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309;
PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Myers:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

Although the project team provided no responses to comments submitted at January's Public Information Meeting, please know that, while analyzing practical alternatives, your concerns and suggestions were taken into account.

I understand that you are concerned about the proposed Truck Route's impact on school traffic and residential areas. To be sure that school traffic needs are met and that safe pedestrian and vehicular routes are included in the project, the project team has and will continue to conduct regular coordination with the Kershaw County School District (KCSD). Furthermore, the project team conducted extensive studies and analysis of multiple potential routes. The studies covered many variables including historical, architectural, environmental, and social impacts as well as others. The results show that the proposed route will have the fewest overall impacts on the human and natural environment. It is also likely that the addition of new crosswalks, sidewalks, bike lanes, and turn lanes will increase mobility, access, and safety for all users of the routes.

It seems that you are concerned about the limited safety for heavy trucks while maneuvering the many turns along the proposed routes, although the some of the existing roads along these routes do have unsafe characteristics, the project team will incorporate design features that can accommodate heavy trucks as well as the other users of these routes. Most of the proposed design incorporates a three lane roadway so that the through truck traffic can maintain speed while the local traffic utilizes the center turn lane.

You also expressed concern that the truck routes would attract development away from downtown. Some of the existing routes are currently developed with established residential/commercial areas, and contain protected properties such as Quaker Cemetery and the Springdale Race Course. Most of the areas that are not developed will be difficult to develop because those areas contain protected features such as floodplains, wetlands, and conservation easements. Since these conditions exist along the proposed routes, substantial new development is unlikely to occur.



Mr. Fred Myers
Page 2 of 2 – August 8, 2012

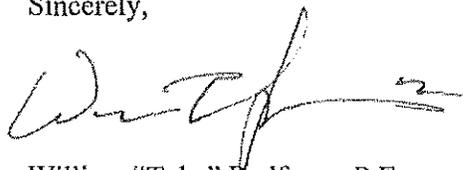
It is clear that you are concerned about the use of the Springdale Drive/US 1 (W. DeKalb St.) intersection as part of the truck route. In 2005, SCDOT redesigned and reconfigured this intersection, and if operating at appropriate speeds, the intersection does accommodate heavy trucks.

As you mentioned, it is true that the proposed route is longer than the business route, and I understand that this could create unfair advantages for truck drivers that do not adhere to the truck restrictions. State law allows municipalities to create ordinances that restrict heavy trucks from certain areas. The City of Camden currently has an ordinance that restricts heavy trucks from using US 521 in the downtown area. Once the proposed improvements are completed, the City could enforce its ordinance, and all truck drivers would then be travelling the same distance.

You also understand correctly that there are no proposed plans to alter DeKalb Street (US 1/601) in downtown Camden. At this time, the improvements are only intended to alleviate truck traffic along Broad Street. You also expressed concern for deliveries to downtown businesses. Although trucks are allowed to deliver in the rear of the stores, the proposed design includes a loading zone that can be accessed by trucks during certain times of the day.

Again thank you for your comments. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2



South Carolina
Department of Transportation

August 8, 2012

Mrs. Vicki Havens
2411 Springdale Drive
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mrs. Havens:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

Your assessment is correct in that the proposed project does not include improvements along Springdale Drive (S-28-130) or its intersection with DeKalb Street (US 1/601). During the early planning phase, while determining truck route alternatives, SCDOT, local, and regional planners analyzed the current and projected traffic flows, the density and spacing of side roads, the available sight distances, and the historical collision data. The results identified no major deficiencies along this segment of Springdale Drive.

Upon receiving your comments, the project team re-visited the advanced planning reports and, using current data, revised and re-calculated the information. When comparing the current and predicted traffic numbers, including predicted traffic from the new subdivision, to the actual collision numbers, this segment operates well within acceptable collision thresholds. While analyzing collision data, we also considered the types and severities of accidents, and the results show that, at this time, improvements such as acceleration and deceleration lanes are not justified. While SCDOT is not able to justify the expense of installing acceleration and deceleration lanes along these side roads, it is possible for others, such as the City of Camden, the County of Kershaw, and/or private citizens to fund these improvements.

As is the case with all SCDOT maintained roads, Springdale Drive will continue to be monitored during the regular SCDOT operation and maintenance programs. Among other activities, these programs include monitoring of intersection safety. Within the past several years, SCDOT performed major modifications to both the DeKalb Street/Springdale Drive intersection and, as you mentioned, the Springdale Drive/Knights Hill Road intersection. In fact,



Mrs. Vicki Havens
Page 2 of 2 – August 8, 2012

twice within the last year, the SCDOT operations section installed additional warning signs at the Dekalb Street/Springdale Drive intersection. SCDOT will continue to perform these types of activities as they are needed.

From your comments it appears that you are also concerned about unsafe conditions created by trucks that appear to exceed speed limits and drive carelessly, and I will forward your comments to law enforcement officials. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Redfearn', with a long horizontal flourish extending to the right.

William "Tyle" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2
File: PC/WTR



South Carolina
Department of Transportation

August 8, 2012

Mr. Ronnie Bradley
507 Indigo Court
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Bradley:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I understand that you are concerned about increased traffic flow at the Springdale Drive (S-28-130) and DeKalb Street (US 1/601) intersection, and you suggested that Chestnut Ferry Road Extension could be a viable alternate route. During the early planning phase, while determining truck route alternatives, SCDOT, local, and regional planners analyzed the current and projected traffic flows and the historical collision data. The results identified no major deficiencies at this intersection. Planners also determined that utilizing this intersection, instead of another route, was the least environmentally damaging alternative.

Upon receiving your comments, the project team, using current data, re-calculated the intersection operation information. When comparing the current and predicted traffic numbers to the actual collision numbers, this intersection operates well within acceptable collision thresholds and, at this time, this intersection is able to withstand the predicted traffic flow, including additional heavy trucks.

As is the case with all SCDOT maintained roads, this intersection will continue to be monitored during the regular SCDOT operation and maintenance programs. Among other activities, these programs include monitoring of intersection safety. Within the past several years, SCDOT performed major modifications to both the DeKalb Street/Springdale Drive intersection and the Springdale Drive/Knights Hill Road intersection. In fact, twice within the last year, the SCDOT operations section installed additional warning signs at the DeKalb Street/Springdale Drive intersection. SCDOT will continue to perform these types of activities as they are needed.



Mr. Ronnie Bradley
Page 2 of 2 – August 8, 2012

I understand that you prefer that the City of Camden would not implement the Broad Street Road Diet, and I will share your comments with the City. You also mentioned that two residential lots east of Broad Street at its intersection with Boykin Road are non-conforming lots and that, if SCDOT takes any additional acreage from these lots, those lots will further exceed non-conformance. As the project team refines the design, this information will be very helpful, and it will be taken into consideration.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely

A handwritten signature in black ink, appearing to read 'W. Redfearn', with a stylized flourish at the end.

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2
File: PC/WTR



South Carolina
Department of Transportation

August 7, 2012

Mrs. Kay Polk
521 Cooks Court
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mrs. Polk:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I understand that you are concerned about the impacts to businesses in downtown Camden. During construction, access to businesses will be a high priority. To minimize disruptions, several access strategies can be incorporated into the final construction documents such as contract language that requires contractors to maintain vehicle and pedestrian access to businesses as well as time restrictions on certain nuisance-causing activities. Also, during and/or after construction, other cities have employed city-sponsored promotions or marketing campaigns that remind customers to keep shopping downtown, and the City of Camden is exploring options for these strategies.

It is clear that you are furthermore concerned about the proposed parking configuration. In order to justify the installation of angled parking, the project team researched available resources, such as publications from the Institute of Transportation Engineers, which are widely accepted among highway designers. Recent studies show that, when comparing historical crash rates, away from intersections, the difference between streets with angled parking and those with parallel parking is almost negligible. Studies further note that angled parking, when utilized in a manner appropriate to a specific corridor, can achieve a good balance between safety and service to the adjacent land uses. The project team further enhanced the proposed design by including angled spaces that are longer than the standard length and by including greater back-out buffer area than the standard design. The design will likely include other improvements such as warning signs and traffic calming measures that will be used to notify drivers about the angled parking zone.

If and/or when the BSRD is completed, as it currently does, the City of Camden, along with SCDOT and law enforcement officers, will be monitoring the downtown area to be sure that safety is maintained and adjustments can be implemented when needed. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2





South Carolina
Department of Transportation

August 7, 2012

Mrs. Mary R. Durai
401 Green Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street
in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309;
PCN 40309_RD01, RD02, RD03, PE04]

Dear Mrs. Durai:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

In regard to your concerns about increased traffic back-ups, the project team conducted extensive traffic studies, and results show that revising Broad Street's layout to include two through lanes and new dedicated left turn lanes will, at least, maintain the current traffic flow for this section. In fact, once the lanes are re-configured during the highest afternoon flow, operation could improve for certain turning movements at the Broad Street/DeKalb Street intersection.

I understand that you are further concerned about increased traffic congestion on local residential streets. The current traffic back-up happens at the traffic light controlling the Broad Street and DeKalb Street intersection, and drivers currently use local roads to avoid this back-up. If the Broad Street Road Diet (BSRD) is completed, since traffic flow will not be worse than the current traffic flow and since flow could improve during the busiest afternoon times, through traffic may then use Broad Street instead of local roads. Also, once trucks are removed from downtown, drivers could be even more likely to stay on Broad Street. SCDOT, as well as the City of Camden, regularly monitors local streets, and monitoring will continue with, or without, implementation of the BSRD. If problems arise on local streets, improvements can be later implemented.

It is clear that you are furthermore concerned about the proposed parking configuration. In order to justify the installation of angled parking, the project team researched available resources, such as publications from the Institute of Transportation Engineers, which are widely

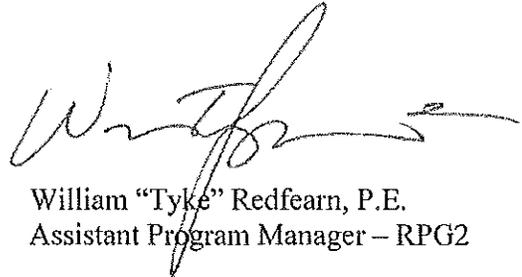


Mrs. Mary R. Durai
Page 2 of 2 – August 7, 2012

accepted among highway designers. Recent studies show that, when comparing historical crash rates, away from intersections, the difference between streets with angled parking and those with parallel parking is almost negligible. Studies further note that angled parking, when utilized in a manner appropriate to a specific corridor, can achieve a good balance between safety and service to the adjacent land uses. The project team further enhanced the proposed design by including angled spaces that are longer than the standard length and by including greater back-out buffer area than the standard design. The design will likely include other improvements such as warning signs and traffic calming measures that will be used to notify drivers about the angled parking zone.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Redfearn', with a long horizontal flourish extending to the right.

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG2



South Carolina
Department of Transportation

August 8, 2012

Mr. John E. Durai
401 Green Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Durai:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I understand that you do not agree with the preferred truck route, especially west of Camden near the Camden High School. During early planning by SCDOT, regional, and local planners, many alternate truck routes were considered. The project team selected the preferred alternatives because they are the least environmentally damaging alternatives. I agree that safety near the high school and in residential areas is extremely important, and as the design is refined, the project team can incorporate measures that help to notify drivers of upcoming conditions. The proposed improvements include the installation of bike lanes, curbs, sidewalks, and crosswalks which help to create zones for safe travel and help to make drivers aware that bikers and walkers are present. Other proposed improvements include re-alignment of the York Street/Ehrenclou Drive/Chestnut Ferry Road intersection as well as installation of a new traffic signal and addition of a center left turn lane which makes vehicle operation easier for truckers and new drivers. These are just a few of the planned design elements that can make these routes safer than their existing conditions.

In regard to your concerns about increased traffic back-ups in downtown Camden, the project team conducted extensive traffic studies, and results show that revising Broad Street's layout to include two through lanes and new dedicated left turn lanes will, at least, maintain the current traffic flow for this section. In fact, once the lanes are re-configured during the highest afternoon flow, operation could improve for certain turning movements at the Broad Street/DeKalb Street intersection.



Mr. John E. Durai
Page 2 of 2 – August 8, 2012

I understand that you are further concerned about increased traffic congestion on local residential streets. The current traffic back-up happens at the traffic light controlling the Broad Street and DeKalb Street intersection, and drivers currently use local roads to avoid this back-up. If the Broad Street Road Diet (BSRD) is completed, since traffic flow will not be worse than the current traffic flow and since flow could improve during the busiest afternoon times, through traffic may then use Broad Street instead of local roads. Also, once trucks are removed from downtown, drivers could be even more likely to stay on Broad Street.

SCDOT, as well as the City of Camden, regularly monitors local streets, and monitoring will continue with, or without, implementation of the BSRD. If problems arise on local streets, improvements can be later implemented. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG2



South Carolina
Department of Transportation

August 8, 2012

Ms. Kathleen F. Anderson
82 Southern Oak Drive
Camden, SC 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Ms. Anderson:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

We appreciate that you shared your experience with the success of a project to improve the pedestrian friendly environment of the downtown in your former place of residence. In order to make the town more pedestrian friendly, your former town eliminated on-street parking and created parking areas behind stores. During the public involvement process for the Broad Street Road Diet (BSRD), citizens and business owners identified access to on-street parking as one of the guiding principles for the design and felt that on-street parking was critical to sustaining the retail vitality of the corridor. When used with appropriate pedestrian zones, on-street parking serves as a documented traffic calming measure that increases pedestrian safety by reducing vehicle travel speeds and increasing buffer space between moving vehicles and pedestrian zones. The proposed design includes wheelchair accessible on-street parking which, furthermore, provides disabled motorists with more direct access to their destinations.

You also wondered if angled parking had been previously tried in Camden without success. The project team reviewed historical photos of Broad Street that were obtained from the Camden Archives and Museum that depict angled parking adjacent to a two-lane roadway. These photos illustrate a bustling downtown, with nearly full utilization of the angled parking stalls. From these photos, it would appear that the angled parking was an integral part of a vibrant downtown.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2





South Carolina
Department of Transportation

August 8, 2012

Mr. Westley G. Parks
1710 Lyttleton Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Parks:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

In regard to your concerns about increased traffic back-ups, the project team conducted extensive traffic studies, and results show that revising downtown Broad Street's layout to include two through lanes and new dedicated left turn lanes will, at least, maintain the current traffic flow for this section. In fact, once the lanes are re-configured during the highest afternoon flow, operation could improve for certain turning movements at the Broad Street/DeKalb Street intersection. Field data collection included the black pneumatic hose style traffic counters as well as manual counting. If you are interested in the details, the Traffic Study can be viewed online at http://www.scdot.org/inside/public_hearings.aspx under the "Camden Truck Route and Broad Street Road Diet - Kershaw County" heading or at the SCDOT Kershaw County Maintenance Office, 512 South Fair Street, Camden, South Carolina, (803) 432-4358.

Your assessment is correct in that the proposed project does not include improvements at the intersection of Springdale Drive (S-28-130) and DeKalb Street (US 1/601). During the early planning phase, while determining truck route alternatives, SCDOT, local, and regional planners analyzed the current and projected traffic flows, the density and spacing of side roads, the available sight distances, and the historical collision data. The results identified no major deficiencies at this intersection. Planners also determined that utilizing this intersection, instead of another route, was the least environmentally damaging alternative.

Upon receiving your comments, the project team, using current data, re-calculated the intersection operation information. When comparing the current and predicted traffic numbers to the actual collision numbers, this intersection operates well within acceptable collision thresholds and, at this time, this intersection is able to withstand the predicted traffic flow, including additional heavy trucks.



Mr. Westley G. Parks
Page 2 of 2 – August 8, 2012

As is the case with all SCDOT maintained roads, this intersection will continue to be monitored during the regular SCDOT operation and maintenance programs. Among other activities, these programs include monitoring of intersection safety. Within the past several years, SCDOT performed major modifications to both the DeKalb Street/Springdale Drive intersection and the Springdale Drive/Knights Hill Road intersection. In fact, twice within the last year, the SCDOT operations section installed additional warning signs at the Dekalb Street/Springdale Drive intersection. SCDOT will continue to perform these types of activities as they are needed.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org .

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Redfearn', with a horizontal line extending to the right.

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2
File: PC/WTR



South Carolina
Department of Transportation

August 9, 2012

Mrs. Marie D. Harris
1813 Mill Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mrs. Harris:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

In regard to your concerns about increased traffic back-ups, the project team conducted extensive traffic studies, and results show that revising Broad Street's layout to include two through lanes and new dedicated left turn lanes will, at least, maintain the current traffic flow for this section. In fact, once the lanes are re-configured during the highest afternoon flow, operation could improve for certain turning movements at the Broad Street/DeKalb Street intersection.

I understand that you are also concerned about increased traffic congestion on local residential streets. The current traffic back-up happens at the traffic light controlling the Broad Street and DeKalb Street intersection, and drivers currently use local roads to avoid this back-up. If the Broad Street Road Diet (BSRD) is completed, since traffic flow will not be worse than the current traffic flow and since flow could improve during the busiest afternoon times, through traffic may then use Broad Street instead of local roads. Also, once trucks are removed from downtown, drivers could be even more likely to stay on Broad Street. SCDOT, as well as the City of Camden, regularly monitors local streets, and monitoring will continue with, or without, implementation of the BSRD. If problems arise on local streets, improvements can be later implemented.

It is clear that you are furthermore concerned about the proposed parking configuration. In order to justify the installation of angled parking, the project team researched available resources, such as publications from the Institute of Transportation Engineers, which are widely



accepted among highway designers. Recent studies show that, when comparing historical crash rates, away from intersections, the difference between streets with angled parking and those with parallel parking is almost negligible. Studies further note that angled parking, when utilized in a manner appropriate to a specific corridor, can achieve a good balance between safety and service to the adjacent land uses. The project team further enhanced the proposed design by including angled spaces that are longer than the standard length and by including greater back-out buffer area than the standard design. The design will likely include other improvements such as warning signs and traffic calming measures that will be used to notify drivers about the angled parking zone.

I see that you also expressed concern that, once the BSRD is completed, vehicular breakdowns would block traffic and expressed concern about lack of access by emergency responders. From a transportation standpoint, Camden's many local intersecting roads provide connectivity and multiple options to reach and/or avoid an emergency. Also, while preparing the design, the project team consulted each of Camden's public safety departments and will continue to do so. As you, and others, suggested at the stakeholder meeting, when preparing the final design, the project team will investigate options such as shortening the central median and/or using appropriately located mountable curbs for emergency use.

I recognize that you are concerned about deliveries to downtown businesses. Although trucks are currently, and will later be, allowed to deliver in the rear of the stores, the proposed design includes a loading zone along Broad Street that can be accessed by trucks during certain times of the day.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,



William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG2



South Carolina
Department of Transportation

August 1, 2012

The Honorable Vincent A. Sheheen
South Carolina Senate
Savage, Royall, & Sheheen, L.L.P.
Post Office Drawer 10
Camden, South Carolina 29021

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street
in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309;
PCN 40309_RD01, RD02, RD03, PE04]

Dear Senator Sheheen:

Thank you very much for submitting Mr. John Miller's comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I understand that Mr. Miller is concerned about impacts to his business and property. The plans are in their conceptual stage so it is difficult to determine the detailed widths required for these improvements. As we continue to refine the design, we will attempt, where practical, to keep the planned improvements to the north of the existing edge of pavement along Mr. Miller's property. We will also work with Mr. Miller to maintain appropriate access to his property during and after construction. The project team will coordinate with Mr. Miller later in the design phase to provide updates.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely

William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2





South Carolina
Department of Transportation

August 1, 2012

Mr. John Miller
107 East York Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Miller:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I do realize that you are concerned about any potential impacts to your business and property. The plans presented at the Public Hearing are in their conceptual stage so it is difficult to determine the detailed widths required for these improvements. As we continue to refine the design, we can incorporate features, such as adjustments in roadway curvature, which limit the needed right-of-way widths. Driveway access is a common concern on highway projects, and we will work with you to maintain appropriate access to your property during and after construction. The project team will coordinate with you later in the design phase to provide updates.

It is also helpful to know that there is a drainage concern west of your building, and while preparing the drainage design, we will investigate that issue. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2





South Carolina
Department of Transportation

August 1, 2012

Ms. Blanche K. Scott
120 York Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Ms. Scott:

Thank you very much for your comments related to the Public Hearing held Tuesday, July 10, 2012, at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are entered into the Public Hearing file and made part of the official project record.

I understand that you are concerned about the safety of school buses and school children along York Street, and the project team is greatly concerned about this as well. Along York Street the proposed improvements include the installation of bike lanes, curbs, and sidewalks which help to create zones for safe travel and help to make drivers aware that bikers and walkers are present. Other proposed improvements include adjustment of the curvature and grade of York Street and addition of a center left turn lane which makes school bus operation easier. These are just a few of the planned design elements that can make York Street safer than its existing conditions.

It is clear that you are also concerned about the decision to improve York Street and Rippondon Street instead of Bull Street and Rippondon Street. In order to determine the preferred, or least impactful, route, the project team conducted extensive studies and analyses of these and other routes. The studies covered many variables including historical, architectural, and property impacts as well as others. The results show that York Street to Rippondon Street is the preferred route.

Since you reside on York Street, I do realize that you are concerned about any potential impacts to your property. The plans presented at the Public Hearing are in their conceptual stage so it is difficult to determine the detailed impacts to adjacent properties. As we continue to refine the design, we can incorporate measures to limit those impacts. If there is a need to obtain property in your area, an SCDOT right-of-way agent will personally contact you to provide details. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org .

Sincerely

William "Tyke" Redfearn, P.E.
Assistant Program Manager - RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2





South Carolina
Department of Transportation

August 1, 2012

Ms. Liz Gilland
Arborist
City of Camden
1000 Lyttleton Street
Camden, South Carolina 29020

Re: Stakeholder Meeting for Proposed Improvements along Broad Street (US 521) from York Street to DeKalb Street in Kershaw County [TIGER II Planning Grant 3; File 28.040309; PCN 40309_PE04]

Dear Ms. Gilland:

Thank you very much for your comments related to the proposed improvements along Broad Street in Camden, South Carolina. The City of Camden presented the project at the Stakeholder Meeting held Tuesday, June 28, 2012 in downtown Camden. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Since this meeting occurred during the required public comment period for the Environmental Assessment, your comments are recorded in the SCDOT Public Hearing file and made part of the official project record.

While refining the design, the project team will coordinate with you to be sure that the landscape plan satisfies the City of Camden's needs. In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2





South Carolina
Department of Transportation

August 2, 2012

Mr. Johnny Deal
112 Welsh Street
Camden, South Carolina 29020

Re: Public Hearing for Proposed Improvements to Designated Truck Routes and Broad Street in Kershaw County [Project SU28(001); TIGER II Planning Grant 3; File 28.040309; PCN 40309_RD01, RD02, RD03, PE04]

Dear Mr. Deal:

Thank you very much for your comments in support of the proposed improvements presented at the Public Hearing held Tuesday, July 10, 2012 at Camden High School. I can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or redfearnwt@scdot.org.

Sincerely,

William "Tyke" Redfearn, P.E.
Assistant Program Manager – RPG2

cc: Henry Phillips, SCDOT Environmental/NEPA Coordinator
Bener Amado, SCDOT Program Manager RPG-2

File: PC/WTR

