WEST 526 LOWCOUNTRY CORRIDOR

Appendix Z

Comment Tracking and Responses

Categories

Header	Description
Noise	Concerned with traffic noise
Positive Meeting Experience	Expressed they received the information they needed or thought it was a successful meeting
Meeting Request	Expressed they would like to speak with someone from the project team about a specific question
Specific Question	Asked a specific question that need immediate answer
ROW Concerns	Concerned with losing property or amenities, or concerned for others losing property or amenities
Other	
BikePed Lanes	Mentioned bike lanes or pedestrian lanes
Bus Lanes/BRT	Mentioned lanes specifically for buses or Bus Rapid Transit
Transit	Talked about any type of transit options
Affordable Housing	Concerned with cost of house increasing and lack of affordable housing options
Environmental Concerns	Talked about any type of environmental concern, including flooding, wetlands, air pollution, water pollution, animal habitat, etc.
Maintain access to Rivers	Specifically mentioned needing Rivers Avenue access
Supportive of: 1	Specifically said they support Alternative 1
Supportive of: 1A	Specifically said they support Alternative 1A
Supportive of: 2	Specifically said they support Alternative 2
Supportive of: 2A	Specifically said they support Alternative 2A
Concerns RE N. Rhett	Specifically mentioned N. Rhett and having concerns there
Managed Lanes	Brought up any sort of managed lane (bus, toll, HOV)
No Build	Specifically said they do not support this project; does not include comments that said to go back and look at other alternatives
MCX	Comment related to the Mark Clark Extension Project or we thought they were likely talking about this project

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CDI1	Meeting was helpful. Got questions answered. :)	11/9/2019	Community Drop-In - Biblical	Follow up phone call from Community Office, Letter and FAQ Document	11/15/2019	Phone Call, Email		1																			
CDI2	Concerned about chruch location on 2355 James Belle Dr. Enoch Capel UM Church; Pastoc Rev. Victoria Richardson needs info and would like to make an appointment.	11/9/2019	Community Drop-In - Biblical	Follow up phone call from Community Office, Letter and FAQ Document	11/15/2019	Phone Call, Email			1																		
CDI3	Are they going to make a road coming from Aviation to Highland Terrace?	11/9/2019	Community Drop-In - Biblical	Follow up phone call from Community Office, Letter and FAQ Document	11/15/2019	Phone Call, Email				1																	
CDI4	Have active variable speeds; in high (heavy traffic) close right truck lane; add bike lanes; fix ashley phospate interchange as all this wont work unless the major choke point is not fixed	11/9/2019	Community Drop-In - Biblical	Letter and FAQ Document	5/5/2020	Mailed Letter						1															
CDI5	The Paramount Road/I-526 crossings are badly rutted, pot holed and deteriorating.	11/9/2019	Community Drop-In - Biblical	Follow up phone call from Community Office, Letter and FAQ Document	11/15/2019	Phone Call, Email						1															
CDI6	As a personal concern, what happens with a second parcel of property than is corner off or at dead ends. 5280 and 5274 Deacon Street. Call when SCDOT is getting into final phases.	11/9/2019	Community Drop-In - Biblical	Follow up phone call from Community Office, Letter and FAQ Document	11/15/2019	Phone Call					1																
CDI7	I-526 new CD Road, Can that be higher? Raised up so that it can be higher and closer to the existing road at Langston and further back	11/9/2019	Community Drop-In - Biblical	Follow up phone call from Community Office, Letter and FAQ Document	11/15/2019	Phone Call						1															
CDI8	Concern about noise level from the airport and transportation of cars from the interstate. Plans for property without buildings should be communicated even if it is tentative.	11/13/2019	Community Drop-In - Ferndale	Letter and FAQ Document	5/5/2020	Mailed Letter	1				1																
CDI9	Consider connecting Center Point Drive to Mall Drive, allowing for 2 way traffic.	11/13/2019	Community Drop-In - Ferndale	Letter and FAQ Document	5/5/2020	Mailed Letter						1															
CDI10	Very Informative and good information received. My questions and concerns were answered.	11/13/2019	Community Drop-In - Ferndale	Letter and FAQ Document	5/5/2020	Mailed Letter		1																			
CDI11	Please keep access ramps as shown in 1A&2A. Concerned if that is removed all the traffic for the Tanger area would move to Montague, Mall drive, Remount and Aviation.	11/13/2019	Community Drop-In - Ferndale	Letter and FAQ Document	5/5/2020	Mailed Letter												1		1		1					
CDI12	Concerned that the most impacted community will benefit least esp if current access to Rivers is removed; Safety on 526 a concern if police leave it unchecked still; Consider impacts of residents on other times than rush hour. The access to 526 along Rivers improves accessbility form many other areas during non-work hours for shoping, medical, recreational, education opps; Early education (on the project) is so appreicated. Your staff has been very informative); Suggests using other community resources such as churches like Royal Missionary Baptist , Charity Babptist and Liberty Hill Community Groups; Happy to hear planning being done in winder spanns than 20 years.	11/13/2019	Community Drop-In - Ferndale	Letter and FAQ Document	5/5/2020	Mailed Letter		1										1									
CDI13	Fix Ashley Phosphate Exit	11/14/2019	Community Drop-In - Life Changers	Follow up phone call from Community Office, Letter and FAQ Document	11/15/2019	Phone Call, Email						1															
CDI14	Provide bus and bike lanes	11/14/2019	Community Drop-In - Life Changers	Letter and FAQ Document	5/5/2020	Mailed Letter							1	1					1		1						

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CDI15	Don't use option 1a or 2a	11/14/2019	Community Drop-In - Life Changers	Letter and FAQ Document	5/5/2020	Mailed Letter													1		1						
CDI16	Because it will impact this community, I want to go with Plan 1 and 2.	11/14/2019	Community Drop-In - Life Changers	Letter and FAQ Document	5/5/2020	Mailed Letter													1		1						
CDI17	Because of the impact on the community, request we use Alt 1 and 2.	11/14/2019	Community Drop-In - Life Changers	Letter and FAQ Document	5/5/2020	Mailed Letter													1		1						
CDI18	Support Alt 1 & 2 because the impacts will be less on the community. Consider elevation of the hgihway system.	11/14/2019	Community Drop-In - Life Changers	Letter and FAQ Document	5/5/2020	Mailed Letter																					
CDI19	Meeting was very informative; Hope their chruch is not touched by the project.	11/14/2019	Community Drop-In - Life Changers	Letter and FAQ Document	5/5/2020	Mailed Letter		1			1																
CDI20	Alt 1 offeres the best solution ot relieving congestion on the I-26/526 interchange. I also offer a positive traffic flow and interstate access from Rivers Ave in the interchange area. Only negative is the impact ot the church if the church is not happy/willing to relocate. All plans seem to ovffer a better traffic flow pattern for I-26 W&E bound for through traffic.	11/14/2019	Community Drop-In - Life Changers	Letter and FAQ Document	5/5/2020	Mailed Letter													1								
CDI21	Likes work being done with attention to affordable housing, the environment and added public transportation.	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter									1	1	1										
CDI22	Difficult project. Look into lighting for full project. Traffic lights - organize to handle accidents for rerouting traffic to keep moving and allow emergency vehicle access	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter						1															
CDI23	Concerned about construction traffic in Ferndale. Is there way to creat an access road that would allow construction not to negatively impact quality of life and safety in the community?	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter																					
CDI24	Already noise from 526. Concerned this will make it louder. Would like to stay updated.	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter																					
CDI25	Concerns about Filbin Creek - increase in filling of wetlands and also likely contaminated stormwater runoff; Says originally promised a sound barrier when 526 was created; joints in 526 are very loud	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter	1										1										
CDI26	Likes idea of CD highways to eliminate packed traffic	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter						1															
CDI27	Thank you for having the displays and people who can answer questions. The alts have much to be considered and she will follow up	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter		1																			
CDI28	Noise?? Road is 30 ft off ground; Drainage in the Filbin Creek (more flap gates added at Virginia Ave); There will be more congestion at N. Rhett; Adding truck traffic to N. Rhett is not good; There will be a bottle neck at the Don Holt	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter	1										1								1		
CDI29	Number one concern is noise. Was promised a noise barriers when 526 was built but never happened. Truck traffic from MtP going to new rail yard at new North Charleston port	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter	1																				

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CDI30	Concerned about increased noise bc of higher olume and closer proximity. Does not feel there will be adequate mitigation. Cited noise from flow of traffic and expansion joints. Cited that they were originally supposed to get a noise wall when it was originally built. Also worried about years of construction noise. Concerned about increased contaminated runoff from Filbin Creek.	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter	1										1										
CDI31	Wants bike and pedestrian connectivy across the project: 1) separated multi0use path attached to bridge over Ashley River; 2) Multi-use path along Filbin Creek incluing safe crossings over I-26, Rivers Ave, the railroad tracks and make provisions to tie into the planned path along Glenn McConnel	11/18/2019	Community Drop-In - Danny Jones	Letter and FAQ Document	5/5/2020	Mailed Letter							1														

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PIM1	Interested in buying some of the salvage properties, will the salvage homes be up for sale?	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter						1															
PIM2	Update signage and markings on existing 526/26 to allow for a truck lane. Truck Drivers having a hard time merging from 526 to 26 before the next esit forces them to. Also a bottle neck at 526 to 26 E &W lanes should be separated (Dictated to Mollie Lipka)	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter																					
PIM3	Thoughtful process; Excellent Graphics; Amazed but pleased that issues of economic justice as well as environmental justice are being explicitly addressed; All the lanyard wearers were knowledgeable, engaging and have left me with a much more favorable opinion of SCDOT; need more discussion of emissions implications of traffic	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter		1									1										
PIM4	E Section. Frontage road works well as I tis. Can't see any advantage to making part of it one-way. Magwood is overloaded now. Very dangerous to enter from side streets.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter						1															
PIM5	Paul Cantrell only partial interchange in corridor. Request consideration be given to allowing vehicles traveling north on Paul Cantrell access to I-526 WB to US 17. Currently, drivers are forced to make a uturn at the lows/home depot intersection. A second issue exists for the same traffic trying to travel east on 526 heading towards 26. Currently traffic trying to enter 526 is stored on the Paul Cantrell shoulder. Recommend adding/extending the auxilary lane.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter																					
PIM6	Very complete about road. Lots of knowledgeable people. Good customer service. Everybody knew their stuff.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter		1																			
PIM7	Make ever y effort to provide resources and funding to those affected by losing their homes; Chas has very few accelerator lanes to 526/26 consider lengthening the roads (accel); Sync more traffic lights to assit with the movement (exit of main throroughfare)	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter										1											
PIM8	Very well run and good informaiton. Excited fo rthe project ot continue. Keep up the good work!	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter		1																			
PIM9	Oppose construction until after BRT line is constructed and in regular operation. 526 should be planned in aw ay to support express bus service.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter								1													

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PIM10	Very informative. Glad to know progress is happening. Short term projects: Leeds Ave - 526 WB Traffic - A concrete island to prevent traffic line jumpers or a turn L and R ligh; wident turn off at Glenn Mcconnell for now; other things seem to be in progress	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter		1				1															
PIM11	Use barges when moving contianers back and forth across the rivers!	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter						1															
PIM12	Use large barges to float incoming and outgoing products across the river.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter																					
PIM13	Add a uturn for VA Ave traffic going to MtP so they don't have to mix with that North Rhett traffic	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter						1													1		
PIM14	Improve apperance of interchanges and add more trees/foliage to mitigate flooding; Flooding already known at N Rhett interchange as well as potential flooding impacts to Fiblin Creek. Filbin Creek already requires a civilian led cleanup annually. Design to help prevent dumping trash in rain runoff would be a plus!; Design to prevent homeless camps & drug traffic/theft under 526; particularly between 26, Rivers, N. Rhett & Va Ave. They need relocation; Hate having to use N Rhett to get to MtP from VA av. Please create loop under 526 before N. Rhett to avoid getting stuck in congestion. Events on E Montague dont help. Concerns about noise in Oak and Cameron Terrace, Chas Farms, & NE Park Circle	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter	1										1										
PIM15	Great event; DOT engaging and knowledgeable. Good venue.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter		1																			
PIM16	In favor of the LCC	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter						1															
PIM17	If a signal light is put @ Sumner Ave & N. Rhett a lot of wrecks would not happen at the light getting onto 526.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter						1													1		
PIM18	Great project, excited to see completion	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter						1															

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PIM19	Wants someone involved in hydrology to call him. iNterested in learning proposed plans to reduce residents around Filbin Creeks' flood insurance policy.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter			1								1										
PIM20	Would like more focus on non-car transportation such as bikes or public transprotation.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter							1	1	1												
PIM21	The Orleans Rd/ Paul Cantrell intersection needs to be addressed. Northbound Orleans road backs up through the previous intersection on a routine basi. The turn lane from International to West 526 needs more storage. (traffic in turn lane backs up into left thru-lane)	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter																					
PIM22	Great presentation. Please consider making a bus lane part of the plan; proposing more solid plans for noise control; flood impact plan/proposal; let us know what it will cost	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter	1	1						1													
PIM23	Very Concerned! Basically backs up to his property: Road Noise, Home Value, Flooding. Really worried about the harm this will have on his finanical future and enjoyment of life.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter	1				1						1										
PIM24	Very good information. Thanks for the postcard notificationo!	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter		1																			
PIM25	Lane reversal component of 526/26 for emergency evacuation	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter						1															
PIM26	We do NOT need another highway! The 1/2 percent sales tax was/is to go ot mass transit. Nix 526 and give us some good user-friendly environmnetally sound busses - mass transit for all.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter									1												
PIM27	Great plans. Needed very much. Phenomenal meeting, helpful staff. Please get started ASAP.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter		1																			
PIM28	Concerns: Having to decide which travel lane to get int if you get in the wrong lane not being able to get over; People from outside the area navigating the 26/526 interchange. Trucks routed across N. Rhett. N. Rhett already backed up would like to see truck access to VA Ave. Fly over N Rhett to VA.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter																		1			

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PIM29	I have been moving for the last three or four times. When I-26 came through, I was in the middle and we had to move. I move over to Langston Street and we turn around and the airport came and some bought land and we had to move because of the noise. With 526 and I-26 being widened, there's going to be more noise and there's still noise from the airport with the jets taking off. I prefer, with all of this noise, plus the train is noisy, we got three things to deal with so I prefer of moving out of this area. I would rather for you to take the consideration to let me move if it is possible, I prefer to move because I don't think I could take it anymore. This would be the third time I have to move. First time I-26 comes through, the second time the airport bought some land, and now you coming through to widen the road. So that'll be the third time that I have to move, I don't mind, but I'd rather just get out while the getting is good. Thank you so much for taking my comment.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter	1				1																
PIM30	Hi my name is Mona Frost and my concern is the noise. I need to know a little more about the noise around there – 2357 Elder Avenue.	11/19/2019	PIM	Letter and FAQ Document	5/5/2020	Mailed Letter	1																				
PIM31	I think it would be beneficial to have a dedicated right turn lane on the on ramp for I-526 between Dorchester Road and Paramount Drive. It's three lanes where is comes out of the college and tapers down to two and could easily be widened to three lanes to eliminate a lot of bottle neck problems, especially for residents turning into Wando Woods.	11/19/2019	PIM									1															

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VPM1	United States	Is any consideration being given to adding a cloverleaf setup for South bound Glenn McConnell to East bound 526. Traffic is consistently backing up past Magwood from the traffic light to turn onto the 526 ramp on Glenn McConnell and it seems that a cloverleaf instead of a light would definitely alleviate if not eliminate this choke point.	11/8/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1															
VPM2	United States	I drive through this area every early morning heading out to Summerville, but can avoid it in the afternoon and take the North Bridge because I live inside 526. Problem is, a lot of drivers avoid 526 and take the North Bridge to get to Carolina Bay, Johns Island and Ravenel; which is an issue when our roads can't handle the development and put burdens on communities like West Ashley. BUILD IT NOW AND STOP WASTING TIME!	11/8/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1															1
VPM3	United States	Having lived through the Interstate widening and interchange re purposing in Atlanta for 25 years before moving to Charleston, my only advice is to do everything in your power to plan the project as if you were completing it for 30 years from now, because over capacity now will avoid redoing the project again in 10 years when it outgrows its capacity. Also, work nights, weekends, holiday and whatever time is necessary to complete the project as soon as possible.	11/8/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1															
VPM4	United States	From the data presented, it appears future traffic loads will far exceed the capacity of additional lanes and exchanges. It has been repeatedly demonstrated that building more roads only increases the need for more roads. Transportation and it's related use of fossil fuels are by far the main sources of pollution contribution to climate change. SC is building for the past, not the future. It's time to look to other solutions.	11/8/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1					1										
VPM5	United States	I love this idea. I love this plan. Please do the right thing by the people who must be relocated.	11/9/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																
VPM6	United States	Is there a way to get clarity on exactly how the project suggested for closest to my home is likely to affect my property? Much of this information seems to relate to the 526/26 intersection, but I am more interested in the likely effects of the completion of 526 from 17 to Folly and what properties would be affected and how.	11/11/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email				1																	1
VPM7	United States	Test VPIM comment form	11/14/2019	Website - VPIM Form																								
VPM8	United States	For the I-526 Lowcountry Corridor west Project I prefer the following alternatives: 1. I-526/I-26 Alternative 1A because it will give direct access Ramps from Rivers Avenue to both directions of I-26. 2. I-526/N. Rhett Avenue Alternative 1 because it will give people who are on the On-Ramp from N. Rhett Avenue to I-526 West the option to access I-526 West or I-526 East. 3. I-526/Paul Cantrell Boulevard Alternative 1 because the I-526 westbound exit ramp will give drivers the option to A. go over Magwood drive and continue on Glenn McConnell Blvd and B. exit at Magwood Drive and go under Paul Cantrell Blvd east or west to access Home Depot or Lowes or Roper St. Francis Hospital. Thanks, Jackson Hurst	11/14/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email														1			1					
VPM9	United States	test 11/15 VPIM	11/15/2019	Website - VPIM Form																								

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VPM10	United States	The level of service in 2050 is going to be greatly impacted by the fast approaching world of autonomous vehicles and as some experts say a sharing of rides greatly reducing the number of vehicles on our roads. The book by Former NYC transportation commissioner Samuel Schwartz, “no one at the wheel, driverless cars and the road to the future” published in December 2018 outlines very plausible repurposing of existing lanes to be narrower for AVs.Interstates will be the easiest place for AV adoption.Your 2013 study of a small mode share for carpooling does not address the coming revolution that will change everything about transportation planning.Obviously your timeline does not allow to revisit these alternatives, but continuing in this long and expensive project without addressing this new technology is not the answer .	11/16/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1															
VPM11	United States	Introduction The concept of the I-26 Bypass Highway, as an alternative to the existing SCDOT alternativesidentified so far offered as remedies to congestion is proposed. The SC DOT considerations in the coastal area are; Preliminary engineering underway: • I-26/I-526 improvements in Charleston and Berkeley counties. There are no cost estimates yet, but it’s expected to be the most expensive highway project in state history • I-26 widening from S.C. 27 to Jedburg Road in Berkeley County, $180 million Under construction: • I-26 widening from Jedburg Road to Nexton Parkway in Berkeley County, $54 million • I-26 widening from S.C. 202 to U.S. 176 in Newberry,	11/16/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1																1
VPM12	United States	I-526 East and West will need to be raised, given the range of possible high-water levels. Check NOAA inundation maps. In the EIS please make explicit the assumed sea level. Please review the construction standards so the new stuff is useable in the longer term conditions. Bridges in a changing climate: a study of the potential impacts of climate change on bridges and their possible adaptations Amro Nasr ,Erik Kjellström ,Ivar Björnsson,Daniel Honfi ,Oskar L. Ivanov&Jonas Johansson Received 15 Mar 2019, Accepted 12 Sep 2019, Published online: 26 Sep 2019 Source: https://www.tandfonline.com/doi/full/10.1080/15732479.2019.1670215	11/17/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email											1											

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM13	United States	I-526 (BOTH PARTS) of your EIS reviews. Highways in the River Environment- Floodplains, Extreme Events, Risk, and Resilience, USDOT-FHA, 2016 https://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=16&id=162 A Primer on Modeling in the Coastal Environment, SDOT-FHA (12/29/2017) https://www.dropbox.com/s/1aet9ppw2yn9118/A%20Primer%20on%20Modeling%20in%20the%20Coastal%20Environment%20%2812%3A29%3A2017%29%20.pdf?dl=0 Tech Brief: Overview on Practices on 2D Models, SDOT-FHA (07/15/2019) https://www.dropbox.com/s/nok8xrve90bsa3g/Tech%20Brief-%20Overview%20on%20Practices%20on%202D%20Models%2C%20USDOT%2C%202019%20.pdf?dl=0	11/17/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1														
VPM14	United States	Charleston(Naval Weapons Station) off Remount rd and use the virginia ave/N. rhett ave interchange daily.I have a couple of items that I want to make sure the DOT is taking into account when choosing a design for these interchanges.First is the amount of trucks that use that interchange especially to/from the SPA Port and the Paper Mill.These trucks take a very long time to accelerate to highway speeds and the current ramps are not sufficient for this.Traffic backs up as these trucks can barely get up to 40 mph before climbing the Don Holt Bridge.A majority currently use the U-turn ramp to access VA ave and 526 east.Please ensure that these trucks will still have a way to access 526 east from VA so that they will all not be funneled to N. Rhett.It would be beneficial to have a simple way to access 526 east from VA with minimal amount of intersections and left turns.My second comment is related a bit to the previous one.Commuters leaving the weapons station can turn left to VA ave or turn right towards N.rhett.The line of cars waiting to turn right in the afternoon has a significant backup.If the Virginia Ave access to 526 east is removed or made overly complicated/time-consuming then that queue will become even larger as more folks will be forced to turn right in order to access 526.If the trucks from the SPA and paper mill are forced to take the same route, then it will become even more congested on remount towards N. Rhett.Currently from VA ave I can access 526 east without hitting a red light or making a left turn.I'd like for	11/18/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																			1			
VPM15	United States	What is the anticipated timeline for the next phases of the project after the environmental process is completed?	11/21/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email				1																		
VPM16	United States	The costs for the Low Country Corridor would certainly pay a great deal to bring all SC roads back from being the Number One worst roads inthe United States!	11/21/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1																

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VPM17	United States	your project overview says, "The scale of this project makes it a once in a lifetime undertaking" and you do have to get it right. You are shaping the future of how best to move people and goods through this constantly growing region. Will we stay with the old method one person per vehicle commuting further and further and shipping containers being transported one at a time by truck?Or will we take a serious look at alternative long term solutions? By adding more travel lanes a short term solution is created that undermines efforts to introduce alternatives. Think of this. For stores to get people to use self-checkout lanes they had to make it a better option. If not, customers would not go through the extra steps of scanning and bagging their own purchases. So the stores made sure there was always a wait at the normal checkout lines. This same thinking applies to roads and drivers. You have to make the alternative a better option. That may mean letting the current option continue to get slower and more difficult using the money instead to fund alternatives and making those alternatives a better option. Looking at the current and future traffic numbers in your study, convincing just 2% of the drivers each year for the next 35 years to find an alternative would hold our traffic to the current levels. Alternatives could include: moving closer to work, finding work closer to their home, car- pooling,	11/21/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Mailed Letter						1												1			
VPM18	United States	The studies are showing the increasing and violent level of pedestrian injuries and deaths due to under-investment incomplete streets in Charleston. No more! The people of Charleston have been advocating for at least a decade. Bike lanes, HOV, walking paths, crosswalks, benches, and incentives to bring ride share companies to Charleston is absolutely necessary to improve the quality of life for abled and disabled people of Charleston and make opportunities accessible to the most marginalized.	11/21/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1													1		
VPM19	United States	North Rhett traffic - AM rush hour - as of today the traffic from Park Circle moving north toward onto I-526 East - a line backed up for a half mile, maybe even longer. That is due to a flashing left turn light into the ramp and for the other drivers mercy. The drivers who are moving from North Rhett north, which occasionally cutting traffic and making an illegal right turn into the ramp from the middle lane. Also the drivers moving from the Park Circle are cutting traffic making sharp maneuvers from the right lane to merge into the left lane. There is a traffic light at North Rhett and Braddok which complicates the flow. When the train passes by it takes extra time. I reviewed both North Rhett alternatives at https://storage.googleapis.com/stateless-www-526lowcountrycor/wp-content/uploads/2019/11/526_rhett_alternatives.pdf. For the first one - there are 4 potential merges and for the second one there are 3. The railroad crossing is not addressed (no overpasses, in both alternatives), there is an extra left turn signal for the traffic. I would like to know if any of those alternatives will address the current gridlock and if yes - how? Do you have a model/data to validate these alternatives? Thank you.	11/21/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																			1			

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VPM20	United States	appreciated the knowledge and willingness of the staff to answer all of my questions.They were very professional. I have the following comments/concerns: 1.) The 526 expansion in the Park Circle area will place it closer to homes.This proximity, as well as the increase in traffic loads, will substantially increase the noise to the neighborhood.We can already hear 526, and this would make it much more obtrusive.If the expansion moves forward, noise barriers are a must. 2.)The expansion and alternatives along the north edge of Park Circle appear to significantly impact the Filbin Creek watershed.We have seen the flooding impacts to developed areas as wetlands are filled in.Flooding is an issue in many areas of Charleston, and we do not want it to become a more serious issue for the Park Circle area.In addition, despite this being a busy area, this wetland habitat supports a variety of flora and fauna.Please eliminate or limit impacts to this watershed. 3.) The alternatives at the Virginia Ave interchange appear to place more commercial trucks on North Rhett Ave.This is already a heavy traffic area, and this may increase the traffic to the Park Circle area.Please ensure that this neighborhood is not impacted by increased traffic. 4.)Many of the homes that may be impacted appear to be located in lower income, minority neighborhoods.The 526 expansion/changes, while they may be needed to fix traffic issues, are part of a larger gentrification process, pushing	11/21/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1	1			1						1								1			
VPM21	United States	As long as the volume of traffic continues to increase on Eastbound 26, adding short lengths of new lane is only going to move "choke points" farther east. We need another corridor, farther north, above Goose Creek to Hwy 17, north of Awendaw, with a new bridge. a huge percentage of the traffic on 526 at the area in question travels south along various routes from Goose Creek and north to cross the Don Holt Bridge to go north to the industrial areas east of the Cooper. Others go on to cross the Wando for destinations between Venning Rd and Awendaw. An alternate would alleviate strain (and maintenance) along much of the 526 corridor. Thank you for your consideration, Leo Wiser	11/22/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1																
VPM22	United States	Building more lanes does not relieve traffic congestion! SCDOT has traffic engineers, they should be aware of induced demand. How is it that in 2019 we still are spending billions to *increase* the number of lanes for cars, not reduce them? It's not like the past billions have been effective. Yet SCDOT is a highway construction and maintenance agency, and if all you have is a hammer, every problem is a nail. Even if that means displacing hundreds of working-class African Americans. Even if 1.1 billion could give Charleston a state-of-the-art public transit system (no, the BRT is not enough). Even if it makes the same mistakes that traffic engineers have been making for the past 70 years. SCDOT employees probably imagine themselves as "just doing their jobs", as apolitical professionals committed to public service. But this is not a math problem. Unless SCDOT is willing to radically rethink their entire approach to traffic problems, we will continue to ruin lives and waste billions to scar our landscape with massive highways.	11/22/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1			1													

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VPM23	United States	your project overview says, “The scale of this project makes it a once in a lifetime undertaking” and you do have to get it right. You are shaping the future of how best to move people and goods through this constantly growing region. Will we stay with the old method one person per vehicle commuting further and further and shipping containers being transported one at a time by truck?Or will we take a serious look at alternative long term solutions? By adding more travel lanes a short term solution is created that undermines efforts to introduce alternatives. Think of this. For stores to get people to use self-checkout lanes they had to make it a better option. If not, customers would not go through the extra steps of scanning and bagging their own purchases. So the stores made sure there was always a wait at the normal checkout lines. This same thinking applies to roads and drivers. You have to make the alternative a better option. That may mean letting the current option continue to get slower and more difficult using the money instead to fund alternatives and making those alternatives a better option. Looking at the current and future traffic numbers in your study, convincing just 2% of the drivers each year for the next 35 years to find an alternative would hold our traffic to the current levels. Alternatives could include: moving closer to work, finding work closer to their home, car- pooling,	11/22/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Mailed Letter						1	1		1									1			
VPM24	United States	Widening roads is a 1970s approach to transportation planning. Induced Demand shows us that this will not "fix" traffic. I think this is an irresponsible use of taxpayer money, and should be invested instead in expanding public transportation and creating affordable housing near urban centers. Additionally, if any roadwork is to be done, it should include bike and pedestrian facilities, as well as HOV lanes. Thank you, Lauren	11/22/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1	1									1		
VPM25	United States	I was reading your section addressing "traffic noise" and wanted to bring up an alternative to walls, berms and insulation. Most know that for best results, sound must be controlled at the source of impact. In this case, the tires of a car. I would like to suggest using a rubberized surface, one composed of re-cycled tires. As an example, the recently completed 202 loop in Phoenix AZ incorporated this method and its amazing how quiet this highway is. Tire-whine is non existent! Please look into for us to see if it might be a viable option. Thanks for considering! Tim	11/22/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1																				

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VPM26	United States	Regarding the proposed improvements at 526 and Glenn McConnell Parkway, I have the following insights to offer.I like the idea of a bridge at Magwood Drive to alleviate afternoon traffic coming off of 526, but I don't see any real improvements to the morning commute with people coming southbound on Glenn McConnell to get on 526.I believe the DOT originally plans to increase the left turn lane from 2 lanes to 3, however no mention was made on this provided sketch.I have never liked that design, and I don't think it serves well for the future either.Instead, construct an elevated ramp, two lanes wide for continuous traffic to merge onto 526, and remove the left turn lane and light that are currently in place.This could also be done in conjunction with a bridge on the "O'Charley's side" of Glenn McConnell to mirror the one for the afternoon traffic, as a lead in to the ramp to get on 526.This is desperately needed, and construction should begin as soon as possible.I'm a little concerned about the projected buildout of the improvements to 526 being 408 years out, when I think this time table needs to get sped up as much as feasible.I work for a local civil engineering firm, so I do have some experience with road design and would be happy to offer additional inputs and sketches, if you decide to reach out to me.Thanks.	11/24/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1															
VPM27	United States	Sheet 1 (Cantrell/McConnell Exit): 1. Suggest one lane fly over off ramp from Paul Cantrell to I-526 in lieu of the existing light with 2 lanes from Paul Cantrell. Not likely possible, but hopefully was considered. 2. Will I-526 traffic to Magwood have to merge multiple lanes to get to Magwood? Already dangerous to merge 4 lanes to get to hospital from 526. I think would be better to flip through lane to existing Glenn McConnell path to allow for traditional merging in all cases. However, constructability may be issue with that idea. I-526/I-26/River Ave: Preferred alternative is Alternative #1. Sheet 4 (N. Rhett/Va Ave): Preferred alternative is Alternative #2. Reduces unnecessary truck traffic on secondary roads.	11/25/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email				1									1									
VPM28	United States	I believe the no build option is the best for the region in the long term. As in previous comments I have submitted building new highways and adding lanes will only increase traffic. Induced demand. The daily traffic number predictions show this. Look at the build and no built figures. How will all these vehicles move once they exit the highway? Where will they park? 50,000 more parking spaces. 330 acres needed for parking. More pollution. Trash, CO2, noise, plastic and micro plastics from tires entering the water. Look for alternatives. The SPA will start moving containers by barge to reduce the truck trips between terminals and then by rail. They are saying 20% of the trips, about 1000 per day. This is a great start. Improving and expanding this should follow. Similarly introduce plans that will remove cars from the highway. Don't keep bringing plans that will only increase car traffic.	11/26/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Mailed Letter	1										1										1	
VPM29	United States	Compensate the displaced home owners fairly and in a timely fashion. Build it and build it now!!!!!!!	12/1/2019	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																	

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VPM30	United States	I would like to encourage SCDOT to be an advocate for deleting the current deficiency, that being the traffic light to the entrance ramp of I-526 East bound from Paul Cantrell Boulevard. My understanding is that this work is probably outside of the project goals but it is certainly in the communities best interest to remediate this deficiency in conjunction with the planned work at this intersection. I would hope that SCDOT could do more then just hand over initiative to county council (or whomever the appropriate agency may be). I would think that SCDOT has the data to project the current and future magnitude of the deficiency, could propose to county council a conceptual design with cost estimate and, identify savings in both overhead and administrative costs by doing the project with the I-526 corridor work in lieu of a separate project. I would also hope the SCDOT would be willing to help facilitate this work by adding a bid option to the I-526 contract which could be separately funded. I would like to suggest as a possible design the deletion of the I-526 East bound off ramp to Paul Cantrell and replace with an on ramp. I believe a traffic count will demonstrate that there is a very low volume of traffic on this off ramp and its replacement will relieve significant traffic congestion along Paul Cantrell Boulevard and hence better serve the community.	12/23/2019 5:21	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1															
VPM31	United States	with multiple slip lanes will be difficult to navigate for pedestrians and bicyclists. There are many people who walk and bike along N Rhett currently and with more homes being built there will be even more. The Food Lion on Remount at N Rhett is the closest supermarket to Park Circle so we need better access for people walking and biking, not less. We need bicycle lanes and sidewalks with wide painted and signalized crossings pedestrian crossings and lighting through this interchange especially on the Virginia Avenue side. There are similar accessibility issues in the designs for Rivers Ave and Paul Cantrell. At Rivers, there are also many people who bike and walk along Rivers. More long fast merging lanes will decrease accessibility for people biking and walking. We need safe lanes and sidewalks as well as robust crossings. Rivers is a major thoroughfare with several trip generators such as the Asian Market, Gaslight Square, and many other businesses along the route as well as hundreds of residences. Many people in this community bike and walk and they need as much consideration and design investment as drivers. Finally, at Paul Cantrell there will also be a decrease in accessibility along the route for people biking and walking. Worse yet, the intersection at Magwood will be even more difficult for people biking and walking. Hundreds of people work at Roper St. Francis only a short distance from the lunch destinations and shopping options across Paul Cantrell. As challenging a crossing as it is now it will be even more difficult with the wide turning radii,	12/30/2019 1:11	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1												
VPM32	United States	Pls send copies of the 4 alternatives for I 526/I 26	12/30/2019 12:07		Letter and FAQ Document	5/5/2020	Email				1																		
VPM33	United States	1. Please put pedestrian and bike lanes as a priority when considering the construction of these roads. Offering citizens another method of transportation will REDUCE traffic as opposed to creating it. 2. Is there a plan for capturing the rainwater runoff that these extra roads will create and using it to create green spaces along these roads?	12/30/2019 18:15	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1				1										
VPM34	United States	Gah! This sounds like a very bad idea. I would like to vote to scrap this & go back to the drawing board. Poor for wetlands, poor for property owners, and for only minimal improvement? Would be a terrible waste of money & goodwill.	12/30/2019 20:25	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1						1									1	1

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VPM35	United States	How can it be possible that this is the best use of $1 billion, especially within the context of the constant flooding taking place throughout the tri-county area? Couldn't we take half of that sum and provide free uber rides for a decade. Or better yet, free bus rides for 5 years? Then spend the remainder protect the area from rising seas?	12/30/2019 20:25	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1		1										1	
VPM36	United States	I would prefer a no build alternative to be considered please.	12/30/2019 20:25	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM37	United States	Ladies and Gents, Don't build this monstrosity. I respectfully ask the SCDOT to work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. I also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing the astronomically expensive project that will destroy neighborhoods.	12/30/2019 20:27	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1												1	
VPM38	United States	I would prefer the NO-BUILD alternative for this project	12/30/2019 20:27	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM39	United States	NO BUILD!	12/30/2019 20:28	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM40	United States	Please make a new plan with access for bicycles and pedestrians.	12/30/2019 20:29	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1															
VPM41	United States	I urge the decision makers to start over. This project is unnecessary and will result in no benefit to anybody other than the contractors. The impact to the environment will be negative. Period!! Thank you for your reasoned consideration.	12/30/2019 20:31	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email											1										1	
VPM42	United States	I am NOT in favor of finishing I526. Given traffic issues throughout the Charleston area, this project will not realize enough traffic relief relative to its cost. Other, multiple traffic relief projects will have greater benefit to all.	12/30/2019 20:33	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	1
VPM43	United States	Please - work with our local councils in Charleston, Berkeley, and Dorchester Counties to improve infrastructure without wasting money on this widening 526 project that (by your own studies) will have minimal positive effect. A better focus would be developing a regional mass transit system, improving pedestrian and bicycle infrastructure around the area, encouraging SCDOT & SC Port Authority to commit to a plan that will aid in removing freight trucks from overly congested and dangerous I-26, simply improving the conditions of our major roadways. Your widening project is an additional cost on top of the already contentious proposal to extend 526. This resident prefers the "No Build" alternative.	12/30/2019 20:34	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1												1	1
VPM44	United States	I prefer the no build alternative to this project. I am concerned about the cost and negative environmental and community impact. Additionally, I believe funds would be better spent improving biking/ pedestrian access in Charleston. I would encourage ask SCDOT to work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure.	12/30/2019 20:34	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1		1				1										1	

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VPM45	United States	Hi, I prefer the “no build” alternative for the project. Please go back to the drawing board and come back with a new alternative design. Please also work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. I also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing this project. Kind regards, J Mulder	12/30/2019 20:36	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1												1	
VPM46	United States	The S.C. Department of Transportation is planning to spend more than $1 billion to widen Interstate 526 that would destroy wetlands, include no access for bikes and pedestrians, and claim the private property of hundreds of residents and businesses. And, according to SCDOT’s own research, it would improve traffic only marginally, at best. As a South Carolinian native, I support SCDOT to work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. I also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing the astronomically expensive project that will destroy neighborhoods. Please consider the environmental, social, and fiscal consequences of your actions.	12/30/2019 20:38	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1		1		1		1										1	
VPM47	United States	We would like to go back to the drawing board and come back with a new alternative design. This expansion would impact our property and increase noise levels to an unbearable level. It will disrupt wild life and home owners. We do not think this project is going to be the solution as currently proposed.	12/30/2019 20:39	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1				1		1										1	
VPM48	United States	Please do NOT waste our money on such an expensive and destructive program that will have so little useful impact on traffic.	12/30/2019 20:42	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	1
VPM49	United States	and the fact that it does not include access for bikes and pedestrians. I would ask that SCDOT work with the Berkeley-Charleston-Dorchester Council of Governments and local	12/30/2019 20:42	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1		1		1		1											
VPM50	United States	I prefer the no-build option. This does not feel adequately thought through. I would like to ask SCDOT to work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. I also strongly support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing this expensive project that seems guaranteed to destroy neighborhoods and not fix our long term transportation issues.	12/30/2019 20:42	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1		1		1												1	
VPM51	United States	I prefer the "NO-BUILD" option. Go back to the drawing board and make a better plan.	12/30/2019 20:43	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM52	United States	This is the largest infrastructure build in the history of our state. It needs to be totally re-thought. In the end the current plan will have minimal effect on increased traffic and cost far too much little to minimal impact. Please go back to the drawing board and have the SCDOT work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. I also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing the astronomically expensive project that will destroy neighborhoods. Thank you.	12/30/2019 20:44	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1		1		1												1	

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordabl e Housing	Environm ental Concerns	Maintain access to Rivers	Supportiv e of: 1	Supportiv e of: 1A	Supportiv e of: 2	Supportiv e of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM53	United States	the existing interstate right of way or rail corridors needs to be completed prior to committing over a BILLION dollars for an incremental improvement to the traffic congestion in the region.	12/30/2019 20:56	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												1	
VPM54	United States	I think the money could be better spent--lots of projects would prove more beneficial.	12/30/2019 21:01	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM55	United States	SCDOT, I am very much concerned with the impact this proposed project will have on these communities and relocation of families that have lived in the areas for more that 75 years. These life quality things, should account for something. The monies involved in this project would exceed any amount of benefits received. As you consider this project that is only miles from the noise corridor on I-26, from the 52 Connector to Highway 76, I would hope that some of this money would be spent on the road noise pandemic, that was brought to your attention 10 years ago. Commercial growth without all factors considered would only add to the negative emotional infrastructure of the people of the Lowcountry, with out historical/ humanitarian efforts, what will happen now and what will be next?	12/30/2019 21:05	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1					1												
VPM56	United States	Dear Sirs and Madams, I strongly object to the building of a road project. Especially at the cost of one billion dollars. Surely we can set the standard and begin building a train/tram service that will move large numbers of people without destroying wetlands and requiring more automobiles. I just returned from Luxembourg where trains, buses and trams are heavily used and move the public smoothly. I thought how great it would be to have a train that went from Charleston to Dorchester County, breaking the gridlock. Seriously, we can do better than just building more roads. Especially at a time our wetlands our threatened and, with impending floods, needed more than ever. Back to the drawing board with inspiration, please! Thank you.	12/30/2019 21:10	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1		1										1	
VPM57	United States	I am in very much NOT in favor of widening Interstate 526 between West Ashley and North Charleston. NO BUILD is the acceptable alternative for this project. This project is expected to be very expensive (estimated $1 billion), destructive of wetlands and intrusive on private property (hundreds of homes and businesses to be displaced, and lacking in accessibility for bikes or pedestrians. And it may not improve traffic flow more than marginally. I think this project needs to be reconsidered in its entirety. SCDOT needs to work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. SCDOT should also encourage the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing an astronomically expensive project that will destroy neighborhoods.	12/30/2019 21:16	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1		1		1		1										1	
VPM58	United States	I believe that work on these projects should only begin after the Bus Rapid Transit project is completed and operating. We must shift our focus from endless road construction to a diverse system which meets the needs of more people.	12/30/2019 21:31	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Mailed Letter								1	1												

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM59	United States	The ports authority needs to be held responsible for the traffic and cost since they are the majority of the issue of 526 west. Is there not a railway that could move the large containers to a less congested area that's used by local citizens going to work and home? It seems a railway would move things much faster without causing congestion, less expensive to build, and most importantly not disruptive to our existing neighborhoods and environment.	12/30/2019 21:34	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1																
VPM60	United States	I support the no build alternative for I-26/I-526. I do not believe there has been enough effort to incorporate mass transit and other less invasive means of travel through the area. I believe the Port has an an oversized role in dictating infrastructure changes in our area, and would like to see less port related trucks on our roads. There are better ways to improve traffic than spending nearly $1 billion of taxpayer money and and demolishing homes and businesses in our community. Thank you for your consideration.	12/30/2019 21:39	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												1	
VPM61	United States	I would encourage the SCDOT to forget about widening a highway that will be obsolete by the time it would be finished. The cost of such a "bandaid" would be astronomical & the money could be better spent by putting in place some kind of mass transit in the area. We need to recognize that Charleston is a major city & needs to be "running with the big dogs."	12/30/2019 21:42	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												1	
VPM62	United States	I think that the NO BUILD ALTERNATIVE is preferable until SCDOT comes up with an alternative that does not destroy wetlands and does minimal damage to nearby communities, particularly in view of the facts that the proposal, if implemented, would lead to only slight improvement to mobility and is outlandishly expensive—with an estimated cost of more than a billion dollars.	12/30/2019 21:45	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1						1										1	1
VPM63	United States	Please work with the Berkeley-Charleston-Dorchester Council of Governments and locals to construct a regional mass transportation system and better pedestrian and bicycle paths. Also the S.C. Ports Authority should vastly remove freight trucks before speneding a billion dollars that will destroy neighborhoods.	12/30/2019 21:48	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1													
VPM64	United States	I know this is a bad stretch of Road but there are many other worse roadways than I-526 West of I-26. -If you want to do this in segments, do the Virginia Ave to I-26 including the interchange of I-526 and I-26. -Finish the PITCHFORK at Maybank Hwy and Johns Island. -Spend rest of money on the overpass at Main Rd and Hwy17S. - Hwy 41 in Mt Pleasant between the marshes, that will alleviate the worst of the back-up, if more is needed later make the developers pay for it. Including the THOUSANDS OF HOMES DUE TO BE BUILT NEAR Hwy 41 and Clements Ferry Road in Berkeley County.	12/30/2019 21:51	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1																
VPM65	United States	Before you spend a billon dollars on this expansion which will only help minimally, do some other things. Get a good mass transportaion system . Get the SC ports Authority to remove the trucks carrying freight from crucial highways.	12/30/2019 21:52	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												1	
VPM66	United States	DO NOT BUILD. Instead improve the current infrastructure such as adding a flyover at Main Road and Highway 17. Do not destroy wetlands and do not displace homeowners and businesses. Find alternative ways to move shipping containers as opposed to trucks. This project is too expensive And the benefit will not meet the cost.	12/30/2019 21:58	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1					1										1	1

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordabl e Housing	Environm ental Concerns	Maintain access to Rivers	Supportiv e of: 1	Supportiv e of: 1A	Supportiv e of: 2	Supportiv e of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM67	United States	It seems to be a VERY expensive and disruptive solution with limited improvement. There also seems to be little or no consideration for mass transit, such as dedicated bus lanes. Also no consideration for bike or pedestrian traffic. I would suggest rethinking this plan. Surely we can do better.	12/30/2019 22:10	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1	1	1													
VPM68	United States	I urge you to NOT widen I-526 to eight lanes. This is far too large of a road for West Ashley. It will be a noisy eyesore and do little to alleviate traffic, as all lanes will come to a standstill at US 17. Why not spend the money to complete 526 first? That makes far more sense. Plus, 526 IS NOT MAINTAINED now with four lanes. The road is full of potholes and broken asphalt and covered in litter. It will only be worse when you double the size. This is a TERRIBLE idea.	12/30/2019 22:24	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1																				1	
VPM69	United States	I think this is a huge waste of public funds. I strongly prefer that the road NOT be built. Thank you.	12/30/2019 22:27	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM70	United States	I would prefer to see the no build alternative. This is a lot of money and destruction of property for little benefit	12/30/2019 22:27	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																1	
VPM71	United States	No build	12/30/2019 22:40	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM72	United States	After reviewing this proposal, my opinion is that SC DOT should go back to the drawing board and come back with a new alternative design. This is one of the largest infrastructure projects in our state's history so we must get this right! Property will be impacted along wetlands, I personally will be staring at a flyover bridge from now on if it is built, and part of the James Island County Park will be negatively impacted--a place I enjoy peace and quiet. This proposal is not a solution for traffic issues in West Ashley and Kiawah Seabrook. It is a huge expense that will not benefit residents and homeowners commensurately. Roads need to be safer, intersections need to be redesigned, and secondary roads improved before undertaking a project of this magnitude. This reeks of the same stench as SCE&G's nuclear plant--and as taxpayers we will be on the hook for all the cost overruns and construction delays. Thank you. Ronda Greaves	12/30/2019 22:55	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1	1					1											1
VPM73	United States	I am in favor of NOT Building this extension. It's negative I act on existing neighborhoods, wetlands, etc is Not offset by significant likely traffic improvement. We need further options, particularly looking at mass/rapid transit options so more people can get where they need without adding automotive traffic. Please do not move forward with this extension.	12/30/2019 23:09	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1				1		1										1	

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VPM74	United States	retired executive from the transportation sector including international shipping, ports, railroad and trucking. My question is simple: a Billion Dollars for a project with minimal impact, are you out of your minds? This project features all the negatives of road transportation especially with the reliance on vehicle bridges a necessity created by our beautiful water surroundings. There is little or no emphasis on improving rail thereby minimizing truck traffic which is a huge factor in traffic flow, accidents and pollution. Per mile costs of rail are much more cost effective than trucks with less environmental impact. Despite the low country being nearly surrounded by water there is no emphasis on creating passenger ferry services another cost effective means of moving people (see for example, Seattle and Hong Kong). There is little or no emphasis on light rail as a people mover into downtown Charleston especially for folks working in the service & tourist industry Chsrleston depends on. Yes this corridor needs help but even though we will all suffer through more years of congestion please go back to the drawing board and do it right by coming up with more thoughtful long-term planning. Otherwise you will create another debacle with short term results after a long-term buildout and raise questions about who is pocketing the construction fees for an ill advised and poorly planned project.	12/30/2019 23:57	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1														1	1
VPM75	United States	I'm opposed to the billion dollar widening project on highway 526. Another waste of money. It's been proven in road studies for years that you can't build your way out of road congestion by widening. Viable public transportation is the way to make it work.	12/31/2019 0:20	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1											1	
VPM76	United States	Please initiate the “no build” alternative and return when there is a better plan. What is presently on offer is insufficient in public transport and too expensive and will only further degrade the Lowcountry.	12/31/2019 0:23	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1											1	
VPM77	United States	This is a BAD idea. Please explore other options to handle traffic; namely mass transit and light rail.	12/31/2019 1:53	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1											1	
VPM78	United States	Please consider a “no build” alternative. This project is a huge expense that will only marginally improve traffic and does not even include the James/Johns Island extension. I am asking the SCDOT to work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. I also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing the astronomically expensive project that will destroy neighborhoods. Thank you.	12/31/2019 2:41	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1											1	
VPM79	United States	What a waste of taxpayer money! Why expand an interstate when you know that the expansion isn't even going to meet the current need, let alone the growing need? Instead of doing the job with only a half-way solution, let's look at a real solution. One that is better for our environment while also alleviating the traffic issue. Spend that money researching and building a rail system that makes mass transit a viable option.	12/31/2019 3:00	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1		1									1	1
VPM80	United States	Quit talking and studying it to death and build the dang thing!	12/31/2019 3:06	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1															
VPM81	United States	I oppose this project. Please work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure instead. Please also encourage the S.C. Ports Authority to commit to a plan that substantially removes traffic from our roadways. There are alternatives that are less expensive that should be considered. Thank you.	12/31/2019 3:44	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1											1	

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VPM82	United States	I-526 is a waste of money and will make little improvement in traffic flow. It will merely dump a lot of traffic on local roads. Forget Project #42 and concentrate on local road improvements.	12/31/2019 4:00	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM83	United States	Widening / extending / expanding roads has accomplished little in terms of alleviating traffic congestion in the region. Money would be best spent on mass transit options.	12/31/2019 11:01	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												1	1
VPM84	United States	Project will be short term fix and will promote more development and traffic. Mass transportation is a must for our congested area.	12/31/2019 11:13	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												1	
VPM85	United States	I have lived in Charleston for only a short time. The car traffic is worse than what I was told it would be. At some point cities and towns are going to have to realize that developing their urban areas around the automobile is the best recipe for miserable living conditions. If Charleston has $1 billion to spend on transportation, it needs to go towards rail, bus lanes, park-and-rides, bike lanes, and pedways, not additional highway congestion and mayhem.	12/31/2019 11:57	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1	1	1												1	
VPM86	United States	Please don't spend this money on this project. It does not make sense in light of the multitude of transportation problems that need solutions. This is 20th century planning for a 21st century problem. Take a step back, reevaluate and spend our tax dollars more wisely. STOP THIS PROJECT	12/31/2019 13:28	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM87	United States	I encourage our government to only spend money on public mass transportation projects, not to spend a dime on making roads wider. It would be helpful to spend money maintaining roads.	12/31/2019 13:51	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												1	
VPM88	United States	The plan to expand 526 to West Ashley is deeply flawed for several reasons. The increase in capacity was needed years ago, and just like the 26 expansion from Summerville to 526, when completed it will be lacking in capability and growth potential. The lateral expansion will negatively impact neighborhoods, wetlands, and waterways. The REAL answer is to grow VERTICALLY. Go to downtown Tokyo and some expressways are 3 levels high. With vertical growth you don't impact drainage, watershed, wetlands, or neighborhood footprints. However, it would take some seriously better engineers than those we have now, and some increased capital funding. 50 years ago i lived in Springfield VA, and I-95 was 2 lanes in/out of DC. 25 years later I returned and 95/Shirley Highway was 4 lanes in/out, and the expansion eliminated large portions of neighborhoods. 16 years later I returned and it was 6 lanes in/out. Now it is 8. And the gridlock is just as bad as it was 50 years ago, just on a smaller scale. We WILL face the same problems. So just fast-forward your thinking to 2050 and we will be having hearings about expansion to 6 or 8 lanes and if you won't look at vertical development, you'd be better off to start buying that needed property now, and in 30 years the cost will look cheap compared to alternatives. Decisions have long-reaching consequences so decide wisely. Thank you	12/31/2019 14:11	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1	1					1											1

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VPM89	United States	from James Island Mon-Thurs. I leave my home at 6:15 am and get to work at 6:50 am. I leave work in the evenings at 5 pm and if traffic is relatively good I get home at 6 pm. The most I have ever been late going to work or coming home from work is usually caused by an accident on the interstate that resulted in a fatality and then shuts down the interstate. The longest it has ever taken me to get home has been just over 2 hours. I have looked into taking the bus to and from work, but I have chosen not for 3 reasons: 1. As of now, there is no cost savings between bus pass price and what I pay in gas 2. The nearest bus stop to my job is just over a mile away which would cause me to walk or bike down Folly Road which is a very dangerous road lacking sidewalks 3. If I took the bus then I would choose to bike the rest of the way to work to save time but the bus can only carry a maximum of 2 bikes My suggestions for improving the traffic flow are as follows: 1. The speed limit should be reduced and enforced between exit 205 and the end of I-26. For a greater impact, an even lower speed could be enforced during peak rush time hours	12/31/2019 14:18	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1	1		1													1
VPM90	United States	I think this project is a ridiculous waste of money. I prefer the no build solution to 526. If you want to spend money like that then WIDEN I26, a road that is DANGEROUSLY OVERCROWDED and which has been in desperate need of widening for over 20 years! It is crazy where the SCDOT priorities are! The 526 extension is no match for the need to widen I26!	12/31/2019 14:41	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Mailed Letter																					1	
VPM91	United States	No build you cannot pave your way out of congestion this should have been prevented by wise development you never develop beyond your infrastructure	12/31/2019 15:02	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM92	United States	I prefer the no build choices and working with the BCD Council of Governments and local municipalities to construct a better regional mass transportation system and improve pedestrian and bicycle infrastructure. I also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing the astronomically expensive project that will destroy neighborhoods. Alternative 1/2 would be acceptable if I had to make choices in alternatives. I strongly would push for those alternatives. Thank you.	12/31/2019 15:02	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1				1		1						1	
VPM93	United States	NO BUILD	12/31/2019 15:12	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM94	United States	I prefer the no build alternative to this project. Before spending the money that will only benefit a few, please work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure that will benefit many more people. It's quite embarrassing, the lack of regional mass transportation that our area has compared to other cities...like San Francisco! I also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing the astronomically expensive project that will destroy neighborhoods.	12/31/2019 15:16	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1												1	

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VPM95	United States	I write in opposition to the proposed widening of 526 between West Ashley and North Charleston. As a residing of North Charleston who commutes downtown daily, I understand (and live) Charleston's traffic problem. However, this project--which would destroy wetlands and dislocate residents--is not a real solution. Charleston needs a mass transit system that not only provides high speed and express transportation between North Charleston and West Ashley (not to mention downtown), but also supports bicycle and pedestrian traffic. We also desperately need a plan to direct freight trucks--clearly important and necessary contributors to our local economy--from congested roadways as they make their way to the port and local industries. Respectfully, Jessica Streit Resident of Deer Park Neighborhood	12/31/2019 15:19	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email											1										1	
VPM96	United States	On almost every project,,,,, SCDOT fails to consider the safe space for pedestrians and bicyclists to travel along highways,,,, and particularly,,,, crossing rivers. This is a major failure of strategic thinking with respect to the safe movement of citizens and building sustainable societies.	12/31/2019 15:32	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1															
VPM97	United States	Why are you doing this when according to SCDOT's own research, it would improve traffic only marginally, at best. I am asking SCDOT to work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system (monorail comes to mind)! We need improved pedestrian and bicycle infrastructure! I also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing the $1 billion project that will destroy neighborhoods and not dramatically help traffic.	12/31/2019 15:37	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1															1
VPM98	United States	I'd like to suggest this project be suspended and completely rethought. To continue to build roads to address auto congestion has demonstrated consistently to be a false premise. Transportation oriented development, higher density development and mixed use zoning patterns have demonstrated to be far superior to auto dependent, low density development. Leaders in various locations around the world have demonstrated transit planned development serves far more people more effectively, efficiently and economically than continuing to build interstate and multi-lane pathways in urban centers. In some cases, cities have actually begun to remove freeways and parking lots to make more effective and economic use of the significant amount of wasted space these facilities require. I suggest the state play a leadership role in helping to direct a tri-county effort with all the local government entities and the public in the Charleston metro area to alter the path of a future that only leads to the past. The new path should be toward reconsidering how best to repurpose the I-526 corridor to accommodate mass transit and high density alternatives that better serve the quality of life all low country residents desire, protects the delicate balance of nature and ecology of the region, mitigates flooding that has become an existential threat to the entire region, and that offers more affordable life style alternatives than simply continuing to sit in ever larger traffic jams. Thank you for considering my thoughts.	12/31/2019 15:38	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1													

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VPM99	United States	infrastructure projects in our state's history. While there are no perfect solutions, I strongly oppose a plan to spend more than $1 billion to widen Interstate 526 between West Ashley and North Charleston, a huge expense for a road project that would destroy wetlands, include no access for bikes and pedestrians, and claim the private property of hundreds of residents and businesses. Especially because, according to SCDOT's own research, it would improve traffic only marginally, at best. Given these concerns, I prefer the "no build" alternative for the project. Instead, our community would benefit if SCDOT works with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. I also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing the astronomically expensive project that will destroy neighborhoods.	12/31/2019 15:39	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM100	United States	NO BUILD!	12/31/2019 16:02	Website -	Letter and FAQ	5/5/2020	Mailed																					1	
VPM101	United States	No build on the 526 Extension Project and ... Work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. Let them know you also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing the astronomically expensive project that will destroy neighborhoods.	12/31/2019 16:04	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1													1
VPM102	United States	Spending many hours traveling I-526 and experiencing the many time outs it provides travelers, I have come to understand much and offer some insights that I would like SC DOT to consider. Traffic congestion, delays, backups, construction slowdowns, roads lacking turning lanes, no traffic light controls, and boom, up goes the insurance premium with that last accident. The economy is trapped in congestion traffic. Let's widen the highway as SC DOT proposes to do with I-526. It seems intuitive, so we do not question this idea. More traffic, more road. Progress it is. Sign of a vibrant economy. Folks moving here need to get to work in jobs that cannot be filled by locals because our public education is underfunded. Instead, let's spend much more money on a highway that we would on boosting the workplace skills of the workforce and children trapped in our segregated schools. But that is not before us here. The S.C. Department of Transportation (SCDOT) wants to widen Interstate 526 in Charleston and Berkeley counties, recognizing that congestion is regional, and the correct response is more highway. Maybe, maybe not. We have seen this post-WW II movie, and it goes like this.	12/31/2019 18:50	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1		1										1	

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM103	United States	From my perspective this massive, super expensive project that would destroy natural areas including wetlands and displace a significant number of residents along the route, is due to the lack of foresight in the planning process. Development and Infrastructure planning need to occur at the same time. Unfortunately, we appear not to have learned that lesson. Development without appropriate infrastructure to support it, should not be permitted. If we keep widening post-development blunders, this practice will never cease. And the widening of I-526, after expending tons of highway dollars that could be used in other less massive fixes, would just result in additional development along this corridor and the need for future fixes. There is little doubt about the need for some relief to this corridor. I recommend a look at other smaller alternative projects that would not be as expensive, cause as much environmental damage or forced home relocations, and not induce further unsupportable development. I recommend the no build alternative.	12/31/2019 18:56	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1						1										1	
VPM104	United States	Please do not widen 526. West Ashley needs it's wetlands!!	12/31/2019 23:14	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1					1											
VPM105	United States	Please, there should be absolutely NO building or "improving" of 526! Money should be spent on alternative methods of public transportation. Our environment must not be further destroyed by harmful and wasteful projects such as 526. PLEASE!!	1/1/2020 16:41	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1		1										1	
VPM106	United States	The I-26 / I-526 interchange definitely needs to be reworked and improved in order to manage traffic flow and provide for better safety. However, the remainder of the proposed project will not do anything to improve traffic. It will only induce more automobiles to use the freeway and in 3 to 5 years you will be back where you started. The funds need to be devoted to improving mass transit, NOT widening roads.	1/1/2020 17:53	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1			1												
VPM107	United States	Please find a way to get the trucks from the port off of 526. Besides making it difficult for car drivers, they have torn up the road and will continue to do that.	1/1/2020 22:25	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1																
VPM108	United States	I am opposed to this expensive project as it is currently "designed" and proposed. $1B is a huge amount of money to spend for any infrastructure project in SC and the Lowcountry. Building more interstate highways is not always the best answer. I agree the I-26/526 interchange needs some improvements. But considering the cost and community impacts, this should not be built as proposed. Putting in a few more lanes and improved access ramps is not the long term answer. The SC designers need to work with all local community stakeholders to address long term issues, including, truck traffic from port operations, community (residential, commercial and industrial) growth in the tri-county suburbs, public bus and light rail transportation and rail container transport from the port. For $1B what is needed is a plan for complete regional approach....not band-aids. Once a complete plan is formulated, then individual projects can logically be funded. Rather than a piecemeal approach. And of course, a complete assessment of the community and environmental impacts is an important consideration. I fear what is currently being proposed does not take in to account a plan for all of these issues, will not significantly improve the regional plan and will be outdated before it is completed.	1/1/2020 23:25	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1				1												1	

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM109	United States	Transportation-Flooding-Economic Nexus of the I-526 Widening Decision Policy Framework The intersection and interaction of transportation, flooding and economic factors demands a much deeper consideration because they drive the future regional evolution. They can be mutually supporting (preferred), opposing or conflicting. Business entities are severely affected by recent flood events. Increasing disturbance is forecasted. The region is locked in a transportation gridlock with the bus rapid transit	1/2/2020 2:04	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email											1											
VPM110	United States	I am a business/property owner off of remount road to aviation ave and core road. I notice there is a study going on and wanted to inquire as to what will be planned for I-26 second between aviation ave and remount road. thank you.	1/2/2020 13:55	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email				1																	
VPM111	United States	I prefer the no build alternative for the project. Please come back with a new alternative design. I'm also requesting that SCDOT work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. I support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways.	1/2/2020 15:27	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1											1	
VPM112	United States	This is too much money for too little benefit. I vote for the no-build option. Self-driving cars and other technological changes will eventually alleviate the need for more roads.	1/2/2020 16:26	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																				1	
VPM113	United States	Don't build it and maybe people will stop moving here and ruining our county	1/2/2020 16:34	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																				1	
VPM114	United States	I prefer the "no build" option - please work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure, and I also support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways.	1/2/2020 16:58	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1											1	
VPM115	United States	"Expanded highways take years of construction and are tremendously disruptive to the community. Before displacing residents, I'd want to explore alternatives we can implement with the existing lanes: - Ramp meters - Company incentives to offer flexible scheduling - Peak-time tolls, with exemptions (buses, ride shares, eco-fuel cars, emergency vehicles, HOVs) - Dynamic lane shifts (increasing capacity dynamically at peak hours) - opening hard shoulders during peak times - Variable Message Signs to control individual lane speeds and traffic directions - HOV lanes - Investment in public transit Widened roads rarely offer long term traffic relief. With little positive return on investment and such a large detrimental impact to the community and taxpayers, widening 526 should be a last resort. I don't want to see our community end up like other high-growth cities like LA - lots and lots of lanes and still endless bumper to bumper traffic. Let's get creative before falling to the age-old ""widen it"" paradigm."	1/2/2020 18:44	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1										1		

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordabl e Housing	Environm ental Concerns	Maintain access to Rivers	Supportiv e of: 1	Supportiv e of: 1A	Supportiv e of: 2	Supportiv e of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM116	United States	I prefer "no build" at this time. I can think of many alternatives to this project vs building a road that destroys so very very much personal and private property. A billion dollars should be spent on mass transportation not on roads catering to single cars and trucks burning excessive amounts of fuel. Why not a sleek monorail or more rail lines built to avoid traffic unlike the current ones that block at least two major roads in North Charleston	1/2/2020 19:17	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												1	
VPM117	United States	Please do not build this project. The loss of wetlands and other environmental impacts are serious. The need for better urban planning strategies is imminent, and focusing on alternative routes and other modes of transportation is the way forward, not another highway project. It's been well established that building bigger roads doesn't solve the traffic problem, it only exacerbates it in the long run.	1/2/2020 21:25	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1		1										1	
VPM118	United States	I prefer the No-Build Alternative regarding the extension of I-526 but agree that the existing interchanges need to be redone to improve traffic flow. That will alleviate traffic issues for those of us in West Ashley without adding a large amount more traffic from James and Johns Island. I'm also not keen on the impacts that extending 526 will have on James Island, particularly to James Island County Park.	1/4/2020 5:21	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	1
VPM119	United States	I am disappointed that this study does not include extending 526 to Johns and James Island. It could be done in two parts. First from it's terminus in west ashley to Johns Island. The second part from Johns Island to James Island could be completed at a later date	1/5/2020 15:57	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																						1
VPM120	United States	All of the alternatives destroy green medians, have too many, too wide lanes, and neglect alternate means of transportation. All of the alternatives significantly harm the areas and neighborhoods that they traverse. The cost to value of this project is way too expensive given the aesthetic harm to our communities alone. These proposals destroy the areas they claim to be helping. The money would be better spent on a verdant multi-modal parkway to Johns Island thus completing the original vision of the Mark Clark Expressway and starting another green parkway "ring road" further out to bypass this area.	1/5/2020 22:54	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1		1		1		1											1
VPM121	United States	I feel the highway plan should include plans for bicycles and pedestrians. There needs also to be planning to address the truck traffic from the Ports Authority. The truck traffic seems to be the biggest contributor to traffic backup. The trucks should be confined to one lane as the Europeans have often done. Berkeley, Charleston and Dorchester Counties should review all plans to anticipate future traffic needs. The failure to plan for the future and to coordinate with the neighboring counties as to zoning and future development will only lead to more gridlock. Over my 60 years of driving in the Charleston area, it seems to me that it is true that "if you build it, they will come". One has to look at the huge growth in Mt. Pleasant. I prefer the "no-build" alternative. Thank you for your consideration.	1/6/2020 2:53	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1														1	

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordabl e Housing	Environm ental Concerns	Maintain access to Rivers	Supportiv e of: 1	Supportiv e of: 1A	Supportiv e of: 2	Supportiv e of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM122	United States	526/26 1 or 1A would be preferred. I'm not familiar with the need for ramp changes @ rivers since I rarely travel that section. Will there be better access for I-26 lane reversal entrance from I-526 EB? It's a fairly tight turn right now. 526/Paul Cantrell Currently there is no access from Paul Cantrell WB to I-526 WB and it appears there are no plans for it with this project. You're not able to make a u-turn at Paul Cantrell/Magwood nor at the hospital. https://www.google.com/maps/@32.8120714,-80.0434284,3a,51.8y,289.46h,98.64t/data=!3m6!1e1!3m4!1sWl_MPxT6MLtkK8xwypGcvA!2e0!7i16384!8i81923 https://www.google.com/maps/@32.8112361,-80.0439021,3a,75y,155.85h,90.61t/data=!3m6!1e1!3m4!1sE0AZrTsA5Frdjm6W4-bvLA!2e0!7i16384!8i8192 Thank you.	1/6/2020 19:43	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email													1	1								
VPM123	United States	I hope you will consider amending the current, and not future, plans to include alternatives to the single-occupancy motor vehicle. This must be considered and will be much more valuable than more SOV's. Our area flourishes when it has good options, and safe pathways/lanes for bicycle, pedestrian and public transit. Going forward, no project, big or small, should be built in a way that is inequitable or puts bike/ped/transit on the back burner.	1/7/2020	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1										1		
VPM124	United States	Widening 526 for single occupancy vehicles will harm our area. It will lead to increased traffic congestion. We need to fund projects that encourage public transit and high occupancy vehicles. Any projects that do not prioritize high occupancy vehicles and public transit over single occupied vehicles are going to increase the Charleston region's traffic problems.	1/7/2020	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												
VPM125	United States	I vote for the "No Build" alternative for this project. As a region, we MUST become more progressive in our mobility strategy, including additional opportunities for public transit and bicycle/pedestrian connectivity.	1/7/2020 14:33	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1											1	
VPM126	United States	We need a solution that reduces the number of cars on the road rather than creating "induced demand" only to end up back where we started with severe traffic congestion. This day and age, infrastructure projects must accommodate public transit, bike and pedestrian modes of travel. Not doing this undermines social equity and jeopardizes our quality of life. Now is also the time to institute incentives for ridesharing and HOV travel including dedicated lanes. Thank you.	1/8/2020	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1	1									1		
VPM127	United States	Please go back to the drawing board and come back with a new alternative design. Please work with the Berkeley-Charleston-Dorchester Council of Governments and local municipalities to construct a regional mass transportation system and improve pedestrian and bicycle infrastructure. I support SCDOT encouraging the S.C. Ports Authority to commit to a plan that substantially removes trucks carrying freight from our congested roadways before pursuing the astronomically expensive project that will destroy neighborhoods.	1/8/2020	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1												

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VPM128	United States	Please come up with another plan. This current proposal puts hundreds of homeowners out of their home and destroys our wetlands. You are essentially paving over exactly what makes people want to live here and what makes tourists want to visit here. Can you work with local government to come up with bike share, bike and pedestrian paths, shuttle service, etc. instead? The Ports authority should commit to no transfer trucks on the congested roads. Can you also work with local planning commissions and demand that they consult your team before mass-approval of more subdivisions? Thanks for your time.	1/8/2020 14:02	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1		1		1	1	1											
VPM129	United States	2020 and left helpless. The SCDOT presentation produced immeasurable anxiety without a single word of encouragement. It was essentially a readiness briefing to prepare for the worst news imaginable for many of us who are retired...the loss or serious devaluation of our homes for the sake of a road project built just because a certain pot of money is available. Please do the right thing and partner with those who can improve the entrances and exits to and from I526. Think out of the box and be proud of a plan that truly serves people and not vehicles. To hear that we are going to suffer such a loss for a less than 5-year improvement is gut-wrenching. Give us an encouraging word. The I26/I526 connector and Mt Pleasant truck traffic is legitimate; but with the advent of the James Island connector, we just need to get cars off the interstate. Please, let's don't keep making accommodations for more vehicles because there will never be enough. Take pride in a plan that will give better exits and on-ramps, getting cars OFF the road. Think out of the box and be innovative. I feel like this comment is just another check in the box that you need to complete the funding requirements and that my opinion really doesn't matter. What happened to us that we can't seem to do the right thing in this country? To sacrifice ingenuity for dollars and force feed projects onto taxpayers for their benefit is insulting and common. Stop separating money and work together for the benefit of all. Do something brave and innovative and justify it with	1/9/2020 15:44	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																1	
VPM130	United States	Let them know you want them to go back to the drawing board and come back with a new alternative design. This is one of the largest infrastructure projects in our state's history, so it's important that you weigh in. Comments are due January 31.	1/9/2020	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM131	United States	Richards Gregory	1/11/2020 13:23	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																						
VPM132	United States		1/13/2020 13:37	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																						
VPM133	United States	I prefer no build on 526 between West Ashley and North Charleston. This project will not hardly enhance traffic flow and takes private property. This is not a practical project. Please consider this.	1/13/2020 15:43	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																					1	
VPM134	United States	The project should incorporate other means of transportation besides single-use vehicles: express bus lanes, bicycles and pedestrians. Without including these other means of transportation, the highway will quickly become congested once again.	1/13/2020 19:45	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1	1	1													
VPM135	United States	I encourage the SCDOT to choose the "no build" alternative. We need a new alternative design. SCDOT should work with local governments to construct a mass, rapid transit system and remove congestion from our highways and the pollution caused by the massive traffic.	1/14/2020 1:20	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1		1										1	
VPM136	United States	I am in favor of your plan.	1/14/2020 12:24	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email		1																				
VPM137	United States	Freeway expansion and completion of I526 as a freeway are much needed. I26 should be widened from Charleston to Columbia. All of I95 should be widened.	1/14/2020 12:39	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																						1

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VPM138	United States	This project will greatly affect the overall value of my neighborhood, Ashley Harbor. We have tennis courts and a boat dock that would be taken away by the road, not to mention a few houses and a very important tree line that houses many important wildlife. Also, It appears as if our lake will also be impacted. This will reduce every homes value in the neighborhood significantly and I do not think the 8 lanes will make enough positive impact to warrant such an impact on a treasured community like Ashly Harbor. Not to mention the impact felt up in the North area of the project as well. I some improvement needs to happen, but not encroaching upon the neighborhood. Possibly the road could be curved more to the left as you go towards N. Charleston and taken down to 6 total lanes instead of 8. My understanding is the 6 vs. 8 lanes is not a lot difference, especially since the secondary roads like Glen McConnell and Hwy 17 would remain the same. Also, I think that once the 526 extension takes place, having 526 at 6 total lanes combined with the extension would improve the overall rating and you would not see the road at a failing status. I also can also see that going to 8 lanes would only increase the cost of the 526 extension plan at the city/county level. Please, do not go with 8 lanes and please do not cut into my community (Ashley Harbor).	1/14/2020 16:41	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1						1										
VPM139	United States	My comment is not about the 526 Lowcountry Corridor, but about a way the would help 526 congestion now. In South	1/15/2020	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email				1															1		
VPM140	United States	Please reconsider spending over a billion dollars on widening existing interstates and use the money to improve bike lanes and public transit.	1/17/2020 0:24	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1												1	
VPM141	United States	1. Glenn McConnell Eastbound - after reviewing an only proposed design: https://storage.googleapis.com/stateless-www-526lowcountrycor/wp-content/uploads/2019/11/526_cantrell_alternatives.pdf, it seems that improvements are fairly poor. Current issues - changing multiple lanes from far right entering GM Eastbound from Essex will be even dangerous with the GM widening. Also, the traffic waiting on GM to merge to 526 on stoplight crossing GM Northbound - too many drivers to cut the line merging closer to the stoplight and that creates a bumper to bumper traffic behind. Traffic directed toward I-526 should be protected from other GM Eastbound traffic with concrete median. I-26 Westbound - was it studied a feasibility to extend a pickup roadway that goes alongside highway with Aviation Ave exit? Does it make sense to separate traffic that goes toward Ashley Phosphate/Goose Creek (and Aviation) rather than do a merge from the exit (Aviation) into lane that goes to exit 209 Ashley Phosphate/Goose Creek? This is my second email. I haven't got any feedback to my first email nor I get any confirmation on mail delivery. I am curious if this info makes to the team that reviews the design and able to make.propose a change.	1/17/2020 3:03	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email				1																		
VPM142	United States	Widening I-526 is crucial to the area's traffic concerns, however, we must think 'outside the box', as well. Mass transit might just be the key to our growing traffic in the Lowcountry. Let's be proactive and not reactive when it comes to our roads. I know the common idea is to widen a road when the traffic gets to a certain point but the more I have been reading on the widening of roads throughout this country, it's not always the best path forward. Is widening half of I-526 that perfect billion dollar plan?	1/17/2020 12:32	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												
VPM143	United States	I lived in the Washington, DC area for 36 years and "improvements" to the 495 beltway only made congestion and dangerous traffic worse. That is why I no longer live there. Please don't make the same mistakes here. Consider localized improvements and alternative methods of transportation first.	1/17/2020 15:04	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1												

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VPM144	United States	I would encourage a design that incorporates flex lanes that seamlessly change based on the time of day. Cities like Pittsburgh that implemented this type of strategy to ease congestion. Signals simply indicate which way traffic is flowing. Being land-locked and limited, this could be a way to help maximize the resources that are being dedicated to the project without increasing cost.	1/17/2020 16:45	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email								1												1		
VPM145	United States	Building a bridge across the river more North around the Pimlico area would help divert traffic for drivers going to Mt. Pleasant. Giving alternative routes to Mt. Pleasant will help reduce the traffic on I26 and 526. We will need more roads and bridges as we grow there is no getting around this situation. Doing nothing only cost more later but giving more alternate routes to create a loop will help people have choices when there is a wreck in one area. Right now if there is a wreck at the 26/526 intersection it shuts both interstates down.	1/17/2020 17:52	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1																
VPM146	United States	What an incredible waste of money! This could be spent on meaningful improvements like bike, ped, and mass transit. Charleston in now an urban area and you must take a modern approach to save the community.	1/18/2020 3:21	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1												1	
VPM147	United States	Hello, thank you for putting the time into the meeting format and information, they are both very helpful in understanding the depth and scope of this large project. I am very supportive of the project and welcome it with open arms. The widening, combined with the new Port Access road should hopefully alleviate the heavy volume of daily semi-traffic pulling container trailers.My question is in regards to the Paul Cantrell/I526 intersection. How does the eastbound traffic access the Interstate? Also, why not have the same bridge configuration over the Magwood Dr intersection as you do for the westbound? I often take the eastbound route to get onto I526 as I work in the West Ashley area (off Henry Tecklenburg). The signalized intersection at both Paul Cantrell and the curve/ramp to I526 often backup traffic into the adjoining neighborhoods plus the merge from two to one lane on the on-ramp slows traffic down and creates angst among merging drivers. Overall, I do like the plan. Hopefully, much needed improvements to the Rivers Ave intersection will help spur some much needed development in that area.	1/18/2020 11:45	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email		1		1																		
VPM148	United States	This is a bandaid project, IMO....until 526 is completed....(as it should have been back in 1988) all you're doing is putting a finger in the dyke...The conspicuous absence of how the completion of 526 would substantially help is sad, really sad..	1/18/2020 13:20	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																						1
VPM149	United States	Hello, I live in the Ashley Harbor subdivision and I am very concerned about the impact this project will have on my neighborhood. While I am aware of the need to increase the capacity of 526, I am totally against the idea of taking homes away from long standing residents of a high end neighborhood such as mine. We need to look for alternative ways to accommodate the infrastructure needs. Destroying the long standing neighborhoods to accommodate new residents to our area hardly seems ethical. How about putting the squeeze on local employers to alleviate the traffic congestion....let's look at staggered work schedules, alternative working patterns, and off site parking and shuttle systems. To destroy the neighborhoods and diminish our home values of long standing residents is wrong and demonstrates a lack of moral compass and commitment to our existing taxpayer base. Please reconsider this plan and investigate other options more thoroughly before destroying our beautiful neighborhoods!	1/20/2020 1:29	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																	

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM150	United States	Our neighborhood, Ashley Harbor is currently being harmed by the ever increasing noise from 526. A widening without putting up sound barriers will destroy our neighborhood. Every city has sound barriers to protect neighborhoods except the City of Charleston. This has to stop. Build sound barriers !	1/20/2020 1:43	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1																					
VPM151	United States	In reviewing the proposed impact the plan will have on the Ashley Harbor neighborhood, why in the world would you encroach on the premium West Ashley neighborhood when you could shift the impact over to the other side of the highway where there is nothing but marsh and no homes??? Is the state going to compensate the homeowners in the entire neighborhood for the property value loss that is sure to happen? It only makes sense to expand to the other side of the highway versus destroying million dollar homes. Whomever has proposed this plan has no clue to the historical significance of this neighborhood. Look up the history of the original Ashley Plantation. I would be happy to speak with anyone who wants a primer on the history of this piece of land.	1/20/2020 1:55	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																1	
VPM152	United States	We are disappointed in the lack of media coverage and the impacts to West Ashley, in particular, Ashley Harbor. - When I mentioned the lack of media coverage for West Ashley at a neighborhood called meeting to Joy Riley, she said, "It's only 3 houses". That comment is offensive to us and our neighborhood. The impacts of the proposed plan have dramatic consequences for our entire neighborhood. - We are concerned about the environmental impacts to our incredible wildlife, increased noise levels, diminished property value, and damage to neighborhood amenities (trail, marina, tennis court, treeline). - To reduce the impacts of our neighborhood's quality, we feel 8 lanes is too large. There is some green space to the left of the road when traveling toward N. Charleston from West Ashley where the road could be shifted. Taking the road more towards that open space, would diminish impacts to homes and an entire established neighborhood. - Please keep our neighborhood intact- for our children and our neighborhood's future. - Pictures of our neighborhood's beauty will be send in a separate email.	1/20/2020 3:40	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1						1											
VPM153	United States	Hello, my name is Lauren McCullough. My husband, two kids and I purchased a house in Ashley Harbor last May. When we heard the news that the 526 expansion may impact our community we were deeply saddened. I'm writing this note to ask that you please, please consider the other alternatives. I have serious concerns with the "526 Cantrell alternative." In the Cantrell plan, it looks like our neighborhood would lose the community park (walking trail, tennis court, and area by the lake), two houses and part of the lake. Our family (and other neighbors) visit the community park every weekend to play and socialize. Just last Saturday we have a parent and kids social where all of the kids of the neighborhood got together to play. This is our space to have a community in our neighborhood. If you take that away, we will lose one of the top benefits of moving into the neighborhood. I also have concerns about the property values of our homes. The neighborhood is already very close to 526 and has loud road noise and if you expand 526 this will negatively impact our community as the road noise would be louder. This, and the fact that we lost amenities and are even closer to 526, could negatively impact our property values. I really hope that you read this letter and understand the impact of what expanding 526 into Ashley Harbor would do to our community, and I ask you to please consider our concerns.	1/20/2020 13:26	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																1	

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordabl e Housing	Environm ental Concerns	Maintain access to Rivers	Supportiv e of: 1	Supportiv e of: 1A	Supportiv e of: 2	Supportiv e of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM154	United States	I think there are alternatives that should be addressed first. The exit ramps on Paul McConnell and Savannah Hwy are the 2 areas that back up West Bound. Why not correct those areas which would help traffic flow. I was told by the representative from SCDOT that it wasn't allocated in the budget. The ramps would be done with the 8 lane expansion (if it happened - which I am against) It makes no sense to me that there isn't funding to fix immediate areas of concerns and traffic back up.The 8 lane proposal will directly impart the Ashley Harbor Development which is where we live. All homes will be devalued. Not just the homes that would be taken out. I understand our walking path, some homes and part of our lake will be affected. If anyone wants to walk the walking path with me now, you will find that the noise level is extremely high. (It was mentioned at the meeting that they are studying it) Why not come now....so you hear first hand, how bad it is without 8 lanes. By bringing the development into our neighborhood, you will impact our wild life which is plentiful. If it does come to a 8 lane expansion (which we understand will fail right after it is built - so why bother) why not build on the other side of the expressway that has no homes. I oppose the build out of 8 lanes. It will fail shortly after being built, it will devalue homes and neighborhood, ruin wild life, when correction of exit ramps should be the first priority.	1/20/2020 13:40	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																1	
VPM155	United States	I think there are alternatives that should be addressed first. The exit ramps on Paul McConnell and Savannah Hwy are the 2 areas that back up West Bound. Why not correct those areas which would help traffic flow. I was told by the representative from SCDOT that it wasn't allocated in the budget. The ramps would be done with the 8 lane expansion (if it happened - which I am against) It makes no sense to me that there isn't funding to fix immediate areas of concerns and traffic back up.The 8 lane proposal will directly impart the Ashley Harbor Development which is where we live. All homes will be devalued. Not just the homes that would be taken out. I understand our walking path, some homes and part of our lake will be affected. If anyone wants to walk the walking path with me now, you will find that the noise level is extremely high. (It was mentioned at the meeting that they are studying it) Why not come now....so you hear first hand, how bad it is without 8 lanes. By bringing the development into our neighborhood, you will impact our wild life which is plentiful. If it does come to a 8 lane expansion (which we understand will fail right after it is built - so why bother) why not build on the other side of the expressway that has no homes. I oppose the build out of 8 lanes. It will fail shortly after being built, it will devalue homes and neighborhood, ruin wild life, when correction of exit ramps should be the first priority.	1/20/2020 14:11	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																1	
VPM156	United States	Being in a physical position to see the traffic on 526 every day, I have to wonder how the numbers were arrived at to justify the necessity for an eight lane highway. It seems the solution far exceeds the problem, now or in the foreseeable future. Where will the anticipated volume of truck traffic come from to justify eight twelve foot wide lanes? In Ashley Harbor, how far into the community will the new right of way protrude. There is no indication of scale on the web site. Will Ashley Harbor lose the use of the boat storage area, and launch ramp? It certainly seems that the negative economic impact of this project on Ashley Harbor, and the surrounding neighborhoods, has not been given significant consideration, if any.	1/20/2020 20:23	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Mailed Letter				1	1																	

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VPM157	United States	This really is improper. Noise is already too loud and it is not right to effect so many homes and wildlife in this reckless way just to move more traffic through. Spend money decreasing traffic with rail system not more unnecessary construction and taking of private lands. Stop this madness. Less traffic using public transportation not more traffic, construction, noise and taking of property.	1/21/2020 1:27	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1				1		1											
VPM158	United States	My questions after reviewing materials are: - Where is the data or forecasts for how much this is actually going to improve congestion and for how long? (i.e., are you looking at how much latent and induced demand this is going to cause and just be the same or worse?) There is very little information published here it seems apart from grades. How do we know these models are realistic compared to other projects where benefits disappeared quickly (e.g., Houston, LA, etc.) - Why is this investment for highway and cars only? How does this fit into a broader transportation and development strategy that moves us away from cars and toward other forms of transportation trips and a more livable city and region which many studies of what's important to people have shown? - Why is there a need for a new bridge at Magwood and exit at Paul Cantrell? Why is this better/ what is the outcome you're shooting for here? This wasn't clear from what's provided. - 526 and 26 interchange does seem like it could be improved. Sounds good, but again there is an alternative 'chosen' but scant description of why or the factors used for comparison.	1/21/2020 1:46	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email				1			1		1													
VPM159	United States	Please ensure that this project includes safe commuting options for pedestrians and cyclists. Also, please add a lane for public transportation, such as buses, even if only operational during rush hour.	1/21/2020 14:05	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1	1	1												
VPM160	United States	THE PLAN TO TAKE SOME OF THE LAND NEAR THE WESTERN FOOT OF THE WESTMORELAND BRIDGE ADJACENT TO THE ASHLEY HARBOR SUBDIVISION THROUGH EMINENT DOMAIN WILL DEAL A SERIOUS BLOW TO THE VALUE OF THE HOMES IN ASHLEY HARBOR. THE NOISE LEVEL FOR RESIDENTS WOULD BE HUGE. BUT IF ADDITIONAL LANES OF I-526 WERE CONSTRUCTED ON THE OTHER SIDE (ON THE LARGELY UNDEVELOPED WEST SIDE OF I-526) THE IMPACT TO ASHLEY HARBOR WOULD BE GREATLY DIMINISHED. QUESTION: WHY TAKE THIS PROPERTY IN ASHLEY HARBOR WHEN THE LAND ON THE OTHER SIDE OF I-526 IS LARGELY UNDEVELOPED AND AVAILABLE?	1/21/2020 18:19	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	
VPM161	United States	Please consider shifting this highway toward the pine forest on the right heading toward Glen McConnell. I have lived in Ashley Harbor for 25+ years, and walk the trail at least once a day with my dog. Despite the increasing noise level that has occurred during my 25 years, it is still my time to meditate and enjoy the beauty that surrounds me. I am not going to whine about decreasing my home value at a time when I may need the money the most, but will emphasize the importance of my maintaining my mental health in this crazy world we live in. Thanks for allowing my comments. Cindy	1/23/2020 0:59	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	
VPM162	United States	26/526 interchange You have to keep the traffic exiting to remount and aviation separate from traffic merging onto 26 west. Give them dedicated lanes and do not allow them to exit. If they miss the 26 exit give them an option on rivers to turnaround versus allowing them to merge back into 26. People will abuse this slowing traffic. Place dividers into roadway to facilitate traffic merging into 26. People can't merge and will try to get over as soon as they can coming off 526 which will slow traffic down. Extend merge / dedicated onramps passed aviation or as far as possible. Go study how Texas handles their roadways and merging.	1/23/2020 1:45	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1																

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VPM163	United States	As a newcomer to Charleston, I'm struck by the lack of alternative transportation options in this city and surrounding areas. I disagree with this project wholeheartedly as more highways do not solve traffic congestion issues without additional solutions. Improved bus routes, bike and pedestrian improvements, etc. Also the impact to local communities that will loose their neighborhoods is unnecessary and careless. Not to mention the environmental impacts of this construction. Charleston is at ground zero for the impacts of the changing climate. Providing additional support to the single use vehicle is not the answer. I oppose this project as it currently stands.	1/23/2020 3:17	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1		1										1	
VPM164	United States	I understand the congestion issue which will only increase with development, however, i feel that the negative effects on the environment plus the cost and time it will take outweigh those benefits and tax money should be spent on improving ways to get people out of cars via creative and improved mass transit. Thank you.	1/23/2020 22:22	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email									1		1											
VPM165	United States	We purchased our home in Ashley Harbor with the understanding of the amenities,ie, lake access, tennis courts, walking trail and marina. The expansion of 526 at Paul Cantrell will negatively impact our neighborhood by eliminating these amenities. Land on the opposite side of Paul Cantrell should be used before impacting Ashley Harbor. SCDOT seems more concerned about wetlands and environmentalists than homeowners.	1/23/2020 22:22	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																	
VPM166	United States	Any loss of amenities or property due to the 526 expansion is going to have a negative affect on property values that will be hard to quantify. We do not understand why the road cannot be expanded between the two existing bridges and property between both directions of 526. If more land is needed it would seem much more practical to use land North and West of 526 where no communities will be impacted. I am told we could lose our tennis courts, the nature trail around our pristine lake, and several homes. Additionally, the noise factor must be mitigated in the plan. We pay taxes on our home based on a value well over 1,000,000.00 and plan to vigorously any action that will diminish our home value.	1/27/2020 13:18	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	
VPM167	United States	Dear Sir or Madam, I am writing with great concern regarding the upcoming proposed plan to widen 526 from Paul Cantrell Blvd. to North Charleston. I am a long-time resident of Ashley Harbor and live near the end of Southport Drive and my home, its value, and my family will be greatly affected by this widening. We have lived in our home for 15 years, and are still raising our young sons in this house. We appreciate the redevelopment projects the city has taken on in the past few years and, as a community leader, I know this issue may seem trivial to you, however, it affects our biggest investment, our home. Our family and our family of neighbors will be greatly and negatively effected should 526 get any closer to our property and/or take away our amenities. We cannot afford to move from our home, nor can we afford to lose the value, investment speaking, in our home. Please, we urge to consider alternatives when widening 526 that will not impact Ashley Harbor and its residents so negatively.	1/27/2020 15:02	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																	

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VPM168	United States	Dear Sir or Madam, I am writing with great concern regarding the upcoming proposed plan to widen 526 from Paul Cantrell Blvd. to North Charleston. I am a long-time resident of Ashley Harbor and live near the end of Southport Drive and my home, its value, and my family will be greatly affected by this widening. We have lived in our home for 15 years, and are still raising our young sons in this house. We appreciate the redevelopment projects the city has taken on in the past few years and, as a community leader, I know this issue may seem trivial to you, however, it affects our biggest investment, our home. Our family and our family of neighbors will be greatly and negatively effected should 526 get any closer to our property and/or take away our amenities. We cannot afford to move from our home, nor can we afford to lose the value, investment speaking, in our home. Please, we urge to consider alternatives when widening 526 that will not impact LEt Ashley Harbor and its residents so negatively.	1/27/2020 15:35	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																
VPM169	United States	I like option 2A for the main interchange and option 2 for the No. Rhett interchange mainly because they both maintain access to Rivers Ave and Virginia Ave while the others don't. One major item is both interchanges have a multitude of things happening. DOT MUST have good signage telling people what is happening as there are lanes branching off and there are no 'escape' routes if you make an error, signage MUST be descriptive and early so people know what's happening. In your handout P.5,the listed description is the same for 2/2A Also if you do another handout, "new" + "existing" should be in different colors so we can see better what is new and what is old.I think your time line is totally unrealistic and it is taking almost 10 yeas just to widen 3 miles of No. Rhett !! GOOD LUCK and I do appreciate the newsletters Joy sends out	1/27/2020 16:09	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email												1			1	1						
VPM170	United States	There is no question that changes need to be made to 526. The challenge is to make upgrades that creates as little effect on residences and the environment. The proposed changes between Paul Cantrell and Virginia Ave. impacts Ashley Harbor negatively. In looking at the proposal, a number of homes in our neighborhood would either be torn down or be so close to the highway that remaining in the house would not be possible because of the noise. In addition, the lake and its bordering trees would be affected. There is an extreme negative environmental impact if this is done. The trees are a nesting area for Bald Eagles and other species of bird. This must be taken into consideration in addition to the effect on Dolphins and river otter as you work over the marsh and river. I would suggest that the project be moved towards the north where there is only open space and lessens the infringement on the neighborhood and lake. Also, please come out with a single message. I was told that construction was to be done towards the median and my neighbor was told the median would not be touched. This only creates confusion and distrust.	1/27/2020 16:39	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1						1											

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VPM171	United States	I live in Ashley Harbor, the neighborhood considered to me implemented with this expansion. Ashley Harbor is the ONLY gated community in all of West Ashley and is the 2nd nicest neighborhood in all of West Ashley. By running 526 through it and taking out our amenities and increasing noise, will destroy the entire neighborhood. Your plan to take out our walking trail, boat ramp, part of pond and some houses to have 526 through it will completely destroy this gorgeous and prestigious area. If 526 expansion is needed in west ashley, please expand to the other side where there are more businesses and apartments. If you decide to expand through our neighborhood, you might as well buy all 150 $500K-$3M homes because if you dont, we will loose all our property value. and this will ruin our neighborhood and equity. This cannot happen. Please please please PLEASE DO NOT DO THIS TO US.	1/27/2020 16:58	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																1	
VPM172	United States	I am opposed to the current plan to expand I526 from the edge of the Ashley River to the Glenn McConnell parkway based on the premise of keeping the center line of the new 8 lane highway fixed to the center line of the existing 4 lane highway. The adverse environmental and community impacts of the expansion are far more severe on the south side of that section of the highway than they are on the north side. As planned, virtually all of the natural habitat, including trees with nesting birds and woodlands with assorted wildlife will be removed, whereas on the northern side, even if more expansion in that direction took place than is under consideration in the current plan, marsh would be lost, but much of the marsh would remain. At the shore of the Ashley River, as I526 comes into West Ashley, the Ashley Harbor residential community directly abuts the existing highway on the southern side, no residential community directly abuts the highway on the northern side. There would be much less overall adverse environmental and community impact if the planned expansion occurred in what is now the median area of the existing highway and only on the northern side of the existing highway, into the marsh. The SCDOT should examine that alternate route and in so doing use as the guiding principle the desire to minimize the environmental and community impact that will come from intruding on or taking away personal property or community assets as is currently planned by an apparent desire to keep the new median and the existing median	1/28/2020 1:02	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1						1											
VPM173	United States	The plans for the 526 Corridor for the portion from the Ashley River to Glenn McConnell have had significant changes recently going from 4 lanes to 6 lanes and now 8 lanes and they are not acceptable. In my opinion, this plan is a terrible injustice to the homeowners in Ashley Harbor, reduces their quality of life and severely impacts their property values. There is no reasonable justification for having the overwhelming expansion of the right-of-way on the East side of 526. The most logical option is to expand the 526 right-of-way to the West on the other side of 526. Both sides of the existing right-of-way have environmental impacts on wetlands, a tidal creek, and a significant wildlife population. The plans have that portion of 526 currently moving the right-of-way to the East to allow two lanes of roadway, one full 12 foot breakdown lane and expansion of the existing breakdown lane for the East-bound existing roadbed. The West side of the existing West bound lanes will have the breakdown lane increased to 12 feet. There was no explanation as to why the widening of the right-of-way is mostly to the East and only minimally to the West. The existing plan is illogical and maximizes the impact to existing infrastructure. There are significant impacts to the Ashley Harbor neighborhood and they are unnecessary and unreasonable.On the East side, the impacted area is from the Ashley Harbor Marina to the curve in the existing 526 roadway about 400 feet before the overpass over highway 61. In discussions with SCDOT, it appears the expansion to	1/28/2020 4:59	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1						1											

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VPM174	United States	I would like to share my concern that the design alternatives presented in this plan DO NOT address the alternative transit modes (bicycle, pedestrian or public transit) that are clearly needed to make any measurable and long-term positive impact on congestion, health and quality of life. These modes (and the decrease in car traffic they can bring) need to be part of the traffic management study, not pushed off to a later date. Spending this much of the community's money without addressing these needs now is a poor use of funds and time. Thanks you.	1/28/2020 16:11	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1													
VPM175	United States	I'm concerned that this project not only harms natural habitats, and wetlands, and surrounding residents but that it does so in the interests of a very small portion of the Charleston population. The massive amount of money allotted to this project should be spent on ways to benefit everyone and should be in sync with smart multi-modal investments that are already underway, such as Lowcountry Rapid Transit. Consider the no-build alternative that curiously has yet to be made available to the public.	1/28/2020 16:17	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1		1										1	
VPM176	United States	Thank you for allowing me to comment...My name is William "Butch" Barfield, Emergency Preparedness Coordinator (EPC) for the City of North Charleston. Please Please...DO NOT ALLOW the impact of this project to impact those living and commuting near the water of Filbin Creek. The City of North Charleston GIS has the damage assessment reports already in this area that may be of assistance to you. This report will show the area already has a history of vulnerability to flooding. As the EPC, I have witness and documented significant weather events and Sea-Level Rise making a major impact already in the area. "Tree Ghosting" is where there is a change in sea level causing sea water to inundate coastal communities killing large areas of trees. This is just one example of my concern and it is very visible today in the area. In addition, I-526/I-26 are major roadways used for evacuating the coastal communities when an evacuation order is given by the Governor. The water that we talk about is gaining as much as 5 millimeters per year in some places, well above the global average of 3.1 millimeters. Please consider the impact this project could have on displacing citizens by water and not by concrete alone. If mitigated properly, this project could and should reduce the magnitude of water/climate change effecting the area.	1/28/2020 16:51	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email											1											
VPM177	United States	I live in West Ashley and I do not own a car. This extension has no clear plan to add a viable bus route to North Charleston to West Ashley and vice versa on 526. 526 is the main corridor to North Charleston where there are lots of large companies like Boeing where people work. A Bus that can run from Citadel Mall to North Charleston via 526 could help people to choose mass transit over driving alone. Even better would be is you created a bus/ carpool lane so it is even faster than driving alone. You are not giving the community a realistic option of leaving the car at home. You have to make it easier and faster to take the bus than a car. If you go through with this project you are falling for the classic induced demand. You will displace families just so that 526 will be outdated before the project is even completed. Adding a bus route is quicker, cheaper, and helps a larger percentage of the community.	1/28/2020 17:54	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email								1	1											1		
VPM178	United States	I believe that work on expanding 526 should not being until after the planned bus rapid transit system is constructed and operating. 526 should also be designed to accommodate express bus service with stops adjacent to the road and access to parking and other transit stops provided by ramp or elevator. the station at Rivers and I526 will become important over time. Pedestrian safety in areas near on and off ramps needs to be improved.	1/28/2020 18:44	Website - VPIM Form										1		1												

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VPM179	United States	I am submitting my comment as a community citizen advocate for the No Build option! This project is unnecessary and will not only force people out of their homes (some of which have been in their families for decades) but will exacerbate traffic problems in the metro Charleston area instead of ameliorating them. We need to start focusing on how to REDUCE car traffic in the area, not how to destroy more natural areas (which help to reduce flooding, which is only going to become a bigger and bigger concern in the Charleston area and elsewhere as the planet and our oceans continue to warm)—and people's homes—in order to allow for more car traffic.	1/28/2020 18:57	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email											1										1	
VPM180	United States	It is beyond my comprehension how you can say that you will choose the alternative with minimal impact to the community yet you choose to take high value private property in the Ashley Harbor subdivision. Across the highway is government owned undeveloped land that could be utilized at no cost or impact. There are some 70-75 homes in this subdivision whose values will be impacted when if you take areas of common property such as tennis courts, hiking trail, lake, and marina including boat trailer parking, boat launch ramp, and dock. The amenities were major considerations when I considered purchasing my home and will also be for future purchasers. The 30-40 boat trailer parking spaces would cost $300/month each forever to replace. How will you propose to reimburse the property owners for this expense or the expense to belong to clubs for tennis and dockage. It is ridiculous to take the land on our side of I526 when there is an alternative that would impact no private property owners.	1/28/2020 19:23	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																	
VPM181	United States	Public consent for this project appears to hinge upon the following: enhanced traffic flow, overhaul of the intersection between I-526 and I-26 and significant noise reduction in residential neighborhoods adjacent to lane expansion. I urge project managers to work more closely with local governments, community associations and neighborhood leaders to develop final plans for this project to ensure those key issues of traffic flow, the hazardous intersection with I-26 and noise reduction are addressed to the satisfaction of local residents. The local tax base depends upon this, because the wrong plan will cause real estate values and county revenue to fall. Consideration of a broad spectrum of interests is paramount. I am in touch with networks of local residents who are studying these plans as they unfold. Thank you for your diligence in ensuring the success of this project.	1/28/2020 19:39	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1																					
VPM182	United States	Please make it a 55 mph plus road. If the limit is 45 mph through the marsh areas, people will be driving 55 anyway, they do on the Maybank Hwy bridge now anyway.	1/28/2020 23:20	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email																						1
VPM183	United States	Why are the alternatives not addressing the need for traffic reduction through fewer cars on the road. The "solution" is another bandaid which is not a solution. To boot, some of the impacted residents are without cars. Insult to injury.A real solution involves FEWER VEHICLES ON THE ROAD. Bicycle, pedestrian and public transit must be part of any traffic management strategy this day and age. Is planning for another integrated BRT even being considered?	1/29/2020 4:16	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1	1	1												
VPM184	United States	I would like to see any 526 expansion include a multi-use path on the side for bicycles and pedestrians. Encouraging alternative transport in this corridor could reduce traffic.	1/29/2020 18:11	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1												

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VPM185	United States	Regarding this project, I have serious doubts about its efficacy without first addressing some of the main issues which create traffic backups on 526 and the routes that are used off of 526. To be clear, the issue isn't if the work is needed, but when and how. Perhaps now, but please first wait until 526 is finished and also please wait other main routes such as Paul Cantrel and others are enhanced. Otherwise, you will simply be trying to more traffic through the same sized funnel and will only make things worse. In addition to that, I have major concerns about the property value of my home and my neighbors. If this plan goes as it is now, I request further sound studies funding for a sound wall and funding for having to relocate or redesign amenities that make our community so attractive. These include our walking path, boat ramp/storage and access to the river.	1/29/2020 19:12	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1		1															
VPM186	United States	I understand that 526 needs to be expanded, but as a person who lives in Ashley Harbor, I would hope we could do that with minimal disruption to our neighborhood. We need to make sure to minimize road noise, protect green space, maintain our boat launch, maintain our lake retaining wall, and keep as much of our neighborhood intact as possible. The people who live in our community moved here because of what Ashley Harbor has to offer. Many of those wonderful amenities are in danger of being destroyed by the 526 expansion. Please save our lake and help us minimize the road noise by keeping the barrier we have or helping us build a new one.	1/29/2020 19:13	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1						1											
VPM187	United States	We purchased our home in Ashley Harbor in 1993. As most people, our home is our biggest investment. We are located near our marina and the expansion of 526 to 8 lanes will be financially devastating to our community. The noise level will increase so much that we will be lucky to give our house away. It is a prospect that is disturbing and upsetting. We will lose some of the marina, probably our walking trail, and a few homes which are a part of our community. I know you think we need 8 lanes of traffic. Coming from NJ, I can tell you that all that pavement will not benefit our communities in the way you think. The amount of building happening in the Charleston area is ridiculous and we will be paying the price. Plus, we will still have drivers that don't know how to merge, text while driving and are not defensive drivers. Thus, we will still have accidents and traffic backups. Please reconsider this plan.	1/29/2020 19:22	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																1	
VPM188	United States	I live in Ashley Harbor neighborhood which borders I-526 in West Ashley and it appears as if our neighborhood will be directly impacted by the new lowcountry corridor. While growth continues to happen in west Ashley and the expansion of I-526 is inevitable, my main concerns are as follows: -Noise generated from the additional cars -Neighborhood land lost due to the expansion -A decrease in property values -The loss of some of our greenspace and walking trail bordering our lake as well as our tennis courts -The plans look to directly impact our neighborhood boat landing, how can we reconfigure that area to keep our landing -Boat parking and storage also look to be affected All of the concerns above have a direct correlation to our property values.	1/29/2020 19:34	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	

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VPM189	United States	This is a horrible idea. 526 is already too noisy. The expansion is bound to create more noise and impact homeowners, wildlife and property values. The entire neighborhood of Ashley Harbor will have a condemnation claim because the property values will be negatively affected for each home, not just the ones taken by this aggressive and improper project. Also, the state will have to pay for all property owners who are losing their amenities which effects every property in the neighborhood. Please stop this and consider the the alternative like creating more public transportation so there is not a need to create more road.	1/29/2020 19:39	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1					1			1												1	
VPM190	United States	I purchased a home in Ashley Harbor with the understanding we had access to amenities within the neighborhood. I am concerned about decreasing property value if this project is approved due to expected increase in road noise, protecting and maintaining our green space barrier adjacent to Paul Cantrell, maintaining our boat launch to allow access to Bulls Creek and maintaining a storage facility for our boats and trailers within Ashley Harbor. Please consider expanding I 526 without the impact on Ashley Harbor.	1/29/2020 20:18	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	
VPM191	United States	I think this is a great project!	1/29/2020 20:36	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email		1																				
VPM192	United States	As a resident of Ashley Harbor and boat owner, I am concerned about : 1. Increase noise at my location (is a noise abatement wall feasible, at what level can be considered 'acceptable' 2. maintaining access to the Boat storage area in my neighborhood. How would the state 'fairly compensate' the owners for the loss of access? 3. Could the expansion from 4 to 8 lanes, by filling in the center lanes and shifting toward the uninhabited portion (rather than toward the lake side?) Thanks in advance for your consideration, Tap Gresham	1/29/2020 20:38	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	
VPM193	United States	I am highly concerned about the proposed 526 expansion as it impacts the Ashley Harbor subdivision. I have been informed there is a possibility of significantly reduced property values due to loss of boat marina and Ashley River access, loss of lake footage and green space barrier, loss of some homes, and greatly increased noise. Any of these actions that decreases my investment in my home needs consideration. I could support the widening of 526 if no space from Ashley Harbor is appropriated and an adequate sound barrier is provided.	1/29/2020 21:13	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	
VPM194	United States	Hello, my name is Lauren McCullough. My husband, two kids and I purchased a house in Ashley Harbor last May. I wrote last week expressing my concerns of the 526 expansion that may impact our neighborhood. I learned some additional information and wanted to follow up again expressing my concerns. In the proposed “526 Cantrell alternative” it looks like our neighborhood would lose the community park (walking trail, tennis court, and area by the lake), two houses, part of the lake, boat launch access to Bull Creek, and storage facility for boats and trailers within Ashley Hall. The community park, block launch and storage the the top benefits to our neighborhood. I have concerns that taking these items away, and making us closer to 526 will hurt our property value. The neighborhood is already very close to 526 and has loud road noise. If you expand 526 this will negatively impact our community as the road noise would be louder. I really hope that you read this letter and understand the impact of what expanding 526 into Ashley Harbor would do to our community. I ask you to please consider the other alternatives, and ask that you do not select the 526 Cantrell alternative.	1/29/2020 21:14	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1						1											

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VPM195	United States	It is bad enough we have to suffer through another subdivision coming to the end of Ashley Hall Road that will cause a tremendous traffic increase. But, to be dealt another blow with parts of our neighborhood, tennis court, walking path and community area, and potentially part of our pond being removed for the expansion will totally kill our property values. This is not fair to anyone in our neighborhood! Least of all, the noise factor that will impact our neighborhood from the 526 expansion! This is an issue that will be fought by many in our community, by a number of attorneys, who live in Ashley Harbor, ready to defend our property and its value (or depleted value if this comes to fruition).	1/29/2020 21:43	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	
VPM196	United States	I am very concerned about the proposed plan to widen 526. The plan negatively impacts my neighborhood (Ashley Harbor). The proposed plan will devalue property due to increased road noise, the potential to lose a green space barrier as well as the lake retaining wall between the lake and 526. In addition, maintaining our boat ramp access to Bull Creek and a storage area for boats and trailers within the neighborhood are imperative to retain property values. Alternatives to widening 526 and impacting Ashley Harbor must be discussed	1/29/2020 21:48	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1						1											
VPM197	United States	I am asking that you go with the "no build" alternative, which I am disappointed to see that you did not highlight as an option for public consideration. I am very concerned about the impacts of these projects on wetlands at the N. Rhett/ I-526 interchange, and the negative impacts on homeowners and communities from all three of the projects, particularly those in North Charleston. These projects would greatly increase the footprint of highway over wetlands and neighborhoods, which will result in flooding impacts and displacement of long-time residents. In addition, there is no evidence that widening roads, including interstates, relieves traffic congestion. It simply encourages more development and longer commutes. This money would be better spent on improving the public transportation system in Charleston, Berkeley and Dorchester Counties. If you build good public transportation, people will use it. Please do not build these projects.	1/29/2020 22:15	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1				1		1										1	
VPM198	United States	I live in Ashley Harbor which is adjacent to I-526. This extension project for I 526 will negatively impact our community. At the present time the noise level from the highway is already unacceptable. I have measured more than 85-90 dB during rush hour and it is is is especially loud during the winter when there is less vegetation. Below 70 dB is considered a safe level for 24 hours. The roadway expansion will destroy our neighborhood because it will remove much of the green space, infringe upon the lake, and potentially remove our marina. This will severely affect the value of our properties and quality of life. The sound problem must be addressed if there is any increased roadway and a sound barrier must be included as part of the design process. Also, removing part of the neighborhood for the roadway will place the remaining houses closer to the traffic and reduce their home values and increase noise levels. Why do we need four lanes in each direction? Last year we went to a meeting where they were discussing putting two lanes in the median.Adding two more lanes in the median should be adequate if the Paul Cantrell interchange is completed near Home Depot and Lowe's. That is the reason that traffic backs up on 526 in the afternoon. Additional lanes will not solve the problem. I hope that you can seriously consider the impact before this project moves forward.	1/29/2020 22:24	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	

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VPM199	United States	As a current resident of the Ashley Harbor Subdivision I have numerous concerns about the plan to widen 526. I am concerned about losing property value due to the following: * the expected increase in road noise that is highly probable *protecting and maintaining a green space barrier and lake retaining wall between the lake and 526 *maintaining our boat launch access to Bull Creek *maintaining a storage facility for boats and trailers within Ashley Harbor We moved into Ashley Harbor 20 years age because it was a beautiful quiet community within 20 minutes of downtown Charleston. I fear the sense of community and peacefulness would be highly disrupted with this massive plan to expand 526.	1/30/2020 3:02	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	
VPM200	United States	My main concerns are the devaluation of my residence (2324 Portside Way) and my rental properties (1693 & 1696 Seignious), the noise from the 526 expansion, construction noise, screening from 526. My residence is the 2nd nearest 526 at this time, and my rental houses at the other end of Asley Harbor are also very close. When the DOT recently removed shrubbery, the noise level went up and the screening decreased by about 50%. Ashley Harbor is an upper end neighborhood that is well maintained, both environmentally and scenically. Our boat landing and trail by the lake facing 526 will be eliminated. Certainly, in this day and time, other alternatives to the traffic flow can and must be found as placing the entire expansion on the other side of 526 which hardly affects anyone, double lane outlets at Glenn McConnell and 17S, and other common sense solutions. I spoke with Rick Day yesterday, and he was most helpful. I have invited both him and Joy Riley to visit with me and my neighbors that are nearest 526 to my residence to experience what we currently experience, and how difficult living with an expanded 526 will be with noise, lack of screening, removal of the boat ramp, and nature trail will be. These are only a few of my concerns. I have others, but these are my main ones. Please furnish me with answers.	1/30/2020 13:26	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Mailed Letter	1		1								1											
VPM201	United States	Be. are simpler and less expensive ways to spend our money that won't destroy personal properties by widening interstate.	1/30/2020 16:20	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																	
VPM202	United States	Our neighborhood will be greatly compromised by this project. It looks like an unnecessary project with sky high costs. It was suggested that project should move away from Ashley Harbor, which seems like path of least resistance. I'm just amazed at wasted money and time for the best way to destroy our beautiful and and presently desirable neighborhood. This expanded interstate is at my door, I can observe traffic throughout the day. Traffic back up is because traffic can't exit 526 at Glen McConnell at a steady pace. Improving the exit and making it possible for traffic to flow continuously through intersection at Lowe's and Home Depot would solve the back up. Also impriimprove entrance, incorporate flyovers so traffic doesn't stop.	1/30/2020 16:40	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1						1											
VPM203	United States	How do we know you have received our comments?	1/30/2020 16:48	Website - VPIM Form	June, Good afternoon. We have received your comments.	1/31/2020	Email				1																		

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VPM204	United States	I have reviewed the plans for the Lowcountry Corridor 526 West project. I am concerned about the impact on the subdivision Ashley Harbor which is where I live. In the neighborhood, there is a lake that has a row of large trees along the one edge. This row of trees borders the I526 as it is currently constructed. It appears that the current plans for the project would necessitate the removal of this row of trees and possibly impact the actual edge of the lake. There is currently a large population of birds that inhabit the lake as well as birds in the trees surrounding the lake. The widening of I526 would have a negative effect on the bird population. In addition, the widening of the road with increased speed and volume of traffic would increase the noise in the neighborhood. There is no guarantee that a noise wall will be built to try to abate the noise level. The owners of the houses surrounding the lake will lose the view of the beautiful trees around the far side of the lake. This view will be replaced by an 8-lane highway. This will negatively impact the daily lives of the homeowners as well as cause a decline in the value of the property. The neighborhood will apparently lose the tennis courts as well as the path around the lake. There is no guarantee that the neighborhood will be compensated appropriately to replace these amenities. I request that the state seeks alternative solutions to the traffic on I526 that will not negatively impact one of the nicest subdivisions in the West Ashley area.	1/30/2020 17:31	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1						1											
VPM205	United States	I do not like the idea of traffic not being able to exit off of Rivers Avenue	1/30/2020 22:50	Website - VPIM Form															1										
VPM206	United States	I join my neighbors in the Ashley Harbor subdivision in opposing the expansion of I-526. This expansion will drastically alter our beautiful neighborhood as well as have a devastating effect on our property values. I believe, as do many others, that this expansion is unwarranted and the encroachment upon our neighborhood a violation of our property rights. We pay taxes and we vote.	1/30/2020 23:02	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																	
VPM207	United States	All road planning MUST include pedestrian, bike, and public transportation. This is the only way to reduce car use, air pollution, congestion, noise, and destruction of our environment. Any construction should preserve our wetlands and thus prevent worsened flooding and environmental degradation. This project needs to benefit all citizens, not just those who use cars primarily.	1/31/2020 2:12	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1		1											
VPM208	United States	Why 8 lanes? 6 lanes were deemed sufficient. Once the exit improvements are made traffic should be improved. If I 526 was complete the flow of traffic would not stop at Sam Rittenberg and lessen a backup. There appears to be other improvements that will be pivotal in keeping traffic following. Why decimate the amenities at Ashley Harbor? It is my understanding the marsh opposite Ashley Harbor is owned by DOT. Use that land, do not displace families if there is a better solution. Stop the insanity and develop a solution that is least impactful to those communities that border I 526. Raina Rubin	1/31/2020 2:40	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1																	

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VPM209	United States	I am concerned that the expansion of I-526 may encroach upon the Ashley Harbor neighborhood in the vicinity of the Ashley River. It has been noted that the northwest side of the current highway is already owned by the state, but is less suitable for building upon due to marshy conditions. The neighborhood land to the southeast of the current road is more built up, affording better conditions for a highway. It should be noted that the reason the neighborhood's land is more suitable is that the developer of the neighborhood more than three decades ago improved the land in order to provide unique amenities to the community, including creating a lake, a walking path around the lake, a marina, tennis courts, and a picnic area. These unique amenities distinguish Ashley Harbor from other neighborhoods in the area. They form the basis around the much higher properties values for our neighborhood as compared to adjacent communities. Any encroachment upon the neighborhood through eminent domain will not simply affect the properties, it will have a significant negative impact on the entire community. Simply removing the natural barrier of trees and shrubs between the highway and the community will dramatically increase noise levels, as sound will be reflected across the lake to all parts of the neighborhood. When combined with an expansion of the highway to accommodate more traffic, the ability to enjoy outdoor activities on the lake or in our backyards will be appreciably degraded. Property values can reasonably be expected to	1/31/2020 13:58	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1						1											
VPM210	United States	It is with deep concern for my subdivision and personal real property values that I submit these comments. Ashley Harbor will suffer a substantial hit as the 526 widening plan is presently submitted. 1-Road noise is presently a concern as traffic has increased but will be a huge concern as more lanes are added closer to our neighborhood and traffic increases. 2-The lake and marina stand a good chance or major damage since the green walking trail between the lake and 526 will be overtaken. 3- Property values for all homes and Common Property will certainly decrease secondary to 526 moving closer to Ashley Harbor not to mention the taking of private lots, homes and Common Property. Surely there is some way to move the 526 addition to the other side north of Ashley Harbor. Thank you for your time. Pete Brown	1/31/2020 15:52	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email					1						1											
VPM211	United States	Joy,I am a resident of Ashley Harbor subdivision and live at 1689 Seignious Drive. I am currently house number 4 from 526. I have lived here for over 5 years and have been listening to the noises of 526 only getting louder. You have removed a significant amount of trees and brush that used to buffer the noise and now it is even louder. I hear every single ambulance, motorcycle and subwoofer bumping down the road. I am very concerned about how this project not only affects my home value, considering it would destroy every amenity in my neighborhood, but I'm also very concerned because of how close my house will be to a proposed eight-lane highway. You have no intention of building a sound barrier so this problem will undoubtedly become unlivable. The noise has been a big concern for me for a while now and I cannot imagine it getting any worse. I welcome you to come sit in my front yard for a picnic lunch to listen to the noise. Ashley Harbor is a beautiful gated community that includes 144 homes. These homes were built in the '80s and '90s and the neighborhood is well established. There is a lot of thought and consideration taken into the care and maintenance of our neighborhood. There are homes in Ashley Harbor on lake front property, homes with marsh views, and multi-million dollar homes on deep water Along the Ashley River. This project not only destroys those homes that are lost due to proposed imminent domain, it also destroys the property values for all 144 residents. All amenities will also be destroyed as an 8-	1/31/2020 16:37	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Mailed Letter	1				1						1										1	

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VPM212	United States	Please complete the fly over of Glenn McConnell over Magwood in both directions of Glenn McConnell Parkway. Some of the worst traffic we have is heading east on Glenn McConnell because of the intersection at Henry Tecklenberg / Magwood.	1/31/2020 18:17	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1																
VPM213	United States	*Customer wants to voice his opinion on record that he wants SCDOT to speed up the process of I-526. Customer also wants to voice his displeasure with the "flyover" near his neighborhood on or near Magwood. Customer also states SCDOT is hurting his quality of life by adding to the amount of traffic in this area.	1/31/2020 18:20	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email						1																
VPM214	United States	None of these options add functionality for non-car transit. Charleston is one of the worst-rated cities for accessibility by cyclists or pedestrians, and has poor public transit infrastructure. EVERY new "roads" project should incorporate features to minimize additional single-rider car traffic. The plans here will not solve traffic problems. Adding improvements for those of us who do not want to or are not able to drive everywhere will reduce greenhouse gas emissions, mitigate flooding, and improve residents' mental and physical health, as well as quality of life in the city as a whole. We have more than enough bridges and roads that cannot accommodate alternative modes of transit.	1/31/2020 19:13	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1		1											
VPM215	United States	I'm just one of the many concerned owners in Ashley Harbor subdivision who has lived here 30 years. Live on the lakeside and sat on my back porch watching thousands of gorgeous sunsets. The pines trees at the end of the lake have provided us with a beautiful view and shielded us from having to watch the massive amount of cars on I526 as they speed along. Additionally they have buffered out some of the highway noise. Now it appears that SCDOT is planning on removing all of the trees, take away our walking trail, taking our boat trailer parking places at the harbor, taking away our tennis courts, doing away with some home sites, doubling the amount of traffic, increasing the noise levels thereby decreasing our property values. The single largest financial asset I have is my home in Ashley Harbor.What is going to be done to preserve the beauty, the tranquility and the property values of the property owners in Ashley Harbor?	1/31/2020 21:36	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1																	
VPM216	United States	Thank you for the opportunity to provide this input to your next set of decisions. Please honor the comments of many local citizens who strongly prefer the NO BUILD Alternative for the Project as proposed by SCDOT. We know your commitment to get this right for the huge investment this is for our region and the taxpayers who make these funds possible. Charleston Metro Region is a rapidly changing demographic of newer, younger residents who choose a MULTI-MODAL lifestyle and expect those safe routes to be immediately available in any new project with such a big ticket price tag. AND the corollary--these same, more urban residents are also advocates for housing to remain affordable and available for traditional, long standing neighborhoods that will be disrupted to a great extent with any of the Alternatives, EXCEPT NO BUILD. We can be proud that we are becoming a region of residents who care about social justice and housing attainability as the highly prized elements they are for a forward leaning citizenry. We can do better. Please work with BCD-COG and local munis to construct a regional mass transportation system that delivers 21st c pedestrian and cycle infrastructure strongly into the mix. Autos will swallow the capacity in a few short years. What we do for the new era of residents who will be proud to call Charleston home, will last multiply our efforts for many generations. Thank you.	1/31/2020 21:48	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email							1		1											1	

ID	Country	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experienc	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordabl e Housing	Environm ental Concerns	Maintain access to Rivers	Supportiv e of: 1	Supportiv e of: 1A	Supportiv e of: 2	Supportiv e of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No build	MCX
VPM217	United States	To Whom it may concern re:526 Expansion .My husband and I have lived in Ashley Harbor for almost 26 years .WE raised our 3 sons here and they had a wonderful childhood swimming in the lake,playing tennis,canoeing on the lake and having fun with their numerous friends that they had in the neighbourhood .We are now enjoying our part-retirement /slowing down from work and envisaged spending the rest of our lives in the peace and tranquility here . WE run/walk around the lake everyday,watch magnificent sunsets and enjoy the abundance of bird life that congregates in the lake and at our bird feeder.We cannot imagine losing some or all of that .We are also concerned about the decrease in property value of our homes -we have invested a lot in our home over the years and would never be able to recoup if we are forced to leave,because of noise ,lack of privacy ,decreased quality of life , with the threat of this happening We understand that Charleston has grown enormously ,but we are slowly being hemmed in -Settlement Development in back of us and now the prospect of losing trees,walkway in front of us We prefer the idea of shorter work weeks,carpooling ,rapid bus transit and just please leave us alone in peace .WE really appreciate your consideration of our concerns . With thanks Arlen and Peter Rosenthal	1/31/2020 22:28	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1						1											
VPM218	United States	My family lives in Ashley Harbor which is a neighborhood directly affected by the Lowcountry I-526 West expansion. We had a neighborhood meeting last night. Previously, we had attended a neighborhood meeting where a SCDOT representative spoke about the project. We have further questions as our property is on the lake and at edge of the new expansion when we look at the map. At our meeting last night, residents were under the impression that our neighborhood will not qualify for a noise barrier. This is surprising to me. Over the past few years the noise from the highway has grown exponentially. We moved to the neighborhood in 1997. We did not see the car lights on I-526 or cars from our house at that time. Recently, I understand the shoulder of the highway had to be cleared and after that we could see cars and now we clearly hear the traffic noise as well as loud music as some cars go by, racing motorcycles and of course emergency vehicles. We bought a house in this neighborhood basing our decision partially on the amenities offered: tennis courts, marina access, boat storage area, walking trail and pretty lake views. The expansion of I 526 threatens all of these amenities. We paid a higher price for a property based on those neighborhood assets. I understand if the state needs our property to expand it will compensate us. I have looked at the plan maps and I haven't seen a map with the property lines clearly delineated. It looks like the house next to us will be gone. We wouldn't be compensated if our house remains, but of course it will be	1/31/2020 22:44	Website - VPIM Form	Letter and FAQ Document	5/5/2020	Email	1				1						1											

ID	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experience	Meeting Request	Specific Question	ROW Concerns	Other	BikePed Lanes	Bus Lanes	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No Build
WEB1	Want email updates	11/7/2019	Website - Main Form	Letter and FAQ Document	5/5/2020	Email						1															
WEB2	Hello! I'm trying to get in touch with Joy Riley for an interview for our morning newscast. Please have Ms. Riley call my phone, 978-914-9383 if she's available. Thanks!	11/18/2019	Website - Main Form	Letter and FAQ Document	5/5/2020	Email				1																	
WEB3	Can you please tell me if the Ashley Center at 4401 Belle Oaks Dr. North Charleston will be in the "right of way" area? thank you...	11/21/2019	Website - Main Form	Letter and FAQ Document	5/5/2020	Email				1																	
WEB4	I understand that I-526 is an interstate but I hope that SCDOT is investigating the rare opportunity to include bike and pedestrian facilities on the Wando and Don Holt bridge segments. These facilities were such a huge success with the US-17 Ravenel Bridge project (posted speed 55MPH but 85th percentile similar to posted speed of I-526) and to abandon this as a unfeasible opportunity simply because of roadway classification would be a regretful decision. I hope that SCDOT works with the municipalities and the local bike advocacy groups to come up with a solution to incorporate this bike/ped connection within this project. Lastly I will mention that these two bridges were included as critical gaps in the recent BCDCOG Walk Bike plan, a concept masterplan that involved engineers, elected officials, bike advocates, etc. from all of the municipalities within the greater Charleston area. This plan took many months to create and refine with assistance from the consulting team (ALTA, Stantec, SeamonWhitesides and Bihl Engineering) and should be taken seriously as a supporting document for including these facilities within this project.	11/21/2019	Website - Main Form	Letter and FAQ Document	5/5/2020	Email							1														
WEB5	I am in favor of Prioritizing Bus Rapid Transit over the 526 expansion. It is the fair, sustainable and forward-thinking option. For lots of reasons, we can?t all make it to your meetings (not the least of which is TRANSPORTATION), but please know we care and want better options for actually using public transportation. The suburban sprawlers have been put first for too long. Thank you for your attention.	11/21/2019	Website - Main Form	Letter and FAQ Document	5/5/2020	Email									1												
WEB6	Looking forward to leaning more about this project.	11/21/2019	Website - Main Form	Letter and FAQ Document	5/5/2020	Email						1															
WEB7	I want to sign up for email updates	11/22/2019	Website - Main Form	Letter and FAQ Document	5/5/2020	Email						1															

ID	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experience	Meeting Request	Specific Question	ROW Concerns	Other	BikePed Lanes	Bus Lanes	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No Build
WEB8	In order to submit a comprehensive comment letter regarding the western portion of the project, I'm hoping you can provide me with answers to the following questions: In looking at the impacted neighborhoods, did you tally how many residents do not drive or have access to a motor vehicle? If yes, what is that number, and what percentage of the impacted population does that equal? The project booklet lists estimates that came from the 2013 I-526 Corridor Planning Study, showing travel demand management and modal strategy traffic reduction potential. Those categories include carpools/rideshare matching vanpools, transit pass/financial incentives, telecommuting/compressed work week, work flex time/staggered work hours, bike/walk enhancements, education/promotion, bus rapid transit, and shift to rail freight. How did you calculate the level of single-occupancy vehicle traffic that could be reduced using those options? Did you evaluate the number of bike/ped crashes and collisions within a certain radius, or the lack of connectivity for bike/ped users within a certain radius? When you calculated level of service, did you evaluate how many motorists would choose to stop driving the 526	11/23/2019	Website - Main Form	Letter and FAQ Document	5/5/2020	Email				1																
WEB9	Please send email updates. Thank you.	11/24/2019	Website - Main Form	Letter and FAQ Document	5/5/2020	Email						1															
WEB10	I want to receive email updates as I have been impacted by the increased noise due to trees being cut down. I have concerns for how widening 526 will impact my quality of life and home value.	12/9/2019	Website - Main Form	Letter and FAQ Document	5/5/2020	Email	1				1																
WEB11	Hello, Ms. Riley. I'm the JBC Community Planner and the Community Partnership Team as asked me to reach out to you that Joint Base would like to comment on the 526 Lowcountry Corridor. We are coordinating with Mission Partners on JBC Weapon Station to realize the full impact of Virginia Ave exit closure. JBC invested in a large project to redirect all commercial truck traffic to Virginia Ave and off N Rhett/Remount. We are striving to report to you before 4th Jan, however, given the holidays, our response may be late. My direct number is 843-991-6232 Thank you, David	12/18/2019 19:38	Website - Main Form	Letter and FAQ Document	5/5/2020	Email						1															
WEB12	Thanks	12/19/2019 1:34	Website - Main Form	Letter and FAQ	5/5/2020	Email						1															
WEB13	Thanks	12/19/2019 1:34	Website - Main Form	Letter and FAQ Document	5/5/2020	Email																					
WEB14	Requesting updates as this matures.	12/19/2019 15:13	Website - Main Form	Letter and FAQ Document	5/5/2020	Email						1															
WEB15	Requesting updates as this matures.	12/19/2019 15:13	Website - Main Form	Letter and FAQ Document	5/5/2020	Email																					

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WEB16	843-343-0827	1/3/2020 21:46	Website - Main Form	Letter and FAQ Document	5/5/2020	Email																					
WEB17	In looking at the alternative maps it looks like the right away goes right through my back yard. Is that true? Guess I need to figure out what that means for me. Thank you, Angel Taylor 843-343-0827	1/8/2020 20:37	Website - Main Form	Letter and FAQ Document	5/5/2020	Email																					
WEB18	I am a resident of Ashley Harbor and I would like to be kept updated with regard to the 526 West Project.	1/12/2020 15:28	Website - Main Form	Letter and FAQ Document	5/5/2020	Mailed Letter																					
WEB19	Thank you for the opportunity to comment on this upcoming project . I could not disagree more with the decision to expand lanes on 526. Nearly every lane expansion project nation wide has suffered from induced demand. these mega infrastruture projects do not work. The price tag for this project, coupled with the dream to expand 526 across Johns Island, should warrant alternative solutions to transportation. $2 billion dollars should suffice to implement smarter public transportation options. Charleston has become the envy of the world for its culture, climate, lifestyle and myriad other attributes. Why are our "leaders" trying to build "solutions" that have continually and practically universally been shown not to work? We have an opportunity to be better than this and lead the nation with smarter transportation solutions. We are all going to have driverless cars in 15 years anyways so what do we need the extra lanes for? We dont. Please focus on public transportation. Stop lining your pockets with our tax dollars by building deficient infrastructure.	1/17/2020	Website - Main Form	Letter and FAQ Document	5/5/2020	Email									1												1
WEB20	We are concerned residents of Ashley Harbor. We do not want to lose our nice neighborhood amenities to construction and believe such use of eminent domain is an abuse of power. Further we need soundproofing protection with the expansion. We believe our neighborhood should be given more consideration in the plans. To keep West Ashley a desirable place to live with a good tax revenue stream you need to look after its citizens. Thank you for your consideration.	1/20/2020	Website - Main Form	Letter and FAQ Document	5/5/2020	Email	1				1																
WEB21	We are concerned residents of Ashley Harbor. We do not want to lose our nice neighborhood amenities to construction and believe such use of eminent domain is an abuse of power. Further we need soundproofing protection with the expansion. We believe our neighborhood should be given more consideration in the plans. To keep West Ashley a desirable place to live with a good tax revenue stream you need to look after its citizens. Thank you for your consideration.	1/20/2020 15:12	Website - Main Form	Letter and FAQ Document	5/5/2020	Email	1				1																
WEB22	Please accept this email as my official complaint with the proposed design regarding the widening design of 526 and the related destruction of our neighborhood Ashley Harbor. It appears from several of the drawings that several of my neighbors homes will be lost or severely compromised, amenities will be also be lost. It appears to me that a alternative would be to either keep the project limited to six lanes in the center area or add additional lanes to the north side of the bridge. Please allow us every consideration.	1/21/2020	Website - Main Form	Letter and FAQ Document	5/5/2020	Email					1																

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EML1	Research shows widening highways does not improve traffic in the long term, and these projects have immense adverse impacts on the community. With this understanding, several cities in our position are getting innovative with solutions. Have we evaluated similar options? Ramp meters Company incentives to offer flexible scheduling Peak-time tolls, with exemptions (ride shares, eco-fuel cars, emergency vehicles, HOVs) Dynamic lane shifts (increasing capacity dynamically at peak hours) opening hard shoulders during peak times Variable Message Signs to control individual lane speeds and traffic directions HOV lanes Investment in public transit I can't imagine adding more concrete could be more cost-effective or productive than any of the above for reducing our traffic.	11/14/2019	Info@ Email	Peele – Thank you for reaching out and providing comments. To answer your question, Yes! SCDOT does have an extensive transportation planning program in which we study a wide range of solutions in order to not only identify low cost interim solutions, but also to explore bigger picture regional solutions that have a broader transportation scope. SCDOT identifies problem areas on the state system through their multimodal	11/15/2019	Email									1										1		
MISSING ORIGINAL COMMENT		11/14/2019	RileyJ@scdot.org	Blanchard – Thank you for your comments. SCDOT has done extensive studies on the I-26 and I-526 corridors in order to explore all the traffic issues and potential solutions. SCDOT funded several initiatives immediately after our 2013 I-526 corridor study including the Lowcountry Go initiative to incentivize carpooling and vanpooling programs with large employers and commuters. In	11/14/2019	Email																						

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	Thank you for the reply. One question. Do you think putting everyone in their own 4000 lb. vehicle the most efficient way to get them from point A to B? If not why is this method encouraged and promoted. I still wonder why real long term solutions can't be supported and funded at the level of the same old short term solution of adding lanes. Real alternatives: I would fully support adding a lane that would be for buses, emergency vehicles and evacuations only. The only way mass transit will be successful is if it is a better option. If driving takes you 45 min. and the bus 15 min. people will use the bus. Move containers by barge inland to an intermodal station perhaps in Bushy park. There are rails there. Keep the trucks and trains out of the city. Work with MARAD. I think this administration offers you the best opportunity for real long term solutions like this. That river is not utilized. Real solutions.	11/14/2019	RileyJ@scdot.rog	Please keep in mind that strategies such as managed lanes, active traffic management and other tools that can create reliable travel times for transit and encourage drivers to change behavior do require infrastructure upgrades as well. Currently, the transit system does not have reliable travel times in the Charleston region, which makes this option unattractive to the travelling public. Projects currently underway	11/15/2019	Email								1	1												
	This comment applies to both the west and east projects for I526. Please take a deep dive look at the current transportation patterns in the region and do an exercise wherein you allocate the over $1 Billion dollars to fund a bunch of small connectivity improvements and see how that affects the traffic model. It is pretty obvious that widening I-526 but not being able to replace the bridges will cause bottlenecks that will not allow the financial expenditures to create the positive outcomes that are intended. A true deep dive that identified a bunch of smaller improvements might even reach the same supposed level of success while leaving money to begin seeding the bridge replacements. 2cents	11/14/2019	Info@ Email	comments. SCDOT and the local Transportation planning organization for the Charleston Region performs extensive traffic studies and prioritization of projects in an effort to determine the best investments of value to improve operations on the SC roadway network. I would encourage you to review some of the long range transportation studies that are performed in the transportation planning efforts in SC if you are concerned that tax dollars are not	11/15/2019	Email						1															

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	corridor and other highway improvements. I love Charleston. I moved here 4 years ago, from Charlotte, NC. While I don't think Charlotte's highway system is stellar, it does get the majority of traffic around the city, in a reasonable manner. Having been born and raised in Charlotte, I watched while the city fiddled around with deciding about completing the outer belt loop, much like Charleston has. It was 5 years behind, when it was finally completed. By then, NCDOT and the city planners should've been on to the next phase, but they weren't. They continued to get stilted by the whining citizenry, worried that more people would move to Charlotte, if they implemented more highways. The problem was, "more" people were already there. This is what I've seen, since living in Charleston. While I love this city, it has been short sighted in planning out highway expansion, that at this point in time could've greatly relieved the "swell" of ongoing Tourists and Newcomers. While the powers that be, bemoan highway expansion, traffic goes nowhere. When huge companies such as Volvo, Bosch, Boeing, Benefitfocus, and all the rest, move large populus of their employees from their exisiting corporate offices to Charleston, I dare say that they are quite dismayed at the daily traffic congestion, that clearly will just get worse. It takes the luster off of the intial "romance period" after moving to a new City. And, the thing is, it is avoidable. But, there are a group of people, who are as they did in Charlotte, not able to make decisive time essence decisions, and in the meantime, traffic has nowhere to go.	11/14/2019	Info@ Email	comments. SCDOT and the local Transportation planning organization for the Charleston Region performs extensive traffic studies and prioritization of projects in an effort to determine the best investments of value to improve operations on the SC roadway network. I would encourage you to review some of the long range transportation studies that are performed in the transportation planning efforts in SC if you are concerned that tax dollars are not	11/15/2019	Email						1														
	Get I 526 completed....There are too many people moving out on Johns Island and they keep building! There are few rural areas left....but many wet lands(swamps), many that are being filled in. Just get it done! Sarah Wise	11/14/2019	XX@Gmail	Thank you for your comment Ms. Wise. Please note that the I-526 Lowcountry Corridor Project is proposed improvements to the existing I-526 corridor. If you are interested in getting involved on the Mark Clark Extension or completion project then please visit that project's website for updates and upcoming public involvement opportunities: https://www.scdot markclark.com/	11/15/2019	Email						1														

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	I own the property at Corner of Rivers and Target. How will it be affected?	11/15/2019	Info@ Email	Tarrant – Our proposed I-526 WEST alternatives do not show any impacts to the corner of Rivers Avenue and Target Street. You can view all the alternatives and potential impacts online at this link: https://www.526lowcountrycorridor.com/virtual-public-meeting-112119/. Or you are welcome to visit our community office at Gas Lite Square (5627 Rivers Avenue) and see all the maps and project information in person. The office is open Mon,	11/15/2019	Email					1																
	Hi Joy, I hope you are doing well! I wanted to reach out – I know you guys have holding public meetings regarding the I-526 West project… Have you guys also been taking written comments/comments people are able to make online via some kind of form? Thank you,	11/15/2019	Info@ Email	Letter and FAQ Document	5/5/2020	Email				1																		
	Good morning! I'm trying to preview the two meetings coming up this week in regards to the 526 Lowcountry Corridor Project. I'm looking to get in touch with Ms. Joy Riley. If anyone can have Ms. Riley please get back to me, I'd really appreciate it!	11/18/2019	Info@ Email	Letter and FAQ Document	5/5/2020	Email			1																			
	Hi Joy, I just want to go on record as saying I don't particularly care whether I-526 is extended to Johns island or James Island. I do care, however, about its financing. I will consider it an absolute breach of promise if one red cent of the half-cent tax is used for it. That idea was dropped from the proposal we voted for only after I-526 was dropped from the list of projects the tax would pay for. Thank you. - Skip	11/19/2019	Info@ Email	Thank you for your comment. Please note that the www.526lowcountrycorridor.com is for the proposed improvements to the existing I-526 corridor. The Mark Clark Extension project information is available at https://www.scdotmarkclark.com/. I have forwarded your comments to the project manager for this project, Jae Mattox.	11/19/2019	Email																						1

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	Good afternoon. I live at 1267 Chatfield Street Mt. Pleasant, SC. My house (lived here 22 years) backs up to 526 between Longpoint exit and Hwy 17 exit 29. Recently a crew has drastically cut growth behind our houses in Wakendaw Place and NO ONE is happy. It has not completely been cleared and the gates on Wakendaw Road under the overpasses are open. Since our homes are very visible from 526, I now do NOT feel safe (age 76). Are you able to help? We are hoping that the state will build a privacy fence behind our neighborhood....will be years from now. In the meantime can the gates be closed, please? Thank you. Alice W. Roberts	12/8/2019	Info@ Email	Roberts – I have forwarded your concerns to our Resident Maintenance Engineer for this project so that he can address your immediate concerns. We are developing a widening project on I-526 EAST (from Virginia Ave to US 17 in Mount Pleasant) which is in the planning stages and which would likely be able to address some of your concerns. However, that project is likely a long ways down the road to actual construction. For more information	12/9/2019	Email				1																
	Hi. I have some residents within the singing pines neighborhood who would like to speak to someone concerning the measures that will/can be taken in regards to traffic noise this will create for our community. Is there someone specific I can point them in the direction to contact or get further info from? Andrea	12/17/2019	Info@ Email	Andrea – Thank you for contacting the I-526 Lowcountry Corridor Team. We are currently in the process of performing the noise analysis on the I-526 WEST corridor. We will be presenting our findings regarding noise in Fall of 2020 when we plan to have another series of public meetings. If you are interested in learning more about the noise analysis process and types of noise abatement that we consider in this process, there is more information	12/17/2019	Email	1		1																	
	I've lived in West Ashley for 55 years. Traffic is becoming an increasing mess! I agree with the widening of 526, although I would think the project should be completed before it is expanded. 526 was designed to help all traffic flow in the area by continuing on around and completing a loop. Let's do that as well.	12/30/2019	Info@ Email	Letter and FAQ Document	5/5/2020	Email																						1

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	MORE LANES. WE NEED 526 COMPLETED. When Maybank over the Stono was "improved" the powers that be were horrifically short sighted. For the sake of a couple trees, only the traffic ON TO Johns Island received improvement. And they didn't even plan the project to allow future expansion when it is really too late. Drainage and infrastructure were not planned to allow future expansion without complete redo. 2) Traffic is only getting worse! Do it before people die in a storm evacuation. Again, TWO lanes off the island and the county is doing virtually nothing to impede the exponential growth on the island. Thousands of units (homes, condos and businesses) are being added. With this comes exponentially more cars. We have gridlock. It will only get worse. 3) ONLY take input from those affected. The Post & Courier editorial staff LOVE to rail every 12 days against 526. None of them live anywhere near it. None are impacted. So they shouldn't have an opinion. Same goes for the tree huggers that don't live anywhere near here. And those that pretend that Johns Island is still a rural farm community. There are two working farms. The rest will be housing developments in the next 5-10 years. 4) Put someone focused on 526 completion in charge. Get the Charleston County Board of Elected Bribe Takers out. Let them focus on allowing every hotel that wants to build downtown build. Let the Mayor of Charleston focus on his neighborhood in West Ashley. Tell the council persons that have never been to Johns Island to be quite. Build the road. 5) Quit taking feedback and commissioning studies and just build	12/30/2019	Info@ Email	Letter and FAQ Document	5/5/2020	Email																						
	I'm looking at the website, nowhere is the most vital section discussed. Residents should be able to travel from James Island to the airport without having to go across the Wappoo Bridge. That poor bridge has only two lanes carrying vehicles from Johns island, James island, and Folly Island, not to mention Kiawah and Seabrook Islands, which also utilize it when heading into town. This section, the weakest/non-existent link in the loop, congests the whole South Windermere area terribly, and unnecessarily. Please complete the section leading from Danial Island Drive on James Island to the Citadel Mall, before entertaining improving those areas which have already offered needed relief to the North Charleston area.	12/30/2019	Info@ Email	Letter and FAQ Document	5/5/2020	Email																						1
	To reduce Traffic Gridlock: 1. Car Pooling. Each of us can go and download the App Lowcountry go Using this App will connect Riders To/From the Same Area and at the Same Time This App will connect Riders within An Organization(Employer) and /or Community If Each Employer and Community were to Inform and Encourage their Associates and Community Members, this App would dramatically reduce Traffic Gridlock 2. Flexible Scheduling: If just 11% of Us In Metro Charleston were to switch from Automobile Travel From Peak Times to Non-Peak Times there would be No Traffic Gridlock If Each Employer and Community were to Inform and Encourage their Associates and Community Members to switch from Peak Times to Non-Peak Times, there would be No Traffic Gridlock 3. Working At Home: For Example, Verizon Closed their Call Center in North Charleston but All its Associates are still working; Each is working At Home. Each Employer should be Encouraged to shift Employment to Employees Home as Much as Possible. 4. Encourage New Economic Development in Non-Congested Areas of Metro Charleston such as Russellville, Saint George, and Ravenel	12/30/2019	Info@ Email	Letter and FAQ Document	5/5/2020	Email									1												

ID	Comment	Date Received	Source	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experience	Meeting Request	Specific Question	ROW Concerns	Other	Bike/Ped Lanes	Bus Lanes	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Prefer N. Rhett 1	Prefer N Rhett 2	Concerns RE N. Rhett	Managed Lanes	No Build	MCX
	Joy, Good afternoon and a happy New Year to you! Cityvolve is an urban in-fill developer based in North Charleston. We've redeveloped many properties in and around North Charleston over the last several years. With the pending 526 expansion, we would like to see about setting up a meeting with you to discuss impacts on our current Rivers Avenue projects and on the Park Circle area in general. Please let me know a few dates / times that work for you and we'll get something on the calendar. Glad to come to your office to make it as easy as possible. I'm sure you are in great demand! Certainly appreciate it Joy. Look forward to meeting with you soon. Best regards, Anne Lawless	1/2/2020	Info@ Email	Lawless – We would be glad to set up a time to meet and discuss. The best location for the meeting is probably at our Community office in Gas Lite Square at 5627 Rivers Avenue. We have all the project information displayed in that office. I am in Charleston several days a week most weeks. I am planning to be in Charleston on Friday January 10th for a morning meeting and could meet after lunch on that date. Or we could meet on the					1	1																		
	Can you please add me to the list to receive all updates on this project?	1/2/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email				1																		
	I went to your location at Gas Light on Sat at 3pm. The newspaper said you would be open from 1-4. Closed. Please mail me hard copies of the 4 alternate locations for I26 and I526. Guy Tarrant PO box 28 Charleston SC 29402. Thank you.	1/7/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email						1																
	Joy, The Providence Commons neighborhood Association is having their annual meeting on Wednesday January 22, 6:00 PM at West Ashley High School. Would you be able to have someone there to show the options for the I-526 West Project? They asked me if this would be possible. I appreciate any help you can give me with this.	1/8/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email			1	1																		
	Thank you Joy, I met with Willy to discuss some of the right of way that would be taken from the property. Currently we are purchasing these two properties below. I would like to schedule a meeting with you regarding the widening at Glenn McConnell and two options for a frontage road or ingress/egress. Also a possible traffic lite at Maywood. Look forward to hearing back from you. I apologize for my terrible drawling, but I hope this helps explain what I'm asking. -2125 Charlie Hall Blvd Charleston SC -5900 COre Rd North Charleston SC	1/10/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email			1		1																	
	Hi Joy, This is Robert Behre with The Post and Courier. Since we last talked (which was probably more than a year ago), I've moved over to our newspaper's editorial side. And I'm working on a piece about the I-525 West Corridor project. When would be a good time to call or drop by your office to make sure my understanding of the details (at least which details that are known at this point) is up to speed. I can call or come by, whichever you'd prefer. Best, Robert Behre 843-937-5771	1/13/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email			1																			

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	Joy, nice meeting you today Attached is my contact info along with my partner and owner of the property—please include both of us on all correspondence –when will you be back in chas. and we can meet--thanks	1/16/2020	Info@ Email	Latimer – It was a pleasure meeting you last week. I will be in Charleston and available to meet again on the dates below: In Charleston: Jan 22 – morning Jan 23 – 10:30 am Feb 5 – 9am – 3pm Feb 6 – 3 pm If you would like to meet further out in February, then I can provide some more dates further out. As discussed, the requirements for a hardship request are below:	1/18/2020				1																		
	wanted to be able to include pictures as well as request an email or written response. - We are disappointed in the lack of media coverage and the impacts to West Ashley, in particular, Ashley Harbor. - When I mentioned the lack of media coverage for West Ashley at a neighborhood called meeting to Joy Riley, she said, "It's only 3 houses". That comment is offensive to us and our neighborhood. The impacts of the proposed plan have dramatic consequences for our entire neighborhood. - We are concerned about the environmental impacts to our incredible wildlife, increased noise levels, diminished property value, and damage to neighborhood amenities (trail, marina, tennis court, treeline). - To reduce the impacts of our neighborhood's quality, we feel 8 lanes is too large. There is some green space to the left of the road when traveling toward N. Charleston from West Ashley where the road could be shifted. Taking the road more towards that open space, would diminish impacts to homes and an entire established neighborhood. - Please keep our neighborhood intact- for our children and our neighborhood's future. - Pictures of our neighborhood's beauty are attached... •Our lake with numerous ducks, birds, turtles. Look closely for the jumping fish. •The nature trail with lush landscaping on both sides. •The boat landing and foliage offer beautiful sunsets.	1/19/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email					1						1										

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	Hello, my name is Lauren McCullough. My husband, two kids and I purchased a house in Ashley Harbor last May. When we heard the news that the 526 expansion may impact our community we were deeply saddened. I'm writing this note to ask that you please, please consider the other alternatives. We have serious concerns with the "526 Cantrell alternative." In the Cantrell plan, it looks like our neighborhood would lose the community park (walking trail, tennis court, and area by the lake), two houses and part of the lake. Our family (and other neighbors) visit the community park every weekend to play and socialize. Just last Saturday we have a parent and kids social where all of the kids of the neighborhood got together to play (see pictures). This is our neighborhood space to have a community in our neighborhood. If you take that away, we will lose one of the top benefits of moving into Ashley Harbor. I also have concerns about the property values of our homes. The neighborhood is already very close to 526 and has loud road noise. If you expand 526 this will negatively impact our community as the road noise would be louder. This, and the fact that we lost amenities and are even closer to 526, could negatively impact our property values. I really hope that you read this letter and understand the impact of what expanding 526 into Ashley Harbor would do to our community, and I ask you to please consider our concerns. Thank you, Lauren	1/20/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email	1				1						1											
	I am writing to voice my opposition to the I-526 Expansion West (Lowcountry Corridor West). I fundamentally disagree with how Charleston has responded to the rapid growth in our area. As a community we need to think proactively, cooperatively and creatively. To meet this lofty goal of prosperity in the future, I feel there are 3 major flaws in the Expansion West plan. First, upgrades to roadways carrying traffic away from West Ashley must be accomplished first before widening of 526 in West Ashley. Secondly, plans to counteract and negate the impact of urban sprawl on animal habitat must be implemented to simultaneously to minimize the adverse consequences. Lastly, plans proposed to today should allow for growth and other challenges likely to face our community in the next 50 years. The project to continue 526 to Johns Island, Wadmalaw, Seabrook Island and Kiawah needs to be completed before the expansion of 526 in West Ashley. I believe a lot of the traffic exiting onto Paul Cantrell has an ultimate destination further down 17 and the cars are using local roads to avoid the congestion at the end of 526 and further along 17. The expansion of 526 allows a higher volume of traffic faster into an area of small congested local roads in West Ashley because there is no direct route to Johns Island and the other islands. More cars will be able to move to the same limited destination. I learned at our community SCDOT meeting that environmental studies are pending. I have not studied environmental engineering so I can only voice my concern over the continuous loss of animal habitat and decline of natural habitat for native species as	1/29/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email								1	1		1									1	1	
	Hello Joy, First off, thank you listening to all the concerns. I appreciate the efforts to look into new alternatives for the North Rhett/Virginia Avenue interchange. I look forward to seeing them. I hope all feedback received has helped improved the project overall. I just received the "submission" from Joint Base Charleston. There is some data that I will go ahead and submit separately. They didn't include numbers for our automobile traffic. I will submit our numbers, but my focus will be the deviations. Especially, we have prior data that reflect more of a "war time" scenario, as what you have received is a "peace time" numbers. Thank You! Karen	1/31/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email																						

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	I am a resident of Ashley Harbor subdivision and live at 1689 Seignious Drive - Charleston, SC. I am currently house number 4 from 526. I have lived here for over 5 years and have been listening to the noises of 526 only getting louder. You have removed a significant amount of trees and brush that used to buffer the noise and now it is even louder. I hear every single ambulance, motorcycle and subwoofer bumping down the road. I am very concerned about how this project not only affects my home value, considering it would destroy every amenity in my neighborhood, but I'm also very concerned because of how close my house will be to a proposed eight-lane highway. You have no intention of building a sound barrier so this problem will undoubtedly become unlivable. The noise has been a big concern for me for a while now and I cannot imagine it getting any worse. I welcome you to come sit in my front yard for a picnic lunch to listen to the noise. Ashley Harbor is a beautiful gated community that includes 144 homes. These homes were built in the '80s and '90s and the neighborhood is well-established. There is a lot of thought and consideration taken into the care and maintenance of our neighborhood. There are homes in Ashley Harbor on lake front property, homes with marsh views, and multi-million dollar homes on deep water Along the Ashley River. This project not only destroys those homes that are lost due to proposed imminent domain, it also destroys the property values for all 144 residents. All amenities will also be destroyed as an 8-lane highway with all of its noise and visibility will be even larger and closer. Our neighborhood will also	1/30/2020	RileyJ@scdot.org	Letter and FAQ Document	5/5/2020	Email	1				1						1											
	many residents do not drive or have access to a motor vehicle? If yes, what is that number, and what percentage of the impacted population does that equal? 2. The project booklet lists estimates that came from the 2013 I-526 Corridor Planning Study, showing travel demand management and modal strategy traffic reduction potential. Those categories include carpools/rideshare matching vanpools, transit pass/financial incentives, telecommuting/compressed work week, work flex time/staggered work hours, bike/walk enhancements, education/promotion, bus rapid transit, and shift to rail freight. How did you calculate the level of single-occupancy vehicle traffic that could be reduced using those options? 3. Did you evaluate the number of bike/ped crashes and collisions within a certain radius, or the lack of connectivity for bike/ped users within a certain radius? 4. When you calculated level of service, did you evaluate how many motorists would choose to stop driving the 526 corridor route from increased traffic congestion? I assume that is a factor but want to double check. 5. There are nearby projects that could be impacted by the widening of 526. How have you evaluated the connections to pending multi-use paths on Glenn McConnell Parkway, the Lowcountry Rapid Transit system on Rivers Avenue, and bike/ped improvements as well as bus access within the Palmetto Commerce Interchange project? 6. There has been quite a bit of discussion from elected officials about the 526 extension including bike/ped access (a la alternative G). How have you factored that in to 7. It is my understanding that the widening will include additional space for future use types. I have been told different things in different stakeholder meetings about	12/13/2020	RileyJ@scdot.org	the impacted neighborhoods, did you tally how many residents do not drive or have access to a motor vehicle? If yes, what is that number, and what percentage of the impacted population does that equal? Good Morning Katie- Please see some additional clarification on the first few questions from our traffic engineer working on the project: 1. In looking at the impacted neighborhoods, did you tally how many	12/13/19 and 12/16/19	Email							1		1		1										
	I understand several proposals would eliminate access for the above. That would impact the property valve of my property at 5269 Rivers Ave. It would also put more traffic on Rivers where the future Rapid Transit Bus system is proposed. This alternate is a bad idea.	11/22/2019	RileyJ@scdot.org	Letter and FAQ Document	5/5/2020	Email					1			1	1													

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	Thank you Ms. Riley, I would agree completely that I-526 has inadequacies and is especially in need of improvements at most of the interchanges, but I see a long list of transportation improvements in the long range plan that could potentially have a more profound effect on the overall ability of the system to move people more safely and efficiently than to create new bottlenecks on the interstate at its bridges at a cost of over a billion dollars. I also have concerns as to how this project, I-26 widening, Dorchester Road widening, and the bus rapid transit project, along with a few other major highway projects in the area are going to let for contract all within the same time frames; this seems to spell total failure of the system for several years of construction and potentially increased cost or lower quality of workmanship due to the scarcity of qualifies contractors to handle so many major projects at once. Thanks again, Charles	11/15/2019	RileyJ@scdot.org	Letter and FAQ Document	5/5/2020	Email								1	1													
	Dear South Carolina Department of Transportation, The Community Alliance for Neighborhood Justice is a Non Profit Organization established in March 2018. We are an advocacy non profit organization within the Russelldale Neighborhood and consisting of residents residing in Charleston County. We seek to give the residents a voice concerning the 1-526 Corridor project who reside in Russelldale; Highland Terrace, Liberty Park, and Ferndale. Please see the attached comments and suggestions attached.	1/31/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email					1					1												
	I am a very concerned citizen writing in regards to the proposed expansion of 526 and the immensely negative impact that it will undoubtedly have on the community of Ashley Harbor, the neighborhood amenities, the homes and families therein, and the immense wildlife population. It seems incredibly foolish and short-sided to do such severe and substantial damage to the wildlife and to our neighborhood, our property values, and our lives, for a project that is basically a failure from the start. Sadly, I don't believe there is any stopping this, as I fully expect the outcry of common citizens to ultimately be ignored and disregarded. I have only lived in South Carolina for 12 years, but during that time I have seen the rapid growth and eager development escalate severely, and seemingly without any real regard for proper infrastructure or an overall plan and strategy for the growth of our cities and states. Those failures have compounded and now in a reactive way the State wants to approach these problems by pouring billions into more failures. Destroying Ashley Harbor and the numerous other residences and businesses along this corridor of proposed construction is not going to solve the "traffic problem" because it doesn't address the major issues that cause those problems. I believe I correctly understand from the "Town Hall" type meeting that	1/31/2020	Info@ Email	Letter and FAQ Document	5/5/2020	Email					1						1										1	

Date Contacted	TIME	Contact Type	Initial Voicemail Date	Initial Voicemail Comment	ID	TOPICS DISCUSSED	TOPIC MAIN SUBJECT	ACTION ITEMS	Actual Response	Date Sent	Delivery Method	Noise	Meeting E	eting Req	cific Ques	W Concer	Other	kePed Lan	s Lanes/B	Transit	dable Ho	mental Co	n access t	portive o	portive o	portive o	portive o	rns RE N.	naged La	No Build
11/15/2019	2:06 PM	VOICEMAIL FOLLOW UP	11/15/2019	concerned about property in the area, and wanted to talk to someone about moving due to ROW	HOT1	Appointment with ROW personnel	ROW - Appointment	ROW appointment 2:00 PM Wednesday								1														
11/27/2019		VOICEMAIL FOLLOW UP	11/26/2019	Has property in area and wanted to find out impact.	HOT2	pulled up google earth map to determine impact. No impact; really appreciated information.			Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/3/2019	5:15 PM	VOICEMAIL FOLLOW UP	12/3/2019	Concerned about property, and wanted a call back ASAP. Had called multiple times. Wants to know who is in charge and wants to talk to somene directly.	HOT3	ms white's home is in the impacted area & I told her that she can talk to the ROW folk who will be in this office every Wedensday. She can make an appointment. She said she also lives in Virginia and she will let me know when she can come in and talk to the ROW folk. she thanked me for listening	ROW - Property Impacted		Letter and FAQ Doc	5/5/2020	Mailed Letter					1														
12/13/2019		VOICEMAIL FOLLOW UP	12/13/2019	Parents live in area and wanted to know more information/impacts.	HOT4	Whether she and her relatives living on her street are impacted	ROW - Relatives/Others									1														
1/9/2020		VOICEMAIL FOLLOW UP	1/8/2020	With Charleston Radio Group and wanted to talk with Joy Riley. Was interested to see if we had interest in radio marketing.	HOT5	Discussion of radio offerings	Marketing/advertising	Rawle Murdy called and received rates from Charleston Radio Group for placing ads									1													
1/13/2020	3:45 PM	CALL IN			HOT6	Called to set up ROW appt for 1/15/2020	ROW - Appointment	Left message for him to call with time of convenience on 01.15.2020	Letter and FAQ Docu	5/5/2020	Mailed Letter					1														
1/15/2020	11:21 AM	CALL IN			HOT7	Need to get an appointment with ROW	ROW - Appointment	Set the appointment to 1:00 PM Jan 22, 2020 and talked about open house	Letter and FAQ Docu	5/5/2020	Mailed Letter					1														
1/15/2020	2:55 PM	CALL IN			HOT8	Negative impact of property values and no compensation. His property will be devasted by the project. Amenities in Ashley Harbor will lose walking tracks, homes back up to boat storage. If there is a barrier wall 2 house west of where he is, his property unsaleable, no	Opposition to the Project	will forward concerns to project team leaders. His proposal: continue I-526 eastbound traffic moved back between 2 speeds of highway. Put 2 more	Letter and FAQ Docu	5/5/2020	Mailed Letter					1														1

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1/15/2020	5:35 PM	VOICEMAIL FOLLOW UP			HOT9	Ashley Harbor. Concerned about his property value. He is not in the ROW, but close. He doesn't want to speak to the ROW agents.	ROW - Questions	Has a form that he got at last week's meeting with Joy Riley and I suggested he fill out that form	Letter and FAQ Docu	5/5/2020	Mailed Letter					1														
1/17/2020	11:20 AM	CALL IN			HOT10	Stated that she is concerned about the indirect impact on her property and the alleged decrease in value of her property. She is also concerned about the noise once the project begins	ROW - Questions	Requested she come in to the community office so that we can discuss her concerns and refer to the appropriate experts regarding her concerns. She came to the office and appointment was made with ROW 1/22/2020 with Willie Johnson, ROW	Letter and FAQ Docu	5/5/2020	Mailed Letter																			
1/21/2020	11:40 AM	CALL IN			HOT11	Did not want to give any information. She owns property in impacted area. Would not say which area or give an address. Would like to have all available information on I-526 corridor project	General Information	Please email brochures and flyers to fgonzalez@gmail.com Texted website to Ms Gonzalez									1													
1/21/2020	4:40 PM	CALL IN			HOT12	wanted to know when is next meeting	General Information	told him Open House this Saturday 1-4pm	Letter and FAQ Docu	5/5/2020	Mailed Letter						1													
1/21/2020	4:10 PM	CALL IN			HOT13	Community forum material needed for Northwoods neighborhood meeting. Will come in Wednesday to pick up information, brochures, etc		gave councilwoman flyers, community office hours, and map of project area. She is having a community meeting in district 3									1													
1/24/2020	10:40 AM	CALL IN			HOT14			did not leave voice mail, called back but no answer. Requested a call back																						
1/24/2020	10:53 AM	CALL IN			HOT15	inquired about the date of the open house	General Information	clarified date for open house 1/25/2020. he will come by then									1													
1/24/2020	12:14 PM	CALL IN			HOT16	Seeking date/time of Open House	General Information	Gave information									1													

Date Contacted	TIME	Contact Type	Initial Voicemail Date	Initial Voicemail Comment	ID	TOPICS DISCUSSED	TOPIC MAIN SUBJECT	ACTION ITEMS	Actual Response	Date Sent	Delivery Method	Noise	Meeting Ex	eting Req	cific Ques	W Concer	Other	kePed Lan	s Lanes/B	Transit	dable Ho	mental Co	n access t	portive o	portive o	portive o	portive o	rns RE N.	naged La	No Build
1/27/2020	11:21 AM	VOICEMAIL FOLLOW UP	1/27/2020	wanted to know if she can get help with rental assistance. Financial hardship, not in impact area	HOT17	wanted to know if she can get help with rental assistance. Financial hardship, not in impact area	General Information	Called back, no response. We do not provide rental assistance. No voice mail. Did not give an address. Call archived on telephone. She did call back									1													
1/27/2020	11:34 AM	CALL IN			HOT18	Reverend Richardson called for any updates from Drop-In on Saturday	General Information	Told her that Ms Judge, Trustee, had attended the drop-in and spoke with Rick Day (Stantec) and Joy Riley (SCDOT, project manager) and that she can relay what was discussed.									1													
1/28/2020	3:26 PM	OUTREACH CALL			HOT19	attended open house. Lives in a mobile home in impacted area. Wanted to speak with ROW specialist	ROW - Property Impacted	made appointment with ROW specialist for Wednesday February 5, 2020 at 12pm. Need to call to remind her on 2/4/2020	Letter and FAQ Docu	5/5/2020	Mailed Letter					1														
1/28/2020	2:24 PM	VOICEMAIL FOLLOW UP	1/28/2020	Call to reschedule appointment	HOT20	Call to reschedule appointment			Letter and FAQ Docu	5/5/2020	Mailed Letter					1														
1/28/2020	2:28 PM	VOICEMAIL FOLLOW UP	1/28/2020	Reschedule an appointment. Had to cancel Jan 8th appointment because of sickness.	HOT21	Reschedule an appointment. Had to cancel Jan 8th appointment because of sickness.	ROW - Appointment	Set appointment to see ROW on Wed, Feb 5th, 2020 at 11:30 AM	Letter and FAQ Docu	5/5/2020	Mailed Letter					1														
1/29/2020	3:45 PM	OUTREACH CALL			HOT22	February 5, 2020 11 am - 11:30 am ROW appointment. Called to confirm appt	ROW - Appointment		Letter and FAQ Docu	5/5/2020	Mailed Letter					1														
1/29/2020	9:48 AM	CALL IN			HOT23	called to say she will bring in materials from Ferndale Community Meeting last night 1/28/2020 at 2:30 pm											1													

Date Contacted	TIME	Contact Type	Initial Voicemail Date	Initial Voicemail Comment	ID	TOPICS DISCUSSED	TOPIC MAIN SUBJECT	ACTION ITEMS	Actual Response	Date Sent	Delivery Method	Noise	Meeting Ex	eting Requ	cific Ques	W Concer	Other	kePed Lan	s Lanes/B	Transit	dable Hou	mental Co	n access t	portive o	portive o	portive o	portive o	rns RE N.	naged Lan	No Build
1/30/2020	5:00 PM	OUTREACH CALL			HOT24	just sold 1911 harper st to buyer. Has 3 lots right next to it. Does not have any rentals in the area at this time	General Information	did not know community office was here (received flyer at Ferndale neighborhood meeting). Will be coming by office to get information. Thinks she will come by next Thursday at 1 pm or earlier								1														
1/30/2020	5:26 PM	CALL IN			HOT25	Called Community Office to ask about rezoning request for Ferndale neighborhood	General Information	coming up in neighborhood from R-1 to R-2. Community is against rezoning. Said they will be attending hearing on Feb 10th to protest rezoning. Regarding Community Office, will send info about office to 15 neighbors on her email list.	Letter and FAQ Docu	5/5/2020	Mailed Letter						1													
1/31/2020	1:00 PM	CALL IN			HOT26	Comment on apartments going into Ferndale. He is opposed to new apartments being built, only wants single family homes.	General Information	will forward comments to appropriate team members	Letter and FAQ Docu	5/5/2020	Mailed Letter						1													
		VOICEMAIL FOLLOW UP	11/6/2019	With the 2020 Census, was interested in attending our Fall events as a recruiting effort.	HOT27	Called and allowed to set up at our community meetings/PIM with sign that says "not affiliated with SCDOT"											1												
		VOICEMAIL FOLLOW UP	11/22/2019	Wanted to add to her comment - the joints that make noise are a concern. Bare this in mind when completing the project. Maybe do not use these joints in the future.	HOT28							1																	
			12/6/2019	Incoherent message	HOT29																									

Date Contacted	TIME	Contact Type	Initial Voicemail Date	Initial Voicemail Comment	ID	TOPICS DISCUSSED	TOPIC MAIN SUBJECT	ACTION ITEMS	Actual Response	Date Sent	Delivery Method	Noise	Meeting Ex	eting Req	cific Ques	W Concer	Other	kePed Lan	s Lanes/B	Transit	dable Ho	mental Co	n access t	portive o	portive o	portive o	portive o	rns RE N.	naged La	No Build
		VOICEMAIL FOLLOW UP	12/12/2019, 12/20/19	Read and article that said something different from our website. He is trying to understand impacts to Rivers Ave. Owns property in the area. Called again after Horrace tried to call back but could not reach him.	HOT30	Does live at the address but has a business and is concerned about access		given website information and will call back if he has further questions	Letter and FAQ Docu	5/5/2020	Mailed Letter					1													
		VOICEMAIL FOLLOW UP	12/13/2019	Parents live at 1889 Waters Street. Want to know how the expansion is going to affect them. Lives right next to Salvation Army. Would like to have a community meeting.	HOT31	Questioned wheter her property would be impacted & her relatives on the street	ROW - Questions	Invited to the community office to discuss and to see maps	Letter and FAQ Docu	5/5/2020	Mailed Letter					1													
		VOICEMAIL FOLLOW UP	12/20/2019	Interested in information about overpass afftecting Paul Cantrell (West Ashley). Would like a call back.	HOT32	concerned about interchange (overpass) at Paull Cantrell & Magwood	Design Questions	Invited to the community office to discuss and to see maps; she agreed	Letter and FAQ Docu	5/5/2020	Mailed Letter						1													
		VOICEMAIL FOLLOW UP	1/3/2020	Has property that fronts 26 and Glenn McConnel, wants to meet Joy at the office.	HOT33																									
		VOICEMAIL FOLLOW UP	1/6/2020	Has an appointment with ROW at 10:30 Wed. 1/8/2020, but cannot make it. Wanted to let the staff know.	HOT34	Called in to cancel the ROW appointment. They have a doctor's appointment at the same time	ROW - Appointment	Row appointment 1/8/2020 cancelled								1													
		CALL IN	1/14/2020	Recently attended the Ashley Harbor meeting and wanted to speak with ROW. Wants to make an appointment.	HOT35	Need to get an appointment with ROW	ROW - Appointment	Set the appointment to 1:00 PM Jan 22, 2020 and talked about open house	Letter and FAQ Docu	5/5/2020	Mailed Letter					1													
		CALL IN	1/15/2020	Thinks there is a public meeting tonight with MCX, wants to know more information via a phone call back.	HOT36	Negative impact of property values and no compensation. His property will be devasted by the project. Amenities in Ashley Harbor will lose walking tracks, homes back up to boat storage. If there is a barrier wall 2 house west of where he is, his property unsaleable. no accommodations for loss in equity. Property values will be decreased. "negative equity" no justification for widening to four lanes. not happy with project.	Opposition to the Project	will forward concerns to project team leaders. His proposal: continue I-526 eastbound traffic moved back between 2 speeds of highway. Put 2 more lanes of bridge project, no trucks in left lane, low speed limits for trucks. Lanes designated for exits only.								1													1

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		CALL IN	1/15/2020	called back after someone from the office called him and missed the call	HOT37	Ashley Harbor. Concerned about his property value. He is not in the ROW, but close. He doesn't want to speak to the ROW agents.	ROW - Questions	Has a form that he got at last week's meeting with Joy Riley and I suggested he fill out that form. He asked could he write a letter. I said yes and put it with the form and make sure it's turned in.	Letter and FAQ Docu	5/5/2020	Mailed Letter					1													1
		CALL IN	1/16/2020	Calling to speak with Joy Riley	HOT38																									

Date Contacted	TIME	Contact Type	ID	TOPICS DISCUSSED	TOPIC MAIN SUBJECT	ACTION ITEMS	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experience	Meeting Request	Specific Question	ROW Concerns	Other	BikePed Lanes	Bus Lanes/BRT	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Concerns RE N. Rhett	Managed Lanes	No Build
11/8/2019		WALK IN OR APPOINTMENT	CMO1	Just wanted to know what the project was about	General Information	Reviewed the posters and provided handouts. Provided information about the community drop-ins and the November 21st PIM	Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/8/2019		WALK IN OR APPOINTMENT	CMO2	General information about the project and was concerned about his business located at Fargo Street & Dorchester Rd	General Information	Provided handouts and was given information about the community drop-ins and the November 21st PIM								1														
11/12/2019		WALK IN OR APPOINTMENT	CMO3	Mentioned that he talked to Joy Riley & will send suggestions to her																								
11/12/2019		WALK IN OR APPOINTMENT	CMO4	1 - Ramps at Rivers Ave connection 2 - Mall Drive to Center Park 3 - Right of Way		We told him about the project and informed him that the ROW people will be in the office this Wednesday from 11 am to 4 pm and Thursday from 10 am to 4 pm								1							1							
11/12/2019		WALK IN OR APPOINTMENT	CMO5	Cameron Terrace			Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/13/2019	10:30 AM	WALK IN OR APPOINTMENT	CMO6				Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/13/2019	2:10 PM	WALK IN OR APPOINTMENT	CMO7				Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/13/2019	2:24 PM	WALK IN OR APPOINTMENT	CMO8	Interview with Joy Riley																								
11/13/2019		WALK IN OR APPOINTMENT	CMO9																									
11/14/2019			CMO10	Concerned about mother's property 2353 Taylor Street & 2340 James Bell Drive	ROW - Relatives/Others		Letter and FAQ Document	5/5/2020	Mailed Letter					1														
11/14/2019			CMO11	Displace seniors	ROW - Relatives/Others		Letter and FAQ Document	5/5/2020	Mailed Letter					1					1									
11/14/2019			CMO12	Displacement of citizens; public transportation instead of roads	ROW - Relatives/Others		Letter and FAQ Document	5/5/2020	Mailed Letter					1				1	1									
11/14/2019			CMO13	Oppose construction until BRTransit is complete	Opposition to the Project		Letter and FAQ Document	5/5/2020	Mailed Letter								1											
11/14/2019			CMO14	Oppose construction until BRTransit is complete	Opposition to the Project												1											
11/15/2019	10:40 AM		CMO15	I am concerned about my property	ROW - Questions		Letter and FAQ Document	5/5/2020	Mailed Letter					1														
11/15/2019	10:40 AM		CMO16	I am concerned about my property	ROW - Questions																							
11/18/2019	10:15 AM	WALK IN OR APPOINTMENT	CMO17	Information about project	General Information	Provided handouts Reviewed I-526 project	Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/18/2019	11:30 AM	WALK IN OR APPOINTMENT	CMO18	Lives in Liberty ParkWanted information; House not affected/impacted by construction	ROW - Questions	Provided handouts Reviewed I-526 project specific to Liberty Park	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
11/18/2019	12:05 PM	WALK IN OR APPOINTMENT	CMO19			Spoke with Joy																						
11/18/2019	2:20 PM	WALK IN OR APPOINTMENT	CMO20	Owns property in Ferndale and Liberty Park neighborhoods	ROW - Questions	Provided handouts and reviewed I-526 project relative to Ferndale and Liberty Park	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
11/18/2019	2:20 PM	WALK IN OR APPOINTMENT	CMO21	Lives in Russelldale neighborhood	ROW - Questions	Provided handouts and reviewed I-526 project and impact on Russelldale								1														
11/18/2019	3:50 PM	WALK IN OR APPOINTMENT	CMO22	Concerns were the on- and off-ramps at Rivers Avenue	Design Questions	Reviewed alternative drawings for Rivers Avenue. Provided handouts for I-526 project	Letter and FAQ Document	5/5/2020	Mailed Letter												1							
11/18/2019	4:00 PM	WALK IN OR APPOINTMENT	CMO23	Has elderly and disabled mother living with him and wanted to know how project will impact his house	ROW - Relatives/Others	Encouraged homeowner to come speak with Right-of-Way specialists. Gave handouts on I-526 project								1														
11/18/2019	4:30 PM	WALK IN OR APPOINTMENT	CMO24				Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/18/2019	4:30 PM	WALK IN OR APPOINTMENT	CMO25				Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/18/2019	5:00 PM	WALK IN OR APPOINTMENT	CMO26				Letter and FAQ Document	5/5/2020	Mailed Letter																			

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11/19/2019	12:10 PM	WALK IN OR APPOINTMENT	CMO27	Community concern. mother lives on Langston. Mother is 83 yo. Has lived on Langston for over 50 yrs. Mother attends Enoch Chapel Church	ROW - Relatives/Others		Letter and FAQ Document	5/5/2020	Mailed Letter					1														
11/19/2019	1:15 PM	WALK IN OR APPOINTMENT	CMO28				Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/19/2019	5:00 PM	WALK IN OR APPOINTMENT	CMO29				Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/20/2019		WALK IN OR APPOINTMENT	CMO30	concerned about the highway	Design Questions		Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/20/2019		WALK IN OR APPOINTMENT	CMO31	526 completion route west ashley											1													
11/20/2019		WALK IN OR APPOINTMENT	CMO32	Concerned if the project is going to take home (impact home)			Letter and FAQ Document	5/5/2020	Mailed Letter					1														
11/20/2019		WALK IN OR APPOINTMENT	CMO33			meet with Mrs. Riley	Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/20/2019		WALK IN OR APPOINTMENT	CMO34			meet with Mrs. Riley	Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/20/2019		WALK IN OR APPOINTMENT	CMO35			meet with Mrs. Riley	Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/20/2019		WALK IN OR APPOINTMENT	CMO36	Job shadowing (student at Ashley Ridge High School)		meet Joy Riley	Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/20/2019		WALK IN OR APPOINTMENT	CMO37	noise, drainage, developers reaching.		Referred to Joy Riley - willing to sell property	Letter and FAQ Document	5/5/2020	Mailed Letter					1						1								
11/20/2019		WALK IN OR APPOINTMENT	CMO38	right of way - satisfied										1														
11/20/2019		WALK IN OR APPOINTMENT	CMO39	right of way - satisfied			Letter and FAQ Document	5/5/2020	Mailed Letter					1														
11/20/2019		WALK IN OR APPOINTMENT	CMO40	CEO			Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/20/2019		WALK IN OR APPOINTMENT	CMO41	CEO																								
11/21/2019		WALK IN OR APPOINTMENT	CMO42	Business Mgr			Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/21/2019		WALK IN OR APPOINTMENT	CMO43				Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/22/2019		WALK IN OR APPOINTMENT	CMO44	interested in contractors for project.		Referred to Joy Riley	Letter and FAQ Document	5/5/2020	Mailed Letter						1													
11/22/2019		WALK IN OR APPOINTMENT	CMO45	wanted information on why flags are placed near his property near Dorchester/Paramount.		Referred to Rick Day & Jason from Stantec regarding measurment of property from proposed interchange on Paramount/Dorchester Road	Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/22/2019	3:45 PM	WALK IN OR APPOINTMENT	CMO46	concern for 90 yo mom, noise, pollution, & health.		Right in path and will be contacted appointment for ROW Wednesday at 11:00 am 11/27/2019	Letter and FAQ Document	5/5/2020	Mailed Letter	1				1						1								
11/25/2019	12:48 PM	WALK IN OR APPOINTMENT	CMO47	General Information		literature & maps	Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/25/2019	2:00 PM	WALK IN OR APPOINTMENT	CMO48	general information/maps & literature		general information	Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/25/2019	2:00 PM	WALK IN OR APPOINTMENT	CMO49	maps & literature																								
11/25/2019	2:15 PM	WALK IN OR APPOINTMENT	CMO50	sound barriers in West Ashley			Letter and FAQ Document	5/5/2020	Mailed Letter	1																		
11/26/2019	2:00 PM	WALK IN OR APPOINTMENT	CMO51	information on I-526 project.		provided handouts and review of project	Letter and FAQ Document	5/5/2020	Mailed Letter																			
11/27/2019		WALK IN OR APPOINTMENT	CMO52	I'm concerned about noise pollution, air pollution, fuels, exhaust pollution, decrease in value of property. All of the environmental impacts currently affecting my health.		a ROW appt 12/4/2019 at 11 AM	Letter and FAQ Document	5/5/2020	Mailed Letter	1										1								
11/27/2019		WALK IN OR APPOINTMENT	CMO53	very concerned about 2335 taylor st value in that this property will be up against hwy		a ROW appt 12/4/2019 at 11 AM								1														
12/2/2019		WALK IN OR APPOINTMENT	CMO54	general information	General Information		Letter and FAQ Document	5/5/2020	Mailed Letter																			
12/3/2019		WALK IN OR APPOINTMENT	CMO55	general information	General Information		Letter and FAQ Document	5/5/2020	Mailed Letter																			
12/3/2019		WALK IN OR APPOINTMENT	CMO56	general information	General Information	SCDOT	Letter and FAQ Document	5/5/2020	Mailed Letter																			

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12/3/2019	1:30 PM	WALK IN OR APPOINTMENT	CMO57	SCDOT																								
12/3/2019	2:00 PM	WALK IN OR APPOINTMENT	CMO58	general information	General Information		Letter and FAQ Document	5/5/2020	Mailed Letter																			
12/4/2019	11:00 AM	WALK IN OR APPOINTMENT	CMO59	project concerns: already stated earlier		Met with Annette McCrory ROW Specialist	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/4/2019	11:00 AM	WALK IN OR APPOINTMENT	CMO60	project concerns: already stated earlier		Met with Annette McCrory ROW Specialist	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/5/2019	1:30 PM	WALK IN OR APPOINTMENT	CMO61	Says her mother is in the area of Paul Cantrell; concerned about her house	ROW - Relatives/Others	Given handsouts, brochures, and set up ROW appointment for sister, Rosalie Brown Foster on 12/12/2019 at 12:30 PM								1														
12/6/2019	12:00 PM	WALK IN OR APPOINTMENT	CMO62	After review of map; property is impacted	ROW - Property Impacted	ROW appointment 12/12/19 11:00 AM; will bring grandmother								1														
12/6/2019	12:00 PM	WALK IN OR APPOINTMENT	CMO63	After review of map; property is impacted	ROW - Property Impacted	ROW appointment 12/12/19 12:30 PM								1														
12/6/2019	1:17 PM	WALK IN OR APPOINTMENT	CMO64	Property partially impacted	ROW - Property Impacted	general information	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/9/2019	2:30 PM	WALK IN OR APPOINTMENT	CMO65	general information	General Information	provided handouts, reviewed project maps	Letter and FAQ Document	5/5/2020	Mailed Letter																			
12/9/2019	3:30 PM	WALK IN OR APPOINTMENT	CMO66	general information	General Information	provided handouts, reviewed project maps	Letter and FAQ Document	5/5/2020	Mailed Letter																			
12/10/2019	10:30 AM	WALK IN OR APPOINTMENT	CMO67	property impacted	ROW - Property Impacted	Liberty Park area. Referred for appoint with ROW 12/12/19 1:00 PM	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/11/2019	11:00 AM	WALK IN OR APPOINTMENT	CMO68	Property impacted (church)	ROW - Property Impacted	Meeting scheduled with Pastor and Board of Trustees ROW 12/18/19 10:00 AM								1														
12/11/2019	11:30 AM	WALK IN OR APPOINTMENT	CMO69	Concerned with N. Rhett interchange	Design Questions	Referred to Joy Riley, given flyers, handouts, and maps																				1		
12/11/2019	12:30 PM	WALK IN OR APPOINTMENT	CMO70	General information	General Information	heard about community office and dropped by																						
12/11/2019	12:30 PM	WALK IN OR APPOINTMENT	CMO71	Constituents impacted; wanted general information	ROW - Relatives/Others	given maps, brochures, handouts, and office hourse								1														
12/11/2019	5:00 PM	WALK IN OR APPOINTMENT	CMO72	Property impacted; does not want to move	ROW - Property Impacted	referred to ROW to explain impact 12/18/19 11:30 AM	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/12/2019	12:00 PM	WALK IN OR APPOINTMENT	CMO73	Returned for referral	ROW - Appointment	meeting with ROW 12 noon								1														
12/12/2019	12:00 PM	WALK IN OR APPOINTMENT	CMO74	Returned for referral	ROW - Appointment	meeting with ROW 12 noon								1														
12/12/2019	1:00 PM	WALK IN OR APPOINTMENT	CMO75	Returned for referral	ROW - Appointment	meeting with ROW 1:00 PM	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/12/2019		WALK IN OR APPOINTMENT	CMO76	Returned for referral	ROW - Appointment	meeting with ROW 1:00 PM								1														
12/13/2019		WALK IN OR APPOINTMENT	CMO77	Picked up office hour, flyers, and was given maps	General Information	reviewed maps, general information, will assist with getting information to ____	Letter and FAQ Document	5/5/2020	Mailed Letter																			
12/16/2019	10:49 AM		CMO78		ROW - Questions	ROW appointment Wednesday 12:00 noon	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/17/2019	5:30 PM	WALK IN OR APPOINTMENT	CMO79	Information for friend who lives in Liberty Park	ROW - Relatives/Others	Showed Liberty Park drawing, gave flyers on Community Office hours, & asked her to encourage friend to call to make a ROW appointment	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/17/2019	11:13 AM		CMO80		Noise	Lives off of I-526 in Charleston Farms area. Gave him the Highway Traffic Noise and other information.	Letter and FAQ Document	5/5/2020	Mailed Letter	1																		
12/18/2019	11:50 AM	WALK IN OR APPOINTMENT	CMO81				Letter and FAQ Document	5/5/2020	Mailed Letter																			
12/18/2019	3:13 PM	WALK IN OR APPOINTMENT	CMO82	Hardship acquistion - part of his property is impacted	ROW - Property Impacted	made appointment with ROW on 1/8/2020 at 1:00 PM	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/18/2019	10:00 AM	WALK IN OR APPOINTMENT	CMO83	Early Acquistion inquiry	ROW - Appointment	meeting with ROW	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/18/2019	10:00 AM	WALK IN OR APPOINTMENT	CMO84	Early Acquistion inquiry	ROW - Appointment	meeting with ROW								1														

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12/18/2019	10:00 AM	WALK IN OR APPOINTMENT	CMO85	Moving the Church	ROW - Appointment	meeting with ROW								1														
12/18/2019	10:00 AM	WALK IN OR APPOINTMENT	CMO86	Moving the Church	ROW - Appointment	meeting with ROW								1														
12/18/2019	10:00 AM	WALK IN OR APPOINTMENT	CMO87	Impact of moving from church early; acquistion	ROW - Appointment	meeting with ROW								1														
12/18/2019		WALK IN OR APPOINTMENT	CMO88	Impact of church property	ROW - Appointment	meeting with ROW								1														
12/19/2019	10:15 AM	WALK IN OR APPOINTMENT	CMO89	Has rental property on Good Street and wants to know if property is impacted	ROW - Questions	Reviewed Highland Terrace maps, property is not affected. Suggested that she speak with ROW agent; she said not at this time. She received handouts	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/20/2019	10:00 AM	WALK IN OR APPOINTMENT	CMO90	Working as attorney for property owner of 2306 Russelldale Ave. Wants to look at parcel beneath to see if they can purchase	ROW - Questions	Referred to Joy Riley (PM) and given maps.							1															
12/23/2019	2:45 PM	WALK IN OR APPOINTMENT	CMO91	Concerned about impact of this property; not impacted	ROW - Questions	Will come to January 25th event; given maps and project information								1														
12/27/2019	1:32 PM	WALK IN OR APPOINTMENT	CMO92	Seeing what areas are impacted	ROW - Questions	Looked up address & he wasn't impacted. He was given handouts and invited him to the Open House event on Jan 25. He also completed the survey	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/27/2019	1:59 PM	WALK IN OR APPOINTMENT	CMO93	Seeing what areas are impacted	ROW - Questions	Looked up address & she wasn't impacted. She was given handouts and invited her to the Open House event on Jan 25. She also completed the survey	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/28/2019	1:10 PM	WALK IN OR APPOINTMENT	CMO94	is my property going to be impacted?	ROW - Questions	showed photo of property - not impacted area. Also invited to Jan 25th Open House	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/28/2019	1:10 PM	WALK IN OR APPOINTMENT	CMO95	is my property going to be impacted?	ROW - Questions	showed photo of property - not impacted area. Also invited to Jan 25th Open House	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
12/30/2019	11:40 AM	WALK IN OR APPOINTMENT	CMO96	noise impact	Noise	appointment made with ROW 1/8/2020 1:30 PM	Letter and FAQ Document	5/5/2020	Mailed Letter	1																		
12/30/2019	1:57 PM	WALK IN OR APPOINTMENT	CMO97	changes in neighborhood	General Information	Will come to January 25th community drop in for further talks	Letter and FAQ Document	5/5/2020	Mailed Letter																			
12/30/2019	3:20 PM	WALK IN OR APPOINTMENT	CMO98	concerned about impact to property; west ashley around bull's creek	ROW - Questions	will come to community drop in on 1/25/2020 to discuss	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/2/2020	1:30 PM	WALK IN OR APPOINTMENT	CMO99	uncle lives in house near impact area	ROW - Relatives/Others	Gave information. Will make appointment to have uncle come to speak with ROW people	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/2/2020	1:40 PM	WALK IN OR APPOINTMENT	CMO100	I am for widening 26 & 526 ASAP. Business owner - Aviation Ave. Make 526 east of 26 12 lanes now, ASAP	ROW - Questions	Schedule ROW appointment	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/3/2020	1:15 PM	WALK IN OR APPOINTMENT	CMO101	How wide is it going to be?	General Information	Invited to community office drop in 1/25/2020	Letter and FAQ Document	5/5/2020	Mailed Letter																			
1/3/2020	2:15 PM	WALK IN OR APPOINTMENT	CMO102	Wanted to see maps of project and to learn more	General Information	Was satisfied with overview and wanting to attend 1/25/2020	Letter and FAQ Document	5/5/2020	Mailed Letter																			
1/3/2020	2:56 PM	WALK IN OR APPOINTMENT	CMO103	wanted more info on 526 project and 26. Need to start construction asap. make 526 to 12 lanes	ROW - Questions	Set meeting next week 1/8/2020 9:30 AM								1														
1/3/2020	2:56 PM	WALK IN OR APPOINTMENT	CMO104	wanted more info on 526 project and 26. Need to start construction asap. make 526 to 12 lanes	ROW - Questions	Set meeting next week 1/8/2020 9:30 AM								1														
1/3/2020	2:56 PM	WALK IN OR APPOINTMENT	CMO105	wanted more info on 526 project and 26. Need to start construction asap. make 526 to 12 lanes	ROW - Questions	Set meeting next week 1/8/2020 9:30 AM								1														
1/3/2020	4:00 PM	WALK IN OR APPOINTMENT	CMO106				Letter and FAQ Document	5/5/2020	Mailed Letter																			

Date Contacted	TIME	Contact Type	ID	TOPICS DISCUSSED	TOPIC MAIN SUBJECT	ACTION ITEMS	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experience	Meeting Request	Specific Question	ROW Concerns	Other	BikePed Lanes	Bus Lanes/BRT	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Concerns RE N. Rhett	Managed Lanes	No Build
1/8/2020	9:30 AM	WALK IN OR APPOINTMENT	CMO107	Glen McConnell widening, 526/26 widening. Magwood needs red light at Charlie Hall Blvd or keep ingress egrees @ Charlie Hall and Glen McConnell "front road" could be added. Need the roads now. Start ASAP please make 526 12 lanes not 8 lanes	Design Questions																								
1/8/2020	9:30 AM	WALK IN OR APPOINTMENT	CMO108	Glen McConnell widening, 526/26 widening. Magwood needs red light at Charlie Hall Blvd or keep ingress egrees @ Charlie Hall and Glen McConnell "front road" could be added. Need the roads now. Start ASAP please make 526 12 lanes not 8 lanes	Design Questions																								
1/8/2020	10:15 AM	WALK IN OR APPOINTMENT	CMO109	Marketing. Looking for sales & advertising																								
1/8/2020	11:00 AM	WALK IN OR APPOINTMENT	CMO110				Letter and FAQ Document	5/5/2020	Mailed Letter																			
1/8/2020	12:00 PM	WALK IN OR APPOINTMENT	CMO111	Property Impact	ROW - Appointment	Concerned about income & rental proerty. ROW appointment 1/8/2020 12:20 PM	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/8/2020	12:00 PM	WALK IN OR APPOINTMENT	CMO112	Property Impact	ROW - Appointment	Concerned about income & rental proerty. ROW appointment 1/8/2020 12:20 PM	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/8/2020	12:00 PM	WALK IN OR APPOINTMENT	CMO113	Property Impact	ROW - Appointment	Concerned about income & rental proerty. ROW appointment 1/8/2020 12:20 PM	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/8/2020	12:00 PM	WALK IN OR APPOINTMENT	CMO114	Property Impact	ROW - Appointment	Concerned about income & rental proerty. ROW appointment 1/8/2020 12:20 PM	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/8/2020	1:00 PM	WALK IN OR APPOINTMENT	CMO115	Return for follow up meeting	ROW - Appointment	ROW appointment 1:00 PM								1														
1/10/2020	9:46 AM	WALK IN OR APPOINTMENT	CMO116	Checking for changes since her last visit in November	General Information	No changes & suggested that she continues to check								1														
1/10/2020	2:20 PM	WALK IN OR APPOINTMENT	CMO117	2207 Taylor st not impacted but interested in other options	ROW - Questions	ROW appointment 1/15/2020 1:00 PM	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/10/2020	2:00 PM	WALK IN OR APPOINTMENT	CMO118			Meeting with Joy	Letter and FAQ Document	5/5/2020	Mailed Letter																			
1/10/2020	2:00 PM	WALK IN OR APPOINTMENT	CMO119			Meeting with Joy	Letter and FAQ Document	5/5/2020	Mailed Letter																			
1/10/2020	2:00 PM	WALK IN OR APPOINTMENT	CMO120	Review impact to home & business	ROW - Property Impacted	Meeting with Joy	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/10/2020	2:50 PM		CMO121	Wanted to know the impact on his property	ROW - Questions	Will call to have him call Joy Riley, PM	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/13/2020	10:13 AM	WALK IN OR APPOINTMENT	CMO122	Noise from 526, construction noise, devaluing of property	Noise	Provided project handout; scheduled appointment with ROW (held on 01.22.2020)	Letter and FAQ Document	5/5/2020	Mailed Letter	1																		
1/14/2020	10:00 AM	WALK IN OR APPOINTMENT	CMO123	Wanted to know what this office does			Letter and FAQ Document	5/5/2020	Mailed Letter																			
1/14/2020	12:30 PM	WALK IN OR APPOINTMENT	CMO124	Curious	General Information	Stantec employee, information provided	Letter and FAQ Document	5/5/2020	Mailed Letter																			
1/14/2020	12:30 PM	WALK IN OR APPOINTMENT	CMO125	Visiting	General Information	Stantec employee, information provided	Letter and FAQ Document	5/5/2020	Mailed Letter																			
1/14/2020	12:30 PM	WALK IN OR APPOINTMENT	CMO126	N/A	General Information	Stantec employee, information provided	Letter and FAQ Document	5/5/2020	Mailed Letter																			
1/15/2020	10:15 AM	WALK IN OR APPOINTMENT	CMO127	I-526	General Information	Gave handouts & informed him of the open house Jan 25th. He said he will come & have his folk come																						
1/15/2020	10:45 AM	WALK IN OR APPOINTMENT	CMO128	realtor. Mother lives in Cameron Terrace	ROW - Relatives/Others	review maps & gave handouts about project								1														
1/16/2020	2:32 PM	WALK IN OR APPOINTMENT	CMO129	Travels I-526 for work. Uses roadway between Virginia & Leeds Avenue daily	General Information	Gave overview of proposed changes to I-26/I-526 intersections. Provided brochure	Letter and FAQ Document	5/5/2020	Mailed Letter																			

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1/16/2020	12:50 PM	WALK IN OR APPOINTMENT	CMO130	Charlie Hall & Glenn McConnell. Rental property - medial office building at Charlie Hall & Glen McConnell. Is in process of trying to sell property (commercial property)	ROW - Questions	Spoke with Joy Riley, who came in while property owner was here. Interested in consideration of frontage road access to Charlie Hall Blvd as opposed to having to go down Magwood to gain access to Charlie Hall Blvd								1														
1/16/2020	10:45 AM	WALK IN OR APPOINTMENT	CMO131	Wanted to know if his residence was impacted by I-526 project. Lives in Liberty Park neighborhood right at I-26 expressway. Says some years ago, SCDOT had to shove up an area of I-26 where dirt/concrete/stone fell in his backyard because of water erosion. Said landlord told him he needed to come to this office. He received a flyer last week from CAC member about Open house.	ROW - Questions	Received notification by CAC member. 10 am Wednesday (1/22/2020) with ROW, call to confirm. Location of resident shows that it is located in a possible area of impact.								1														
1/17/2020	12:30 PM	WALK IN OR APPOINTMENT	CMO132	My address that I reside in is located at 1725 Savage Rd #125 Charleston, SC 29407. My grandson is presently living in the house on James Bell Drive	ROW - Questions	Looked up property on google earth and it is not impacted by ROW, gave maps, community office flyers, ROW books, and open house flyer.	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/17/2020	4:30 PM		CMO133	He just wanted to know whether Carolyn worked for Maximum Consulting. He though she is not working for this office after speaking with her on the phone.	General Information	He said his concerns earlier and he's okay.																						
1/19/2020	12:30 PM	WALK IN OR APPOINTMENT	CMO134	My address 2202 James Bell Dr Property on Liberty Park. I do not reside at above property.	ROW - Questions	Looked at google earth, property not in ROW. Gave community maps, hand outs regarding community office and open house	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/21/2020	11:53 AM	WALK IN OR APPOINTMENT	CMO135	concerned citizen	General Information	Gave information and overview of the project. Gave handouts. Told about open house and asked him to spread the word.	Letter and FAQ Document	5/5/2020	Mailed Letter																			
1/22/2020	11:30AM	WALK IN OR APPOINTMENT	CMO136	Has property in Highland Terrace neighborhood. Has previously had a meeting with ROW specialist. Came in today to see if there were any updates. Wanted to know if there was an opportunity to have SCDOT buy his property now instead of having to wait 2 years.	ROW - Property Impacted	Told homeowner to come to Open House Saturday and speak with either SCDOT rep or ROW specialist.								1														
1/22/2020	1:00 PM	WALK IN OR APPOINTMENT	CMO137	eminent domain for client. Realtor for Angel Taylor	ROW - Property Impacted	meet with Willie Johnson, ROW agent	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/22/2020	1:00 PM	WALK IN OR APPOINTMENT	CMO138	advanced acquisition inquiry	ROW - Property Impacted	meet with Willie Johnson, ROW agent	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/22/2020	10:00 AM	WALK IN OR APPOINTMENT	CMO139	ROW appt	ROW - Appointment	meet with Willie Johnson, ROW agent	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/22/2020	9:30 AM	WALK IN OR APPOINTMENT	CMO140	1 - loss of environment 2 - loss of privacy/trees/marsh/lake front wildlife/and use of our property outdoors 3 - loss of home value & ability to sell home over time 4 - noise increase more than already been 5 - increased due to removal of all trees next to the marsh done years ago. the noise increase change will be less than it would otherwise be if done originally	ROW - Questions		Letter and FAQ Document	5/5/2020	Mailed Letter					1						1								

Date Contacted	TIME	Contact Type	ID	TOPICS DISCUSSED	TOPIC MAIN SUBJECT	ACTION ITEMS	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experience	Meeting Request	Specific Question	ROW Concerns	Other	BikePed Lanes	Bus Lanes/BRT	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Concerns RE N. Rhett	Managed Lanes	No Build
1/22/2020	9:30 AM	WALK IN OR APPOINTMENT	CMO141	2324 portside way - residence. 1696 & 1693 seignious investment properties. Concerns - devaluation of property in my retirement years. I am 76 & my wife is not in good health. Noise - construction and traffic; screening of trees have already been removed and will get worse. my rental property will be hard to rent or sell. common sense - environment of birds, eagles, foxes, racoons will be disturbed. business sense - exits at Glenn McConnell and hwy 17 cause 80% of backups why not make these double lane exits 1st to solve problem. do not give standard baloney government answer. do a current noise evaluation. request meeting with joy riley.	Opposition to the Project					1		1		1						1							1
1/23/2020	4:35 PM	WALK IN OR APPOINTMENT	CMO142	homeowner came in to see if she was in impact area. Home not in impact area. They own a two unit apartment at 5131 butler street. Code enforcement office, Melissa, told her about this office and open house.	ROW - Questions	reviewed drawings with homeowner. Provided handout materials	Letter and FAQ Document	5/5/2020	Mailed Letter					1													
1/23/2020	1:00 PM	WALK IN OR APPOINTMENT	CMO143	saw flyer in mailbox by Carta bus stop. Came in to see if his apartment was impacted	ROW - Questions	reviewed area of proposed impact with Mr Heyward. He lives in area right behind the church. One alternative may impact the apartment building he lives in. he would like to speak with a row specialist. Works on Wednesdays until 2 pm. Will come in Saturday Jan 25th to speak with Willie								1													
1/23/2020	2:45 PM	WALK IN OR APPOINTMENT	CMO144	wanted info on I 526/26 project said he heard about open house but enable to attend	General Information	reviewed drawings for I-526 lowcountry corridor west. Provided brochure, booklet, and other handouts.	Letter and FAQ Document	5/5/2020	Mailed Letter																		
1/24/2020	1:13 PM	WALK IN OR APPOINTMENT	CMO145	526/26 Overpass. Leeds Ave, property in Ferndale also	ROW - Questions	Property not impacted but got an overview of project. Invited to drop in tomorrow.	Letter and FAQ Document	5/5/2020	Mailed Letter					1													
1/24/2020	11:50 AM	WALK IN OR APPOINTMENT	CMO146	Wanted to see how the 526 project is affecting Ferndale	General Information	Explained the project maps & gave maps and handouts. Invited to drop in. His house is not impacted	Letter and FAQ Document	5/5/2020	Mailed Letter					1													
1/24/2020	5:00 PM	WALK IN OR APPOINTMENT	CMO147	affordable apartments in impact area. Concerned about being relocated and where she will be going	ROW - Questions	ROW asap, will call with time and date on her day off. Given map & ROW book								1					1								
1/27/2020	1:00 PM	WALK IN OR APPOINTMENT	CMO148	seeking for apartment, need assistance. Thanks for your help		referred to county/city for assistance	Letter and FAQ Document	5/5/2020	Mailed Letter						1												
1/27/2020	11:50 AM	WALK IN OR APPOINTMENT	CMO149	needed to pick up maps	General Information	picked up maps, came in Saturday wanted to pick up more maps. Gave him more	Letter and FAQ Document	5/5/2020	Mailed Letter																		
1/28/2020	3:35 PM	WALK IN OR APPOINTMENT	CMO150	stopped in to see what we do in the office	General Information	told her about I-526/I-26 project and the impact areas. Provided handouts. She said she will hand out community office flyers to person in her complex who drive those highways (8 flyers)	Letter and FAQ Document	5/5/2020	Mailed Letter																		
1/29/2020	9:55 AM	WALK IN OR APPOINTMENT	CMO151	works with Tim Scott's local office. Wanted to pick up maps for the Ministerial alliance meeting this morning	General Information	given 4 maps of each of the impacted communities & given an overview of the project	Letter and FAQ Document	5/5/2020	Mailed Letter																		
1/29/2020	10:00 AM	WALK IN OR APPOINTMENT	CMO152	here for scheduled ROW appointment @ 10AM	ROW - Appointment	met with Willie Johnson & Annette McCrorey, ROW agents	Letter and FAQ Document	5/5/2020	Mailed Letter					1													

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1/29/2020	10:25 AM	WALK IN OR APPOINTMENT	CMO153	1696 & 1697 Segnious (Ashley Harbor) rental units owned by me. Wanted to know would the proposed two lanes go toward the median of the highway or near the bordering property for the expansion near Ashley harbor neighborhood	Design Questions	Mr Tobin explained that the question is a technical one & he would call engineers to clarify the answer. Mr Steinberg stated that his community has a HOA meeting tonight and needed information to give a report.	Letter and FAQ Document	5/5/2020	Mailed Letter																		
1/29/2020	10:30 AM	WALK IN OR APPOINTMENT	CMO154	ROW appt walked in, was at community drop in on Saturday. Outside of impact area	ROW - Appointment	met with Annette McCrorey & willie Johnson, ROW agents today	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/29/2020	10:30 AM	WALK IN OR APPOINTMENT	CMO155	ROW appt walked in, was at community drop in on Saturday. Outside of impact area	ROW - Appointment	met with Annette McCrorey & willie Johnson, ROW agents today	Letter and FAQ Document	5/5/2020	Mailed Letter					1														
1/29/2020	11:58 AM	WALK IN OR APPOINTMENT	CMO156	concerned about congestion on Ashley phosphate and the one turn lane to get on I-26. also concerned about 18 wheelers on I-526/I-26 going to mt pleasant and the back up of traffic	General Information	asked to go to SCDOT to give comments/concerns before Jan 31, 2020. stated that he will. Was given an overview of the project area & shown the maps of the ROW area. Liked Alt 2	Letter and FAQ Document	5/5/2020	Mailed Letter																		
1/29/2020	12:00 PM	WALK IN OR APPOINTMENT	CMO157	came with father to discuss congestion from Ashley Phosphate Road, I-26 and I-526 going towards Mt Pleasant and the increased traffic on 18 wheelers on the road	General Information	given an overview of the project area. Requested they fill out comments on website @ scdot. Both he & father liked Alt 2	Letter and FAQ Document	5/5/2020	Mailed Letter																		
1/29/2020	12:00 PM	WALK IN OR APPOINTMENT	CMO158	is their going to be a flyover from I-26 to flow into I-526 like it does downtown? Alt #2 is better	Design Questions	given an overview of the project area and shown the maps. Does not have computer access or email address. Will use this as the comments of the project. Assured it will be reported.	Letter and FAQ Document	5/5/2020	Mailed Letter				1										1				
1/29/2020	12:43 PM	WALK IN OR APPOINTMENT	CMO159	2255 Rebecca St North Charleston, SC TMS # 4721400036 Just a lot, not heirs property. 178y65	ROW - Questions	refer to ROW drop in Feb 5, 2020. spoke with Annette McCrorey, ROW agent. She will email Joy Riley regarding property information	Letter and FAQ Document	5/5/2020	Mailed Letter					1													
1/29/2020	1:31 PM	WALK IN OR APPOINTMENT	CMO160	Just to speak to someone. ROW appt @ 1:00 pm. Was at community drop in on Saturday	row - questions	met with Annette McCrorey & Willie Johnson, ROW agents	Letter and FAQ Document	5/5/2020	Mailed Letter					1													
1/29/2020	1:35 PM	WALK IN OR APPOINTMENT	CMO161	appt for ROW agents came to community drop in on Saturday	ROW - Appointment	met with Annette McCrorey & Willie Johnson, ROW agents	Letter and FAQ Document	5/5/2020	Mailed Letter					1													
1/29/2020	2:15 PM	WALK IN OR APPOINTMENT	CMO162	ROW appt, attended community drop in on Saturday	ROW - Appointment	met with Annette McCrorey & Willie Johnson, ROW agents	Letter and FAQ Document	5/5/2020	Mailed Letter					1													
1/29/2020	2:39 PM	WALK IN OR APPOINTMENT	CMO163	came to drop off materials & roster from Ferndale community meeting on 1/28/2020 @ 7pm			Letter and FAQ Document	5/5/2020	Mailed Letter																		
1/31/2020	11:45 AM	WALK IN OR APPOINTMENT	CMO164	concerned about impact of project on Heatherwood off Ashley River Road. "more excited about connect east project"	General Information	given an overview of project maps. Not impacted by project directly	Letter and FAQ Document	5/5/2020	Mailed Letter																		
1/31/2020	11:48 AM	WALK IN OR APPOINTMENT	CMO165	came in with friend from West Ashley to get an overview of the project	General Information	given an overview of project maps, 4 proposed recommendations & flyover at Magwood & Glen McConnell Pkwy.	Letter and FAQ Document	5/5/2020	Mailed Letter																		
1/31/2020	2:47 PM	WALK IN OR APPOINTMENT	CMO166	About the noise during project building; not in impact area	Noise	ROW agent referral for Feb 5, 2020 at 3 PM	Letter and FAQ Document	5/5/2020	Mailed Letter	1																	

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OPH1	1/25/2020	My biggest concern is the people being displaced are the people least able to recover from this displacement! I would love to have reassurance they will be treated fairly.	1/25/2020	Written Comment Form - Community Open House	Letter and FAQ Document	5/5/2020	Mailed Letter					1																	
OPH2	1/25/2020	Family members in Piedmont Ave, Nesbitt Ave, and Gaynor Ave will ask question during pre-const.	1/26/2020	Written Comment Form - Community Open House																									
OPH3	1/25/2020	I think this project is good for everyone and I like option A1	1/27/2020	Written Comment Form - Community Open House	Letter and FAQ Document	5/5/2020	Mailed Letter														1								
OPH4	1/25/2020	Alt 2A for 26/526. Alt 2 for 526/North Rhett	1/28/2020	Written Comment Form - Community Open House	Letter and FAQ Document	5/5/2020	Mailed Letter																1		1				
OPH5	1/25/2020	Noise abatement plans	1/29/2020	Written Comment Form - Community Open House	Letter and FAQ Document	5/5/2020	Mailed Letter	1																					
OPH6	1/25/2020	I was very impressed with the thorough information provided! I live in downtown and ride a bicycle. I will never need or use 526 ever. I believe that expansion will provide induced demand and provide no long term relief. SCDOT should focus on I-26, evacuation routes, and business area expanding on I-26. SCDOT can't maintain the roads that already exist. R.O.I. would be a better focus. Alternatives like buses, trains, HOV lanes, bicycle paths, and sidewalks. thanks, EX	1/30/2020	Written Comment Form - Community Open House	Letter and FAQ Document	5/5/2020	Mailed Letter		1					1		1		1										
OPH7	1/25/2020	We will write comments via email	1/31/2020	Written Comment Form - Community Open House	Letter and FAQ Document	5/5/2020	Mailed Letter																						

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MAI1	destroyed along its tree line, lake, and valuable homes taken for a useless extension of I-526 over the Ashley River to Savannah Highway. The auto log jam in the afternoon is caused, not by the number of lanes, but by a dead end red light at Sam Rittenberg and 1-526. Then 100 yards further is another red light for 1-526 and Savannah Highway. This is where the log jam occurs and backs up traffic. If a person chooses to tum right on Sam Rittenberg after 200 yards a third red light blocks traffic. This triangle of red lights is the sole cause of the afternoon rush hour jams. I know; I live at Ashley Harbor. If there were 3, 4, 6 or 8 lanes each way on 526, the trio of red lights will still stop traffic, cold. Nothing will be nothing accomplished until the traffic can get by the three (3) red lights at 1- 526 end, 6 lanes will jam and so will 2 or 8 lanes. In addition, the removal of the tree line along Ashley Harbor neighborhood will destroy Habitat for American Bald Eagles, Osprey, Egrets, owls, swans red foxes, tricolor herons, king fishers and a whole host of	1/14/2020	Mailed Letter	Letter and FAQ Document	5/5/2020	Mailed Letter					1						1										1	
MAI2	Taking land in Ashley Harbor would dramatically reduce homes values after we have worked hard all our lives. Concerned about ROW taking recration areas, decreasing physical and mental health. Concerend with wildlife, like mallard, eagles, ospreys, and herrons. If 526 needs additional lanes then put them in the opposite direction of Ashley Harbor.	1/10/2020	Mailed Comment Form - Ashley Harbor	Letter and FAQ Document	5/5/2020	Mailed Letter					1						1											
MAI3	Owns two rentals and lives in Ashley Harbor. Unhappy with noise levels and traffic. Best possible solution for all concerned is to move an additional lanes to the other side of 526. If DOT wasnts my land, will you buy my homes at value before the 526 expansion plums? I understand your motive for traffic flow but do understand Ashley Harbor's concer. Concerned about retirement and wife is not in good helath. IS worried about the impacts and investment.	1/10/2020	Mailed Comment Form - Ashley Harbor	Letter and FAQ Document	5/5/2020	Mailed Letter				1	1																	

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MAI4	Improvements Project Comments Dear Ms. Lawton: I am writing to submit these comments on the notice of intent to prepare an environmental impact statement for the proposed I-526 Expansion. Based on the project website and public meetings conducted by the SC Department of Transportation we wish that the project strongly consider incorporating the following: •A clear plan that integrates multi-modal transportation. •Clearly allocating household assistance AND funding new units of affordable housing in close proximity. to affected neighborhoods - providing designated and adequate funding for this purpose. •Clearly addressing neighborhood level impacts to assure that sound, vibration and air quality from construction and operation of new roads does not negath:ely impact Environmental Justice Communities and that neighborhoods are not further bifurcated or fragmented by road design. As you are aware, this project will negatively and disproportionally affect Environmental Justice (EJ) Qualified Communities. In addition to the 300 households that are anticipated to be	1/31/2020	Mailed Letter	Letter and FAQ Document	5/5/2020	Mailed Letter	1				1		1		1	1	1											1
MAI5	On behalf of the South Carolina Coastal Conservation League and Charleston Moves, the Southern Environmental Law Center submits these comments on the notice of intent to prepare an environmental impact statement ("EIS") for the 1-526 West Lowcountry Corridor Improvements Project ("1-526 West expansion"). See 84 Fed. Reg. 60472-73 (Nov. 8, 2019). Based on the project website and public meetings conducted by the South Carolina Department of Transportation ("SCDOT"), we respectfully request that SCDOT consider incorporating multimodal transportation and travel demand management ("TDM") into the project, and that SCDOT thoroughly address impacts to nearby communities and wetlands. The 1-526 and 1-26 System-to-System interchange links major population and employment centers in the Charleston region, including Summerville, downtown Charleston, Mount Pleasant, and West Ashley. According to SCDOT, the 1-526 West corridor ranks as one of the most congested interstate segments in South Carolina, and given the Charleston region's rapid population growth, that congestion is expected to worsen. Consequently, the agency			Letter and FAQ Document	5/5/2020	Mailed Letter	1				1		1		1	1	1											

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MAI6	about the 1-526 East and West projects. This widening investment locks in other decisions and their consequences that have not fully emerged. I write to rule in or rule out a nascent thought of the 1-26 Bypass to address congestion level, its location, and durations that the widening is intended to do. The 1-526 Lowcountry Corridor East for fall 2018 newsletter talks about, "Using the Travel Demand Model, and the existing data, they (SCOOT engineers) could determine what traffic would be like in 2050-both the overall daily traffic and peak hour (rush hour) traffic," to provide a baseline for proposed improvements, is how I summarize this. I am trying to define the policy framework to deal with our Lowcountry's three dragons: congestion, economic growth and the response to the high-water threat rises forecasted only in wide ranges out to 2100, integrating our flood risk strategy that lacks development, keeping/ protecting what we can of the growth that has occurred and framing a future growth strategy for our region under uncertainty, with flooding the	12/17/2019	Mailed Letter	Letter and FAQ Document	5/5/2020	Mailed Letter				1					1		1									1		
MAI7	SCOOT Project: During the current stage of the 1-526 Corridor East project being implemented by the South Carolina Department of Transportation, we seek to offer comments along with the Community Alliance for Neighborhood Justice. We seek to mitigate damages from the above project as part of the National Environmental Policy Act and process. We seek to keep our communities of Ferndale, Russelldale Liberty Park, and Highland Terrace whole. At this stage we are looking at housing, air quality, and impact of sound thereby needing a sound wall and vegetation. Sound Wall. We would like a sound wall to be constructed at any at grade road way, providing a sound barrier for the community. Additionally, adding appropriate vegetation on and along the sound wall will add additional sound protection. Wherever a sound wall is not feasible due to elevation, we ask that suitable trees and vegetation be used to provide further protection. Housing Based on the estimated loss of 200 homes within the 4 aforementioned neighborhoods,	1/3/2020	Mailed Letter	Letter and FAQ Document	5/5/2020	Mailed Letter	1			1					1		1											

ID	Comment	Date Received	Source	Response Type	Actual Response	Date Sent	Delivery Method	Noise	Positive Meeting Experience	Meeting Request	Specific Question	ROW Concerns	Other	BikePed Lanes	Bus Lanes	Transit	Affordable Housing	Environmental Concerns	Maintain access to Rivers	Supportive of: 1	Supportive of: 1A	Supportive of: 2	Supportive of: 2A	Concerns RE N. Rhett	Managed Lanes
WBO1	Purchasing a lot to build a home with potential I 526 in its view.	10/16/2019	Website - Main Form										1												
WBO2	I am on the CMCA board with Coleman. Outstanding presentation today! I remember the project to build 526. There were numerous environmental and economic studies back in the day, if I remember, as I was in Transportation for the Department of the Navy. I am curious as to exactly how long it took for the original 526 project, from approvals to the impact studies, the build start date and completion. Does it compare to today's estimated/required time-frames? Any idea?	9/19/2019	Website - Main Form								1														
WBO3	I can't tell how active this project is at this point. At what point will there be a noise study? Has SCDOT used "quiet concrete" or cutting groves in the surface anywhere to reduce noise? Thanks, Jim Morrill	8/31/2019	Website - Main Form					1			1														
WBO4	I am concerned about the loss of space and increased noise due to the expansion of 526 since I live next to the highway now. Will sound barriers be utilized to abate the loss of privacy and the increase in traffic noise?	8/29/2019	Website - Main Form					1			1	1													
WBO5	I would like to ask about the clear cutting along 526 west before approaching the Wando bridge. I live in Etiwan Point and this definitely opens up the view of our community to the traffic. I am hoping your answer will be related to a Noise Barrier Wall at that point. Thank you for your response. Linda Kay	8/28/2019	Website - Main Form					1			1														
WBO6	This has been proven numerous times in studies that this will increase development [on Johns Island] and will cause more wetland loss and more traffic. This is one of the dumbest projects ever even worst than the naval hospital fiasco.	8/28/2019	Website - Main Form																						MCX
WBO7	I need information on the impact of the Liberty Park Highland Terrace community	8/21/2019	Website - Main Form								1	1													
WBO8	Hello, My comments and questions pertain to the possible future widening of 526 and the current maintenance of the 526 corridor. My neighborhood, the Tidal Walk neighborhood, abuts 526 just before the James B Edwards bridge on the westbound side of 526. We purchased our home about 2 years ago and traffic from 526 minimally impacted our quality of life. In the last week the bulk of the vegetation between 526 and our neighborhood has been removed by the SC DOT. The rationale for this has not been explained to me but the effect on my home and neighborhood has been drastic. Our home is now significantly affected by 526 traffic where is has not been before. Traffic noise has increased by 3 to 5 fold and traffic is now visible from my home and throughout the neighborhood. This immediate change along with the prospect of widening of 526 in the future gives us great concern about the value of our home and our ability to live hear with a torrent of highway traffic and noise. Please update me with the status of noise abatement plans for this portion of 526, and what the SC DOT is doing to address the concerns of homeowners like myself. The residents and community of this neighborhood and those adjacent are currently organizing with our efforts and votes to support a solution to this issue that restores the fidelity and value of our homes and community. Please let me know what our government is doing to address the concerns of it's citizens. Thanks, Jeff Gray	8/17/2019	Website - Main Form																						TREE/EAST
WBO9	Is our home in the potential impact zone?	8/13/2019	Website - Main Form								1	1													
WBO10	I am a property owner in the Highland Terrace/Liberty Park neighborhood on Jonah St. I would like to know will my property be impacted by the scdot road improvements? I would rather know for sure then to have to wait and see. So, I can prepare for the impact. Thank you	8/13/2019	Website - Main Form								1	1													
WBO11	I wanted to know if my home would be effected by this project.	8/13/2019	Website - Main Form								1	1													
WBO12	For the "I-526 Lowcountry Corridor West" Will the completed project have 6 or 8 lanes?	8/10/2019	Website - Main Form								1														
WBO13	Have noise studies been conducted for this project and its impact to the single family homes against it?	8/9/2019	Website - Main Form					1			1														
WBO14	Will there be any changes at the I-526 & Rivers Avenue exits and on-ramps?	8/9/2019	Website - Main Form								1														
WBO15	Is my property on Prince Street in the path of the I526 corridor?	8/9/2019	Website - Main Form								1	1													
WBO16	The cause of the 526 congestion is due to the traffic form Clements ferry road. Build a new road and bridge and take traffic from Clemets Ferry and 41 and East cooper across the cooper into bushy park or farther North. Spend your money there not trying to fix a merge..	8/8/2019	Website - Main Form																						EAST
WBO17	Is the front of Liberty Park by Hwy 52, Taylor Streey, included in this plan. Will there homes be effected?	8/8/2019	Website - Main Form																						
WBO18	Please post a detailed map of the study area, along with the three possible detailed routes on your website as soon as possible, and notify local citizens so they may review before attending a public hearing. Thank you.	8/8/2019	Website - Main Form								1														
WBO19	Instead of extending I-526, it would be more effective and less expensive to build the pitchfork at River Road and Maybank Highway, widen Maybank to Main Road, widen Main Road, and build a flyover at U.S. 17 South. But if the decision is to extend I-526, money from the sales tax must never be used. We voters approved that tax only after I-526 was removed from the conversation, so to use that money for I-526 would be a breach of trust.	8/8/2019	Website - Main Form																					MCX
WBO20	Hello, I just learned about the project today while reading the Post & Courier. Will the West portion of the project have any impact on the 980 to 996 block residence of Savage Rd where 526 has an overpass above a home or two? Thank you in advance for your attention to this question!	8/8/2019	Website - Main Form								1	1													
WBO21	I own a property at the corner of Rivers Ave and Target St. Will it be impacted?	8/8/2019	Website - Main Form								1	1													
WBO22	Interested in knowing how this project progresses, and when it will go to construction	8/8/2019	Website - Main Form																						
WBO23	Interested in getting updates on this project as it progresses into the future phases.	6/20/2019	Website - Main Form																						
WBO24	What will they do with the houses that were purchased for the I 526 project?	6/5/2019	Website - Main Form								1	1													
WBO25	One thing that would be very beneficial is to dedicate one or two lanes to semis, every day twice a day I travel 526 with semi trucks sharing the left lane(s) clogging traffic. During the bridge issue of last year traffic actually flowed smoothly when semi trucks were kept out of that lane.	5/30/2019	Website - Main Form																						1
WBO26	Express lanes would be very ideal. I lived in cities that had these lanes and they eased congestion 100%. It would be great to have these access control lanes from 199 to 209 and then 209 to the Ravenel bridge.	5/21/2019	Website - Main Form																						1
WBO27	Unless you are building new additional lanes, leave it alone. I've seen this done before and it does is make the situation worse.	5/14/2019	Website - Main Form																						
WBO28	The "managed lanes" in the northeast (i.e. Boston) are used for cars with more than one occupant or buses. They have used them for over 20 years but they don't truly cut down on the amount of traffic because most vehicles are traveling with a single occupant. My suggestion is make that a toll lane with a monthly fee and drivers can purchase if they want to. This has worked in numerous metro areas. Put the decision in the consumer's hand whether they want to purchase the pass.	5/14/2019	Website - Main Form																						1
WBO29	If your talking about a managed lane separated from the other lanes by a concrete wall - this will be a fiasco. I've seen this in other cities (Huston, tx). When a car or bus breaks down it in the managed lane it creates one heck of a problem. YA CAN'T GET A TOW TRUCK IN THERE! No way!	5/14/2019	Website - Main Form																						1
WBO30	I think a large part of the traffic problem on 526 towards West Ashley is caused by vehicles exiting and getting back on the highway after traveling on frontage roads. Having metered access onto the roads letting only two vehicles every 5-10 seconds keeps traffic flowing instead of having 30 vehicles trying to merge at once. This works well in LA as almost all on ramps are metered during peak traffic periods. I think this is a relatively low cost solution to entrances such as the bathroom me right before the Ashley River to 526 which can back up for miles from the one entrance.	5/14/2019	Website - Main Form																						1
WBO31	Managed lanes around the Charleston area is a terrible idea. Additional infrastructure is needed not lanes that have tolls or hov. It hasn't eased a thing in the northeast or anywhere else. It is a revenue generator on our tax paying backs. Please do not institute such a thing in the low country.	5/13/2019	Website - Main Form																						1
WBO32	My question is regarding managed lanes on 26. Would you widen 26 to accommodate the extra managed lane or would you inhibit traffic even further by taking away an existing lane? I feel there should be a managed (fourth) lane on 26. If it's the fourth lane I feel carpool lane or restricted access to off ramps is a good idea. I do not think you should use an existing lane as it would hurt traffic rather then improve. But if you did I think the only fair use is for it to become a restricted exit lane and then increase the speed limit. Thank you	5/13/2019	Website - Main Form								1														1
WBO33	I don't think that they could do the project because unfortunately there's not even enough lanes currently to do it. It's a joke. Unfortunately Charleston has allowed for unbridled residential and business growth over the past 30 years. Our local politicians have not kept up infrastructure adjustments that were needed and necessary as Charleston has grown. This incompetence has led to a disaster when it comes to traffic in the lowcountry. The real solution for traffic issues is to STOP giving out permits to commercial and residential builders, until there's a real solution on the table. They have been so irresponsible when it comes to keeping the infrastructure up with growth that we are out of real options. Unfortunately the only real option is to look at mass transit ..maybe in form of overhead train system. It's a real shame these politicians have grown their budgets over the past 30 years and put nothing into our infrastructure.	5/13/2019	Website - Main Form																						1

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WBO34	I fully support making changes on I26 and 526. I trust the experts to decide what is best for our community.	5/13/2019	Website - Main Form										1													
WBO35	They would be about as effective as the 526 "truck use only" lanes. Mostly cars use them and it causes a huge merge issue when the truck lane ends. No one ever inforces the "truck only" lanes which were put there to keep the slower 18 wheelers out of the way. Now only impatient commuters use it.	5/13/2019	Website - Main Form																						1	
WBO36	A Car pool/Bus lane will only help if this is a new lane,not taking an existing lane away. All this will do is divert traffic onto Rivers Ave,which backs up as it is. Tolls added to the higher cost of fuel is adding insult to injury. A solution would be a public transportation system that works and runs often and to more areas,but since living here starting in 1974,it's been all talk. I 26 is becoming like I 95 between Richmond and New York. More lanes are added and then more homes and businesses are built. Boeing,Volvo,and all these mega plants seem to be going up with no thought as to the impact on existing roads. Just loom at Summerville Bacon Bridge Rd or hyway 52 between North Charleston and Moncks Corner.	5/13/2019	Website - Main Form												1									1	
WBO37	Where does the Completion of Mark Clark expressway stand (onto Johns Island). I am in favor of this and would love to receive updates. Bill	5/9/2019	Website - Main Form																							MCX
WBO38	Build I526	5/7/2019	Website - Main Form																							MCX

South Carolina
Department of Transportation

May 5, 2020

«AddressBlock»

Re: Public Information Meetings and Community Meetings for I-526 LCC WEST Corridor Improvements
Charleston County, South Carolina

«GreetingLine»

Thank you for providing a comment during the official public comment period for the I-526 Lowcountry Corridor WEST (I-526 LCC WEST) project public information meeting held on November 21, 2019 (and/or accompanying virtual public meeting). Due to overwhelming public interest, the public comment period was extended from January 4, 2020 until January 31, 2020. Your interest in this project is appreciated.

As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the I-526 LCC WEST between Paul Cantrell Boulevard in West Ashley and Virginia Avenue in North Charleston. The I-526 LCC WEST project also proposes upgrades to five interchanges along I-526: the I-526 at Paul Cantrell Boulevard interchange; the I-26/I-526 system-to-system interchange; the I-526 at Rivers Avenue interchange; the I-526 at North Rhett Avenue interchange; and the I-526 at Virginia Avenue interchange. The purpose of the I-526 LCC WEST project is to increase capacity and improve operations at the I-26/I-526 interchange and along the mainline from Paul Cantrell Boulevard to Virginia Avenue.

At the public information meeting, several project alternatives were recommended as reasonable and advanced for further study. These include one (1) reasonable alternative for the I-526 mainline widening; one (1) for the I-526 at Paul Cantrell Boulevard interchange; four (4) for the I-526/I-26 Interchange, including two (2) variations for the I-526 at Rivers Avenue interchange; and two (2) for the North Rhett/Virginia Avenue interchanges. During the comment period for the public information meeting, we received many comments concerning the number of trucks that would be required to pass through North Rhett Avenue as a result of both North Rhett/Virginia Avenue alternatives. Additionally, input regarding potential future traffic was provided by the North Charleston Terminal and Joint Base Charleston. These updated traffic numbers resulted in the development of Alternatives 2A, 5, and 6 as additional proposed Reasonable Alternatives for I-526 at North Rhett/Virginia Avenue interchange.

Individual maps (PDF format) of the reasonable alternatives, including the two new proposed reasonable alternatives at North Rhett and Virginia avenue, are provided on the project's website on the West Project Resources page (https://www.526lowcountrycorridor.com/west/#Alternatives). These maps are designed to be downloaded and provide you with the ability to zoom in and out of specific areas for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings (except for the new North Rhett/Virginia Avenue Alternatives 2A, 5, and 6), along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.526lowcountrycorridor.com/virtual-public-meeting-112119/#slide-2-alternatives-evaluation-criteria-and-alternatives

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As this project progresses through the planning phase with an Environmental Impact Statement (EIS), SCDOT will continue exploring ways to improve the project and minimize impacts on the surrounding community, including human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project.

Your interest in the I-526 LCC West project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made part of the official record.

As a result of your comment or question, we have compiled a list of Frequently Asked Questions to provide you with the key project details you want to know. We encourage you to review the attached documents addressing the most Frequently Asked Questions for more detailed information on specific areas of concern and share these with your friends, neighbors, and colleagues. If you should have any further questions, please contact me directly at info@526lowcountrycorridor.com, or call *(843.258.1135)* or visit our Community Office in Gas Lite Square (5627 Rivers Avenue, North Charleston; CARTA Route 10) Monday – Friday 10 a.m.- 6 p.m. *Please note that in response to the current Covid-19 health concerns, the office hours have been modified to an appointment-only basis to ensure your safety. We encourage you to call ahead to confirm our hours as this situation progresses.* If these times do not work for your schedule, or you would like to set a one-on-one appointment with a right-of-way specialist to discuss your unique situation, please give us a call toll-free at 866.632.5262 or locally at 843.258.1135.

To stay engaged in the process, please visit our project website at www.526lowcountrycorridor.com/west/ to sign up for our newsletter, like us at www.facebook.com/526Corridor/, or follow us at twitter.com/526corridor.

Sincerely,

Joy Riley

Joy Riley, P.E., PMP, DBIA
Project Manager– Lowcountry RPG
South Carolina Department of Transportation

cc: Chad Long – Environmental Services Office
David Kelly – Environmental Services Office
Will McGoldrick – Environmental Services Office

Enclosures: Asked & Answered: Frequently Asked Questions
Community Office Hours Insert

WEST 526 LOWCOUNTRY CORRIDOR

Environment

How will concerns about increased flooding of Filbin Creek be addressed by this project?

The project team is currently performing detailed studies and will incorporate new drainage features as required to handle increased stormwater from the proposed improvements. More information on the hydraulic study results will be presented at the public hearing in late 2020.

How will the project minimize and mitigate impacts to wetlands?

Field visits are being conducted to document the potential Waters of the United States including wetlands within the project study area. After efforts to avoid and minimize wetland and stream impacts are considered SCDOT will mitigate for unavoidable impacts to these resources. SCDOT will present the proposed compensatory mitigation plan at the public hearing in the late 2020.

What type of air quality analysis will be completed by the project?

Air Quality refers to the condition of the air and level of pollutants such as smoke dust smog or other impurities. Air quality is assessed by measuring pollution indicators or criteria pollutants. Criteria pollutants are the only air pollutants with defined acceptable levels by national air quality standards. A quantitative air quality analysis will be performed for criteria pollutants including carbon monoxide and fine particulate matter as well as for mobile source air toxins for the entire project corridor. The air quality analysis is ongoing and information will be made available as the process continues.

Will any threatened and endangered species be impacted by the project?

Coordination with the US Fish and Wildlife Service and the National Marine Fisheries Service about potential impacts to protected species and their habitats is required under Section 7 of the Endangered Species Act. The current status for protected species within Charleston County was provided by a review of the US Fish and Wildlife Service at-risk threatened and endangered species list. Field studies were then completed to review the habitat within the project study area to determine if suitable habitat for protected species exists within the project study area. Suitable habitat was found for the West Indian manatee Shortnose sturgeon Atlantic sturgeon and American wood stork; however no adverse impacts to these species are anticipated. Precautions during construction will be taken to avoid potential injury to the protected species and minimize impacts to their habitats within the project study area.

Still have questions? Come See Us.

5627 Rivers Avenue, North Charleston

Community OfficeHours:
Mon-Fri: 10 AM - 6 PM
Available on YOUR schedule by appointment!

Hours Subject to Change

866.632.5262 OR 843.258.1135

info@ 526LowcountryCorridor . com

SCDOT | U.S. Department of Transportation Federal Highway Administration

WEST 526 LOWCOUNTRY CORRIDOR

Asked & Answered

We've heard your questions & concerns. Here are some answers.

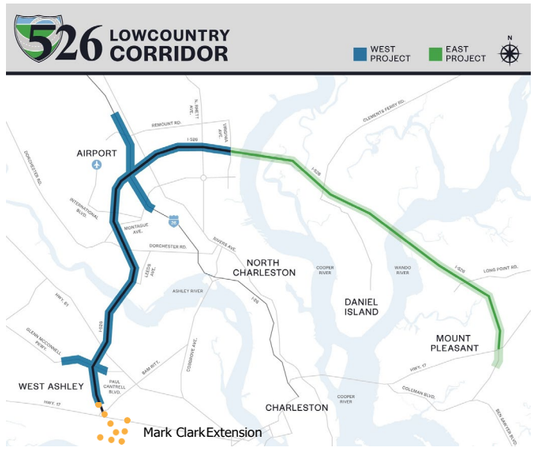
Background

What are the priorities of the I-526 Lowcountry Corridor (I-526 LCC) WEST project?

Based on traffic analysis the highest priority of the project is the improvement of the interchange between I-526 and I-26. This interchange is a bottleneck for both interstates and improvements to the I-526 / I-26 interchange would provide the greatest improvement to operations on the corridor. While most of the I-526 corridor is either currently over capacity or projected to soon be over capacity the other high-priority segments include the segment between I-26 and Virginia Avenue and the segment between Paul Cantrell Boulevard and Leeds Avenue.

What is the difference between the I-526 LCC and the Mark Clark Extension project?

The I-526 Lowcountry Corridor project focuses on improvements to the EXISTING I-526 roadway network from Mount Pleasant to West Ashley. The Mark Clark Extension project would pick up at approximately the end of existing I-526 in West Ashley and connect the communities of Johns Island and James Island. For more information on the Mark Clark Extension project visit www.SCDOTMarkClark.com.



If the Mark Clark Extension is constructed, would widening still be necessary since I-526 would no longer dead-end at Sam Rittenburg?

Yes. Construction of the Mark Clark Extension does not affect the total forecasted traffic volumes enough to change the number of lanes needed on existing I-526. Our analysis indicates the effects of the Mark Clark Extension are fairly minimal to I-526 actually increasing traffic over the Ashley River by approximately 8.7% in the westbound direction and 2.9% in the eastbound direction.

What happens next with the I-526 LCC WEST project?

The project team will be working toward the recommendation of a preferred alternative over the coming months. This recommendation will be based on public feedback and a detailed evaluation of potential impacts to the human and natural environments. The recommended preferred alternative will be presented to the public at a public hearing in late 2020.

What is the funding source of the I-526 LCC WEST project?

The project is being funded by Interstate System Upgrade funds (federal and state). These funds if not utilized for this interstate project would not be available for other non-interstate projects in the region.

SCDOT | U.S. Department of Transportation Federal Highway Administration

May 2020

Your Input is Valuable-- It Impacts our Alternatives Analysis!

Alternatives & Traffic

Can you better explain the "No-Build" Alternative? What might the result be if nothing is done?

The No-Build or do nothing alternative is always evaluated as part of the National Environmental Policy Act (NEPA) alternatives evaluation process to provide a baseline for comparing potential benefits and environmental impacts of the other alternatives. The No-Build Alternative refers to the option to not make any improvements leaving the corridor as it currently is.

However there are considerations for the No-Build as well. For instance if no improvements are made future traffic congestion would continue to worsen. Today travelers of this corridor are already experiencing several areas with unacceptable delays congestion and the inability for backups to clear. This type of congestion can lead to increased safety concerns such as more frequent crashes. Additionally new infrastructure such as widened shoulders updated electrical and internet systems and bridge structures that can accommodate modern overhead signs would be required to incorporate this type of future "active traffic management." This means in the No-Build Alternative we would be unable to incorporate managed lanes or other congestion management technologies that support alternative forms of transportation for single passenger vehicles to reduce traffic congestion.

What is the difference between Alternatives 1/2 and Alternatives 1A/2A for the I-526 and I-26 system-to-system interchange? What does this mean for access to Rivers Avenue?

Because the Rivers Avenue and I-26 exits are so close these interchanges needed to be evaluated together. Therefore the I-526/I-26 alternatives include the Rivers Avenue interchange. The difference between Alternatives 1 and 1A is the same difference as between Alternatives 2 and 2A – how they handle access from Rivers Avenue to I-26. Alternatives 1 and 2 prevent those getting onto I-526 at Rivers Avenue from getting off at I-26. Alternatives 1A and 2A maintain the access that exists today allowing vehicles to merge onto I-526 and then immediately take the next exit to I-26. However this is accomplished by replacing the current ramps with new ramps designed to handle more vehicles more smoothly by eliminating the tight curves along those ramps. During the next stage of the alternative evaluation process the project team will conduct a detailed environmental impact analysis for each alternative and analyze the traffic and safety consequences of keeping or removing the access from Rivers Avenue along with the right-of-way impacts associated with each.

I am concerned about the amount of truck traffic that may be added to North Rhett Avenue under both draft reasonable alternatives shown at the public meeting. Will this worsen the traffic on North Rhett Avenue?

As a result of public and agency feedback on the two alternatives presented at the public meetings for the North Rhett and Virginia Avenue interchange the project team has developed three additional alternatives. These will be called North Rhett/Virginia Avenue Alternatives 2A 5 and 6. These new alternatives recognize the increasing large volume of trucks between the existing Virginia Avenue exit and North Rhett Avenue interchange with I-526. They would not require that traffic go through North Rhett Avenue to access I-526. These alternatives have been posted to the project website at (www.526lowcountrycorridor.com/west/#Alternatives) for your review. If you have questions about these alternatives we encourage you to visit our Community Office.

Why does Glenn McConnell only have a partial interchange concept?

The Glenn McConnell Parkway and Magwood Drive intersection causes traffic to back up over three miles on I-526 crossing the Ashley River and beyond Leeds Avenue. This also prevents other vehicles from moving along I-526. To eliminate this bottleneck the concept includes a bridge over Magwood Drive at Glenn McConnell but only in the westbound direction which would prevent traffic from backing up onto the interstate. This meets SCDOT's project goals to improve operations on I-526. The concept is adaptable to a full interchange improvement in the future if additional funding becomes available

Couldn't SCDOT eliminate the need for widening the West Ashley portion of I-526 if you simply fixed the interchanges with Paul Cantrell Boulevard and US 17?

The traffic entering from Paul Cantrell Boulevard to eastbound I-526 (going toward North Charleston) is at a point of unacceptable levels of congestion with a high concentration of crashes. This merge point is a key bottleneck for the interchange and for eastbound traffic on I-526. The added eastbound lanes that begin at this point in the build alternative eliminate this problem and are a part of this interchange fix. Traffic studies indicate I-526 needs a two-lane exit ramp in the westbound direction to Paul Cantrell Boulevard and three lanes beyond.

How do these alternatives fit into a broader transportation and development strategy that moves us away from cars and toward other forms of transportation?

With the growth and future travel demands in this region the SCDOT knows that simply adding capacity is not going to be the sole long-term solution for congestion in this corridor. However there are many basic infrastructure needs that must be addressed in order to implement new technologies known as "Active Traffic Management." These strategies such as variable speed limits ramp metering managed lanes and opening up shoulders during peak times not only require additional lane capacity but also other new infrastructure such as upgraded electrical systems and internet capabilities. The current alternatives presented "pave the way " quite literally for these types of future alternative traffic management strategies.

Will adding more lanes just increase the traffic on I-526?

Regional traffic models as well as rush-hour observations indicate that because of congestion commute times have increased. The primary result of adding more lanes would be reduced travel times for those currently using I-526. Those currently using other longer routes for their commutes because of the congestion and frequency of crashes on I-526 may choose to use I-526 in the future. This "latent traffic demand" consists of trips that are not new but will be attracted to I-526 with added capacity. This is accounted for in the project's future traffic forecasts.

Your Input is Valuable -- It Impacts our Alternatives Analysis!

Why can't SCDOT just convert an existing lane to a bike, carpool (HOV) or truck lane instead of widening?

SCDOT studied the application of managed lanes such as carpool and high occupancy toll lanes (HOT) on both I-526 and I-26 to offset the general capacity widening needs. A carpool or HOV lane must have two or more occupants in their vehicle. A HOT lane requires the vehicle to have either two or more occupants or to pay a toll for use. A regional approach involving a connected system of managed lanes between both interstates would be necessary to attract the needed users. Such a system would have to extend west on I-26 a long distance possibly as far as University Boulevard. HOV and HOT lanes are only successful when humans shift their behavior to riding with more than one person in a vehicle or pay a toll. Other limitations include the space required to access the managed lane system.

State requirements do not allow SCDOT to convert an existing general purpose lane to a managed lane, nor do they allow bike traffic to intermingle with interstate vehicular traffic. Even if it were a possibility converting one lane to a managed lane would reduce the number of general flow lanes down to one. This would cause an unacceptable slow down potentially even gridlock.

On I-526 west of I-26 trucks are only approximately 5% of the total traffic and approximately 12% of the total traffic east of I-26. While trucks do affect overall operations because of their size designating one lane for trucks and the single remaining lane for 87% to 95% of the remaining traffic would result in system gridlock.

To accommodate any of these types of alternatives an investment in additional infrastructure and lane widths is required. As part of the proposed widening alternatives twelve-foot shoulders are included to provide the needed future infrastructure to implement these types of alternatives.

Will the project team consider a bike/ped path like the one over the Ravenel Bridge?

Bike and pedestrian improvements have been identified along the I-526 corridor in the Walk-Bike Plans developed by the local transportation planning organization. The project team has evaluated bike and pedestrian improvements as part of this project in accordance with this local plan. The current alternatives do not prohibit the addition of bike and pedestrian improvements in the future. Typically bikes and pedestrians are prohibited on interstates. However in regions where there are limited corridor connections across major water crossings shared use pathways could be considered if properly protected from high speed vehicular traffic. For instance these types of paths would have to be placed behind controlled access fencing or a barrier separation with an appropriate shoulder distance. However current funding limitations do not allow for the funding of all the improvement priorities on this corridor. During the development of this project the project team will work to identify opportunities through surplus rights of way for a future shared-use pathway along this corridor.

Will the project be obsolete by the time it is completed? Will it keep up with the growth in the region?

Typically SCDOT's goal is to build a project that will still function efficiently approximately 20 years after completion of construction. For this project we're designing a project for 2050. When SCDOT designs a project several factors such as current and future land use are analyzed to estimate the future use of the roadway. To do so we coordinate with the Charleston Area Transportation Study (CHATS) the local transportation planning organization to include future uses of the roadway and regional growth trends. That analysis is then used to design the facility (roadway bridge etc.) to accommodate the estimated future traffic capacity.

Relocation & Right-Of-Way Impacts

How will I know if I'm in the path of the I-526 LCC WEST project?

If you think your property may be impacted by the I-526 LCC WEST project which runs from Virginia Avenue in North Charleston to Paul Cantrell Boulevard in West Ashley we encourage you to give us a call or come by our community office (843.258.1135 5627 Rivers Avenue North Charleston). While all maps and materials are available online we are able to look up your address and confirm if you are in the path of any of the proposed alternatives and even provide the approximate distance. If so we can provide you with a one-on-one appointment with a right-of-way specialist to better understand the process and your rights as a property owner or a renter.

How do I learn more about relocation benefits?

To learn more about potential relocation benefits we encourage you to give us a call or send us an email to schedule an appointment with our right-of-way specialists. Every situation is different so it is important to speak one-on-one about your unique circumstances to better understand the process and your rights. **This is true for homeowners, renters, and business tenants.**

What if I need to relocate but equivalent housing is not available?

When a highway project in South Carolina leads to people being relocated a preliminary survey is conducted by SCDOT of the types of housing impacted and the availability of replacement housing in the area. The right-of-way agents working on the project will personally interview you if you are to be relocated and determine your relocation needs and preferences. You will be provided current and continuing information on the availability purchase prices and rental costs of comparable replacement housing. You are not required to choose the comparable replacement housing presented by the agent and can pick other housing units or move to other locations at your discretion. You cannot be required to move unless a comparable replacement housing option is made available by SCDOT. Comparable replacement housing must meet the following criteria

- Decent safe and sanitary.
- Functionally equivalent to the acquired house with particular attention to the number of rooms and living space.
- Large enough to accommodate the occupants.
- Located in an area that is not subject to reasonable adverse environmental conditions and not in an area that is generally less desirable that the acquired house.
- Reasonably accessible to the person's place of employment.
- Located on a site that is typical in size for residential developments with normal site improvements including customary landscaping.
- Currently available on the market.
- Within financial means of occupants.

SCDOT is currently reviewing potential opportunities to create or build replacement housing in the impacted communities since there is currently inadequate affordable housing inventory available in the Charleston market.

Your Input is Valuable -- It Impacts our Alternatives Analysis!

If equivalently priced housing is not available and the new housing costs more, who pays the difference?

Residents being relocated may be eligible for a replacement housing payment or supplemental rent payments if the comparable housing available costs more than your current home value or rent payments. The right-of-way agent will inform you in writing of the specific comparable replacement housing the sales prices or rent used as the basis for establishing the replacement housing payment or supplemental rental assistance and the basis for that determination. This is done to ensure you are aware of the amount of the replacement housing payment to which you may be entitled.

If the comparable replacement housing available on the market is priced higher (property appraised value or rent) the homeowner may be eligible for supplemental benefits for a period of time to cover this price differential including increased mortgage interests costs and all eligible incidental expenses (such as closing costs). If you have questions about the relocation process or the benefits for which you may be eligible visit our community office and make an appointment to meet with our Rights of Way Specialists. In order to discuss what relocation benefits you may be entitled to our relocation agents will need information that is unique to you and your household.

I live in Ashley Harbor and have concerns about the loss of amenities in my neighborhood. Can't we widen to the other side to avoid this?

For each direction of travel almost all the widening will be toward the median. The shaded areas on the concept maps shown online represent the limits of right-of-way that would be needed if we took no further steps to minimize the impacts. Our next steps will include looking at ways to reduce these impacts by minimizing right-of-way needs. Some of the measures we will evaluate to reduce these impacts include steepening slopes and using guardrail or retaining walls.

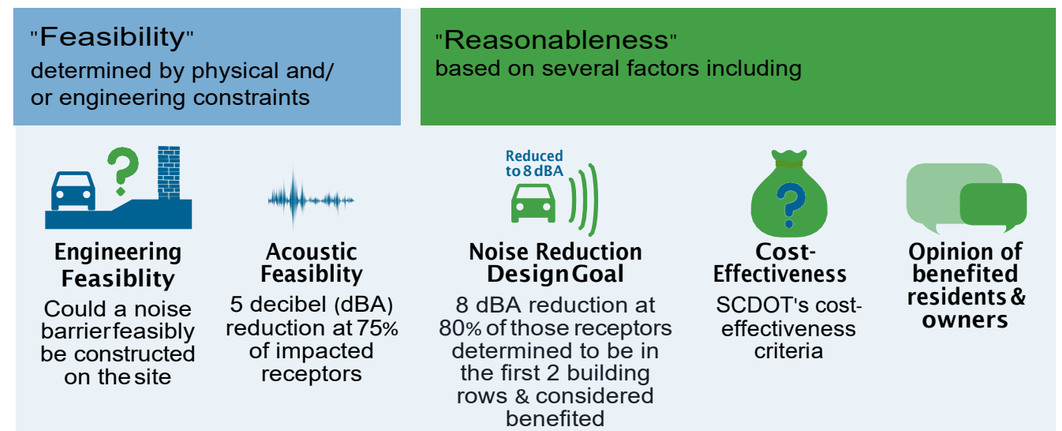
What types of mitigation will be done for those potentially impacted communities?

The overarching goal of the I-526 LCC WEST Community Mitigation Plan is to develop a holistic package that effectively mitigates the direct impacts of the project such as displacements but also considers impacts still being experienced as a result of the original construction of I-26 and I-526. A Community Advisory Council (CAC) formed of residents from the potentially impacted neighborhoods is guiding the development of the Mitigation Plan. After the plan is finalized the CAC will transition into a Project Oversight Committee to help guide the implementation of the identified mitigation measures. The proposed improvements are anticipated to create a large number of residential relocations and reduce the amount of affordable housing in the area. As such mitigation will include initiatives or measures to offset project-related impacts to affordable housing. It is SCDOT's goal to mitigate affordable housing during the right-of-way acquisition phase so new housing may be available to displaced residents. Because the proposed project would impact both the Russelldale and Highland Terrace/Liberty Park Community Centers and associated recreational facilities mitigation in this area focuses on how the replacement of these facilities can be developed to include features that provide enhancements for these communities. Similar to the timeline for replacement housing it is also SCDOT's goal to have replacement recreational facilities constructed prior to the displacement of the existing community centers. SCDOT is also exploring mitigation measures to improve neighborhood safety and other measures related to employment and economic opportunities as identified by the impacted community members.

Traffic Noise

Where are we in the SCDOT noise analysis process? What happens next?

SCDOT recognizes the impacts that highway traffic noise may have on citizens and will do what is reasonable and feasible to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process we will be performing noise studies on each of the proposed reasonable alternatives presented at the Fall 2019 public meetings and the new N Rhett/Virginia Avenue Alternatives 2A 5 and 6. These studies will assist us in determining if noise abatement such as a noise barrier(s) is needed. There are feasibility and reasonableness criteria that must be met for construction of noise walls. Noise walls are assessed under the feasibility criteria first and if all conditions are met are then considered for reasonableness (see chart below). The three mandatory reasonable factors must be collectively achieved for a noise abatement measure to be deemed reasonable. Failure to achieve any one of the reasonable factors will result in the noise abatement measure being deemed not reasonable. The results of the noise studies will be presented at the public hearing tentatively set for the end of 2020.



SCDOT Noise Policy www.526lowcountrycorridor.com/west/traffic-noise/

What about any impacts to my property value because of the potential increase in noise as a result of the widening?

A noise study is conducted during the Environmental Impact Study (EIS) and if warranted a noise barrier or other noise-reducing technique is included during the plans' development stage. The right-of-way appraisal does not address devaluation due to noise because the environmental study has already determined the level of increase or lack thereof and made a decision as to a cure. Therefore there is no compensation for noise.

Sometimes homeowners may mention the vegetative buffer being destroyed during construction at their appraisal interview. In some cases this is used as justification and an adjustment is made to the settlement amount to possibly cover the cost to replace trees and or shrubs.

526 LOWCOUNTRY CORRIDOR

NOTICE: For the health and safety of you and our staff...

YOUR Community Office will be open by APPOINTMENT ONLY

Starting March 17, 2020

We will continue to monitor the situation. To make an appointment or to check our hours, please call, email, or visit:

843.258.1135
info@526LowcountryCorridor.com
www.526lowcountrycorridor.com/

SCDOT