

Appendix C: Comment Summary & Court Reporter Transcript

Last Name	First Name	Comment	Comment Response
	Anonymous	I would like to say that the expense of construction of a bridge over I-26 would then necessitate the expansion of Tram Road's size and would be very expensive. Why not fix the poor roads in the neighborhoods all over Columbia?	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
	Anonymous	With the limited funds of the State in the area of infrastructure it seems ill-advised to build a bridge to connect Tram Road to St. Andrews Road and cross I-26. We need other improvements so much more than this project. How about fixing the pot holes? I live on Sandhurst and it is like driving a dirt road almost.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty</p>

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	Anonymous	<p>Bridge across to tram...I strongly object to the proposal to build a bridge to tram road. This neighborhood has been a quite one and if this goes through it will no longer be that way. With no disrespect intended..put it in your backyard not mine. Sinc...</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the</p>

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	Byron	<p>The I26/I20/I126 interchange was a poorly designed interchange and was not planned for expansion. Therefore, any attempt to improve it will only add to the problem in the near future and will extend for years. I have read it would take 10 years to complete. It will only be a waist of taxpayer's money and DOT's time to try to improve it. Not to mention the disruption to traffic that will only be worse that it is now. I believe a more logical solution that will have less impact on traffic in the immediate future and be able to disseminate traffic for years to come is to construct a bypass around Columbia. I would suggest building a bypass from the Peak exit on I26 and extending it to I77 somewhere around Killian Rd. This option would re-route beach traffic to Myrtle Beach and Charleston and reduce semi-truck traffic by being able to bypass the I20/I26/I126 interchange. Semi-trucks would not have to go through the interchange unless they were delivering downtown. Therefore, severely reducing the congestion at the current interchange. A bypass would have very little impact during construction. I have read of other bypass suggestions but their locations would have a huge impact on business and residences and therefore are poor plans. A bypass north of Columbia from I26 to I77 would have less impact on business and residences. I doubt my suggestion will be considered. The reason I believe that is due to the poorly designed and unneeded interchanges that have been developed</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. During the alternatives development and screening process for the Carolina Crossroads, a new transportation corridor that would connect I-26 to I-77, also known as the "Northern Alignment" was evaluated. However, this new roadway connector did not meet the purpose and need of improving mobility and reducing congestion on the I-26 corridor and was thus eliminated as a solution for this project. You can find more information about the evaluation of this alternative in Chapter 2 of the Draft Environmental Impact Statement, which can be accessed at scdotcarolinacrossroads.com or reviewed the locations noted on the website.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

		<p>in the past. For instance, the traffic circle on Piney Woods Rd. That was a waste of taxpayer money and was not needed. I have drove that road for over 20 years and have yet to see an accident there. I hate to think what it cost. Thank you for your consideration.</p>	<p>Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
	<p>Chris Palmiotta & Rita Hart</p>	<p>I am very opposed to building a bridge from Tram Road over to Beatty Road!!! This will NOT help Malfunction Junction. Tram Road is a 25 mile an hour speed limit road through a residential neighborhood. A bridge will cause speeding and ruin a quiet safe place, Beatty Road is a bad neighborhood. Whoever thought of this as a solution is crazy. Work on the actual interstate exits instead. I would create 2 lane exit instead of one from 20W to I-26W that would help!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
	<p>Clyde</p>	<p>We request that you reconsider a bridge connecting Beatty Rd and Tram Rd. We live in Whitehall and Tram Rd is one of the nice areas of this development. To increase traffic through the center of Whitehall will certainly harm our</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the</p>

		<p>wonderful neighborhood. It seems this will only help the people from Beatty Rd area to have better access to the business areas. Costco has already increased traffic around our area. At present we have 3 bridges connecting the Beatty Rd area to St. Andrews Rd. It would seem that another bridge would be overkill and a waste of taxpayer money. For these reasons we ask that you not build another bridge.</p>	<p>South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
	<p>Donald & Flexia</p>	<p>COncerned redients of Whitehall due to construction to I-26 and I-20 malfunction junction. Property value decrease and increased congestion are sure to be an issue if this was to take place. Please reconsider.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

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	Jackie	<p>The bridge connecting Tram and Beatty needs to be removed from the proposal. It will not help traffic and will have a negative effect on the people in that area.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

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	James	<p>To have a high speed overpass or high speed interstate running through an upscale neighborhood is so out of good sense or any sign of sound reasoning is beyond even the very foolish mental ability of the people that propose this.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

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	Janiece	I am looking forward to the fix. long time overdue.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
	Nancy	The purpose of this email is to oppose the planned bridge to connect Tram Rd to Beatty Road. I live just a few blocks from Tram Rd. and I fear that the construction of the bridge will bring more noise, disruption, and possible crime to the area. It will most certainly lower the property values of the houses in the area. Once the construction of the bridge begins, it will be very difficult to sell a home for a decent price. I know that all projects bring a certain amount of disruption, but I don't think the benefit will be worth the cost in this particular case.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

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	Robert	It would be great to have a lane on I-20 that connected 378 and bush river road directly where I did not have to get over and merge into other lanes.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement. The referenced area of I-20 and US 378 is outside of the Carolina Crossroads project area. The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
	Walter	Maybe I missed it but is there somewhere I can go to see what the proposed changes are?	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. You may view maps of the Recommended Preferred Alternative (RPA) and review the Draft Environmental Impact Statement (DEIS) on the online meeting at www.scdotcarolinacrossroads.com/onlinemeeting5. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration</p>

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Aanai	Naqia	<p>To whom it may concern,</p> <p>I oppose the building of the bridge over malfunction junction due to the safety hazards to the neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Abney	Franklin	We are very opposed to bridge coming thru TRAM- NO BRIDGE	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Ackerman	Tony	I am against the Tram Rd/Beatty Rd Bridge being built. It is a waste of taxpayer's money. It will turn our quiet neighborhood into a dragstrip and booming radio road. It will cause property value	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>

		<p>to go down. Higher crime in our low crime area. Please find another way.</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Adair	Amanda	<p>Please don't do this to our quiet, nice neighborhood. Waste of money.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As</p>

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Adair	Kirk	<p>This project is a bad idea. It will not reduce traffic from other roads nearby and will destroy one of the oldest and nicest neighborhoods in town. A waste of tax payer's money.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>

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Adair	Laura	<p>This is a horrible thing to do to a quiet neighborhood and a total waste of \$5 million. There are so many projects that need to be done using this money. Especially after recent flooding.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>

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Adair	Lolly	<p>My parents told me about this and I was so sad. This will hurt our neighborhood. That money is needed to help people.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Addison	Joseph	<p>Maybe I'm missing it but the only information I see is it would "improve Tram Road", which is absolutely not the case.</p> <p>I strongly oppose the bridge connecting Beatty and Tram Roads. Rather than "improve" Tram Road, this would very negatively impact a densely populated road through the middle of Whitehall. The DOT PM commented that no increase in traffic is expected. When you provide a direct route from Broad River to St. Andrews what study indicates no additional traffic? This is an absurd conclusion. Increase in traffic, connecting a high crime area to a low crime area, negatively impacting a quiet, well-established neighborhood, no impact on the malfunction junction improvements, no conclusive answers from SCDOT as to "why?" All point to a waste of tax dollars. No bridge please!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Addison	Joseph	<p>314 Brookshire Dr</p> <p>I strongly oppose a bridge over I-26 to connect Beatty and Tram Roads. Tram, with its narrow shoulders, curves, hills and valleys, through a densely populated residential neighborhood would become even more dangerous than it is today. This is a poor alternative and a waste of tax dollars. What are the benefits of such a bridge?</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Addy	Paul & Doris	<p>Not wise use of tax payer's money. Tram Road not suitable for through-traffic. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

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Allen	Danielle	<p>I Danielle P Allen RESIDING AT 518 Tram rd Columbia SC Vehemently Oppose the Proposed bridge over I-26 connecting Beaty rd and Tram rd.</p> <p>The stated purpose of this new bridge is to divert local traffic away from the nearby I-26 interchanges at Piney Grove Road and at St. Andrews Road, reducing congestion at the interchanges. Defying its own logic, SCDOT says that this will not result in an increase in traffic on Tram Road.</p> <p>(Correction August 24: SCDOT confirms that diversion of traffic is not a purpose of the bridge. The purpose, according to SCDOT, is to provide better access between Tram Road and Fernandina Road.)</p> <p>Another stated purpose is to make travel easier and more convenient for the neighborhood, and to facilitate emergency vehicle response time. The redesign would make only the most minor change in our travel time anywhere, and would insert complicated turns at stop signs at each end of the bridge. There is no consideration for the degradation of both lifestyles and property values of the 1,400 residents of Whitehall. This would be caused by the increased traffic, increased traffic noise, increased non-local traffic and the higher-speed, heavier traffic on the narrow, hilly, winding Tram Road which is already near its practical carrying capacity and where speeders are already a problem. There is no consideration for the concerns of residents about creation of a direct connector to the upscale residential Whitehall neighborhood from Beatty Road, with its commercial areas, including an abandoned auto dealership, and its lower-income and higher-crime areas.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Allen	Danielle	<p>There is no plan to make any change to Tram Road itself, other than the brief stretch where the new bridge comes to ground and the Jamil Road intersection is to be reconfigured, without a traffic light.</p> <p>There is no consideration for the impact of the commercial development which would almost certainly follow at the reconfigured intersection.</p> <p>There is no plan to lower the contour of Jamil Road where it restricts sight lines for traffic trying to turn from Tram Road onto Jamil Road.</p>	

Allen	Danielle	<p>There is no plan to re-engineer Tram Road to support additional local traffic. There is no plan to restrict the types of vehicles. This means that city buses and tractor trailers could travel on Tram Road. Tractor-trailer trucks are not allowed on Piney Grove Road, which is wider than Tram Road, has sidewalks and paved shoulders, and is engineered for heavier vehicles. There is no plan to improve the intersection that is the only exit from the Cottages of Whitehall. On Tram Road, at the foot of the new bridge, the exit from the Cottages might potentially maybe perhaps have a stop sign; there is no plan to install a traffic light, because it would impede traffic flow from the bridge. There is no plan to improve the already-difficult intersection of Sidney Road at Tram Road. There is no plan to re-engineer the intersection of Tram Road at St. Andrews Road, an intersection which is already near capacity. There is no plan to compensate even the homeowners on Tram Road, much less those throughout the neighborhood, whose property values will also be affected. There is a 30% difference between the neighborhood on the Beatty rd and the Whitehall subdivision. Our property values will be reduced as homes on the Beatty rd side become COMPARABLES. As I stated before, I Vehemently Oppose the building of this bridge.</p>	
Amick	Carroll	<p>Not needed - no purpose. Waste of money. Why build a bridge that has no purpose. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

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Amick	Shirley	<p>Malfunction Junction was a big disaster! Project for Tram Rd would be worse than Malfunction. Why would you want to construct a bridge that would destroy Whitehall? This project has no benefit for Whitehall and would bring not only traffic along our narrow streets, but crime which not enough law enforcement now. I have lived on Tram Rd 40 years and I see (?) everyday, who are cut (?) to St Andrews Rd, not residences who live in neighborhood. Again, NO law enforcement to control. We ask you to cancel this billion dollar project and fix the roads, which are a disaster. This project is not for our beautiful neighborhood for a few engineers of Department of Transportation to destroy. Would you want this for your neighborhood?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>
Amick	Shirley	<p>There are enough reasons this bridge should not be built. Our quality of life destroyed. Form Letter – Tram/Beatty Checklist</p>	
Amick	Shirley	<p>Form Letter – Tram/Beatty Checklist</p>	

			<p>evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Anders	Alison	<p>A complete waste of \$ - we don't need a shortcut to nowhere. We need no potholes and good roads and bridges. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Anders	Elizabeth	<p>This bridge is a huge waste of taxpayer money. We don't have money to waste in SC. Lets use it wisely. Waste of valuable resources. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Anders	Elizabeth	Form Letter – Tram/Beatty Checklist	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Anders	Michael	I am opposed to the billion dollar project to connect Beatty Road to Tram Road. Tram and Beatty roads are not safe for excessive traffic and will do very little, if any, to alleviate the congestion at Malfunction Junction.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Anders	Michael	<p>Do not build the bridge. It is a foolish use of funds SC doesn't have enough of. Waste of resources! Use \$ where needed.</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Ange	Fred	Though it is outside the scope of this project, I would ask that you consider a connector from Greystone Blvd to Seminole Dr / 12th Street in West Columbia. It would divert traffic from I26 / I 126 and 126 / 378. It would also provide a more direct route to the zoo for west Cola residents.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Greystone Boulevard and Seminole Drive are outside of the Carolina Crossroads project area and were not included in the</p>

Ange	Fred	<p>A current problem with the corridor is traffic backing up onto the interstate. At some point traffic flow on St Andrews Piney Grove and Harbison (plus Broad River) need to be addressed.</p>	<p>development of alternatives. The I-20/26/126 Corridor is generally defined as I-20 from the Saluda River to the Broad River, I-26 from U.S. 378 to Broad River Road, and I-126 from Colonial Life Boulevard to I-26. In October of 2016, the South Carolina Department of Transportation (SCDOT) evaluated and presented 49 design options at each of the different interchanges, including a Northern alignment and improvements to the existing roadway. Intersections at the ramps to the freeways were studied as a part of the alternatives development process with a goal of identifying potential deficiencies and development of interchange improvements that would address those deficiencies. Alternatives that provided a reasonable benefit were moved forward into more detailed design. This process allowed for a screening of potential interchange types based on factors such as traffic flow and safety. When an improvement was characterized as being feasible and having a beneficial impact to the signalized (or unsignalized) ramp termini, it was incorporated into the holistic "representative alternative" concepts. As the detailed design moves forward, further refinement of these improvements is anticipated. The corridors of Piney Grove Road, St. Andrew Road and Harbison Boulevard are outside of the limits of this project; however, the regional metropolitan planning organization for the Columbia metro area engages in periodic long-range planning efforts to account for future growth on the transportation system.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Arledge	William	<p>Would like to voice my displeasure and opposition to the Carolina Crossroads project. I have been a Whitehall resident for 31 years and enjoy living in this community. I have recently added a deck to my home and done numerous renovations, spending a good bit of money. This proposed project would devalue the price of my home and start the destruction of the Whitehall neighborhood. Please DO NOT destroy this beautiful longstanding Columbia neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Armand	Sam	<p>Not wise use of tax payer's money. Tram Road not safe for heavy traffic. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Armstrong	John and Elizabeth	<p>As a homeowner in the Whitehall Subdivision, I oppose the Tram/Beatty bridge being built. I see no purpose or positive reason for this connector being built. Tram Rd and Jamil Rd are congested enough already. There are no sidewalks or bike lanes to protect the neighborhood walkers and bikers - not to mention children at the bus stops. Also Jamil Road is already a speed race track. It is used as a connector to Piney Grove Rd and Bower Park Road and connector to Haribson area stores and the mall and food places. You need to rethink this project. We value our safe (SCDOT) neighborhood. We value our home values. We wish to maintain our safe, friendly, low crime Whitehall. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the</p>

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Armstrong, Sr.	John D.	<p>The proposed bridge to connect Tram Road over I-26 to Fernandina Road serves no purpose in reducing congestion on I-26. It would cause great harm to our neighborhood in the increased traffic, noise and adversely affect our home's property values. DO NOT build this "White Elephant"!! Please DO NOT waste MY tax dollars!! We have many other areas in our state that could put these millions of dollars to much better use. One would be building elevated roads in our coastal areas to get both A1 evac roads and levee to hold back flood waters. (form letter attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

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Askins	Annie	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

			<p>evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Atwood	Anita	<p>We need the retention ponds to help protect our homes and lands. Retention ponds along Berryhill Road and Jamil Road will help with rain runoff and helps prevent flooding roads yards and our homes. I support the building of retention ponds.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Increases to impervious surfaces and associated runoff has been considered for both reasonable alternatives. As noted in Chapter 3.6 of the Draft Environmental Impact Statement (DEIS), both reasonable alternatives would increase the amount of impervious surface in the project study area (see page 3-240); and as noted in Chapter 3.8, both alternatives would impact floodplains (see page 3-289). Stormwater runoff would be mitigated by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters. This practice reduces peak-flow discharge into receiving waters (see Chapter 3.6, page 3-241). Additionally, neither alternative is expected to result in significant impacts to natural and beneficial floodplain values; and the project would be designed to be consistent with local floodplain development plans. Where regulatory floodplains are defined, hydraulic structures will be designed to accommodate a 100-year flood.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Augsburger	Melissa	<p>I am in favor of proposed improvement at the I-20/26 intersection, but see no value in the Tram/Beatty Bridge. This is a residential area and increasing the speed limit and traffic is dangerous to our community residents. The proposed plan does not explain why this bridge is critical. Please do not include the bridge in any version of the final plan.</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Austin	Elizabeth	<p>Please do not build a bridge over I-26. Not only would it create traffic on Tram Road that would destroy the peace in our neighborhoods it will destroy our roads. Having a bridge connected to Beatty Road would bring the Broad River Road problems over to us. Foot traffic will also increase bringing problems into our neighborhood. Thank you for your consideration in this matter.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Austin	Terry	<p>It is not my desire, nor any of my neighbors that I've spoken to, to open a connector of Beatty Road and Tram Road. There is already a traffic problem at Jamil-Temple and Tram. Adding the connector would more than double the problems at this intersection. This would be a complete waste of tax-payer money which would destroy our neighborhood. There is already a speeding problem on Tram and also on Jamil Temple. This addition would only increase the problem. Please stop wasting my money and creating more problems while resolving none.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Bagley	Jason	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

			<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bailey	Carolyn	<p>I am opposed to the Tram-Beatty bridge project. I'm concerned the bridge will make an already winding, hilly (sometimes taken too fast) road an even more dangerous roads with more through traffic driving quickly. I also feel it does not really fix the interstate problem, but is an additional added road. Focus on the problem areas - the actual interstate.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Bailey	Jack	Was any research done on the beginnings of an outer loop. Exit 97 of 26 over to i77. I understood that years ago this was listed as a potential highway project.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>During the alternatives development and screening process for Carolina Crossroads, a new transportation corridor that would connect I-26 to I-77, also known as the "Northern Alignment" was evaluated. However, this new roadway connector did not meet the purpose and need of improving mobility and reducing congestion on the I-26 corridor and was thus eliminated as a solution for this project. You can find more information about the evaluation of this alternative in Chapter 2 of the Draft Environmental Impact Statement, which can be accessed at scdotcarolinacrossroads.com or reviewed the locations noted on the website.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bailey	Lessie	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

Bailey	Lessie	Form Letter – Tram/Beatty Checklist. Not cost effective for taxpayers - all the work on St Andrews and Piney Grove less than mile away would make this redundant, wasteful .	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bailey	Richard	2. Lower property values3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood7. Increased speeders (enough is enough)!9. Other: Waste of taxpayer money as 2 routes already available w/other major improvements in the project take care of traffic.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

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Bailey	William	<p>I moved into my custom built house (above address) 44 years ago planning to never have to move again. With the construction of a bridge across I26 West, to feed traffic onto Tram Rd, my quiet, peaceful neighborhood would turn into a noisy, hazardous area!! I am one house off Tram on Tyborne Circle! Please don't force me to have to move, because my quiet, safe neighborhood has become no longer liveable! Whitehall is mostly occupied by older retired people like myself, who hope to spend their GOLDEN, RETIRED YEARS without another move!!! Please consider the GOLDEN RULE.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Ballentine	Jess	<p>I am in adamantly opposed to any I-26 overpass connecting Tram Road to Beatty Road. This proposal benefits absolutely no one and can only contribute to the degradation of both lifestyles and property values of the 1,400 residents of Whitehall. This would be caused by the increased traffic, increased traffic noise, increased non-local traffic and the higher-speed, heavier traffic on the narrow, hilly, winding Tram Road which is already near its practical carrying capacity and where speeders are already a problem. There is no plan to make any change to Tram Road itself, other than the brief stretch where the new bridge comes to ground and the Jamil Road intersection is to be reconfigured, without a traffic light. There is no plan to lower the contour of Jamil Road where it restricts sight lines for traffic trying to turn from Tram Road onto Jamil Road. This proposal is a complete waste of taxpayer resources, jeopardizes the safety and security of local residents, and should be abandoned immediately!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>
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		local residents, and should be abandoned immediately!	at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Ballentine	Peggy	I am very much opposed to building a bridge over I-26 to connect Tram Road to Beatty Rd. The roads in Whitehall were not built for more or heavier traffic than already there. Tram Rd is not able to handle heavy trucks and more and faster traffic. Beatty Rd is a direct link to a high crime area which Whitehall does not need. Whitehall is home to many Senior Citizens living in a safe, secure environment. Lets keep it that way. Tram Rd not the answer to getting around "Malfunction Junction"	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Bamonte	Mike and Terri	First, I want to thank everyone at SCDOT who works hard everyday to repair our roads and those working on the much needed Cross Roads project. I am writing to voice my opposition to the overpass form Beatty Road to Tram Road. We feel this is an unnecessary addition to the Cross Roads Project that is a waste of money and is not	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of

		<p>needed. I have attended 2 meetings with your staff and no one can provide a logical reason for this. We live in the Cottages at Whitehall and the terms (?) of the bridge would be at our entrance with a 4 way stop sign. We feel this would also create more traffic on Tram Road which is a quiet residential street, would result in lower property values, and increased crime in our neighborhood. There is something about this project that does not pass the "smell test". It is like there is a special interest, who has some clout, that is trying to unload some land and trying to get the state to buy it. Just doesn't add up!!</p>	<p>Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bamonte	Mike and Terri	<p>I am going to become more involved since I found out about the plan to build an overpass connecting to Tram Road. I am totally opposed to this because I live on Tram and it makes no sense to take this thru a quiet residential neighborhood!</p>	
Banfort	Martha	<p>Ruin property values and neighborhood</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As</p>

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Banta	Deborah	<p>Re: Tram Beatty Bridge</p> <p>This is to advise my opposition to the building of this unnecessary bridge crossing I-26 between Tram Rd in Whitehall and Beatty Rd. This bridge will not divert any traffic in regard to "Malfunction Junction."</p> <p>Additionally, it was brought up at a meeting that this bridge would assist with fire and EMS services. Why not spend the \$3-5M to renovate the former Jaguar building on Fernadina for additional EMS/fire departments - which are in different counties.</p> <p>Tram Road is dangerous enough as it is with hills and turns and speed limits - which no one pays attention.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>

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Barber	David	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>

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Barber	Jessica	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Barber	Sally	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-</p>

			<p>20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Barefoot	Martha	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

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Barker	Max	<p>I cannot conceive of this being a worthwhile endeavor, or proper use of highway funds. I request that this "Bridge" be deleted from the overall proposal.</p> <p>Apparently, this bridge is intended to primarily serve the neighborhoods, north of I-26, but they already have exceptional mobility via Broad Rover and Fernandina Roads. Proposed improvements to Fernandina and the exchanges to the east will greatly facilitate that area's traffic flow and remove any Need for access via Tram or Jamil Roads</p> <p>The use of Tram Road as a "connector" to St. Andrews-Bush River Roads is unnecessarily destructive to Property Values.</p> <p>Please delete this "Bridge" from the crossroads plan</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the</p>

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Barkley	John	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

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Barley	Lynn	<p>I am against the I-26 overpass linking Beatty and Tram Roads. Tram Road is already a dangerous area for drivers curving around and causing motor vehicle collisions too frequently. What concerns me as a homeowner, is the tremendous increase in traffic - this is only going to take a dangerous situation and make it worse. It is already difficult, due to the winding nature of Tram Rd, to try to merge onto Tram Rd to get out of Whitehall. This is not a solution - it will create danger to our neighborhood. Property values will decrease - crime will increase.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Barnes	Diane	<p>I think the design is good - where the exits no longer crisscross (I am from an area that corrected that approximately 10 yrs ago). Also the impacts seem to affect more commercial vs residential. I hope that you will be prepared to relocate businesses. Make sure that you overestimate the R/W costs because by the time it all happens the costs will definitely be higher.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Barnes	Nichola	<p>I am completely opposed to the Tram-Beatty Bridge as it will negatively impact our quality of life and also lower our property values. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>

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Barrett	Tyra	<p>The bridge project is stupid. The streets are not maintained, controlled, nor sufficient to carry more traffic. It is unsafe now to walk along Sidney and/or Tram. It is unsafe to pull out or back out your drive. It's even unsafe to slow down and pull in your drive. Columbia is rapidly becoming a melting pot of the lesser people living in this country. We have tried to hold the crime and choas down in our community of Whitehall. Opening another door will only bring more problems.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Barroll	Leeds	<p>I do not favor the proposal to spend what will end up being over a billion dollars and destroy numerous homes for a never-ending construction site. First more lanes will simply encourage more traffic. For example traffic going West on I-26 destined for I-20 West currently connect via 378 or US 1. I propose to lower the speed limit to 45 within 2 miles of Malfunction Junction and enforce it strictly. The intent is not to create a speed trap but to provide notice to out-of-towners who currently regularly exceed 80.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The purpose and need of the Carolina Crossroads project is to reduce congestion and improve mobility. As described in Chapter 1 of the Draft Environmental Impact Statement (DEIS), detailed evaluations of existing traffic conditions within the corridor as well as future traffic conditions with no improvements were undertaken as a part of the efforts to establish and evaluate a range of alternatives. The findings of this evaluation indicated that the majority of the project area will be experiencing failing level of service as a result of growing traffic demands by 2040. During the alternatives development and screening process, several alternatives were developed and evaluated to meet the purpose and need, and it was determined that improvements to the existing corridor would best accomplish this. The alternatives screening process considered through speeds of vehicles, as well as many other factors. You can find more information about the evaluation of this alternative and others in Chapter 2 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bart	Roland	<p>lighting - please add led lighting throughout the project barrow pits - our office sits next to barrow pit used when I-126 was built - consider using to add or substract - if needed</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Corridor lighting would be added as part of this project. The location of borrow pits has not yet been determined. This would be done prior to the start of construction. The SCDOT project team is working to complete a Final Environmental Impact Statement</p>

			<p>(FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bartone	Linda	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Basser	Tiffany	<p>Would be impractical for emergency vehicles to use Tram Road. Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Batchelor	Kristin	<p>I am in the process of purchasing a home in Whitehall. I only just recently learned about the proposal to build a bridge between Tram and Beatty Road. I am deeply concerned about this as the reason we are purchasing this home is because of the fact that Whitehall is an established, quiet neighborhood. The building of this bridge would completely change the neighborhood and would definitely be a motivator for me not purchasing this home. So much of this area has already fallen into decay. I</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>would think that our local government would want to do anything possible to preserve the pockets of healthy neighborhoods that are trying to hang on.</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bayne	Keri	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Bayne Jr	Mack	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sense</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

			<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bazemore	Thomasine & Lavonne	<p>We are retired school teachers (Lexington School Distr. 5) who moved to Whitehall in 1968 - 50 years ago! One reason we moved here was to escape an encroachment to our old neighborhood in Cayce. We were convinced that we would never have such a problem in our new neighborhood (Whitehall) - until now.</p> <p>Please find a way not to disturb our neighborhood where we have entrusted our dreams for over fifty years. Thank you for your consideration of our plea - and for all you do to improve our transportation system.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Beaver	Alan	Where can I view a plan of the project prior to the public meeting?	<p>(Responded on 9/20/18) Thank you for your comment regarding the Carolina Crossroads I-20/26/126 Corridor Improvement Project. You may view a map of the Recommended Preferred Alternative (RPA) online at the DEIS online meeting at www.scdotcarolinacrossroads.com/onlineeting5. You may submit written comments on the RPA and DEIS until September 24, 2018. Following the Public Hearing, SCDOT will collect, respond to, and evaluate comments from the public for inclusion in the Final Environmental Impact Statement (FEIS) and Record of Decision.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bedell	Frank	<p>Please find attached the positive input from a business owner who is impacted by the Carolina Crossroads project. o Whom It May Concern</p> <p>Regarding: 1513 Morninghill Drive Columbia, SC 29210</p> <p>Regarding: Carolina Crossroads Enhancement / Expansion</p> <p>From: Frank J. Bedell 1513 Morninghill Drive Columbia, SC 29210</p> <p>As the owner of the building structure located at 1513 Morninghill Drive, I want to offer my thoughts on the proposed expansion of Carolina Crossroads and specifically the preferred expansion plan identified as "Reasonable Alternative 1" within the Draft Environmental Impact Study dated July, 2018.</p> <p>Growth and expansion are necessary components for any city that must accommodate increased traffic flow. As a resident and business owner in Richland County I have experienced the growing congestion that takes place during my daily commute through Carolina Crossroads. Something must be done to protect the safety of commuters and business travelers as they work their way through the maze affectionately called "Malfunction Junction." I am grateful to see the thoughtful implementation of an improvement plan that will serve thousands of people on a daily basis.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>A project team member spoke with the current tenant, Mardi Bedell, and provided information on the right-of-way process. The South Carolina Department of Transportation (SCDOT) will secure a Design Build Team to construct the Carolina Crossroads project and we anticipate a Team will be selected by late 2019. One of the duties of the selected Design Build Team will be to acquire the necessary right-of-way to construct the project. We anticipate the Design Build Team to commence the property acquisition phase of the project mid to late 2020.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

		<p>Most change requires disruption and the new improvements projected for Carolina Crossroads will most certainly disrupt the business currently taking place at 1513 Morninghill Drive. This location has been a premium piece of real estate and provides ease of access to downtown, I-26 and I-20.</p> <p>However, I want to go on the record as being willing to entertain an offer to purchase the 1513 Morninghill Drive property. I recognize that the use of this property is advantageous to the highway department in order to accommodate the increased traffic that will flow through the area. Below is provided my contact information for further discussion.</p> <p>Frank Bedell Owner of True Serenity LLC Frank Cell – 803-309-2702 Cc: Current Tennant – The Carolina Girls of Real Estate, Marti Bedell – 803-665-9400</p>	<p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bedell	Marti	<p>With the Carolina Crossroads Project looming in front of us as the owner of my building and business - I am requesting to know the time frame of DOT taking my building (buying). I have to make plans and business decisions that will be greatly affected by knowing time frames. And if I will even be bought out? (both plans show us gone.) And how long do I have once the buyout is given to move? Please help me with this.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>You spoke with Carolina Crossroads project team member, Ladd Gibson, on August 8, 2018 via telephone and received additional information on the right-of-way process. As a reminder, the South Carolina Department of Transportation (SCDOT) will secure a Design Build Team to construct the Carolina Crossroads project and we anticipate a Team will be selected by late 2019. One of the duties of the selected Design Build Team will be to acquire the necessary right-of-way to construct the project. We anticipate the Design Build Team to commence the property acquisition phase of the project mid to late 2020.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Beers	Jack	<p>The proposed overpass to connect Beatty Rd and Tram Rd is not needed to help alleviate the congestion on I-26. This overpass will only cause problems on Tram Rd, that is an inadequate road already. It is narrow and has many hills and blind areas. Motorists use Tram Rd to speed from Piney Grove to St Andrews Rd. It is unsafe now and will become even worse if this overpass is installed. A good proposal would be to connect I-26 to I-26 by bypassing I-126 that leads in and out of downtown Columbia. To sum up, I oppose the overpass to connect Beatty and Tram roads.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Beimdiek	Jill	<p>I wish to express my opposition to the proposed flyover linking Tram Road and Beatty Road. I have heard no persuasive arguments regarding the need for this--people on the Beatty Road side of I-26 can easily cross the freeway at the existing crossovers at Piney Grove Rd. or St. Andrews Rd. since the two exits are less than one mile apart. And the proposed flyover will significantly affect the Whitehall development on the St. Andrews Rd. side of I-26. St. Mary's Episcopal Church is physically located at the corner of Tram and St.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>Andrews Road, and I am concerned that the proposed flyover will significantly increase traffic in our residential neighborhood. Please do not include the Tram Rd.-Beatty Rd. flyover in the Carolina Crossroads project.</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bell	Beverly	Form letter attached	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Bellows	Scott	<p>By way of introduction I am a Newberry resident who rode the Newberry Express bus service for a good number of years. The comments that follow fall into this context. I believe that there is a general consensus that the Carolina Crossroads project will necessarily result in heavy congestion along I-26 for an extended period of time. While I personally would love to believe that with this conjunction would come a major shift in ridership toward mass transit. We are all creatures of habit. Notwithstanding I do see this as a real opportunity to expand and promote mass transit ridership in much the same way that cities like Washington DC have. Some more specific thoughts include: 1. Riders need to know that they have an accessible relatively safe place to be dropped off or to park their cars when taking a bus. This was always the case in Newberry but I recall having to switch base locations several times in Chapin and Little Mountain's parking area often bordered on full. 2. Fares have to at least remain competitive with the carpooling equivalent. Unfortunately the Newberry Express buses were almost always full and that faithful ridership along with new riders may now have to be re-recruited. Persons riding in say a 3-passenger car will need to feel that the cost of bus ridership is no more per person than what they are now paying (or they might just decide to continue to car pool for convenience). 3. The Newberry Express riders bordered on belonging to a club. It was not unusual for collections to be taken for the bus driver at Christmas time or for</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>At the beginning of the project, several alternatives were identified to address the purpose and need of the Carolina Crossroads to reduce congestion and improve mobility within the corridor. Mass transit was one of the alternatives identified, the study considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The data gathered for the Carolina Crossroads I-20/26/126 Corridor Improvement Project showed that mass transit alone would not sufficiently meet the purpose and need of the project to reduce congestion and improve mobility within the corridor. You can read more about this in Chapter 2, Section 2.1.3 (pages 2-14 through 2-15) Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS.</p> <p>However, SCDOT realizes that mass transit is part of a larger mobility solution for the Midlands region. Therefore, as part of the Carolina Crossroads I-20/26/126 Corridor Improvement Project, a mobility stakeholder group was</p>

	<p>sympathy cards to be circulated on the bus when a member of a passenger's family passed away. While many opted to nap on the ride (me) others would hold extended conversations with each other about the community family events etc. Ideally the seating on a new bus service would continue to be conducive to this; the Newberry Express bus seats were more like chairs than benches with headrests to lean back on).</p> <p>4. Having recently attended a Comet meeting in Chapin I understand that a stop in Lexington is being considered to help defray overall ridership costs (assuming the city would pitch in to support the service). I completely understand this but by the same token know that if a 45-60 min. ride were to turn into a 90-120 min. ride then many passengers are likely to opt out especially since they have now been "spoiled" by riding in a carpool or even by themselves. To the extent possible I would minimize stops to reduce travel time.</p> <p>5. My stop was at the bus transfer station (corner of Sumter and Laurel). Easy! Some passengers however had to go to Palmetto Health or SCDOT out on Shop Rd. In the same vein as item 4 if one gets into Columbia and then spends another 45 min. getting to a final destination that might dissuade ridership. I once lived in Spain and they had two classes of bus service (one costing more than the other). Perhaps a separate transfer service could be worked out for riders coming in on Express buses so that they could reach their final destinations quicker without delaying the ride of their fellow passengers who were being let off on the "main route" (perhaps an additional transfer fee could be charged to those passengers).</p> <p>6. Carpooling and mass transit is not that hard to arrange. Even if for only an hour or so each morning reserving a lane (after it runs into 3 lanes) for HOV might "push" people to reconsider their current practices. Even if this were scheduled at a non-rush hour time (say 6-7am) there would be those who would say Wow it only took me 15 min. to get to work unbelievable! Violation fines wouldn't hurt the city coffers either. ??</p> <p>7. Rural cities need to be on board. Comet should work with them to find win-win situations that the city would clearly see as a benefit to them. Cities like Newberry have some large employers (Samsung Komatsu CraftHeinz) and it's possible that the cities can collaborate with those home industries to promote traffic into the city instead of dead heading the bus in one of the directions. I suspect that these are not new thoughts to you but you at least know where one passenger is coming from. Thank you for this opportunity to voice my opinion. Scott</p>	<p>established to provide input and ensure coordination on the project not only from a transit perspective but also for bicyclist and pedestrians. Based on the input from the mobility group the project team will study existing Park-and-Ride facilities throughout the Carolina Crossroads I-20/26/126 Corridor Improvement Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region. Also, as noted in the DEIS, the conclusion of several transit studies is that CMRTA (the primary transit provider in the region) should focus on local transit (bus) route improvements. As such, SCDOT is prepared to assist CMRTA efforts through such measure as accommodating transit (bus) stops at interchange locations.</p> <p>HOV lanes were also considered as part of the proposed improvements, and it was determined that the inclusion of HOV lanes is not warranted. The recommended preferred alternative would provide improved level of service, speeds, and travel times equal to or greater than those an HOV facility could provide. Additional information about this analysis is included in Chapter 2 of the DEIS (see pages 2-61 through 2-62).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Belser	Bonnie	<p>1) Increased traffic on Jamil and Tram 2) Decreased property values 3) Large semi trucks damaging roads 4) Increased crime 5) Wildlife affected 6) People walking/ children riding bikes 7) Potholes are horrible- they never get fixed 8) Traffic noise 9) Traffic back up oon Jamil towards Piney Grove. I strongly oppose the "proposed" bridge</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bennett	Patricia C.	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Berg	Chad	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Berg	Gage	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Berkey	Paula	<p>Creating an I-26 overpass linking Beatty and Tram roads will not solve or improve the "Malfunction Junction" issue. This proposal by SCDOT will only add more congestion and dangerous high-speed traffic on Tram road.</p> <p>It will also create a link between our respectable and desirable community of Whitehall and a known high-crime area, and thereby bring a negative effect on our community, its' ethos and the value of our homes and properties.</p> <p>Many people want to move into our community because of its' pristine aspects but I believe this proposal will undermine our community's attractiveness. Please reconsider and look for other solutions. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Berry	Bryan	I am against the building of the Tram Rd/Beatty Rd Bridge. The quiet neighborhood of Whitehall and Willow Winds will become a drag strip. It will be dangerous for bikers and walkers. It is a waste of taxpayers money. Please find another way. Thanks.	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Berry	Bryan	Form Letter – Tram/Beatty Checklist	
Berry	Carolyn	What a waste of taxpayer's money! Form Letter – Tram/Beatty Checklist	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of

			<p>Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Berry	Heyward	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

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Berry	Judi	<p>Is there currently a plan to compensate those of us living in the Whitehall neighborhood if the proposed plan to tragically alter Tram Rd obliterates our property values? I have loved living here and will be 100% furious if my equity and way of life changes due to this horrible plan. Tram CANNOT support the amount of proposed traffic and we, as the residents of the area, have a right to be properly compensated. Dumping all that traffic into this lovely neighborhood would be a horrific travesty. Do not change Tram. Again, DO NOT CHANGE TRAM.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>
Berry	Judi	<p>I read over the whole DEIS paper. Besides the ridiculous claim that adding a bridge from Tram to Beatty will get me to Costco quicker (seriously?!? that's your best argument?!?), if widening Broad River Rd would only increase traffic flow by 3%, how do you think destroying my neighborhood would actually affect traffic? This is an insane proposal that will result in tens of thousands of dollars being stolen from me and my neighbors in loss of property value. Not to mention the added crime that will be given access to our homes as well as the loss of safe walking and severe damage to Tram Rd, which already is in dire need of updates.</p> <p>This is a horrible idea and it needs to be removed from all further planning!</p>	

Berry	Judi	<p>Hello, I am opposed to the proposed Tram Rd bridge. The area does not need that bridgeway -the property values will drop -it will introduce crime to a low-crime area -it will not lessen traffic, widening broad River would. -tram Rd can not sustain increased traffic. Thanks</p>	<p>need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Berry	Judi	<p>I am a resident of the Whitehall neighborhood. I reject the proposed work on Tram Rd It will significantly devalue my home!! This was proposed bridge was an afterthought snuck into the proposal late. I don't want to be robbed, raped and murdered when I want to walk around my neighborhood because if those two areas are connected, crime rate will go through the ROOF! Do you want to be responsible for my murder? Tram CANNOT support increased traffic! There are already connectors...piney Grove, piney woods and St Andrews. None of these streets are to capacity. This bridge idea is terrible. It will ruin an old, popular, well known neighborhood and increase crime. Thank you</p>	
Berry	Judi	<p>To whom it may concern, I live in the Whitehall neighborhood. The proposed changes to malfunction junction at Tram Rd will be an extreme burden on those of us living here and using this road to travel and walkon.I am vehemently against any changes that will dump countless cars into our peaceful neighborhood. That road and our area CANNOT support additional traffic! You already have several streets that cross the highway. I will encourage others in my neighborhood to fight these changes as well.</p>	
Berry	Judi	<p>Hello, I am a resident of the Whitehall neighborhood. I am very much against the proposed changes to Tram Rd. It makes no sense, there are already outlets to St Andrews and Piney Grove. The proposed changes will allow access to a currently quiet neighborhood that cannot sustain that amount of traffic. I DO NOT support the impact to this community and I will continue to be quite vocal in my rejection of this proposal, including rallying others in the neighborhood to vocalize thier disapproval as well. We will not stand for the decrease in our property values or the increase in traffic meaning more collisions in our area as well as an introduction of more crime. We will not stand for it. Reject the changes to Tram</p>	

Berry	Judi	As a resident of the Whitehall neighborhood, I reject the proposed changes to Tram Rd! Connecting that area of Broad river rd will allow more crime flow into our quiet and peaceful neighborhood! I reject these unnecessary changes. Tram Rd cannot sustain the increase in traffic, nor can our overall neighborhood! Reject these changes!
Berry	Judi	Hello, I am a resident of the Whitehall neighborhood that SCDOT plans to screw over with the building of the last minute, evidently not thought through, bridge on Tram Rd. I reject this idea for the following reasons: -Significant drop in property value to our homes. -creating a dangerous situation for a road that is already poorly engineered - giving direct and immediate access of higher crime areas to our quiet, peaceful community - lack of planning for this last minute idea -lack of existing infrastructure on these roads to sustain additional traffic. -AGAIN DECREASE TO MY PROPERTY VALUE!!! Who thought up this idea??! This is insane! DO NOT PROCEED WITH TRAM RD PROPOSAL!!! sincerely, Pissed off Whitehall resident
Berry	Judi	I would like to formally and whole-heartedly reject changes to Tram Rd in the current proposal. It will allow immediate access of crime ridden areas to a quiet and we'll established area. DO NOT PROCEED WITH CHANGES TO TRAM RD!
Berry	Judi	Hello, I'm trying to understand what good reason the project engineers have for directly connecting a neighborhood with a median price home at 88k with a 15% mortgage delinquency to a neighborhood with a median value of \$156k with a delinquency rate of 9% How do you justify the impending drop of property value to all those who have bought and paid for more expensive homes? How do you justify the lack of planning to the infrastructure of the more expensive and older neighborhood? Are you going to buy these people out? Are you going to compensate them for their loss of profit? The amount their mortgages will be under water? DO NOT BUILD ON TRAM!!!! THERE IS NO PLANNING, NO REASON AND NO JUSTIFICATION TO RUIN THE WHITEHALL NEIGHBORHOOD!!!

Berry	Judi	<p>I reject the proposed changes to Tram rd by way of a bridge for the following reasons: FIRST--the extreme drop in property value to my home and those of my fellow neighbors. WE DO NOT CONDONE THESE CHANGES second-the increased crime that will flow into our neighborhood due to a direct link with a lower-income, higher crime area. I live 3 blocks from Tram. People will walk or drive across this bridge directly into my area! I dont want to get robbed, raped or murdered because of this new bridge third-decrease in overall neighborhood aesthetic. I don't want to look out my back yard and see a road. just another drop in the value of my house. fourth-tram rd can barely take the traffic that's on it now, let alone increased traffic fifth-these changes were snuck into the plans without any thought to this well-known and loved neighborhood. sixth-there is significant data that indicates the construction of new roads WILL NOT REDUCE the traffic flow or times. DO NOT BUILD THIS BRIDGE!!!</p>	
Berry	Judi	<p>The proposed changes to Tram Rd outlined by RA1 and RA5 in this DEIS are ridiculous. You seriously think we need another route to COSTCO!?! are you kidding!? There is NO amount of money I could save at Costco that would make up for the loss of property value this bridge would create! The increase in crime rate from connecting these neighborhoods is NOT worth it. I want to feel safe in my home, like I do now. I don't want to give immediate access of my neighborhood to a high-crime area. I do not want to significantly loose value of the property I've been striving to maintain for over a decade! Do you really think that would change?? I've lived here for over 10 years, Piney Grove is NOT a problem! At all! Adding the roud-about at Piney grove and piney woors worked! that area is fine and the Tran Rd bridge will only destroy my neighborhood! REJECT TRAM RD CHANGES!!!!</p>	

Berry	Judi	<p>Hello,</p> <p>I am a resident of the Whitehall neighborhood. I am very upset and concerned about the proposed Tram Rd bridge.</p> <p>These proposed changes will not only ruin an otherwise peaceful neighborhood that I've lived in for 11 years, but it will greatly devalue the properties that the area has happily worked to sustain and improve.</p> <p>There are connecting streets from piney grove and st andrews.</p> <p>The average housing price of our neighborhood is \$175K. the area that would be DIRECTLY connected to our area has an average housing price of \$85k. Not only that, but the crime rate is much much higher in the other area and would DIRECTLY increase the crime in our neighborhood.</p> <p>I don't want to be afraid of being robbed, raped or murdered when walking through my neighborhood.</p> <p>Not to mention the home equity I've struggled to create and maintain through a housing recession as well as the SCANA debacle. How can you even consider ruining a well loved and well known neighborhood like this??</p> <p>I REJECT THE TRAM RD PROPOSAL!!!</p>	
Berry	Judi	<p>I am a resident of the Whitehall neighborhood. I'm aghast at how little SCDOT made me aware of the changes to my neighborhood. I reject the proposed changes to Tram Rd! This will affect my property value, my quality of life and the neighborhood I've loved for 11.5 years! We reject the proposed changes to Tram Rd!!</p>	

Berry	Judi	<p>I am emailing to express my severe opposition to the Tram Rd bridge proposal. This will NOT ease congestion on Broad River OR St Andrews OR Piney Grove. The reasons listed in the DEIS will not save time or traffic flow.</p> <p>what it WILL do is SIGNIFICANTLY DECREASE THE PROPERTY VALUE of those living in an upper-middle class neighborhood at Whitehall. It will DIRECTLY INTRODUCE MORE CRIME to the area. it will result in INCREASED COLLISIONS at the proposed intersection and i do not believe it will be helpful to these neighborhoods at all!. Jamil and Ferdandina are completely fine and give all the additional access that's needed. DO NOT PROCEED with this proposal. It was NOT well thought out...if you have to tell me I have another route to Costco to get me to think this is a good idea, CLEARLY there is a better option than ruining the Whitehall neighborhood. THIS IS A TERRIBLE IDEA! DO NOT BUILD THAT BRIDGE!!!</p>	
Biles	Louis	<p>Do not waste tax payers money on a useless bridge extending from Tram Road over I-26. The flow can be fixed by fixing the lanes off of Jamil/Temple Road at St. Andrews end and Piney Grove end. Fix the length of how long lights stay red and widen for turn lanes for flow. An extra bridge with no ON or OFF ramp is a waste to so-called traffic flow on I-26. Do not increase traffic thru Whitehall with narrow roads and speed limits from 20-25 mph and hidden driveway to houses who already have trouble trying to get on Tram Road. AXE the Tram Road bridge section of this project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

Biles	Louis	<p>I am against this bridge from being built. There are 2 main reasons that I see that won't help with the relief of congestion on I26 or cause problems.</p> <p>There is no need for the bridge if you fix main 1 intersection. The Piney Grove Rd, Jamil Temple Rd and Bower Parkway intersection needs to be improved. I work at Academy Sports and Outdoors and sometimes I have to leave my house 30 minutes early on Friday's, Saturday's, and Sunday's to barley make it to work on time. On any other given day it takes me about 5-10 minutes and the majority of that time is waiting at the Piney Grove Rd/Jamil Temple Rd/Bower Parkway light. The timing of this light is horrible when on Jamil Temple Rd. There also needs to be a turn lane here. This will solve a major problem if the reason for this bridge is for traffic control. When you are on Jamil temple road and sitting at the red light, when it turns green, only 4 or 5 cars make the light and that's it. And cars are backed all the way up to or past Car Max which is about 1/4-1/2 mile down the road. The problem is that 3 out of those 5 cars are making a right turn onto Piney Grove Rd. So if there is a turn lane on Jamil Temple Rd, this will relieve the congestion for everyone trying to skip/miss malfunction junction on I26. Another problem is that cars on the Piney Grove Rd think that they have the right of way to make a right turn on Bower Parkway. This is why only 4-5 cars on Jamil Temple make this light. They are hesitant to go straight because the cars on Piney Grove Rd think they have the right away to turn right. There needs to be a no right turn signal on this light on Piney Grove Rd like there is on Tram/ St Andrews/Bush River Rd Light. This No Right Turn signal will help with the flow of traffic on Piney Grove Rd and Jamil Temple Rd.</p> <p>Another reason this bridge does not need to be built is because there is a great amount of woods around where this bridge will be. In the early morning, late evening and especially at night, I have seen deer and coyotes numerous of times on Tram Rd. With people not wanting to follow the speed limit on Tram Rd constantly, deer and coyotes will be getting hit left and right due to people that are gonna speed off of this bridge to get onto Tram Rd. There will be an increase in wildlife accidents and people will get mad and start blaming the deer and coyotes for their accidents and would want wildlife control over the area when the problem is actually the bridge being built in the first place.</p> <p>There are many other reasons why I am against this bridge being built but these are the 2 main</p>	<p>need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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		<p>reasons why I am against this bridge being built. It won't help with congestion, and more wildlife accidents will happen.</p> <p>Side note- it will be a big waste of tax payers money to get it built when little to no people will use it.</p>	
Biles	Susan	<p>I have several concerns with the Tram/Beatty bridge or bridge to nowhere proposal! You say this will reduce congestive I26, how? Tram Road can not repeat "CAN NOT" handle this added traffic, it is too winding with dips and blind curves. Tram Road was not designed to be a cut thru road. There are no sidewalks and it's dangerous enough now to walk along, I can't even imagine more traffic! Lost and strange dogs don't stand a chance. Never mind the geese and deer in the woods near Jamil Road. Lexington Richland 5 school district even recognize Tram as a hazardous road. As both my children had house pick ups by the school bus! I and several neighbors have had out mailboxes plowed over several times by cars speeding thru. I have lived here 24 years and have never needed to drive on 26 to Beatty Road, nor will I in the future. I had never even heard of Beatty Road until now. This would be a huge waste of tax dollars! We the residents of Whitehall never asked for this bridge and do NOT need it. I don't see how it would help with traffic on I26, lwhen you would still need to use St. Andrews or Piney Grove to access it. You need to think about adding a right turn lane on Jamil and Piney Grove to help with the current traffic that back lup to Carmax now! Also the timing of the light sequence at this intersection needs to be adjusted! Thank you for your time and consideration in this matter. Please scratch this bridge to nowhere!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Bird	Emily	<p>I am against the building of Tram Rd/Beatty Rd Bridge. Our property value will go down. It will increase the traffic. We will have people speeding. Please find another way.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Bishop	Houston	I fail to see how this will change malfunction? Tram Road already has heavy traffic.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Blackwelder	James	We don't need to waste millions on something that no one wants or needs. Use the money to fix (pave) our neighborhoods, Jamil Road, and others that really do move people around our section of Columbia. Who profits from the property (the car dealership) vacant for years and now appears in the plot of property that must be used in this proposed project? Something doesn't feel right about! (Form letter attached)	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

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Blackwelder	Kim	<p>I am adamantly opposed to this! Who would benefit from this? I see no benefits! Waste of taxpayer money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

			<p>Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Blackwell	Lester	<p>I have had my mailbox run over 5 times, having to repace it each time. When drivers go stratight, rather than going to the right as the road goes on Tram Rd. I have nearly been hit 5-6 times because I cannot see traffic coming and going. The traffic has had to stop because I cannot see them on the curvature of the road. It's already impossible to back out and the changes would make it a nightmare. There has to be a better solution. Tram Rd is too narrow to have additional traffic because of the curves and blind spots on the road. We do not want to split Whitehall into two demographic areas. Jamil Rd + Fernandina Rd need to be open for 4 lanes. Bush River needs to be open for 4 lanes also. Jamil at Piney Grove needs to have a right turn lane. I vote no for a proposed I-26 overpass that would connect Tram Rd to Beatty Rd. Reasons are listed.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Blake	Dan	<p>Here are a few observations regarding the proposed bridge from Tram Rd to Beatty Rd. There is no consideration for the degradation of both lifestyles and property values of the 1,400 residents of Whitehall. This would be caused by the increased traffic, increased traffic noise, increased non-local traffic and the higher-speed, heavier traffic on the narrow, hilly, winding Tram Road which is already near its practical carrying capacity and where speeders are already a problem. There is no consideration for the concerns of residents about creation of a direct connector to the upscale residential Whitehall neighborhood from Beatty Road, with its commercial areas, including an abandoned auto dealership, and its lower-income and higher-crime areas.</p> <p>There is no plan to compensate even the homeowners on Tram Road, much less those throughout the neighborhood, whose property values will also be affected.</p> <p>There are ways to improve the Tram Road/Whitehall neighborhood that should be considered. Most of these suggested changes could be completed for less than the cost of the bridge project.</p> <p>There is no plan to make any change to Tram Road itself, other than the brief stretch where the new bridge comes to ground and the Jamil Road intersection is to be reconfigured, without a traffic light.</p> <p>There is no consideration for the impact of the commercial development which would almost certainly follow at the reconfigured intersection.</p> <p>There is no plan to lower the contour of Jamil Road where it restricts sight lines for traffic trying to turn from Tram Road onto Jamil Road.</p> <p>There is no plan to re-engineer Tram Road to support additional local traffic.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

		<p>There is no plan to restrict the types of vehicles. This means that city buses and tractor trailers could travel on Tram Road. Tractor-trailer trucks are not allowed on Piney Grove Road, which is wider than Tram Road, has sidewalks and paved shoulders, and is engineered for heavier vehicles.</p> <p>There is no plan to improve the intersection that is the only exit from the Cottages of Whitehall. On Tram Road, at the foot of the new bridge, the exit from the Cottages might potentially maybe perhaps have a stop sign; there is no plan to install a traffic light, because it would impede traffic flow from the bridge.</p> <p>There is no plan to improve the already-difficult intersection of Sidney Road at Tram Road.</p> <p>There is no plan to re-engineer the intersection of Tram Road at St. Andrews Road, an intersection which is already near capacity.</p>	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Blake	Dan	Form Letter – Tram/Beatty Checklist	
Boltin	Nicholas	<p>I would like to publicly comment that I am highly opposed to the development of an overpass bridge to connect Tram road and Beatty road. This is marked point five in the Alternative 5 modified section of the Draft Environmental Impact Statement. To start, the DEIS gives no clear explanation of how the construction of this bridge will help alleviate current congestion at malfunction junction or benefit the SCDOT's Long Range Transportation Plan. According to the DEIS, Public Interest Review Factors were quantified during the evaluation process. The only justification given at the August 21 meeting was it would be more convenient for the neighborhood (I assume Whitehall) and to facilitate emergency vehicle response time. The DEIS does not quantify how a bridge connecting two minor neighborhood roads would improve any travel time with much wider and quicker roads like St. Andrews and Piney Grove road nearby. I would like to know what metrics were used to justify decreasing thousands of residential property values by increasing traffic and noise to both the Whitehall and the Beatty Estates neighborhoods. The DEIS gives no plans to make improvements to either Beatty road or Tram road, both of which are inadequate to handle large volumes of traffic. The DEIS gives no consideration to the residents currently living in both neighborhoods. Betty road itself and surrounding streets have hundreds of residents that walk to and from public areas with no current sidewalks. Increasing the traffic flow through these areas would almost certainly lead</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

		<p>to loss of life and would be in general, dangerous to the public.</p>	<p>complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Boltin	Nicholas	<p>I would like to publicly comment that I am highly opposed to the development of an overpass bridge to connect Tram road and Beatty road. This is marked point five in the Alternative 5 modified section of the Draft Environmental Impact Statement. To start, the DEIS gives no clear explanation of how the construction of this bridge will help alleviate current congestion at malfunction junction or benefit the SCDOT's Long Range Transportation Plan. According to the DEIS, Public Interest Review Factors were quantified during the evaluation process. The only justification given at the August 21 meeting was it would be more convenient for the neighborhood (I assume Whitehall) and to facilitate emergency vehicle response time. The DEIS does not quantify how a bridge connecting two minor neighborhood roads would improve any travel time with much wider and quicker roads like St. Andrews and Piney Grove road nearby. I would like to know what metrics were used to justify decreasing thousands of residential property values by increasing traffic and noise to both the Whitehall and the Beatty Estates neighborhoods. The DEIS gives no plans to make improvements to either Beatty road or Tram road, both of which are inadequate to handle large volumes of traffic. The DEIS gives no consideration to the residents currently living in both neighborhoods. Betty road itself and surrounding streets have hundreds of residents that walk to and from public areas with no current sidewalks. Increasing the traffic flow through these areas would almost certainly lead to loss of life and would be in general, dangerous to the public.</p>	

Boltin	Nicholas	<p>This is even more evident in the DEIS does not address the types of vehicles that would have access to these roads. Currently, these roads are not engineered for heavier vehicles such as city buses and tractor-trailers (evident by the current pot-holes left by vehicle carriers used by the Nissan dealer on Beatty road). In summary, this decision will negatively affect thousands of residents on both sides of I-26 with no foreseeable benefit to improving the Carolina Crossroads interchange. The environmental analysis of the Tram overpass provided in the current version of the DEIS is inadequate and incomplete. This last-minute addition has been poorly constructed without validation and proper justification. The SCDOT needs to do a better job for residents like myself living in this area. Feel free to contact me for any follow-up questions or discussion. Thank you for your time.</p>	
Boot	Cyndi	<p>I am VERY concerned about this proposal and it's negative effects it will pose on our community: 1) Degredation of property values 2) With more outside traffic, it will be more difficult and DANGEROUS for those living on Tram Road to exit their property safely 3) The roads in the Whitehall Subdivision are ALREADY in need of repair, and the increased traffic will further compromise the roads 4) It will compromise and change the entire community's safety and intimate feel 5) Most important to me are the issues of safety and property devaluation , along with greater potential for crime.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

			<p>evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Borom	Barbara	<p>This proposal is most dissatisfactory. It presents increased traffic, exhaust fume and noise pollution to a beautiful neighborhood. Let alone the safety risks of a densely populated Tram Road that has no shoulders or sidewalks and is winding and hilly. The present traffic presents a challenge to homeowners getting in and out of their driveways now.</p> <p>Please DO NOT proceed with this proposal.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Borom	Barbara	<p>The proposed I-26 overpass linking Beatty and Tram roads is absurd. Tram Road is a curvy and hilly residential road through the beautiful Whitehall subdivision. It has no shoulder or sidewalks and the driveways to all the homes built on both sides of Tram are already a challenge to back out into the present traffic on Tram Road. Increased traffic brings increased air pollution from exhaust fumes AND the increased noise pollution. Please respect this quiet suburban subdivision by voting NO to this SCDOT proposal.</p>	

Borom	James	<p>We don't need to waste millions on something that no one wants or needs. Use the money to fix (pave) our neighborhoods, Jamil Road, and others that really do move people around our section of Columbia. Who profits from the property (the car dealership) vacant for years and now appears in the plot of property that must be used in this proposed project? Something doesn't feel right about! (Form letter attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Borom	James	Finally Malfunction Junction will be addressed by SCOOT making movement in the area more fluid and thus safer for all traffic. A welcome relief, indeed. However, the TRAM ROAD OVERPASS TO CONNECT WITH BEATIY ROAD does absolutely nothing to meet this traffic goal. In fact, as an entrance/exit as an alternative it would only add to congestion rather than reduce traffic flow. It seems that this does not accomplish ANYTHING OF VALUE to the Malfunction Junction addressing. It does however impact a neighborhood that does not want this project in their backyard, it is an expense that does not accomplish anything of significance, it is a tax dollar expense that could be better spent elsewhere. I ask you to please go back to the drawing board and look for solutions that are fitting to the traffic flow, and to the neighborhood that would be damaged with property values for an expensive project that no one needs nor wants. Thanks for the opportunity/a express my -----perspective.	
Borom	Robert	Turning Tram Road into a high traffic connector is both unsafe and impractical due to narrow roadway, lack of shoulder areas, and multiple residential driveways along the entire length of Tram Road that empty directly into the roadway. The road was designed and built as a neighborhood street and needs to remain as such.	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
Borom	Robert	I live in Whitehall subdivision and am opposed to any plan that makes a shortcut on Tram Road. Theroad is narrow and winds through the neighborhood and dead ends at St. Andrews road. I fail to see anybenefit to the existing traffic problem.	
Borom	Robert	Tram Road was designed and built to be a residential street in a quiet neighborhood. It is too narrow to be a major traffic thoroughfare and there is no shoulder space to provide safety. Residential driveways along Tram Rd go right into the street, which would be a major hazard to both Tram Road traffic and the homeowners. Pollution from noise and vehicle exhaust would be detrimental to families living in the neighborhood. Thus, the proposed Beatty Road-Tram Road overpass on I-26 is highly objectionable and does not make sense.	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates

			<p>publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Borom	William	<p>I live in Whitehall subdivision and am opposed to any plan that makes a shortcut on Tram Road. The road is narrow and winds through the neighborhood, and dead ends at St. Andrews road. I fail to see any benefit to the existing traffic problem.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

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Boryk	Courtney	I am completely opposed to a bridge going over tram road for the I-26 redesign project.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Bosworth	Mary	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bosworth	Mary	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Boucher	Mildred	I don't feel this bridge to Tram Rd is necessary as there are 2 on and exits within two miles of each other (Piney Grove and St. Andrews). Tram Rd is just a 2 lane rural road through a small community, with no sidewalks and with dips and turns and geese crossing from the ponds. There must be some other way to do this project. I am definitely against it!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

		<p>P.S. Also, you can get to St. Andrews by exiting at Piney Grove.</p>	<p>connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bouknight	Linda	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Boulware	Wanda K.	<p>I am writing to oppose the project to connect Beatty Road to Tram Road. I am extremely concerned for the safety of my neighborhood due to increased traffic. I feel that my home's property value will be affected in a negative way. Think how you would feel if this were happening to your neighborhood. Please reconsider this proposal.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Bouyer	Doris	Un-needed spending of tax dollars.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bouyer	Doris	Form Letter – Tram/Beatty Checklist. Un-needed spending of tax dollars.	<p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bowden	Jean	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

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Bowell	Judy	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>

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Bowen	Bill	<p>I'm against the bridge proposal being considered at Tram Rd and Beatty! This is an older neighborhood with a lot of elderly people and children who walk and play in these neighborhoods. I'm very concerned about the problem of traffic increasing, as well as crime! I ask that you reconsider!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Bower	Sanm	<p>Why does it seem that the people making the decisions have no clue. What happened to the Northeast connector and the connector of 126 to I-20 out toward Lexington. I suppose that most of you do not even travel the mentioned length of interstate. If you did, you would realize that if you can divert some, maybe 40% of the traffic away from Malfunction Junction, that all of it would work better and there would be less traffic to mess up while you misspend our tax dollars giving all of us a four or five year traffic nightmare. There were some really good proposals in the original packet. Which designs were chosen? They were not posted where I could view them. Why when something makes sense, does government always do something else? You can not even fix the last of the roads washed out by a flood two years ago. Lets get Spears Creek Church road fixed correctly and widened. Lets get Clemson Road done since it was scheduled a year or two ago. Lets get highway 21 fixed in Blythewood. Can your engineers not size a pipe to go under 21 to let the creek flow unhindered? I have little confidence in your ability to do large projects when you can't seem to do the little ones correctly. It would be nice to talk with somebody who knows what is going on and not trying to be a politician during an election year. My contact info is attached. Please feel free to use it.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. During the alternatives development and screening process for the Carolina Crossroads, several alternatives were developed and evaluated, including a new transportation corridor that would connect I-26 to I-77, also known as the "Northern Alignment." However, this alternative would not meet the purpose and need of improving mobility and reducing congestion on the I-26 corridor and was thus eliminated as a solution for this project. You can find more information about the evaluation of this alternative in Chapter 2 of the Draft Environmental Impact Statement (DEIS), which can be accessed at scdotcarolinacrossroads.com or reviewed the locations noted on the website. You may view a map of the Recommended Preferred Alternative online at the DEIS online meeting at www.scdotcarolinacrossroads.com/onlinemeeting5.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bowers	Sterling and Nancy	<p>This bridge would ruin our neighborhood causing unnecessary high traffic and possibly "unsavory" characters in our neighborhood please leave Whitehall as it has been since 1965. We don't want this bridge!! Put the overpass somewhere else. Keep our neighborhood SAFE!!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

			<p>comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bowers	Susan	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

Bowers	Susan	<p>An engineer's dream and a resident's nightmare. Why disrupt a neighborhood for people who do not live in said neighborhood for people who do not live in said neighborhood? Accessing Beatty Rd from Tram has no benefit (whatsoever) for Whitehall residents. Tram Rd is too hilly, too curvy, and too narrow for the traffic that "the bridge" will bring. Jamil and Fernandina Rds already linked by both St. Andrews and Piney Grove Rds. Emergency vehicles come from Piney Grove and St. Andrews Rd intersection. No need to use Tram to access Fernandina Rd. Property values will sharply decline with easy access to Broad River Rd.</p> <p>Plans say no axle limitations on Tram. Large trucks cannot maneuver the hills and curves on Tram safely. To ease traffic congestion as "Bridge Money" to add right turn lanes off Jamie Rd onto Piney Grove Rd. and designate a right turn lane off Piney Grove onto Bower Parkway. Alleviate stop light at Park Terrace and Bowers and add a round about (traffic circle). PLEASE DO NOT BUILD THIS BRIDGE.</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bowles	Ruth	<p>The proposed over highway 26 from Beatty road to Tram Rd would be detrimental to Whitehall and surrounding neighborhoods. This is a residential area with streets constructed to accommodate residents. They were not intended to high volume traffic. To institute this proposed plan would devalue resident's property. Our quality of life would be in jeopardy.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and</p>

Bowles	Ruth	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bradburn	J. Hugh	<p>The negatives are far greater than any positives. So far I don't see how this overpass will produce any significant improvement in the traffic flow in the "malfunction junction" area: Whitehall directly connected to a high crime area ; increase in volume and speed of traffic of Tram Road. We strongly oppose this project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the</p>

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Bramblett	Jeanette	<p>1. We have lived here since 1978. We love the quiet neighborhood. Our children could ride bikes without fear! 2. We can walk without worry of heavy traffic. 3. I oppose the bridge because of the danger of heavy traffic! Cars and trucks that don't care about our neighborhood or people! 4. I see no reason to spend \$5 million for this bridge. It is wasted money. 5. Use the money to fix the roads! Don't add more traffic to destroy them!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>

			<p>Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bramlett	Richard	<ol style="list-style-type: none"> 1) This will hurt and devalue Whitehall 2) It will increase crime on my street 3) My wife and I have lived and paid taxes for 38+ years for this atrocity 4) A third year civil engineer at USC, Clemson, Citadel, etc would have done a better job by far! 5) I will join any litigation that prevents it. 6) Who in the world is responsible for this sham. 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

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Brandon	Donald	<p>Regarding I-26 overpass connecting Tram Road and Beatty Road: 1) Property values for Tram Road, Silvermill and Cottages at Whitehall would fall. I live one house from Tram Road. 2) The crime situation from Broad River Road area would have a direct route into Tram Road, thereby affecting Whitehall, Silvermill, Sidney Road area. Have DOT personnel talked to Sheriff offices? 3) DOT people at 8/23/18 meeting could not answer question: how would overpass improve malfunction junction? 4) Spend money on road repairs- not overpass: Sidney Road for one area</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brandon	Shirley L.	<p>1) Property values would fall 2) The narrow road that Tram is would have increased traffic 3) Jamil has heavy traffic now, we don't need any more 4) Crime is bad enough on Broad River Road- we don't need a direct avenue to cross I-26 to Whitehall. In my opinion the money needs to be spent on hiring more patrolment on repairs of existing roads and bridges. Why are you using</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

		<p>funds to fix malfunction junction when the rest of the state needs funds to repair roads and bridges?? Cottages of Whitehall will be adversely impacted. Noise as well as their entrance.</p>	<p>connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brandt	Ron	<p>I OPPOSE THE BRIDGE OVERPASS LINKING BEATTY ROAD TO TRAM ROAD BECAUSE: It will serve no purpose. SCDOT's resources will be divided with this pointless bridge. Tram Road is not designed for heavy traffic with heavy vehicles. At one point a stop will make the oncoming traffic invisible. Property values will go down. It is certain that residents will quickly sell out and move to the Chapin-Little Mountain area. St. Andrews is not the neighborhood it was. Urban light(?) has arrived and shows no sign of leaving. But Whitehall and adjoining areas are still visible. Without them the area will become another New Main.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>
Brandt	Ron	<p>Form Letter – Tram/Beatty Checklist</p>	

			<p>linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brandt	Ginger	<p>I am writing to express my deep opposition to the proposed bridge overpass connecting Tram and Jamil to Beatty and Fernandina. As a taxpayer and citizen (who ALWAYS votes) I see this as a complete and total waste of taxpayer dollars. Furthermore, if it is approved I will write another letter to the editor, and advertise in every way I can think of, just how wastefully SCDOT is handling our tax dollars. This bridge would bring unprecedented traffic and crime to this area and would provide criminals an easy escape route. It is unconscionable that this bridge is even being considered.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not</p>
Brandt	Ginger	<p>I watched a video provided by SCDOT and I am extremely concerned about the proposed bridge over I-26 connecting Beatty Rd. to Tram Rd. I have lived in Whitehall for nearly 30 years and cannot imagine that anyone would think to connect these two roads via a bridge. Tram Road is a main thoroughfare for Whitehall, through our well-established neighborhood. It would do nothing for our neighbors who live on this road and would be detrimental to the subdivision in general. This is totally unacceptable and unconscionable. My husband and I will be attending the hearing on August 23.</p>	

Brandt	Ginger	<p>Good morning,</p> <p>I wish to express my deep concern and opposition re the proposed bridge connecting the two above roads. In Whitehall, which is one of the oldest subdivisions in the Columbia area, we are trying to keep our heads above water regarding the urban blight encroaching the entire St. Andrews area. This connector will be devastating to our neighborhood as it will bring traffic from a high crime area of the city to our doorstep. Tram Road residents already experience much of the criminal elements found in our neighborhood, and we feel the road will become a conduit for more. My husband and I will be attending the scheduled meetings to voice our opposition, as we expect many of our neighbors also. This issue has brought together our homeowner association and neighborhood as no other issue could.</p>	<p>significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brandt	Ginger	<p>Part of the Carolina Crossroads makeover for “Malfunction Junction” includes a new bridge to be completed across I-26 to connect Tram Road to Beatty Road (off Fernandina Road). According to SCDOT, this proposed new bridge is not part of the makeover but is an addition to the project at the request of others. Why is this overpass being considered? The connector bridge from Tram Road to Beatty Road is a waste of taxpayer money. The three to five million dollars that SCDOT estimates for construction of the bridge would be much better spent upgrading the intersection of Piney Grove Rd., Jamil Rd., and Bower Parkway. This would benefit not just area residents but would be welcomed by everyone who shops or dines in the Harbison Boulevard corridor. When mentioned that the money would be more useful to the community in reworking this intersection, we were told that was outside the purview of the Crossroads makeover. This makes no sense. How then is this Tram/Beatty bridge part of “Malfunction Junction”? Tram Road is the “Main Street” of Whitehall. It is a narrow, winding road full of hills and curves with not much in the way of a shoulder to park on. Imagine the terror of residents trying to pass a parked vehicle, blind to the oncoming traffic over the hill or around the curve. It is literally a life or death situation for those neighbors who live, drive, walk, bike, etc. on Tram Road. Now imagine the same situation with vastly more traffic from outside the neighborhood, people who have no idea of the hills and curves and, as Tram residents know, not much respect for the posted speed limit. This would be a nightmare, likely not to have a happy ending. There is no plan to widen or repair the road(s) in Whitehall. The roads, having been largely</p>	<p>at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

		<p>ignored for many years due in part to the confusion regarding state or county maintenance, are so degraded at this point there is doubt they could handle an increase in traffic, especially buses, trucks, heavy equipment and the like. Tram Road would soon become absolutely impassable. Whitehall homeowners are protesting this connector bridge as it affects the Whitehall neighborhood. Whitehall, for now, is an older neighborhood full of old-growth trees, nearby parks and recreational facilities, good schools, and neighbors who take great pride in their property. This subdivision was Mike Mungo's flagship creation, where he lived throughout his adult life. Whitehall was part of his vision and is his legacy. He took pride in it, as do we who live here, many of us for many years. This connector bridge is an issue that has galvanized Whitehall and the surrounding community. We have experienced the creep of suburban blight but always felt that we, including other nearby subdivisions, are oases of a sort within the St. Andrews area. This overpass proposal has created a great deal of alarm and anguish among these neighborhoods and a sense of urgency that this bridge must be denied.</p>	
Brandt	Ginger	<p>This bridge was an underhanded trick by SCDOT. Waste of taxpayer money. Form Letter – Tram/Beatty Checklist</p>	
Brandt	Ginger	<p>I am writing to express my deep opposition to the proposed bridge overpass connecting Tram and Jamil to Beatty and Fernandina. As a taxpayer and citizen (who ALWAYS votes) I see this as a complete and total waste of taxpayer dollars. Furthermore, if it is approved I will write another letter to the editor, and advertise in every way I can think of, just how wastefully SCDOT is handling our tax dollars. This bridge would bring unprecedented traffic and crime to this area and would provide criminals an easy escape route. It is unconscionable that this bridge is even being considered.</p>	

Brannon	Frances	<p>I strongly disapprove of the proposed bridge over I-26 connecting to Tram Rd. It is totally unnecessary and will cause distress+danger to the residents of Whitehall + Willow Winds Subdivisions. 1. School buses stop on Sioney+Tram Roads and will delay traffic, but mostly endanger the children. There are no sidewalks. 2. It is already dangerous for bicyclists, walkers and joggers both on Tram + Sidney, especially with excessive speeding and no sidewalks. 3 I feel that Sidney may take the brunt of traffic because it is a straight shot to St. Andrews Rd. Many people walk on Sidney to the bus stop on St Andrews Rd. 4. There is a nursing home on Sidney Rd with staff+visitors turning on+off Sidney. Also, there is also a possibility that a resident may wander out onto Sidney Rd. 5. Jamil Rd connects to Piney Grove and St Andrews Road, which is the only reason for anyone not living in Whitehall of the homes on Sidney to cross the bridge. 6. Willow Winds is an aging community and residents cross Sidney Rd to go to the IGA grocery store on foot. Landmakr Apartments has always been gracious to let Willow Winds Residents cross their property to do banking and grocery shopping. It is already dangerous to cross Sideny with vehicles going excessive speeds. It will become more dangerous with more traffic. 7. Emergency vehicles can reach this area easily. The fire station is less than 5 minutes away. (Behind Bilo St. Andrews+Piney Grove Rd are large enough to accommodate traffic and emergency vehicles easily. If this proposal goes forward, I suggest that Tram Rd be closed off at Jamil and a right turn lane be built to turn right on Jamil to Piney Grove and a left caution light for those turning left to St. Andrews Rd.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>
Brannon	Frances	Form Letter – Tram/Beatty Checklist	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Breeland	Mark	<p>No. 1I noticed on the more detailed drawings there is no improvements to the exit off I-26 at US 378 (Lexington Hospital). while working to improve traffic flow the installation of a merge lane when making a right to go to Lexington would help prevent traffic from backing up all the way down the exit ramp and interfering with traffic on I-26 as it does in a normal work day.No. 2the US 378 / I-20 Interchange/Corley Mill Road all need to be updated and project added to the Crossroads Project. When heading west on I-20 exiting to Lexington at US 378 ramp backs up all the way down the ramp to interfere with traffic on I-20 during normal workday traffic something needs to be done to improve this condition while improving the I-20 corridor for this project.Please consider adding the above to the project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Improvements were made to the right turn movement at the I-26/US 378 interchange in 2010 as the original ramp design did not operate as intended. As part of the Carolina Crossroads project, the eastbound exit ramp would be improved by lengthening the ramp to provide additional storage capacity. This would prevent traffic backing up onto I-26. You can read more about the traffic analysis and in Chapter 2 of the Draft Environmental Impact Statement (DEIS) (see Section 2.1.7.1).</p> <p>As described in Chapter 1 of the DEIS, a traffic impact study was completed to understand the issues in the corridor and what was contributing to congestion and safety concerns. The data gathered in that study helped to determine the limits of the Carolina Crossroads project corridor. The I-20/US 378 interchange is outside the project limits of Carolina Crossroads. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Breland	Nancy G.	<p>Concerns about getting where you need to go without backtracking if having to go to Colonial Life to get back to LMC exit.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Under both reasonable alternatives, to get to Lexington Medical Center from Bush River Road, you would head south on Colonial Life Blvd. You would then turn right on a ramp that would go directly to I-26 East, similar to the existing flyover ramp today. The next exit would be Sunset Rd and Lexington Medical Center.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal</p>

			<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brennan	John and Judy	<p>I have been a resident of the Whitehall neighborhood for 44 years and I am writing in opposition to the Tram Road/Beatty Road Bridge. If this project gets approval, it will ruin the integrity of our neighborhood- Tram Road is hilly and curvy and can be dangerous when speeding. People use the road for exercise and accidents are sure to happen. Busses picking up students from 5 schools are on the road in the mornings and after school. Broad River has become a high crime area with gang activity. This would come over the bridge to Whitehall. The value of our homes will depreciate. Deer cross the road at the end of Tram and ducks cross near the pond. We have been told the bridge would probably be built first because it will help with traffic while the St. Andrews ramps are being reworked. Also, it would alleviate some traffic while Malfunction Junction is being reworked. Another reason it will be used is when there are accidents on the interstate. Please, please, please don't sacrifice our Whitehall with this project. Our lives will never be the same!! Let the overflow traffic that needs to go to Broad River use Piney Grove Road and St. Andrews Road, both of which are designed for higher traffic. Surely, your engineers can come up with other solutions than the destruction of our beloved, peaceful neighborhood. Thank you!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

Brennan	John and Judy	<p>I am writing in opposition to the Tram/Beatty Bridge. You say that people have asked for another crossover to connect St. Andrews Road with Broad River Rd. If this happens, we will feel like Whitehall will be the sacrificial lamb for SCDOT. This will drastically change our neighborhood. I have recently seen a crime map which shows our neighborhood and the Broad River Rd area. We do not want the crime/ gang activity to have easy access to Whitehall. The geography of Tram Road is not conducive to it becoming a thoroughfare. It is hilly and winding. We have lived here for 43 years and Piney Grove and St Andrews Roads are both made for higher traffic. They have worked just fine if we choose to go to Broad River Road. This \$2 to 3 million dollar bridge would be a total waste of taxpayers' money. I am asking for SCDOT to scrap this project. In fact, the people who would benefit the most would be the property owners on both sides who will be paid a handsome amount of money for their land while our homes will depreciate greatly. Please do the right thing. Thank you.</p>	<p>need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brinkley	John	<p>I operate a children's eye clinic (Vision Therapy) I will need help with advanced acquisition of a new location so that the new office will be built out with exam rooms with sinks waiting area treatment areas. It could take 6-9 months to purchase design and remodel a new office. It would create a hardship to close or disrupt the office. Thank you. Betsy was very helpful.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT will secure a Design Build Team to construct the Carolina Crossroads Project. We anticipate that a Design Build Team will be selected by late 2019. One of the duties of the selected Design Build Team will be to acquire the necessary right of way to construct the project. We anticipate the Design Build Team to commence the property acquisition phase of the project mid to late 2020. As per the Uniform Relocation and Acquisition Act of 1970 (URA), relocation assistance would be offered to you as part of the acquisition of your property. This would include assistance in reestablishment of your office and equipment with minimal disruption of your practice. If you believe that your property qualifies for a hardship buy due to complexities of your relocation or potential financial loss, you can request early acquisition of your property by submitting a letter to Brian Klauk, SCDOT Project Manager, Mega Projects Division, RM 122, PO Box 191, Columbia SC 29202. The request will be evaluated to determine if the request meets the requirements, outlined in the URA, to qualify for advance acquisition, so please</p>

			<p>provide sufficient information supporting your request. You will be notified in writing concerning if your request was accepted or denied.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Britt	David	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

			<p>evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brown	Brenton	<p>I am writing to express my opposition to the project to connect Beatty Road and Tram Road in Richland and Lexington Counties. As a resident homeowner of a neighborhood located in the immediate vicinity of this project, I am certain that it will: 1) unnecessarily and dangerously cause for excessive traffic through residential communities, and 2) fail to alleviate congestion at the juncture of these highways.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brown	Brenton	<p>Dear Carolina Crossroads Corridor Improvement Project:</p> <p>I am a life-long resident of Richland and Lexington Counties and am writing to express my opposition to the project to connect Beatty and Tram Roads in Richland and Lexington Counties. As a resident homeowner of a neighborhood located in the immediate vicinity of the project, I am certain that it will impact residents negatively, and will ultimately fail to mitigate traffic congestion. While I am in agreement that something must be done to fix "Malfunction Junction," I do believe that the current proposal is unduly burdensome, and proponents of this solution are unsound in their assertion that traffic concerns will be ultimately alleviated. Thus, I am asking that you reconsider the current proposal, solicit more community input before a final decision is reached, and work to design a better solution for this problem.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Brown	Edward	<p>This is a plan that will destroy my and my family neighborhood. This project would be no benefit to the I-26 traffic issue, but will hurt our community, and waste our tax funds.</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Brown	Edward	<p>Understanding that for years, there has been a desire to reduce the congestion & concern for safety for the Junction of I-20 & I-26, however the proposed I-26 overpass is not the answer for homeowners that would be affected. When we brought our house in the Whitehall area, we moved to an established, quiet and family setting. If the proposed plan was to be used, then those of us who have paid property taxes for years would lose those settings that we have as a community. Please re-evaluate your plans to offer a more suitable and acceptable proposed answer the traffic problem.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brown	Edward	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

			<p>comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brown	Katherine	Total waste of taxpayers money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

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Brown	Mac	<p>I am OPPOSED to the Tram-Beatty crossover. The crossover will give Whitehall residents another way to get across I-26 but I don't think it's worth disrupting our neighborhood. In 1982 we bought our house on the corner of Tram and Tudor. We had late night wrecks on that corner every month or so. The driver were all cutting through our neighborhood after drinking at a cowboy bar on Piney Grove. When the bar closed we no longer had wrecks. This proposed crossover will open Tram to traffic from the bars on Broad River Rd. Most of us who live on Tram must back out into traffic to go anywhere. Additional traffic will make this more dangerous. The purpose of this crossover is to reduce traffic on I-26 by putting it in our neighborhood. We don't want this. This proposed crossover is a drastic move to put in a (non-critical) overpass we don't want without knowing the impact on number of cars that might use it. If the answer is light traffic then why disrupt our neighborhood. If the answer is heavy traffic then Tram can't handle it as it currently is. Heavy traffic will lead to 4-laning Tram and destroying the neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

			<p>need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brown	Richard	<p>I am a resident in the general area of Carolina Crossroads Project. This email is to express my opposition to the idea of having a bridge across I-26 that would connect Beatty Road and Tram Road. Also, this email is to express that I believe strongly that the project should include the installation of sound barrier walls in the areas going at least one mile (preferably more than that distance) from the I-26 and I-20 intersection. By sound barrier walls, I am referring to the types of walls that are now built into the areas along I-20 in Northeast Columbia beyond the I-20 & I-77 intersections, as well as along I-77 in east Columbia near Forest Drive, Fort Jackson Boulevard, Garners Ferry Road, etc. Actually, such walls are installed in many other areas, particularly in other cities.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>Relative to sound barrier walls, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise</p>
Brown	Richard	<p>I am hereby RETRACTING MY PREVIOUS COMMENTS ABOUT THE BEATY ROAD TO TRAM ROAD BRIDGE. I no longer oppose that bridge, if it is going to be designed appropriately so as to minimize traffic disruption and neighborhood disruptions on both sides of the I-26, such as by use of well-designed, carefully thought-out (for neighborhood impacts) traffic circles on both sides of the I-26. HOWEVER, I am not retracting, but AM revising, my comments about the necessity of installing sound barrier walls on both sides of the I-26. I previously said those are needed at least 1 mile from the I-26 & I-20 intersections, but I strongly feel that it should be all the way from I-26/I-20 to Piney Grove Road (2.5 miles), plus all the way from I-26/I-20 to the Saluda River. I feel very strongly that such sound barrier walls should be part of this project!</p>	<p>Relative to sound barrier walls, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise</p>

Brown	Richard	<p>I live in the general area, and I support the proposed bridge. Of course, the entry and exit to and from the bridge and the frontage roads need to be well-designed.</p> <p>Thank you for the opportunity to comment.</p>	<p>Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p>
Brown	Richard	<p>Form Letter – Tram/Beatty Checklist</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brown	Susanne	<p>I live on Tram Rd. and do not support construction of the Tram - Beatty crossover. If it pulls traffic off I-26 that will increase traffic on Jamil, Tram and in Whitehall. - Most residents on Tram back out of their driveways into the road. This will become more dangerous. - Our driveway backs into a blind curve with 2 other roads intersecting there - Tudor+ S. Stonehenge. An already hazardous point will become impossible with added traffic. - A good part of our traffic is residents traveling Tram - Jamil - Bower Pkwy - Harbison area. The "hill" on Jamil before Tram creates a difficult intersection already. With an increase in traffic, there will be quite a backup to get onto Jamil with a left turn. This is our backdoor into Harbison and pressure will increase on other routes to Harbison if this route becomes more difficult. - As tram becomes more of a main thoroughfare, our property value will decrease. People don't want to buy on a busy road. - While the tram end of the crossover is being constructed traffic will be greatly impeded on that whole end of the neighborhood. - There are many walkers, runners and school children who use Tram - they will be endangered. - We enjoy the wildlife in this area. The geese, in particular are not responsive to traffic but we accommodate them. I don't believe future travelers will be so caring. - Residents of Cottage of Whitehall will have great difficulty exiting their neighborhood. - If eventually, due to</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

		<p>all these pressures, Tram needs to be straightened or widened, this becomes a financial burden in depreciation of our homes. Many of us, having lived here a long time, ('82 in our case) are relying on home sales for supporting our financial care.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brown	Tim & Ophelia	<p>We strongly oppose the crossover from Beatty Road to Tram Road. This would destroy many homes and the whole neighborhood of Whitehall. It also would be very expensive. Tram Road is unsafe now – This would increase the number of accidents – thank you for consideration. The other part of the project looks great.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Brown	Troy	<p>I have carefully reviewed the proposed plans, especially the leading alternative. It is clear that careful thought and planning has been put into solving this somewhat intractable issue. While I believe that most of the plan is sound and reasoned, I am somewhat perplexed about the cost/benefit of the Tram Road Overpass. The report indicated a careful analysis of traffic patterns on Jamil Road and its counterpart across the Interstate and I understand the desire to reduce traffic loads on Piney Grove and St. Andrews. However, I am not sure that the report made a very compelling case that this primary objective would be worth the cost of construction. Most importantly, the report commented that it is not believed that traffic on Tram through Whitehall would not be appreciably impacted. I would like to see the detailed thought and analyses that went into this comment. What the planners have completely disregarded are the laws of unintended consequences. It is naive to believe that traffic flow will not appreciably increase through Whitehall to get to the overpass, especially during high volume times of the day and year, e.g., Nov-Dec, for the Holidays. Even a small increase in traffic on Tram road cannot be withstood on its narrow and winding path. In addition, it is likely that Nottingham Road and Brookshire Road will become pathways to Tram. These roads are not capable of increased loads either. Finally, it is likely that Shadowbrook to Rhett will become a much higher volume access point to the feeder. Considering that Rhett is unpaved, what are the plan for that access point. Please reconsider the Tram Road Overpass or at the very least, present a detailed evaluation of the first, second, and third order effects of this overpass on Whitehall before proceeding with this phase of the project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Brumbaugh	Linda	<p>Concerned with increased traffic and devaluing of property values. Currently our neighborhood is safe for walkers; increased traffic will ultimately impact the safety of those walking, running, biking. Who is it that benefits from this project? Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of</p>

			<p>Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Bryce	Suzanne	<p>I am opposed to the billion dollar project to connect Beatty Rd to Tram Rd. Tram and Beatty roads are not safe for excessive traffic and will do very little, if any, to alleviate the congestion at Malfunction Junction.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

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Buck	Bill	<p>Good Morning,</p> <p>I do not see any logical reason for directly linking St. Andrews Road to Broad River Road by expanding Tram and Beatty roads and building an overpass over I-26. The narrow roads through two residential areas would have to be greatly widened, traffic safety controls installed and a large bridge built to accommodate a small number of users. The expansion will cause disruption of quiet residential areas and decrease property values. The volume of cars and trucks that might use it would not justify the cost, noise, and increased accident potential.</p> <p>If you would provide me with the justification for the 21940 construction I would greatly appreciate reading it.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>

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Buisman	Annette	<p>Totally unnecessary and a huge waste of our money! Piney Grove is nearby with a wonderful bridge. Change the layout of the neighborhood. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Buisman	Willem	<p>Unnecessary project. Wasteful spending. Project irreconcilable with residential character of my neighborhood. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Bundrick	Robert	<p>Can we prohibit the use of jake brakes from I-26 Chapin to I-26 at the airport? These brakes create a lot of noise. Can we get a sound wall for Quail Hollow Quail Hollow Village and Westover Acres areas?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In regards to your question about whether Jacobs Braking Systems (Jake Brakes) can be prohibited along I-26 from Chapin to the airport, these braking systems are currently legal to operate under South Carolina state law. If individual municipalities along the I-26 corridor do currently have laws that prohibit the use of these braking systems within their municipal boundaries, it would be the responsibility of local police to enforce those laws. The South Carolina Department of Transportation (SCDOT) completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Burke	Anne	<p>Opposition to Tram-Beatty Bridge I am writing to oppose the construction of the proposed Tram-Beatty Bridge which would span I-26 between Jamil Road and Fernandina Road. These are the three justifications given for this construction project.</p> <ul style="list-style-type: none"> • Traffic with origins and destinations located along Jamil Road and Fernandina Road. • Residential traffic located along Tram Road and Beatty Road near Jamil Road and Fernandina Road. • Longer distance through-traffic traveling between St. Andrews Road and Broad River Road that would be provided with an alternative connection via Tram Road and Beatty Road. <p>The first two justifications are essentially the same. For some reason, the SCDOT seems to think that there is a big problem with people on Jamil Road urgently needing to get to Fernandina Road and vice versa. Hmmmm – let’s examine that. What is on Fernandina Road that I need to get to on a regular or even infrequent basis? NOTHING! There is NOTHING that I ever travel to Fernandina Road for. And why? Because there is nothing on Fernandina Road except some apartments, some office buildings, a defunct car dealership, and a large gun store. I even choose to eschew travel on Fernandina Road in particular because of the presence of the Palmetto State Armory. OK, let’s look the other way. What is there that would encourage people on the Fernandina side to travel to Jamil Road? An ATV dealer and a metal roofing company. Oh, and a fireworks store that is open twice a year. Maybe sometimes people want to get to the Chefs’ Store or the sushi restaurant on St. Andrews Road from Fernandina Road, but surely the small amount of traffic this would create does not justify spending millions of dollars on a two lane bridge so that those drivers could cross the interstate sooner. The example is given of a resident of Whitehall having an easier time getting to Costco if there were a bridge. It is very touching that the SCDOT feels so strongly about making the travel time easier for that unknown number of Whitehall residents who are supposedly being impeded in their travel to Costco, which, after all, is a BULK SALES store which people do NOT tend to frequent on a daily basis. A much simpler way to assist those persons would be to create a right turn lane at the intersection of Tram Road and Piney Grove Road. This is a modification that would make more sense in any case because traffic is frequently backed up at the light on Piney Grove when the first person in line wants to go straight; those behind must wait until the light changes before they are able to make a right turn.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Burke	Anne	<p>The third justification is even more puzzling. Persons traveling on St. Andrews Road are offered an “alternative connection” for getting to Broad River Road. Instead of traveling straight on St. Andrews Road until they reach Broad River, they could, if this bridge were built, take a left from St. Andrews Road (let’s bear in mind that having a left turn as a major feature of any traffic route is already a problem) onto Jamil, cross the bridge, and then travel on Beatty Road until they get to Broad River Road. So instead of a straight shot to Broad River Road with no turns at all, drivers are offered a route with two turns, one of them a left turn off a major thoroughfare. Why does this make sense? Or, if persons on Broad River Road wanted to get to St. Andrews Road without actually driving until they intersect with St. Andrews Road (and just when would this be?), they could turn onto Beatty Road, cross the bridge, travel down Tram Road and endure its winding route, precipitous hills, and blind curves while putting at risk all those daily pedestrians, runners, and people out riding their bikes (of whom I am one). Just where is the benefit in that? The neighborhood streets should be for the residents. We already have the loud and massive St. Andrews Road and Piney Grove Road for gasoline powered vehicles.</p> <p>I have been under the (apparently erroneous) impression that the SCDOT was supposed to be working on plans to improve the dangerous and disastrous Interstate 20/Interstate 26 intersection, commonly known as “malfunction junction.” The proposed Tram Road/Beatty Road does nothing to address this issue. One of the justifications regarding traffic congestion states that “Traffic would be able to use the connection during an I-26 mainline event and could easily be rerouted onto local streets to mitigate traffic back-ups.” However, if all the bridge did were to connect the two frontage roads, any driver seeking to avoid congestion would still have to go THROUGH the congestion in order to access either Jamil Road or Fernandina Road in order to avail themselves of the bridge route. In that case they could just as easily navigate the traffic to bring themselves out to the frontage road they wanted to go to in the first place, making the existence of the bridge pointless.</p> <p>Malfunction junction needs work, but this proposed bridge is ABSURD as a remedy.</p>	
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Burke	Christine	<p>I am writing as a lifelong resident of the Whitehall neighborhood to oppose the Tram/Beatty Road Bridge proposal, part of the Carolina Crossroads project. My home is located on a quiet street directly off of Tram Road. I regularly walk or run across Tram on evening jogs, and drive on it daily. Tram is a winding and in some parts, very narrow and hilly residential road with blind turns, and no pedestrian sidewalks. A bridge with exits off of I-26 creating increased, speeding, noisy traffic would be utterly devastating to safety and quality of life in my neighborhood, and would be an appalling waste of our tax dollars. My understanding of the Carolina Crossroads project is it aims to improve the safety and traffic flow of Malfunction Junction (I-26/I-20), where I drive every day to and from work. However, from what I have seen of this Tram/Beatty Road Bridge proposal, I am in no way convinced this proposed bridge would improve traffic flow or decrease traffic congestion on I-26. On the other hand, I firmly believe this bridge would devastate our residential neighborhoods northwest of Columbia (on both the Tram and Beatty sides), by bringing unwanted and dangerously fast and heavy traffic without addressing real concerns of ours like flooding, pedestrian safety, and road surface quality. In your proposal, you do not address flooding. Flooding is, however, a serious concern to our neighborhoods. My back yard floods with heavy rains, and building more paved roads without a proper plan for increased flooding is irresponsible. I know that neighbors off of Beatty Road are concerned that the culvert for Stoop Creek that flows under I-26 is not wide enough. Their home flooded in 2015 when the creek backed up because it could not flow through the culvert. We would much rather see our tax dollars used to address flooding concerns than towards unnecessary and unwanted bridges. In your proposal, you state one use of the bridge could be for emergency vehicles to move quickly across I-26. However, in our neighborhood meeting, a lady from Emergency Management Services said she would never choose a 2-lane road like Tram or Beatty when nearby 4-lane roads St. Andrews and Piney Grove already exist. This seems like a weak if not entirely invalid reason for the bridge. In your proposal, you also mention that traffic with origins in our neighborhood on Tram would be able to travel more quickly to Costco. There are existing streets (the frontage road, Jamil) and through Whitehall (Nottingham to Piney Grove) that serve that purpose just fine. We don't need a bridge for that purpose, and certainly no one I have spoken to in our community thinks that is a valid reason to build the bridge. There are many</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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		<p>more additional concerns of the negative consequences of a project like this. Increased noise -- is there a plan for noise barriers? Decreased property values -- our livelihoods are tied to the value of our investments, namely our homes. The increase in traffic would ruin the quality of life in our neighborhood and could devastate our property values, and any financial security I had hoped for. Waste of tax dollars -- there are so many better things we could do with \$5 million in South Carolina than build an unwanted, unnecessary bridge. I agree that malfunction junction is an issue that needs to be addressed. However, this bridge proposal will cause more damage than improvement, and I firmly oppose it. Please do not proceed with this plan of the Tram/Beatty Bridge. Thank you.</p>	
Burke	Christine	<p>I am writing as a lifelong resident of the Whitehall neighborhood to oppose the Tram/Beatty Road bridge proposal. The proposal seems poorly thought out as it does NOTHING to address community concerns of flooding or pedestrian safety, two issues we already face. Tram is already a dangerous residential road with people disregarding the 25 MPH law. Increased traffic from the proposed exit off I-26 would be devastating to the quality of life for my family and neighbors, not to mention our concerns of decreased property values. I am firmly opposed to the use of my TAX DOLLARS on this ill conceived patchwork plan that does not improve any issues in our neighborhood, and I am in no way convinced it would decrease congestion on St. Andrews or I-26. Thank you.</p>	
Burke	Mary	<p>Concerned about having to go to Colonial Life Blvd from I-26 to get to Bush River Road. How do you get back from Bush River Rd to I-26 to Lexington Medical Center?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Under either reasonable alternative, to get to Lexington Medical Center from Bush River Road, you would head south on Colonial Life Blvd. You would then turn right on a ramp that would go directly to I-26 East, similar to the existing flyover ramp today. The next exit would be Sunset Rd and Lexington Medical Center.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Burke	W. Lewis	<p>I am writing a homeowner and 25 year resident of the Whitehall neighborhood to oppose the Tram/Beatty Road Bridge proposal, part of the Carolina Crossroads project. Our home is located on a quiet street directly off of Tram Road. I, my wife and my daughter regularly walk or run along and across Tram on morning walks or evening jogs, and drive on it daily. Tram is a winding and in some parts, very narrow and hilly residential road with blind turns, and no pedestrian sidewalks. I have enough trouble walking along Tram now so a bridge with exits off of I-26 would make my walks impossible. The increased speeding, and noisy traffic would be utterly devastating to our safety and quality of life in our neighborhood. Moreover, the plan makes no sense and would be a waste of our tax dollars. The purported justifications for this project just do not hold up to analysis. In your proposal, you state one use of the bridge could be for emergency vehicles to move quickly across I-26. What EMS vehicle would travel on a narrow, curvy road in a neighborhood when nearby 4-lane roads St. Andrews and Piney Grove already exist. This seems like a weak if not entirely invalid reason for the bridge. In your proposal, you also mention that traffic with origins in our neighborhood on Tram would be able to travel more quickly to CostCo. There are existing streets (the frontage road, Jamil) and through Whitehall (Nottingham to Piney Grove) that serve that purpose just fine. We do not need a bridge for that purpose, and certainly no one I have spoken to in our community thinks that is a valid reason to build the bridge. If the object is to lessen traffic on Jamil Road the bridge is not the answer because it would in fact substantially increase Jamil traffic as vehicles coming from the Beatty Road would use Jamil to travel to Wal-Mart and the numerous other stores on Bower Parkway. To improve traffic flow on Jamil Road, DOT needs to widen Jamil and at a minimum add turning lanes at Tram Road and lengthen the turning lane at Piney</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

	<p>Grove Road. There are many more additional concerns of the negative consequences of a project like this. In your proposal, you do not address flooding. Flooding is, however, a serious concern to our neighborhoods. My back yard floods with heavy rains, and we lost our furnace in the October 2015 flood. Building more paved roads without a proper plan for increased drainage is irresponsible. I know that neighbors off of Beatty Road are concerned that the culvert for Stoop Creek that flows under I-26 is not wide enough. Their home flooded in 2015 when the creek backed up because it could not flow through the culvert. We would much rather see our tax dollars used to address flooding concerns than towards unnecessary and unwanted bridges towards unnecessary and unwanted bridges. Increased noise -- is there a plan for noise barriers? Decreased property values --our livelihoods are tied to the value of our investments, namely our homes. The increase in traffic would ruin the quality of life in our neighborhood and could devastate our property values, and any financial security I had hoped for. Waste of tax dollars -- there are so many better things we could do with \$5 million in South Carolina than build an unwanted, unnecessary bridge.</p> <p>My understanding of the Carolina Crossroads project is it aims to improve the safety and traffic flow of Malfunction Junction (I-26/I-20). I have driven almost every work day for 25 years through malfunction junction and see the need to improve traffic flow on I-26. However, this Tram/Beatty Road Bridge proposal would not improve traffic flow or decrease traffic congestion on I-26. In fact, it would have no impact on I-26 traffic. On the other hand, I firmly believe this bridge would devastate our residential neighborhoods northwest of Columbia (on both the Tram and Beatty sides), by bringing unwanted and dangerously fast and heavy traffic without addressing real concerns of ours like flooding, pedestrian safety, and road surface quality. Thank you.</p>	<p>Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Burke	W. Lewis	<p>I am writing a homeowner and 25 year resident of the Whitehall neighborhood to oppose the Tram/Beatty Road Bridge proposal, part of the Carolina Crossroads project. Our home is located on a quiet street directly off of Tram Road. I, my wife and my daughter regularly walk or run along and across Tram on morning walks or evening jogs, and drive on it daily. Tram is a winding and in some parts, very narrow and hilly residential road with blind turns, and no pedestrian sidewalks. I have enough trouble walking along Tram now so a bridge with exits off of I-26 would make my walks impossible. The increased speeding, and noisy traffic would be utterly devastating to our safety and quality of life in our neighborhood. Moreover, the plan makes no sense and would be a waste of our tax dollars. The purported justifications for this project just do not hold up to analysis. In your proposal, you state one use of the bridge could be for emergency vehicles to move quickly across I-26. What EMS vehicle would travel on a narrow, curvy road in a neighborhood when nearby 4-lane roads St. Andrews and Piney Grove already exist. This seems like a weak if not entirely invalid reason for the bridge. In your proposal, you also mention that traffic with origins in our neighborhood on Tram would be able to travel more quickly to Costco. There are existing streets (the frontage road, Jamil) and through Whitehall (Nottingham to Piney Grove) that serve that purpose just fine. We do not need a bridge for that purpose, and certainly no one I have spoken to in our community thinks that is a valid reason to build the bridge. If the object is to lessen traffic on Jamil Road the bridge is not the answer because it would in fact substantially increase Jamil traffic as vehicles coming from the Beatty Road would use Jamil to travel to Wal-Mart and the numerous other stores on Bower Parkway. To improve traffic flow on Jamil Road, DOT needs to widen Jamil and at a minimum add turning lanes at Tram Road and lengthen the turning lane at Piney Grove Road. There are many more additional concerns of the negative consequences of a project like this. In your proposal, you do not address flooding. Flooding is, however, a serious concern to our neighborhoods. My back yard floods with heavy rains, and we lost our furnace in the October 2015 flood. Building more paved roads without a proper plan for increased drainage is irresponsible. I know that neighbors off of Beatty Road are concerned that the culvert for Stoop Creek that flows under I-26 is not wide enough. Their home flooded in 2015 when the creek backed up because it could not flow through the culvert. We would much rather see our tax dollars used to address flooding concerns</p>	
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		<p>than towards unnecessary and unwanted bridges. Increased noise -- is there a plan for noise barriers? Decreased property values -- our livelihoods are tied to the value of our investments, namely our homes. The increase in traffic would ruin the quality of life in our neighborhood and could devastate our property values, and any financial security I had hoped for. Waste of tax dollars -- there are so many better things we could do with \$5 million in South Carolina than build an unwanted, unnecessary bridge. My understanding of the Carolina Crossroads project is it aims to improve the safety and traffic flow of Malfunction Junction (I-26/I-20). I have driven almost every work day for 25 years through malfunction junction and see the need to improve traffic flow on I-26. However, this Tram/Beatty Road Bridge proposal would not improve traffic flow or decrease traffic congestion on I-26. In fact, it would have no impact on I-26 traffic. On the other hand, I firmly believe this bridge would devastate our residential neighborhoods northwest of Columbia (on both the Tram and Beatty sides), by bringing unwanted and dangerously fast and heavy traffic without addressing real concerns of ours like flooding, pedestrian safety, and road surface quality.</p>	
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Burnside	Allen	No to Bridge. Waste of taxpayers money! Crime, traffic, flooding, very negative impact on neighborhood, lower property values.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Burnside	Julie	No to bridge. Makes no sense. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Burroughs	Kari	<p>This plan is "ideologically" good - a straight line is shortest way to get somewhere. But, this plan is realistically a bad idea - as splitting a long standing neighborhood! [?] Waste of taxpayer money! Will divide a long standing beautiful neighborhood in 1/2! By the way - your DOT "Group 3" first paragraph directly contradicts your earlier point. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Butler	Henry	<p>I am certainly opposed to this unneeded bridge. Just is not needed or wanted!! Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

			<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Butsu	P	<p>The noise coming from large trucks using their jake brakes is very loud especially after 10pm. I-26 from exit 110 toward the river - a sound barrier would be nice. During the winter when the leaves are off the trees it is extremely loud.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The South Carolina Department of Transportation (SCDOT) completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by the Federal Highway Administration (FHWA). In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. Preliminary analysis results indicated that Barrier N1 in the vicinity of the area noted in your comment was feasible but not reasonable. Therefore, it was not recommended for construction, You can read more about the noise analysis and results in Chapter 3.5 of the DEIS. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Byars	Ron & Linda	<p>We have seen the online presentation for the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The RA1 selection is an option we like in general. However, there is one section we think would NOT be acceptable in any form...that is the two lane bridge from Tram Road to Beatty Road.</p> <p>Regardless of proposed restrictions we believe this construction would be extremely detrimental to the St. Andrews area. This community would be unable to tolerate this type of traffic.</p> <p>Please remove the bridge section from Tram Road to Beatty Road on the RA1 proposal.</p> <p>Thanks for allowing input from citizens and we hope you will hear us!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Caggiano	Sharon	<p>I oppose the Carolina crossroads 1-20/26/126 Bridge at Jamil and Tram Road. I have been a resident of Whitehall for the past six years. The proposed bridge diversion route will ignore the fact that this is a residential area will have an increase of vehicles which will mean an increase the volume of traffic in Whitehall. This raises issues of road safety, health and air quality. The proposed development has the potential to residents being exposed to noise and vibration at various times during construction. There are also concerns caused by the re-routing of traffic onto other roads causing an increase in road traffic noise levels for residents along those routes. Parts of Whitehall have flooding issues which will worsen during construction and the new influx of traffic adds weight and deteriorate the roads. The increased volume of cars will cause an increase in exhaust fumes polluting the air and decreasing the quality. The increased traffic will pose a safety issue for our residents and their children walking or running on the roads. Insufficient detail on whether there will be an impact on how School buses will be affected in schedule and the safety of the child disembarking from the bus. There is no detail given on how additional vehicles on Tram road will be controlled as it has hills, it's curvy and winding and at night parts of Tram Road does not have adequate lighting. This is a cut through to St. Andrews Road. The route from Beatty Road has the potential to bring a higher crime rate to Whitehall. The bridge could offer an easy escape route from the Whitehall area should a crime be committed. Woodland Area: There is no study of how this impacts the ecosystem. A small area of broad leaved woodland on the corner of Jamil and Tram Road would be lost as a result of the proposed works. This woodland area of trees which do harbor a family of deer, foxes and birds. There are no details to the extent that such routes will cause increased on road wait times for Whitehall residents. What justifies the construction of this Bridge? The 1-20/26/126 crossroads corridor improvement project will not be improved by adding a bridge at Jamil and Tram Roads. This will only bring more traffic, noise, crime and safety issues to Whitehall and our residents. The drivers on 1-26 (malfunction function) will still have accidents due to the design of 1-26 ie the entrance and exit ramps being near to each other and it will not improve driver mobility.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Calkins	Mike	<p>I attended the 3 O clock session yesterday and would like to express my concerns over the proposed bridge between beatty rd and tram rd. We have lived in Whitehall for 32 years. We bought here for the convenience and value of the home(s) here. One of the features that we like is the fact that other than Tram rd. there is not a real good time saving cut through which keeps traffic down and a safer place for our kids and now grandkids to play. What I would love to see is to expand the Jamil rd/Piney Grove intersection with the addition of right turn lanes heading to the mall. Coming from the mall on Bower Pkwy I believe adding an additional left turn lane to help ease the backups which are a regular problem At Christmas it is awful. Some improvement was done across I-26 when Costco located there. This could help ease some of the congestion. The bridge, as proposed, offers no solutions only additional problems. Thanks for considering this in your plans.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The suggestion of improvements to the Jamil Road at Piney Grove Road intersection has been noted and is under consideration for possible inclusion in the project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>
Calkins	Mike	<p>I am opposed to the bridge from Beatty Road to Tram. It makes no sense especially when you look at what the cost is and what does it really accomplish? Why not add turn lanes (additional on Bower Parkway) on Jamil and Fernandina. That will take some of the pressure off Piney Grove and St. Andrews roads. Adding the bridge only takes a well established neighborhood and potentially ruins it! We bought here in July of 1986. This neighborhood is convenient to everything but not overrun with outside traffic. Let's keep it that way.</p>	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Calore	John S.	<p>I am writing to oppose building a bridge over I-26 at the end of Tram Road. Tram is in the center of an established neighborhood known as Whitehall.</p> <p>1) The amount of traffic in the neighborhood (not just on Tram) would increase tremendously making a safety issue over(?) all the roads 2) Front yards would decrease to nothing in order to</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

		<p>widen Tram 3) Safety would be an issue entering Tram from driveways 4) Property values would decrease greatly 5) Tram already has hills and curves and isn't easily navigated 6) The area of Beatty Road is a heavy crime area 7) The expense of the bridge is not warranted when there are already 5 roads crossing I-26 to connect to Broad River Road. #1 St. Andrews #2 Piney Grove #3 Harbison #4 Lake Murray Blvd #5 Broad River Road already has an exit off of I-26. Plus Bush River Road. Why do we need a 7th one in this 3-4 mile stretch of I-26? PLEASE reconsider this decision and not destroy a safe, nice, and beautiful neighborhood!!!</p>	<p>comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Calvert	Pat	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

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Camille	Fallaw	<p>I feel that the Beatty/ Tram Rd bridge is totally not needed. 1. Tram Rd is a residential street with many curves hills and no shoulder. Also why would you want to come through a residential area when you could just make improvements to Fernandina and Jamil Rd (both are hilly and curvy). 2. Eighteen wheel OTR trucks should never be allowed on Tram or Jamil - they are too narrow and hilly. Please use some tgood old common sense before you make changes that would greatly impact a neighborhood and lessen property values.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

			<p>Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Campbell	Craig	<p>No need for Tram Rd bridge. Doesn't affect traffic on I-26. Waste of time and money. Request that it be removed from Alt 1 and Alt 5. Not necessary as improvement for Tram. Waste of tax dollars. Does not improve flow on I-26.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Cannon	Brian	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Cannon	Kathy	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the</p>

			<p>South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Cantrell	Charlotte	<p>To Whom it May Concern:</p> <p>PLEASE do not go through with the I-26 redesign project! I am a former resident of the Whitehall subdivision, and my parents currently live there. It is one of the last decent neighborhoods in that area, and this would completely destroy it.</p> <p>It would destroy property value, as well as cause safety concerns for the residents of Whitehall. I also believe it would create even more traffic problems in the area.</p> <p>Thanks for taking the time to read my comment.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Cantrell	Charlotte	<p>Please do not build the Tram Rd/Beatty Rd bridge across I-26. It would serve no useful purpose and create many new problems for Whitehall residents. Until the spring of this year, I was one of those residents. I grew up on Stonehedge Dr. (where my parents still reside) and then lived on Townes Rd for eight years. Some of the expected problems from this project include:</p> <ol style="list-style-type: none"> 1. more traffic on streets which are already in dire need of repair 	

		<p>2. noise from said traffic</p> <p>3. more speeders on Tram and Sidney Roads (of which I have seen many)</p> <p>4. possible additional danger for people who live on Tram Rd. by just checking their mailboxes and</p> <p>5. probable lower property values in lovely neighborhoods. Stop and rethink this entire project. Thank you.</p>	
Carlsson	Robert	<p>This is in addition to the comments I made prior to learning that the project would require a ramp from Sidney Road to the overpass.</p> <p>Given that there is already a fairly heavy volume of traffic on Saint Andrews Road during the morning and evening rush hours, it seems that the proposed overpass over I 26 would not significantly improve the malfunction junction mess, but rather add to the contribution Saint Andrews Road makes to the mess.</p> <p>Unless the objective is to reduce substantially property values in the Tram Road area to include much of Whitehall and bordering subdivisions, I see absolutely no merit to the proposed overpass.</p> <p>Although I lack knowledge of the conditions affecting the Beatty Road area, I suspect my objections are applicable there as well.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>
Carlsson	Robert	<p>In my view, to propose constructing an overpass connecting Tram Road with Beatty Road without addressing in detail a host of questions is at the very least irresponsible. Among the questions that should be addressed are:</p> <p>1) What groups will be using the overpass and why? Certainly the bulk of this traffic would be other than purely local Tram Road and Beatty Road traffic. From where will this traffic originate and what will be its destination? Will large commercial vehicles be allowed access to the overpass?</p> <p>2) What happens to the traffic at either end of the overpass? Does it spill onto the existing Tram Road and Beatty Road? If there is a relatively small increases in traffic resulting from the overpass, it seems likely that it would create an unmitigated mess on both Beatty and Tram Roads.</p> <p>3) Even a superficial analysis of the issues raised above should make it patently obvious that seriously considering construction of an overpass requires addressing the total impact of the project</p>	

		<p>4) Estimates of costs and benefits of the total project are certainly necessary. It must not be forgotten that reductions in property values represent significant costs which are incurred by the current owners of the property.</p> <p>5) Based on the information I have, I cannot see any net benefit to the community from an overpass and accordingly oppose it</p>	<p>Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Carlton	Pamela	Looks good from what I can tell so far. Thanks!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Carnes	Nathan	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty</p>

			<p>Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Carr	Al	<p>Greetings,</p> <p>I am attaching my comment sheet, submitted as an adobe file. I'm also repeating my feedback below, since the Adobe format limited my comments.</p> <p>We have lived in Whitehall over twenty-five years. Nottingham Road is used as a conduit for traffic from Tram Road to Piney Grove Road. It is a hilly, narrow street. We already have an abundance of commercial traffic. Speeders have made walking risky at best. Backing out of our driveway onto Nottingham can be a scary process.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

Carr	Al	<p>My nextdoor neighbor's car recently was struck by a speeding motorist. Nottingham and Tram are a danger to anybody walking or riding a bike. Tram, like Nottingham, is ill-equipped to handle any more traffic. The same can be said for Jamil Road. I cannot see any useful purpose for the proposed overpass connecting Tram and Beatty Roads. We were told that it will not do anything to help with traffic on I-26. The only reason expressed for the bridge was to give another access across the interstate! It negatively impacts the Whitehall neighborhood.</p>	<p>proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Carr	Al	<p>Crime from the broad river area will come to our neighborhoods. Traffic and its accompanying noise will increase and our neighborhood will drastically change for the worse! Providing a straight road across the interstate from a high crime area full of many apartments, and transients into a neighborhood surrounded by other neighborhoods is a bad idea. It will adversely affect our property values. Furthermore, the bridge will not be limited to certain types of vehicles so we will have 18 wheelers, city buses, and lots of vehicles rumbling through our already overburdened streets!</p> <p>Nothing has been proposed to address the hilly Jamil Road intersection with Tram. It is dangerous to turn from Tram and Jamil with the poor sightlines. Now they propose to install a four-way stop where the bridge connects with Tram. Ask the Whitehall Community how "effective" the existing stop signs are! Other concerns are with Tram and Sidney, as well as Tram and Saint Andrews. Additional traffic will only exasperate the problem.</p> <p>In conclusion, I respectfully request that this proposed bridge connecting Tram and Beatty Roads not be implemented.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Carrigg	John	<p>I am writing to express my comments regarding the above project with a specific comment on the Tram/Beatty bridge. While I believe the project as a whole is good and although I dread going through the years of construction related congestion I believe that in the end we will be better off with the improvements in place with the exception of the Tram/Beatty Bridge. I have attended meetings and asked DOT personnel why the bridge is in the project. The only answer I get is that it would "increase connectivity." While I understand that generally that would be a good thing in this case I believe that the bridge would make matters worse. The reason is that if you connect Tram Rd to Beatty and Fernandina you will create a cut-through down Tram road for traffic headed to Fernandina where there is a lot of commercial activity. Tram Rd near St. Andrews</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

		<p>is a VERY curvy road with lots of blind spots and narrow areas where increasing traffic would create a dangerous situation. I was told that the experts did not believe that the bridge would increase traffic on Tram and while the scientific model may not indicate that I believe that there would definitely be an increase in traffic on Tram and that since it would probably be cut through traffic they most likely would push the speed limit. I have lived in the “Irmo” area for 28 years. I have owned homes in Chaledon subdivision, Whitehall subdivision and Wood Moor Subdivision. I served on Lexington County Council (District 7) for 16 years (1995-2010) and currently serve on Central Midlands Council of Governments (CMCOG) (1995- present). As a result of that service I am very aware of the planning process and the importance of local public comment to raise issues that the planners may not see. In this instance I believe that SCDOT would do a terrible disservice to the residents of Tram Road and a large part of Whitehall by requiring them to suffer the increased traffic that would be caused by the cut-through use that would be caused by building the Tram /Beatty road bridge. There already exists sufficient access from the St. Andrews Road Corridor to Fernandina. There is a crossover at St. Andrews and at Piney Grove. However people love a “short-cut” and will use the Tram/Beatty Bridge to avoid congestion on Piney Grove and St. Andrews created primarily by traffic lights. While the models may not clearly show it there will be a substantial increase in traffic on Tram aside from the curves and blind intersections near the St. Andrews Road end of Tram the end near Jamil Road is flat straight and level which is the perfect conditions for people in a hurry to drive at high speeds. I hope that SCDOT will seriously Reconsider its decision to “add in” the Tram/Beatty bridge to the Carolina Crossroads project.</p>	<p>need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Carrigg	John	<p>After having reviewed the online presentation for the Carolina Crossroads I-20/26/126 Corridor Improvement Project and attended the Q&A at Seven Oaks Park; we believe the RA1 selection is an option we like in general. However, there is one section we think would NOT be acceptable in any form...that is the two lane bridge from Tram Road to Beatty Road. Regardless of proposed restrictions we believe this construction would be extremely detrimental to the St. Andrews area. This community would be unable to tolerate this type of traffic.</p> <p>Please remove the bridge section from Tram Road to Beatty Road on the RA1 proposal.</p>	

		Thanks for allowing input from citizens and we hope you will hear us!	
Carter	John	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Carter	Tracey	<p>Whitehall has a long history and a valued reputation in Northwest Columbia. For some, its value may be attributed to the seclusion amongst the pine trees, azaleas, and dogwoods. Perhaps, its attraction lies within its proximity to Harbison, Lake Murray, Downtown Columbia, and major interstates. For others like myself, its a rich history of hardworking South Carolinians, such as the Krapfels that built my home in the 70"s, that sought out to provide a better life for their families. A life enriched and supported by a strong sense of community. My house was the "central hub" on our street, or the "party house" as it was affectionately dubbed by the neighbors. At 425 Sulgrave Drive all were welcome. Although I digressed down memory lane for a moment, I find it very important for you to see that we are not a "corridor improvement project" or a proposed traffic thoroughfare but an iconic representation of suburban living in America that should never be distrubed but preserved and duplicated.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Cashatt	Dawn O.	<p>Concerns: The impact of 5-7 years of construction on the daily life of Whitehall residents. The impact on the property values of Whitehall neighborhood. There is no plan to date for the impact of Tram Rd as a result of the Beatty/Tram connector. The St Andrews Rd interchange is modeled after 378 at Lexington Medical Center, which has not been as effective as I would have expected. We need to continue to see updates as</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

		<p>the project progresses. There seems to be more questions than answers at this point in time.</p>	<p>comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Cason	Cindy	<p>NO to Tram Road/Beattie Road overpass!!</p> <p>I am totally against the Tram Road Overpass that is proposed. That would be a waste of taxpayer dollars. It would not improve Tram Road, but rather de-value the homes on Tram Road and Beatty Road, leaving them unsafe and unsightly. It would be a connector from one residential area to another. That is unnecessary and would not relieve traffic or improve anything.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

			<p>Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Caughman	George	<p>We strongly oppose the Tram Rd/Beatty Rd Bridge + ask that it be removed from the proposals for the Carolina Crossroads improvements because:</p> <ol style="list-style-type: none"> 1. Hazardous additional traffic on Tram Road. 2. Increased noise pollution. 3. Decrease to property values. 4. Existing routes for Beatty Road residents are multiple and ample. 5) Tax money should be put to better use elsewhere. This bridge has very little to do with solving "Malfunction Junction"! 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the</p>
Caughman	George	Form Letter – Tram/Beatty Checklist	<p>primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Champion	G.A.	See attached pages.Thank you. (Attachment of Community Crime Map for the Whitehall, Tram & Beatty area)	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Chorey	Mary	<p>As a resident of Whitehall, I am very concerned about the effects that the Tram bridge for the Carolina Crossroads I-20/26/126 Corridor Improvement Project will have on the Whitehall neighborhood. The Whitehall neighborhood has consistently been a neighborhood that retains its value, and I fear that the addition of the bridge across I-26 will make the property values of the houses in the neighborhood plummet. In addition to properties losing value, the bridge will give additional access to crime in our community. The Whitehall community has an abundance of retirees, and I am concerned that the bridge will bring crime to those elderly that cannot fend for themselves. Because of its proximity and separate neighborhood entrance to Seven Oaks park, Whitehall has many walkers and joggers that make use of neighborhood roads. These walkers/joggers are comprised of Whitehall residents, but also of visitors to Seven Oaks. Seven Oaks hosts tournaments that bring consumers to our community. With the Tram bridge addition, traffic will increase in our neighborhood. This traffic increase will compromise the safety of our many pedestrians. I do not think that the safety of our residents is worth the convenience that it may give drivers on I-26.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Christy	John & Cynthia	<p>In regards to the proposal of a bridge linking Tram Road to Beatty Road we would like to express our opposition to this proposal. Whitehall is a neighborhood that has been and is currently referred to as "home" by many residents. This proposal in our opinion is lacking in thought. Tram Road is not in any shape to handle the increased traffic and speed. Neighbors on Tram already have difficulty at times getting out of their driveways. Currently Whitehall residents see enough cut through traffic to Piney Grove Rd which brings with it speeders and increased wear on our roads. These roads have not been adequately maintained and are not in any shape to handle increased traffic and larger vehicles such as trucks. This proposed bridge will not just affect Tram Road and its residents but others as well.</p> <p>2. This bridge proposal is a total waste of taxpayer money that is not going to solve any problems that are related to malfunction junction. The money for this proposed bridge could be put to better use repairing existing bridges that are in need of repair, as well as repaving existing roads that are in poor shape. Tram Rd is not suited for this due to it being narrow and hilly in areas.</p> <p>3. No consideration has been taken into account for the degradation of both lifestyles and property values of the 1400 residents that call Whitehall home. This would be caused by increased traffic, traffic noise, and heavier vehicles using Tram Road.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Church	Larry	<p>Comments concerning proposed bridge over I-26 @ Tram Rd & Beatty Rd. Traffic to St Andrews Rd can be routed from a less congested area than Tram Rd. There are several parcels of property that can accommodate the proposed bridge traffic that would keep the excessive amount of traffic from going through our neighborhood. We have walkers (w/pets) / bike riders and small children that use Tram Rd daily and actually the road is dangerous now because there are NO sidewalks and you have to stop and wait on traffic to pass you if you are traveling by foot or bicycle. I believe there could be an alternate bridge that could dump behind the old \$ movie theater to connect to St Andrews Rd.</p> <p>I AM NOT IN FAVOR of any bridge that would directly dump traffic onto our roads in the Whitehall subdivision.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Church	Laurs	<p>NO bridges to St. Andrews Road near Whitehall Subdivision. Rethink this option!!!!!!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

			<p>connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Clack	Tillman & Mitzi	<p>I would like to express my extreme objection to building a bridge over I-26 from Tram Rd. in Whitehall. I have lived here since 1987 and now that I am retired and seeing such construction will have a dramatic effect on the value of homes in Whitehall and increase traffic and danger throughout our neighborhood. To spend \$5 million on an unnecessary bridge that no one wants and serves no purpose and will have no bearing on malfunction junction traffic is ridiculous.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

			<p>affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Clamp	Ann	I am completely opposed to this project! This will destroy home values and will not solve the I-20/I-26 congestion. Please don't destroy our neighborhood. (Form letter attached)	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Clamp	Joseph	This will not solve any traffic problems; it will only create more issues. (Form letter attached)	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

			<p>website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Clamp	Paul S.	<p>This is not a good solution. It is not good for the neighborhood nor does it make sense from a cost benefit ratio (Form letter attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Clark	Maureen	Can you send me the direct link on the crossroads site to find the proposed locations of Noise Walls? Will there be walls at Exit 101 with the widening of I-26? Thank you!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. You can find a map of the Recommended Preferred Alternative on the online meeting at http://www.scdotcarolinacrossroads.com/onlinemeeting5/. Click the "Open the Online Public Meeting" button and go to the "Where might noise walls be constructed?" page where you can view the map of potential noise barrier locations. The South Carolina Department of Transportation (SCDOT) completed a preliminary traffic noise analysis and reported the results in the Draft Environmental Impact Statement (DEIS) (see Chapter 3.5). Preliminary analysis results indicated that a barrier was not warranted at Exit 101 on I-26 and will not be included in the final design. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Clark	Maureen	I am going to become more involved since I found out about the plan to build an overpass connecting to Tram Road. I am totally opposed to this because I live on Tram and it makes no sense to take this thru a quiet residential neighborhood!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

			<p>to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Clark	Rebecca	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

			<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Clark	Virgie	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Clawson	Suzanne	Ladies and Gentlemen:Please do not build the Carolina Crossroads Bridge at Tram Road! We have lived in the Whitehall subdivision on a street off Tram Road for over 35 years. Whitehall is a quiet, residential neighborhood in which many children, older people and pets live. Funneling additional traffic onto Tram would create additional hazards to both groups of people and their pets, as well as to all of the other residents of the neighborhood.Please take into consideration:• Tram Road is a narrow, two lane, hilly and winding road that passes through an entirely residential area, with no room for turning lanes and no room to widen the road.• Tram Road is the main access road for residents of the subdivisions that can be accessed via Tram Road.• Tram Road is the only access for the many homes that front on it, as well as the main access to a small patio home community. • The proposed bridge would bring significantly more traffic to Tram Road, which would be detrimental for all residents in the surrounding neighborhoods... with safety being one major concern, as noted above.• The proposed bridge would have a negative impact on surrounding and adjoining property values.Please, do not continue with plans for the proposed Carolina Crossroads Bridge.	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Clay	Stewart	As a resident of the Whitehall subdivision, I am strongly opposed to the proposed connector between Tram and Beatty roads. Tram is a residential road and not suitable as a thoroughfare.	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these

			<p>comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Clouthier	Terry	<p>I am unable to review this document as part of Section 106 of the NHPA due to redacted information pertaining to site locations. Please provide an electronic copy of site locations so that i can properly assess the potential impacts to the sites within the APE.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Please see the attached un-redacted version of the cultural resources survey Final Report titled A Cultural Resource Survey of the Proposed Improvements to the Carolina Crossroads Corridor. Carolina Crossroads I-20/26/126 Corridor Improvements, Lexington and Richland Counties, South Carolina.</p> <p>Prior to any cultural resources survey investigations, the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) formally consulted with the federally recognized Native American tribes in South Carolina, including the Eastern Band of Cherokee Indians, United</p>

			<p>Keetowah Band of Cherokee Indians, Muscogee (Creek) Nation, the Catawba Indian Nation, and the Cherokee Nation. While none had information to provide, each was interested in being further consulted as the project progressed. To date, the Catawba Indian Nation and the Muscogee (Creek) Nation have concurred on the findings of no historic or traditional cultural properties affected by the proposed project. The Cherokee Nation concurred with the findings and recommendations but requested that an archaeological professional be present during any ground disturbing activities related to Site 38LX212. The Cherokee Nation also requested that Sites 38RD140, 38RD1175, and 38RD1176 are protected from indirect effects, including borrow sites and equipment staging. Therefore, an archaeological professional will be present during any ground disturbing activities related to Site 38LX212. Additionally, Sites 38RD140, 38RD1175, and 38RD1176 will be protected from indirect effects, including borrow sites and equipment staging. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Cobb	Madison	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

			<p>Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Coberly	Lotty	<p>What in the world is going on? Tram/Beatty bridge and all needs to be removed from the proposals for Carolina Crossroads improvements. What a waste of my taxpayer dollars. This will not help traffic flow at all. And there is no consideration for destroying the homeowners like those in Whitehall subdivision and Challedon. This would increase traffic on the heavily traveled Tram. Why aren't you using the money for repairing road surfaces and potholes? And what about safety for children at bus stops? Property values will plummet- Is this fair?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not</p>

Coberly	Lotty	<p>The Carolina Crossroads I-20/I-26/126 Improvement Project includes a proposal for an I-26 overpass connecting Beatty and Tram roads with the stated purpose of improving connectivity between Fernandina and Jamil roads. This overpass should be removed from the project plans, as it does not provide clear benefits that justify the cost and complexity of including it in the project, it is not integral to the project, and it would be extremely detrimental to the Whitehall neighborhood and the surrounding area. Representatives from the South Carolina Department of Transportation (SCDOT) attended the Whitehall Homeowners Association (WHOA) meeting on August 21, 2018 to explain the proposed overpass and answer our questions. At this meeting, we learned that the projected cost for this overpass is \$3 to \$5 million, and the purpose is to provide increased connectivity between two frontage roads: Fernandina and Jamil. The Draft Environmental Impact Statement (DEIS) (Chapter 2, pp. 47-9) claims that three groups of traffic would benefit from this bridge: traffic with origins and destinations along Jamil and Fernandina, residential traffic along Tram and Beatty, and longer distance through traffic between St. Andrews and Broad River Roads. It's not clear how the first two groups would benefit from the bridge, and the benefits of the third are also questionable and would be realized only at the expense of the Whitehall neighborhood. Volumes of traffic with origins and destinations along Jamil and Fernandina are not high, nor is the distance great with the current routes that rely on St. Andrews Road or Piney Grove Road. The DEIS states that the distance is currently 2.5 miles. Spending \$3 million to shorten a 2.5 mile drive is fiscally irresponsible. Residential traffic along Tram and Beatty roads would not see significant benefits from this bridge either, for the reasons identified in the previous paragraph. Longer distance traffic between St. Andrews Road and Broad River Road would benefit from this bridge only by speeding on Tram Road, which is the main artery through Whitehall with a speed limit of 25 mph. But even the benefit for speeders is questionable, as this is a hilly, winding road that was not designed to accommodate the high volumes of high-speed through traffic that it would need to support to benefit drivers traveling between St. Andrews and Broad River Roads. Not only are the benefits unclear, but this bridge adds up to \$5 million to an already expensive project, and it does not even contribute to the project's purpose of improving I-20/I-26/126. Moreover, this fiscally irresponsible bridge would</p>	<p>significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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		<p>also violate another conservative value dear to many South Carolinians: family values. It would be absolutely devastating to the families in the Whitehall neighborhood, especially the families who live on Tram Road. As noted above, a claimed benefit of the bridge is that it provides an alternative route between St. Andrews Road and Broad River Road. It does this by routing traffic directly through Whitehall. If the bridge benefits long-distance traffic, it does so by making the children who live on Tram Road less safe. Drivers already speed along Tram, using it as an alternate route between Jamil Road and St. Andrews Road. Their speeds are much closer to 55 mph than the posted 25 mph speed limit. If the bridge is built, this problem will become much worse. In fact, it would become much worse by design, as the proposal presents through traffic as a benefit rather than a problem.</p> <p>If the bridge benefits traffic between St. Andrews Road and Broad River Road, it does so by reducing the safety and disrupting the quiet, peaceful lifestyles of every Whitehall resident, as the bridge will not only increase the high-speed through traffic in our neighborhood, it will also create a direct-link between Whitehall, a low-crime area, and the high-crime areas between Fernandina Road and Broad River Road, as illustrated in the image below taken from: https://communitycrimemap.com/</p> <p>Additionally, if the bridge benefits traffic between St. Andrews Road and Broad River Road, it does so by devaluing the property of every homeowner in Whitehall, as the neighborhood will become a much less desirable place to live.</p> <p>As the proposed Beatty-Tram overpass does not provide clear benefits and only creates significant problems for one of the nicest neighborhoods in the St. Andrews area, the SCDOT should remove this overpass from the project plans.</p> <p>The above reasons I also share. Don't waste taxpayer money for an unnecessary bridge. No benefit to community.</p> <p>Please fix the roads and bridges we already have in disrepair. Whose cockeyed idea was this bridge in the first place? They should be fired.</p>	
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Cole	Christine	<p>Good morning, Please reconsider the Tram road overpass. It would be a waste of taxpayer money to have a road going through a residential area to another road going to car dealerships. St Andrews and Piney Grove are busy because of businesses (restaurant and Costco for Piney Grove) and a main road connecting Irmo and Columbia (St Andrews). An overpass connecting Tram road though a neighborhood to a non busy commercial area would be a constant reminder of tax money waste. That money would be better served as a buffer in the budget for the huge undertaking of the major restructuring of two major highways. Unless a deal is being made behind the scenes to attract traffic to the area up for sale at the closed car dealership, it seems a waste. Thank you for the opportunity to comment.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Coleman	J Robert	<p>It will decrease property values. Increased crime and flooding. Increased noise from traffic. Increased traffic. More speeders.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Collins	Cornelia	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Colucci	Marti	<p>My concern about the bridge connecting into Whitehall will bring more traffic to the already dangerous intersection at Tram and St. Andrews. Traffic at this stop light is backed up daily with many accidents. I am also weary about the thought of lower property values in Whitehall by adding so much traffic. It is a beautiful and established neighborhood that should not be disrupted.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Comer	Betsy	<p>The proposal to add a bridge from Beatty to Tram would be devastating to the Whitehall neighborhood. This neighborhood is just now recovering from the 2015 flood and this proposal add concerns about additional flooding. Our homes have decreased in property value because of the flooding and this proposal would further decrease the value of homes. Our neighborhood currently has many issues with speeding and this proposal adds even more hazardous traffic concerns. I see no advantage to either side to build this bridge. It serves no purpose!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Comer	Ed	Vehemently opposed to Tram/Beatty Rd. This area has not recovered from flooding, this will probably kill it!! If bridge is built I will move. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Comer Jr.	Thomas E.	I am adamantly opposed to the Tram Rd/Beatty Rd connecting bridge: 1) No DOT representative can explain how this bridge is of benefit to the two primary objectives of the overall project (reduce congestion and improve mobility) and I have asked five and will continue to ask 2) Increased traffic on Tram (and probably Beatty Rd) will cause a dramatic increase in safety, totally unacceptable 3)Whitehall is still recovering from	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

		<p>Oct '15 and does not need negative impact of this project. Thank you.</p>	<p>comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Comfort	Nick	Bad spending of tax dollars.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

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Connell	Shirley K.	<p>My husband and I have lived here for 30 years, among the first to build. He passed away 3 years ago. This would be extremely bad for me. My property would go down in value. I would become less safe and it would be very dangerous. I can't imagine living along with I-26 overpass linking Beatty and Tram roads. It would be necessary for me to relocate losing money on my property. Please give this more consideration .</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Cooper	Alan & Cheryl	<p>We are strongly opposed to the overpass linking Beatty and Tram Roads. We do not want more traffic through our neighborhood and we certainly do not want speed limits to increase. This will not fix the I-20/26/126 issue. It's just a bad proposal.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Cooper	Anderson	<p>Who benefits from the sale of this property? This is absolutely crazy. Nuts! Stop this insanity! Don't let the predators from across the highway have access to Whitehall and surrounding neighborhoods. No studies this needed. Improper use of tax payer money. No justification for bridge. Who profits from this bridge? Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Cooper	Julie	<p>This proposal is ludicrous! Follow the money. Who is benefitting from this? Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>

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Cooper	Robert	<p>We bought our home in Whitehall in 2000. We chose this area to raise our children. We now have grandchildren. We want to be sure that our neighborhood continues to be a safe place to live and play. Waste of taxpayers money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As</p>

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Cooper	Roxanne	<p>I am a resident of Whitehall Subdivision and I am very concerned about the plan to add a bridge over I26 between Beatty Road and Tram Road. The only purpose this bridge would serve would be to grant easier access to criminal activity in our neighborhood. There are no businesses on Tram Road, the only thing on Tram and the roads off of Tram are homes. Homes that people have worked their lives to have & keep. We DO NOT need or want this bridge. I am strongly opposed to this and so is my husband, Robert Cooper.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>

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Corbett	Ken	I have concerns on how I will get downtown to work during construction.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Specific construction sequencing has not been determined yet, however, certain guidelines will be set for the contractor to follow; such as maintaining a certain number of travel lanes during rush hour, and restrictions on lane closures during holidays. Any construction activities that disrupt normal travel will be announced. You can read more about what the contractor would be required to do during construction in Chapter 3.13 of the Draft Environmental Impact Statement (DEIS).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Corder	Seliman and Aldrena	I am opposed to the billion dollar project to connect Beatty Road to Tram Road. Tram and Beatty roads are not safe for excessive traffic and will do very little, if any, to alleviate the congestion at Malfunction Junction.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the</p>

			<p>South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Corley	Jeff	<p>I live off of Tram Road and do not think will have more negative affects on our neighborhood than the benefits to ease congestion. Tram Road has too many twist, turns and hills for additional traffic to pass through. There are many times, cars must slow to a near stop because the road is narrow and people's house are next to the road without a sidewalk. Find another route to divert traffic.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

			<p>Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Corrie	Ben	<p>The St Andrew's business corridor is bounded by Broad River road on the south and Lake Murray Blvd on the north. Piney Grove and Harbison Blvd provide access to both these communities at intermediate points. These roads are 4 lane (Piney grove has patches of single lane) thoroughfares. Both St Andrews and Broad river are scheduled to be widened as part of the Carolina Crossroads project.</p> <p>The proposed TRAM-BEATTY bridge will significantly increase traffic on Tram road. As Tram road is a narrow winding single lane pathway with tight turns and steep inclines, increased traffic and unfamiliar drivers will increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk.</p> <p>The proposed TRAM-BEATTY bridge would terminate at the Tram-St Andrews-Bush river intersection which is major intersection for daily commuters to/from I-26 and I-20 with a traffic volume in excess of 22,000 (per SCDOT). The proposed TRAM-BEATTY bridge will significantly increase commute time due to increased signal duration/frequency on Tram road further exacerbating traffic flow.</p> <p>Whitehall is an established residential</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

		<p>neighborhood by I26, St Andrews, and Piney Grove. The proposed TRAM-BEATTY bridge puts this neighborhood at unneeded risk, increases commute time along the St. Andrews and Bush river thoroughfares and compromises safety to a neighborhood without providing any tangible benefits.</p> <p>The TRAM-BEATTY bridge should not be approved.</p>	<p>need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Costa	Michael	<p>As long-time residents of Whitehall, living on Tram road for the past twenty-five years, my family and I wish to express our strong opposition to the planned "Carolina Crossroads" project plan to build an I-26 overpass connecting Beatty and Tram roads. Firstly, it is a mystery to us how this proposed overpass will alleviate acknowledged traffic problems at "Malfunction Junction." No one traveling on I-26 would have any occasion to use this overpass rather than travel on I-26, so there would be no effect of lessening traffic flow on I-26. There may be some lessening of traffic at the exit and entrance ramps for I-26 at Saint Andrews road and Piney Grove road as people from either side of I-26 take the overpass to get to roads that they now reach by either Saint Andrews or Piney Grove roads. But we can't imagine this miniscule reduction having any significant impact on problems at Malfunction Junction. Have traffic engineers actually conducted careful and verifiable studies to establish precisely how much effect this proposed bridge to nowhere will have? Secondly, and more importantly, any increase in traffic on Tram Road would have a drastic and potentially tragic negative effect on Whitehall residents, especially those of us living now on Tram road. Tram is already a problematic road to travel. It has several sharp curves and changes in elevation that block a driver's vision to oncoming or following traffic. There are no sidewalks on Tram road and no significant berm to the road. People do walk on Tram road to visit neighbors or to get exercise for themselves or their pets. It is already a hazardous road to walk (hence the 25 MPH speed limit that most non-residents routinely surpass by 20 MPH or more). Any increase of traffic on the road would increase</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

		<p>significantly the potential for tragic results for pedestrians and drivers. These comments also apply for the already problematic intersection of Tram and Jamil roads. Jamil road has significant traffic in both directions with most drivers driving at least ten miles over the speed limit. If you are trying to turn onto Jamil road from the stop sign at the end of Tram road you have limited visibility of oncoming traffic in either direction. You have to wait until both directions appear clear and then take your chances. Any increased traffic in this area from a crossover bridge can only make the problem worse. We can't imagine any possible benefit provided by the overpass that would come close to compensating for the increased danger and loss of quality of life that would certainly result for Whitehall residents. SCDOT should also consider that in addition to the immense cost of building this universally unwanted bridge in terms of construction cost and disruption, it will likely face a slew of lawsuits from Whitehall residents seeking compensation for loss of property value and quality of life. I have yet to talk to a single resident who is not vehemently opposed to this project. The Whitehall area is currently a plum residential community. Do not turn it into a prune!</p>	<p>evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Coval	Thomas	<p>SCDOT:First, I would like to thank you for the September 23 meeting at the Columbia Conference Center regarding the Carolina Crossroads projects. The graphics presentations were superb and your representatives were very knowledgeable about the project. It would be nice if you could present that level of graphics on your website so we could all benefit from the detail. "Malfunction Junction" needs to be fixed and it looks like your overall plan will address this quite adequately. Coming from an engineering background, I can appreciate all the work and challenges that had to be overcome in the design of this project, but will also bet it was a lot of fun. However, I would like to express my opposition to the overpass over I26 connecting Tram Rd. and Beatty Rd. I have been a resident of Whitehall for 34 years and believe this connection will be very detrimental to our neighborhood for the following reasons: 1. There will be an increase of traffic on Tram Rd. through Whitehall. This is basically a neighborhood road with many walkers at all times of the day and night and is not meant to be a thoroughfare for traffic from Fernandina Rd. to St. Andrews Rd. From what I understand, there has not been a Traffic Impact Study done for this scenario. 2. This connection will open up Tram Rd. to other types of commercial vehicular traffic from</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

		<p>Fernandina Rd. such as buses and trucks. Tram Rd. with its many blind curves and hills is not capable of handling this type of traffic and will present dangerous conditions for people living on Tram Rd. when exiting their residences.</p> <p>3. There will be a decrease in property values in Whitehall which could quite possibly devastate the community. Whitehall has a relatively low incidence of crime, but this connector will directly connect Whitehall with the high crime area on the the other side if I26.</p> <p>4. If you really want to help the community of Whitehall, use the money saved from not constructing the overpass to improve the intersection of Jamil Rd. and Piney Grove Rd. or repave/repair a lot of the roads in Whitehall. This connector is a bad idea so please remove it the Carolina Crossroads plan.</p> <p>Thanks, Thomas</p>	<p>Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Coval	Tom		
Craig	George	It will cause bad traffic, noise, crime	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

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Crain	Linda	<p>I oppose the Beatt Rd Tram Rd bridge. It will create more noise, safety issues with no limit as to type of vehicle having access, safety issues as it will connect a high crime neighborhood directly to our subdivision of Whitehall, more foot traffic in the area with the probability of bus stops along Tram, probable flooding</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Crain	Linda	<p>As a resident of White Hall I am very concerned about the proposed bridge linking Beatty Rd and Tram Road. I believe that it will bring crime from Broad River Road directly to our neighborhood. It will also bring high traffic through a residential area. We have children who ride bikes and older people who walk on Tram. It would effect the quality of life we have here and most certainly bring about the demise of White Hall. I envision a drop in home values and flight from the area. We already have been impacted by the thousand year flood. We do not need this. I am asking you to reconsider this proposal. Thank you! Linda Crain</p>	

Creech	Mary	<p>I most definitely disapprove this plan!!! I believe it will bring property values down in my Whitehall neighborhood - especially Tram Rd. I feel that had we homeowners known about this earlier we would have protested earlier. We feel like it was planned without our knowledge and it looks like to me it is a done deal! The same highway dept. that planned the Malfunction Junction has planned this too. I have not been convinced that this plan is for the good of the people.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Crisp	Joseph	<p>I oppose the Tram-Beatty Bridge! Crime - increased, traffic - increased, dangerous for foot traffic, waste of taxpayers money, loss of value on all properties.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Crisp	Mark	<p>I oppose the Tram-Beatty Bridge. Crime, traffic, waste of taxpayers money, everyone seems to be opposed on both sides of I-26. Serves no purpose. Lower property value.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Crook	Anne	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Crosby	Ed	<p>The proposed bridge from Tram Road across I-26 to Beatty Road is NOT a good idea. Since there are no on and off ramps the bridge is an unnecessary connector to an undesirable neighborhood.. The money it would take to build an unwanted bridge would be better utilized elsewhere.. We have school buses traveling, children biking, elderly people walking and vehicles backing out onto Tram Road all day long. The increased traffic coming across I-26 into Whitehall would be a dangerous traffic problem. There is NO good reason to build such a bridge off of Tram Road. Please leave our subdivision the way it is. A bridge would ruin our community.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Crosby	Patricia	<p>Before you build anything you need to get approval from those that are affected the most by the end result. I was at the meeting last night and it was unanimous that the proposed bridge from Tram to Beatty Road NOT be built. I have talked to many neighbors here in Whitehall and they echo the same feelings. From the stand point of practicality there is absolutely no reason to spend the money to build a bridge in the proposed area. It makes NO sense what-so-ever. Also, not enough of the Whitehall residence were present. What do you propose to get more people to attend tomorrow's meeting?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Cross	H. Lane & Hettie W.	Tram Road not safe for emergency vehicles and heavy traffic. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of</p>

			<p>Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Crout	Miranda	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

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Cumbee	Miriam	<p>Please put a stop to the proposed bridge from Beatty and Fernandina for the following reasons: No clear benefit to anyone. Fiscally irresponsible. Please repair roads that are in desparate need of repair instead. Bridge would devastate the quiet, family-oriented neighborhood of Whitehall (which I grew up in). Would certainly be a catalyst for increased criminal activity into Whitehall, and surely lead to the demise of family values within the neighborhood and surrounding area. And lastly, to reiterate once again, there is no clear benefit to this proposed bridge.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>

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Cureton	John B.	<p>This bridge will alter the character of Whitehall in ways that will detract from its original environment into one that will leave many of its long time residents feeling alienated and scared for their future safety and welfare. Additionally property values will be negatively impacted which will leave many families unable to rely on the accumulation of an asset value that many depend on for their future retirements.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Dale	Cory	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this.</p> <p>Will be more crime.</p> <p>The traffic flow it will not help a thing.</p> <p>All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews</p> <p>Lower property value</p> <p>Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Dale	David	<p>I am against the overpass linking Beatty Rd (Richland Co) and Tram Rd (Lexington Co) for several reasons:</p> <p>Crime in Beatty Rd (Richland Co); traffic flow on</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>

		<p>Tram which in several areas the road is narrow, Whitehall is a residential area and not built for the amount of traffic this will cause, St Andrews Rd and Piney Grove already exist as connecting roads between the two counties and both go to Broad River Rd.</p> <p>Do not mess our residential community up!</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Dale	David	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this.</p> <p>Will be more crime.</p> <p>The traffic flow it will not help a thing.</p> <p>All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews</p> <p>Lower property value</p> <p>Makes no sence</p>	
Daniels	Lucinda	<p>Don't need bridge connecting Tram and Beatty Rd. Was this to help Walmart? Don't want cars going through Whitehall.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and</p>

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Danko	Margaret	<p>I think the Beatty/Tram bridge will bring too much traffic into the Whitehall subdivision. This is not a major thoroughfare now but is a road through a neighborhood. This bridge will eventually carry high volume of traffic directly into a quiet neighborhood as it stands now, there are easy crossovers to Broad River Road from Harbison/Irmo, Piney Grove, St Andrews Rd (which has 2 routes including the Browning Rd Loop). I DO NOT think this bridge is a good idea at all. Love the idea of feeder lanes through from one interstate to the other.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

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Dantzler	Frank	<p>It simply does not improve anything but relieve the poor engineering of Malfunction Junction. And by the time this project is complete, there will exist (2) Malfunction Junctions. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates</p>

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Darling	Christopher	<p>I am opposed to the billion dollar project to connect Beatty Road to Tram Road. Tram and Beatty roads are not safe for excessive traffic and will do very little, if any, to alleviate the congestion at Malfunction Junction. Tram Road is not wide enough for heavier traffic; especially below Tudor Road. Use the proposed overpass/bridge dollars on widening I-26.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Darner	Tige	<p>We operate two Wendy's that are located with-in this project. We operate the Wendy's that is on Bush River Rd. as well as own and operate the Wendy's on Woodcross Drive right off of Harbison Road. Based on what was provided, and I apologize but I was not able to attend today's meetings, I did have a few questions.</p> <p>Alternative 1 (or 2) AO 35 at Harbison Road. Is the plan for Harbison Road to have a median that would run in front of Woodcross Drive or would customers have an opportunity to turn left onto Harbison Road?</p> <p>Alternative 1 (or 2), to confirm that the plans are showing no access from Bush River Road onto I-26 (either East or West)?</p> <p>Alternative 1 (or 2), just want to confirm that Colonial Life Blvd will have exits from and access onto I-26/126 going both East and West? This appears to be the case, but want to confirm.</p> <p>Just wanting to make sure I understand the designs.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Woodcross Drive will have full access to Harbison Blvd. Under both alternatives, the existing ramps at Bush River Rd at I-26 would be relocated to a new full access Colonial Life Blvd interchange. Drivers would be able to access Bush River Rd from either the new full access interchange at Colonial Life Blvd or via the interchange at I-20. You can read more about both alternatives and the designs in Chapter 2 of the Draft Environmental Impact Statement. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
David	Carol	<p>To whom it may concern,</p> <p>It was brought to my attention that the Crossroads Connection has added a proposal for a bridge to connect Tram Rd with Beatty Rd., which I would strongly oppose. If this bridge is approved, it would bring a tremendous amount of traffic through Tram Rd, a main road in Whitehall. Please let me know what I can do to let my opposition be heard. Would a petition help?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>
David	Carol	<p>Attached are 3 crime maps and Registered Sex Offender maps that support my opposition to the bridge that, if approved, would connect Beatty Rd to my neighborhood, Whitehall. The maps show how much crime is on the Beatty Rd side of I-26, along with Registered Sex Offenders, which is data to support our concern that a bridge would be a floodgate to open our neighborhood to this problem. The 3-5 million dollars should be used to</p>	

		repair old bridges, not building new ones that we don't want.	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
David	Carol	Good morning this is Carol David at 204 Silver Mill Court, Columbia 29210. I live in White Hall, grew up in White Hall, back here planning to (because I just retired a little over a month ago) live the rest of my well able-bodied life here but this proposal for connecting Beatty road with Tram would devastate our community, our wonderful neighborhood of White Hall. We're having a meeting, you may be aware of our home owners association Monday, no Tuesday, I'm sorry the 21st at Seven Oaks Rec Center from I think 7 to 9 and would welcome someone to please come and listen to all the specific concerns. We can't handle that kind of traffic and we don't need that kind of traffic on Tram. The houses would just be in and you couldn't sell them nobody would want to live in them. I'm not far from Tram Road, the whole neighborhood would just come in connecting that side of the area to our peaceful low crime area is another concern. Not to mention the traffic, there's just a number of reasons why we just hope you will listen and come to the meeting or you know just listen to all (I emailed too, I emailed you all) and my home number if you need to give me a call back (I understand you have many many complaints and concerns so if you don't that's fine), but the number is 803-750-5440. I just think this proposal is inappropriate and it needs to be scratched and come up with some..." [Voicemail cuts off here].	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
David	Carol	This is my 4th comment sheet. Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	
David	Carol	I grew up in Whitehall and recently bought a house one block from where my mother still lives. My intention was for this to be my last house as (?) from 333/4 was working in state gov't. If this proposed bridge* is approved. My dreams will be dashed, along with so many other residents in this area. Please see the attached reasons for my opposition to this bridge. *Overpass from Beatty Rd to Tram Rd. "There is no consideration for the degradation of both lifestyles and property values of the 1,400 residents of Whitehall. This would be caused by the increased traffic, increased traffic noise, increased non-local traffic and the higher-speed, heavier traffic on the narrow, hilly, winding Tram Road which is already near its practical carrying capacity and where speeders are already a problem. There is no consideration for the concerns of residents about creation of a direct	

		<p>connector to the upscale residential Whitehall neighborhood from Beatty Road, with its commercial areas, including an abandoned auto dealership and its lower-income and higher-crime areas. There is no plan to make any changes to Tram Road itself, other than the brief stretch where the new bridge comes to ground and the Jamil Road intersection is to be reconfigured, without a traffic light. There is no consideration for the impact of the commercial development which would almost certainly follow at the reconfigured intersection. There is no plan to lower the contour of Jamil Road where it restricts sight lines for traffic trying to turn from Tram Road onto Jamil Road. There is no plan to re-engineer Tram Road to support additional local traffic. There is no plan to restrict the types of vehicles. This means that city buses and tractor-trailers could travel on Tram Road. Tractor-trailer trucks are not allowed on Piney Grove Road, which is wider than Tram Road, has sidewalks and paved shoulders, and is engineered for heavier vehicles. There is no plan to improve the intersection that is the only exit from the Cottages of Whitehall. On Tram Road, at the foot of the new bridge, the exit from the Cottages might potentially maybe perhaps have a stop sign; there is no plan to install a traffic light, because it would impede traffic flow from the bridge. There is no plan to improve the already-difficult intersection of Sidney Road at Tram Road. There is no plan to re-engineer the intersection of Tram Road at St. Andrews Road, an intersection which is already near capacity. There is no plan to re-engineer the intersection of Tram Road at St. Andrews Road, an intersection which is already near capacity. There is no plan to compensate even the homeowners on Tram Road, much less those throughout the neighborhood, whose property values will also be affected."</p>	
David	Linda	<p>Tram Road winds through a residential neighborhood and is not suitable for thorough traffic. An alternative to crossing between Fernandina and Jamil Rd at I-26 is just a short distance away from Tram at I-26.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

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Davis	Brian	<p>My name is Brian Davis. I live at 125 Wilkshire dr. in Whitehall just off Tram Rd. I believe that building a bridge to connect Tram Rd. and Beatty Rd. is not a good idea.1). If the bridge were to connect Fernandina Rd. and Jamil Rd. it may increase connectivity over the highway, but that is not the plan, the plan is to connect 2 residential streets. One of two things will result, either there will not be increased connectivity because these streets are only used by the people who live in the two subdivisions or there will be increased traffic from Broadriver Rd. And St. Andrews/Bush River Rd. If the former is the case than the bridge is a waste of almost \$5 million that could be used to widen the intersection of Jamil, Bower Parkway, and Piney Grove. If the later is the case then we are turning a narrow and winding residential road into an artery to connect 2 busy main roads. This endangers lives as there are many residents of Whitehall that walk along this road and there are no sidewalks. It puts them in danger if we are increasing traffic. If the plan is to increase connectivity then by definition you must be planning to increase flow. This bridge as it is drawn and as it has been described does not offer that.2). Tram Rd. Services Seven Oaks Elementary, Leaphart Elementary, Crossroads Intermediate, Irmo Middle, and Irmo High. All of these schools have multiple student bus stops along Tram Rd. Adding more traffic increases the possibility of danger to these students.3). Adding a bridge and additional roads will increase water run off. Parts of Whitehall sit low in flood plains. During the floods a few years ago several blocks of Whitehall were flooded. Multiple houses were torn down because of the damage. By adding this bridge we will add to water running off into an established residential area. This bridge has the possibility of significantly increasing the amount of water that this residential area needs to deal with. It is not worth the risk.4). It was explained to us that the bridge would be controlled by a stop sign, not a traffic light. We were told that the intersection doesn't have enough traffic to justify a light. My response to that is that if it doesn't have enough volume to justify a stop light (which I understand and agree with) than it does not justify a bridge. Please don't build this bridge. The money can be used so much better in other ways. There Will be significant financial loss for us in Whitehall by turning our neighbor hood into a shortcut to St. Andrews and I20. Property value will fall.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Davis	Diana	<p>Carolina Crossroads. Tram Road Overpass. The count on Tram Road was reported as 2K during the summer break. Please get an updated count of cars now that school has started. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Davis	Diane	<p>Moved into this quiet, safe, convenient neighborhood as a young wife and mother with 2 small children. These children are now 44 and 41 and were fortunate to have grown up in this safe neighborhood. It makes us extremely sad to think this might all change due to a bridge. This bridge will forever have an impact on this quiet, family neighborhood where people like us tend to put</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

		<p>down long term roots. I cannot see how this change will have a positive impact on Malfunction Junction which is a mile away. There must be another way. Yes, the junction needs correcting. It has been a mistake for many years. I do not believe "The Bridge" to Whitehall is the answer. This mistake from years ago should not now be shoved down the throats of this old established neighborhood. No to the bridge!</p>	<p>comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Davis	Ken & Kathleen	<p>We oppose the bridge from Tram Rd to Beatty Rd. Tram does not need any additional traffic flow. Many people already use it to cut through to Bush River Rd to Jamil now. Even though there is a 25 mph sign. Many people cut through Tram driving 35 to 45 mps. I also do not see how this bridge helps Malfunction Junction at all unless you're redirecting traffic, which we do not want or need.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

			<p>Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Davis	Linda	Both sides of Beatty Rd will be affected. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

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Davis	Renee	<p>I would like to see at least 2 lanes created for on and off ramps at the I-20/26 interchange and see all of the cloverleaf ramps eliminated which leads to slower speeds causing larger delays in exiting one interstate and more traffic accidents. I am vehemently opposed to the proposed bridge being built between Beatty Road and Tram Road. I am concerned about bus stops located along both of these roads and increased risk due to higher traffic during morning hours that could lead to injury and death of children. I also believe there is greater risk of crime increasing in Whitehall and along Tram Road</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The Recommended Preferred Alternative design for the I-20/I-26 interchange eliminates all the existing cloverleaf loops. Multilane exits will be provided from every exiting location from one freeway to the other.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Davis	Roger	<p>Both sides of Beatty and Tram cannot accommodate the additional traffic. Waste of taxpayers money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Davis	Ruth	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Davis, IV	L. Jefferson	<p>Please do not move forward with the plan to connect Tram Road to Beatty Road over I26 in Columbia. The connection is not only unnecessary for residents of the neighborhoods on both sides of 26 but it will have a tremendously negative impact on our neighborhood. We have seen a rise in crime in recent years. More traffic on Tram increases the likelihood of criminal elements in our neighborhood. The connect will also decrease property values. The bridge would not have a meaningful impact on traffic flow or volume on 26 but would have a very detrimental effect on Whitehall and I ask that you not build it.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Davis, IV	L. Jefferson	<p>Please allow this email to convey my absolute objection to a bridge connecting Tram Road with Beatty Road across I26. I have lived in Whitehall for 15 years. The community would be irreversibly harmed if the bridge is built. The bridge would have an immediate negative impact on property values. The bridge would result in higher traffic, including traffic from neighborhood on the other side of I-26 with a higher crime rate. Tram is a residential street that many children and families use to walk on and ride their bikes. The increase of traffic and an influx of traffic from a higher crime area would be detrimental. The bridge has no useful value to residents. It does not connect us to new amenities and would do nothing to reduce the congestion on 26. It would also bring new and unwanted commercial development to Whitehall. We purchased our house in this neighborhood because it is residential. This would change significantly with the likely new development at the bridge and on the 21 acres of forest at the corner of Tram and Jamil. The residents of Whitehall are against the bridge and I hope you do not follow through with the proposed plan.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Dawson	Ann	<p>Brian and the whole team what a magnificent job you've done trying to please people and get the job done. Although we as neighborhoods and businesses as heard at the open house off Bush River Road are dissapointed and concerned about the re-routing and eliminating of the entrances and exits from Bush River Road it evidently wasn't possible to do otherwise and keep the traffic flowing.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The spacing of the existing Bush River Rd entrance and exit ramps to the adjacent interchange ramps does not meet the operational design standards of today. Congestion and high crash rates on I-26 in the vicinity of the I-20/I-26 and I-26/Bush River Road interchange locations are attributed in part to abrupt driving maneuvers due to the multiple weaving movements that occur at these locations. After much evaluation, the best solution to improve the corridor is to relocate the access to Bush River Rd to a new full-access interchange at Colonial Life Blvd. You can read more about the Recommended Preferred Alternative in Chapter 2 of the Draft Environmental Impact Statement (DEIS), and additional detail about the potential affects to businesses on Bush River Road is located in Chapter 3.3 (see Section 3.3.4.8).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
de Percin	Fernand & Eugenia	<p>The plan to route traffic through Whitehall on Tram road from where is intersects with St Andrews is criminally stupid! Has anyone from DOT driven Tram? A significant part of Tram is very narrow and twisty. 25 MPH is almost too fast. Trying to push more traffic through there is asking for trouble. This will also add to the current traffic problems on Nottingham (Speeding and cutting through the neighborhood). Whitehall is an older established neighborhood and this plan will destroy it. Slightly less stupid would be to use Sidney road to Tram as it is at least straight and could possibly be widened. Neither of these "solutions" is a solution to anything. Routing traffic from Broad River Road across I-26 to St Andrews at this point</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

		<p>accomplishes nothing except destroying neighborhoods.</p>	<p>need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Deatrick	Joyce	<p>The bridge project is a fiasco for the tax paying residents of Whitehall. Presently, we must tolerate: 1) extreme traffic from all areas; 2) uncontrolled speed and recklessness; 3) our mail boxes being hit and yards driven over daily; 4) non-residents walking the streets 24/7; 5) drug activity from outside the neighborhood; and 6) increasing crime incidents from outside the neighborhood.</p> <p>It is idiotic to think that opening Whitehall to another neighborhood/area will remedy existing conditions. Yes, let's take a predominantly elderly neighborhood, where people have worked hard for these homes and make their property worthless!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>

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Deatrick	William	<p>The bridge project is a disaster for the taxpaying citizens of Whitehall. Part 1: It will destroy the neighborhood and send property values plummeting. A prime example is the resulting effect Piney Grove Road has had on the western end of Whitehall! Part 2: Tram and Sidney are now very heavily traveled, non-maintained, and with total absence of control. As a resident, I have driven battered school buses running 52 to 65 mph to the 30 mph zone as well as a County Sheriff running 70 mph only to have him stop at the red light at St. Andrews. Part 3: There are [?] for the citizens of this area to get to the other side of 26, Bush River, St Andrews, Piney Grove, Harbison, etc. The only conclusion one can draw is that the planners have a hidden agenda in destroying Whitehall; there is no professional logic that can be used.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Delaney	Douglas	I am 100% against this Bridge. I-26 separates the high crime area near Beatty Rd to Broad River Rd and my Whitehall neighborhood. Please, No Bridge to connect the two.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>
Delaney	Douglas	Not one reason stated for this bridge makes any sense what so ever. What are these people thinking. Better yet who will benefit from this from a financial standpoint? Where is all this money going? Maybe this should be investigated. Form Letter – Tram/Beatty Checklist	

			<p>Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Delong	James	Please add me to the mailing list for the Crossroads Corridor Improvement Project.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Demko	Lorena A.	<p>After reading the proposed changes as an overpass/bridge connection from Tram Road to Beatty. I am concerned about the following: Jamil Road will not be lined off, and there is already a dangerous hill where vehicles speed on so it is dangerous entering Tram Road onto Jamil Road. This will be further intensified as I understand there is no traffic signal planned at the time. Tram and other roads (Sidney, etc) in the Whitehall subdivision that will be utilized by significantly increased volume of traffic are narrow and there are no sidewalks. This will create even more danger to pedestrians, as well as add wear and tear to the roads- are there plans to improve these roads or for future on-going repair? This new bridge will increase the flow of much more through-traffic which often has an increase criminal activity associated with it. Even on Willow Winds Drive, a loop (one way in and out) there have been a number of "crimes of opportunity" as a result of non-residents traveling through. If this bridge/overpass is going to be constructed, these points I have mentioned need to be addressed and the solution be part of the plan and process.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>
Demko	Loretta	I am against the building of the bridge at Tram Road! A better solution would be to put a right turn lane at Jamil Road/Piney Grove Road	

		<p>intersection! Form Letter – Tram/Beatty Checklist</p>	<p>bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Devlin	Ronnie	<p>My preferred plan was scrapped. I travel to northeast Columbia and the only/best way is I-20. I was the Broad River most of the time. During the 2015 flood we were worried that the I-20 bridge over the Broad River would flood or be washed away. Use the money for another bridge over the Broad River and don't build the bridge between Tram and Beatty Roads. That one is not needed but another bridge over the Broad River is.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Dhotre	Kathy	<p>I appreciate the SCDOT's plan to improve Malfunction Junction; however, I am opposed to the proposed bridge connecting Tram and Beatty Roads. I live in Whitehall and travel on Tram Road daily. There are several blind turns I have to make to get onto and off of Tram. It is a curvy and hilly road that is already worn and dangerous when entering and exiting. Turning from Tram onto Jamil is also pretty dangerous with the hill leading up on Jamil. Adding more traffic to this area is a terrible idea. Also, my walking route takes me onto Tram and would become more dangerous- In addition, weekly, Tram is blocked by garbage trucks or tree trimmers or utility vehicles, and adding more traffic will make it harder to pass these vehicles. Please do not build this bridge. (?)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Dickey	Jeffrey	<p>Increasing traffic through Tram road via an overpass that connects to Beatty road is dangerous and should not be included in the proposed updates for the I-20/26/126 corridor.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>

		<p>Tram road is a residential neighborhood road with many blind curves and hills, it is irresponsible and dangerous to leverage it as a thoroughfare from Broad River road to St Andrews road. Please remove this consideration from the I-20/26/126 Improvement Project.</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Dillard	Emalee	<p>This is a quick note to add our protest to the proposed bridge between Jamil and Beatty. We are against this bridge for many reasons which have been stated many times by Whitehall residents. Mainly these are the negative effects on our neighborhood, including increased traffic and safety concerns as well as lowered property values. We feel it is also a waste of taxpayers' money to pay for an unwanted and unnecessary bridge between the two areas.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As</p>

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DiMaggio	Mark and Stephanie	<p>This idea is TERRIBLE for a lot of different reasons: 1) Tram is bordered entirely by residential area, twists and turns and is not designed to handle high traffic volume. It would be very dangerous to motorists. 2) Commuters are notorious for ignoring traffic laws and speed limits 3) During morning and afternoon commute times many school buses travel up and down and on and off Tram Road 4) A direct connection to Beatty Road would create direct connection between one of Columbia's highest crime areas to one of Columbia's safest, endangering residents and denigrating the quality of the subdivision and property values. If your goal is to ENDANGER CITIZENS, KILL SCHOOL CHILDREN and INCREASE CRIME RATES, then build it.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>

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Dominick	Amanda	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>

			<p>Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Dominick	Graham	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Don	Keating	Where are online maps like ones on back of the handout?	<p>Don,</p> <p>Attached is the Carolina Crossroads map</p>

Don	Keating	What is URL for big map on back of the foldout brochure?	from the online meeting that you were having trouble downloading. Please let us know if this works or if you have any other questions. Thank you, Jesica (Attached RPA PDF file from DEIS online meeting)
Don	Keating	Brian - This is the third message I've sent you. Haven't gotten the first reply. Hope this one is different. What is the URL for the large (overall) map on back of the fold out brochure?	
Dowdey	Gloria	I strongly object the proposed overpass linking Beatty and Tram Roads. It's not needed - a waste of tax payer's money. Beatty Rd is a high crime area - we don't want this corridor coming into Whitehall (Tram Rd). There's danger for people/children walking/biking in this area. It'll increase speeding, trash, debris, crime, lower our property values (which will result in less tax [?] for Lexington County. Our quality of life will be greatly harmed. We want good things to happen for the people that live in Whitehall - not things that will hurt/harm our community.	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

Doyle	Douglas	<p>The Tram Road/Beatty Road Connection should be dropped from the proposals because it neither supports local community needs, increases risk to the community and does not support the overall project purpose for Carolina Crossroads Corridor Improvement. Proposed inclusion of Tram Road/Beatty Road Connection in the Carolina Crossroads modified proposals RA1 and RA5 are unacceptable to residents in the Whitehall community for the following reasons. A) As noted in DEIS Chapter 6 Development for Alternatives, the proposed bridge "is not likely to increase longer distance through traffic between St. Andrews Road and Broad River Road along Tram Road and Beatty Road. Therefore, the per this discussion argument the bridge only serves local community traffic access across I-26 and between the frontage roads themselves. Discussion of the proposal does not explain the need for this access from one residential neighborhood to the other, or why cross traffic between the Jamil Road and Fernandina Road would be necessary. Points of interest lie along St. Andrews and Piney Grove and not between, so additional access to local Points of Interest would be negligible. Discussion regarding the necessity of access across I-26 from each residential community fails to justify disturbing current traffic patterns for local access to commercial locations along Piney Grove and St. Andrews corridors. B) Both residential communities that surround the proposed bridge are established without additional builds ongoing. There is not an identifiable local community need for increase of traffic, therefore all increased traffic projections are relative to I-26 alternative paths and not local access. C) Development of Alternatives argues that the additional bridge for local access across I-26 will alleviate traffic when incident causes significant congestion along I-26. Discussion fails to establish how a bridge across I-26 provides relief to frontage road traffic parallel to I-26 when frontage roads (Jamil Road and Fernandina Road) are alternatives to I-26 congestion. Additionally proposal states that the intermediary overpass would allow traffic to be rerouted onto local streets; therefore basis for this is extraordinary conditions to support east-west traffic in support of northwest-southeast interstate when frontage roads already provide said route in support of extraordinary conditions. D) Whitehall Community is substantially larger than residential communities located on East side of I-26, without a stated necessity to access the residential community on the other side of I-26, neither community has expressed interest in potential increased traffic from Jamil road or Fernandina Road.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Doyle	Douglas	<p>E) Sidewalk connections are included in the proposed St. Andrews/1-26 and Piney Grove/1-26 interchanges; therefore there is no need to facilitate pedestrian traffic across 1-26. Overall the purpose of the project is to relieve congestion and enable roadways to support localized traffic in and along the 1-26/1-20/1-126 corridors. In all the discussion provided relative to the proposed addition of the Tram Road/Beatty Road Connection, there is little evidence to suggest a localized congestion exist or an increase in projected traffic necessitates the connection. Furthermore, discussion expounds upon marginal support for local traffic and preparedness for extraordinary conditions where the connection does not serve the intended purpose. The Bridge provides a perpendicular route to the path of traffic with no perceived need for personnel traffic East to West or West to East. No data is attributable to necessitate a bridge which adds costs to the project, potential negative impact to residential areas nearby and does nothing to support the Carolina Connection Purpose. Additional concerns regarding long term impacts to roadways (wear) in the community, increased through traffic, property values and congestion at community access points were not specifically discussed but do exist.</p>	
Drayton	Brooks	<p>Big waste of our money. Increased traffic, lower property values, crime. No to the bridge.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

			<p>Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Drayton	Cubby	Lower property values, wasting taxpayers money, traffic. No to bridge.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Drayton	O B	<p>This is the worst idea I have ever heard of. I feel this comes from a very greedy family on the other side of the highway, who doesn't give a hoot about our neighborhood. We have lived in our house for over 40 years and are very proud of our quiet area. You will disrupt our wildlife and quiet subdivision and bring in traffic. This plan has no way of improving Malfunction junction and only ruin a nice area. We have enough cut-thru traffic now on Tram. We were not informed of this until the last minute and realize who is behind this awful idea. I am completely against the proposal on Tram Road. The impact on this neighborhood would be devastating. It would create traffic inside a neighborhood that would be dangerous to people walking their children or dogs, bike riders and anybody wishing to use Tram Road. It is absolutely ill-equipped to handle more traffic. The noise and construction would disturb wildlife such as owls, herons, geese, foxes, deer and other animals, destroying their homes. It would a direct link to a high-crime area that would result in more crime to us and a decrease in property value. This is definitely not an improvement. "No one in this neighborhood is for the stupid plan."</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Drayton	O B	<p>No to bridge. Form Letter – Tram/Beatty Checklist</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Drayton	Sarah	<p>No to bridge. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Drozd	Charles	<p>First, I want to say that I am so glad that a decision about a new design for Carolina Crossroads has finally been selected. I think that it will help easy congestion along the I-26 and I-20 corridors.</p> <p>The only thing I don't understand is why is there now a bridge across I-26 to connect Tram and Beatty roads? I don't see how this bridge is an overall benefit. The only supposed 'pro' is another way to get from Broad River road to St Andrews road. But really, how much of a benefit is this? From the corner of Tram and Jamil to either Pine Grove or St Andrew along Jamil is only 1.4 and 1.3 miles respectively. Really? We are building a bridge so I can save less than 1.4 miles?</p> <p>I have lived in Whitehall for many years, and I still have family and friends who live there. Whitehall is a well establish community of large family homes. Why do you want to run a major road through the middle of it? Certainly the current roads will not be able to handle the traffic, and any major upgrades to the roads will decrease the property values even further. The quite neighborhood will have a noise corridor through the middle of it.</p> <p>I am strongly against this bridge. It was added late to the design, and now needs to be removed. The negatives far exceeds to positives.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Drozd	Don	<p>Having grown up in Whitehall, lived in Irmo and Lexington, I understand the need to upgrade malfunction junction to Carolina Crossroads. I have traveled through this area my whole career. I have seen all the problems the current configuration has caused. What will not solve these issues is the Tram-Beatty bridge. It must be stopped! Tram Road is a neighborhood road. It was not designed as a "public" through road. Connecting these roads with a bridge will destroy the Whitehall community, devalue homes, be an</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty</p>

		<p>avenue that brings crime directly the homes, and destroy this quite oasis. Whitehall has been a significant anchor for the St. Andrews area for over 50 years and is vital to its revitalization. The bridge is an unnecessary expanse to an already billion dollar project and will destroy a wonderful neighborhood. I ask you cut this bridge from the project.</p>	<p>Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Drozel(?)	Irene	<p>No bridge wanted. Stop this waste of money. Please do not destroy my neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Drumheller	Stuart	<p>My wife and I are firmly opposed to the proposed bridge over I-26, linking Fernandina Rd and Jamil Rd, from the Tram Rd and Beatty Rd locations. FIRST, it will provide a direct corridor for the Beatty Rd and Beatty Downs Rd inhabitants access into Whitehall neighborhoods on or near Tram Rd, near I-26. I believe as many do (at Whitehall HOA hearing on 9/21/18) that Whitehall crime rates will increase while Whitehall property rates or values decrease. SECOND in your 'Carolina Crossroads Project', 'Level 3 Screening' p. IV,V and Development of Alternatives p.2-50, it states 3 times 'Improve Tram Road by providing overpass of I-26'. This wording focuses exclusively on Tram Rd without mention of Fernandina Rd, Beatty Rd, or Jamil Rd, leads the reader to worry about why Tram Rd has this focus. What do the planners know that Whitehall residents don't know. THIRD, in your written, proposed project in 'Summary Level 3 Screening - RA1, it lists on page IV 'Improve Tram Road by providing overpass of I-26.' This sentence appears last on p. IV and second to last on p. V. It does not seem to be a high priority. Worse, as several attendees at the 8/21/18 Whitehall HOA expressed, it appears that this bridge was recently added and was not in earlier proposals...why? Forth, your estimated cost to build this bridge is 3-5 million dollars. I think this money could be used better for projects such as anti-skid surfacing on off and on ramp</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

		<p>curves resurfacing (before roads get as bad as recently) maintenance of bridges, especially where steel hardware is in contact with concrete and water. LAST, I understand the engineering goal of lessening volume of vehicle movement on existing bridges, but given the width of Jamil and Fernandina Rds plus speed limits of 35 mph, this bridge will provide only marginal relief. For additional consideration: Crime statistics for Beatty Downs Rd. Report. On June 30, 2018, there were six crimes reported: 1 - arrest, 3 larceny reports, 1 report of vandalism, and 1 assault. These statistics are not atypical for this area. These statistics come from Lexis Nexis, which is a well respected and reliable source for crime data. Whitehall residents have good reason to fear the easy access and escape from Whitehall neighborhoods that such a bridge will provide. Good corridor improvement for criminals and bad corridor implications for Whitehall homeowners. (Attachments)</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
DuBose	Elaine	<p>I was very impressed with the professionalism of the public forum. I met some very knowledgeable representatives who were able to explain the projects with great clarity and thoroughness. The floor plan was well laid out and the information was easy to understand. The representatives from SCDOT and the consulting firm were very helpful in explaining the information presented at the various stations. They were very thorough in their answers and explanations they provided to the public. They listened to our concerns and suggestions with respect and a genuine concern for making sure the visitors questions and concerns were addressed.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Dupuy	Kathy	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty</p>

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Dupuy	Robert	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the</p>

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Durant	Marjorie	I am totally opposed to extending Tram Rd across I-26. It will increase traffic in a residential area making it unsafe for residents. Surely you can find a better use for DOT resources (ie - make repairs to existing streets in the area)!	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.
Durant	Marjorie	Form Letter – Tram/Beatty Checklist	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
Durant	Marjorie	I have lived in Whitehall for more than 60 years. And to be faced with this crazy idea of Tram Road being extended across Highway 76 is unbelievable. There must be another way of getting to Beatty Road. Spending money can surely be used to do things like paving the many bad sections that we have to drive over.	

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Durity	Marlon	Tram Rd cannot support this kind of traffic (narrow, hills, and turns) Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Duval	Sharon	<p>I am opposed to the proposed interstate overpass bridge across I-26 connecting Beatty Road and Tram Road in Lexington County.</p> <p>First of all, how could this bridge, even remotely, help the traffic issues relating to Malfunction Junction? There are already three bridges in place across I-26 in the area.....on St. Andrews Road and on Bush River Road...both near Malfunction Junction... and on Piney Grove Road as well. Placing a Beatty Road/Tram Road bridge so near these three established bridges would be a flagrant waste of taxpayer money.</p> <p>Secondly, Tram Road is already a heavily traveled thoroughfare connecting St. Andrews Road and Jamil Road. Tram is winding and curvy, with many dips and peaks....already a treacherous stretch of road. Tram Road is completely residential. Most of the homes along Tram are very close to the road, where children wait for school buses and elderly residents pull into and out of their driveways. Increasing the already heavy traffic flow on Tram would certainly increase accidents that could potentially cause catastrophic injuries or even worse, loss of life....and, consequently, lawsuits.</p> <p>Thirdly, the Beatty Road/Broad River Road business corridor has a much higher crime rate than the Tram Road residential neighborhood in Lexington County. Refer to the Lexis-Nexis community crime map https://www.communitycrimemap.com/, click on the State of South Carolina, and then select Lexington County; scroll until the screen shows the Whitehall residential neighbor of Tram Road (little or no crime) and the Beatty Road/Broad River Road corridorrife with home burglaries, stolen motor vehicles, aggravated assaults, robbery of individuals, and thefts. Why would you subject a peaceful and thriving, long-standing midlands neighborhood like Whitehall to this type of deviant and criminal element?</p> <p>Senatorial candidate Dick Harpootlian has stated in correspondence dated September 17, 2018, that he has been told by senior officials at SCDOT the approximate cost of this unneeded and undesired interstate overpass is \$5 million. This is an outrageous expenditure....building a bridge</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

		<p>that no one wants and one that serves no purpose. It is simply a poor use of resources that promises to decrease property values (and consequently the tax base), decrease quality of life for many citizens, and increase congestion in an already crowded area. This would be a flagrant example of State Government irresponsibility, lack of good common sense, poor planning and research, and basically a knee-jerk reaction to a longstanding traffic problem that should NOT be an unfair burden on the hard-working citizens of Whitehall who made the decision to raise their families in a quiet, peaceful and SAFE neighborhood that would be anything BUT quiet, peaceful and SAFE if this ill-advised bridge project is pursued. The noise pollution alone would vastly decrease the quality of life for Whitehall residents, coupled with the safety and crime concerns already stated.</p> <p>It is my understanding that an engineering study has been conducted by SCDOT regarding this proposed interstate overpass connecting Tram and Beatty Roads. Surely in conducting this study it was found that this proposed overpass connector would be in direct violation of neighborhood planning and zoning classifications. It is also my understanding that this study has been reviewed and carefully analyzed by the former long-term President of the Whitehall Homeowners Association, and longtime Whitehall resident Chester Sansbury, a well-respected and engaged pillar of our community. Mr. Sansbury has studied the DEIS documents at the Irmo Library and points out in his professional opinion as retired SCDHEC Assistant Chief of the Bureau of Water and one very familiar with the DEIS process throughout his career, that “the (DEIS) analysis was significantly lacking in its justification for selection of that connector” i.e. through the Whitehall area. Surely the undertaking of a \$5 million bridge has been extensively studied by engineering professionals and construction experts, but Mr. Sansbury reports the DEIS analysis fails to specify how the Beatty Road/Tram Road connector will alleviate the Malfunction Junction traffic problem.</p> <p>In summary, the proposed Beatty Road/Tram Road connector offers no proof of any benefit whatsoever while unfairly burdening the law-abiding citizens and peace-loving citizens of the Whitehall community. To further this project would be an egregious example of State Government overreaching its authority and ignoring its obligation to protect its citizens from unwanted and unnecessary encroachment and</p>	
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		<p>harassment. Clearly, to pursue the Beatty Road/Tram Road connector would be the State Government willfully and unnecessarily placing the residents of Whitehall and surrounding communities in harm's way and exposing them to increased dangers and perils for no sound reason or proven purpose.</p> <p>I hereby request that the proposed Beatty Road/Tram Road connector be removed from the selected project alternatives to the Malfunction Junction traffic congestion issue.</p>	
Dwinnells	Pam	<p>My thoughts on the proposed new bridge to cross over 1-26 connecting Tram Road (which is in the Whitehall neighborhood) to Beatty Road, which is nowhere near Whitehall.</p> <p>1. 1. Whitehall is a very dense neighborhood, relatively quite and well populated. Tram Road is considered the main thoroughfare through our neighborhood. Having lived in Whitehall for 30 years, I've come to observe just how many folks in this neighborhood walk Tram Road on a daily basis, kids ride their bikes, skateboard down its many hills, walk pets, etc. Tram is a very narrow road, very hilly and curvy. There are a number of areas which dip so low that one literally cannot see oncoming traffic. We don't need more traffic on Tram, especially commercial traffic.</p> <p>2. Whitehall is nowhere near Malfunction Junction. It would not alleviate any of the traffic that builds up twice daily in that area. I am originally from a large metropolitan area where it would take nearly two hours each way to drive 13 miles. Now that is traffic. People here don't know how good they have it. While working, I drove</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

		<p>back and forth from Columbia to Whitehall for more than 25 years. Sitting in 15 or 20 minutes of traffic is nothing. Perhaps if people obeyed the speed limits there would be less accidents. I believe there are very few people living in Whitehall who want to see Tram Road turned into a thoroughfare for commercial traffic. This plan would destroy our neighborhood and its peace and quiet.</p> <p>We all appreciate SCDOT's efforts, and hope we can all work out a good solution to whatever problem some people who don't even live here seem to think exists. Thanks</p>	<p>mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Eastergard	Leisha	<p>This letter is an expression of my strong OPPOSITION to building a bridge through Whitehall subdivision. It is unconscionable that the proposition was ever made. Whitehall is a lovely, established community — bucolic in its lush lawns and many trees. The neighborhood resembles the neighborhoods of the 1960s and 1970s where people knew their neighbors and everyone's kids played together. Some of those kids — now grown — are moving BACK to be in this wonderful area. Putting a major thoroughfare through this neighborhood is absolutely criminal (or ought to be.) Did any of you ASK the residents of this neighborhood what THEY thought about you destroying their neighborhood or gutting their home's values? I venture to say the answer is NO because if you did, it would have been nipped in the bud, this hair-brained idea. As an 18 year resident of the Irmo area and a frequent visitor to the Whitehall neighborhood, I feel that ALL the lovely areas in Irmo are at risk of being steamrolled by SCDOT with little or no input — or no weight being placed on what little input we may supply. These neighborhoods are our LIVES. These homes represent our life savings. We start our families here and raise them up. Would YOU want this thoroughfare, connecting a lovely, crime-free neighborhood to a crime infested one, in YOUR neighborhood? Would YOU want 'thru' traffic, with the increased risk of injury to kids and animals from more cars and speeding coupled with an increased risk of crime, in YOUR neighborhood? Nope. SHAME on you for</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>

		proposing to RUIN one of the loveliest neighborhoods in Columbia.	<p>Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Eastergard	Leisha	<p>I am emailing to express my strong OPPOSITION to building a bridge through Whitehall subdivision. It is unconscionable that the proposition was ever made.</p> <p>Whitehall is a lovely, established community – bucolic in its lush lawns and many trees. The neighborhood resembles the neighborhoods of the 1960s and 1970s where people knew their neighbors and everyone’s kids played together. Some of those kids – now grown – are moving BACK to be in this wonderful area. Putting a major thoroughfare through this neighborhood is absolutely criminal (or ought to be.)</p> <p>Did any of you ASK the residents of this neighborhood what THEY thought about you destroying their neighborhood or gutting their home’s values? I venture to say the answer is NO because if you did, it would have been nipped in the bud, this hair-brained idea.</p> <p>SHAME on you for proposing to RUIN one of the loveliest neighborhoods in Columbia.</p>	
Eastergard	Leisha	<p>My name is Leisha Easterguard that is spelled LEISHA last name is Easter like the holiday GARD as in dog. I live at 1427 Quail Valley East in Columbia South Carolina 29212. My phone is 803-743-7444 and that being a cell phone you can call anytime. I am calling to leave a message and that would be my opposition to the building of this bridge to the White Hall subdivision. I spent a lot of time over there. Although I don't live there I have a good friend who does and is unconscionable that they would consider you or they would consider building a major thorough</p>	

		<p>thorough fair to this neighborhood. This is an old lovely established neighborhood and the last thing they need is a bridge connecting them to another part of town that isn't the best neighborhood it's gonna promote crime and it's certainly gonna undermine their housing values. I just think that this is a very very poor idea and I think it's unconscionable you take a lovely neighborhood the kind of neighborhood where people raise their kids and those kids it's so enjoyable and so lovely that those kids moved back and wanna raise their kids there and you're gonna ruin it and I think that's appalling and I really don't think that there was sufficient notification to the people who live there because there's not one person who lives there that would think this is a good idea. So I think this is just shameful and that you're welcome to call me at any time to discuss this because I would love to at length thank you very much.</p>	
Easterling	William	<p>Generally pleased with plans but concerned that some form of mass transit should be planned now to be implemented in 10-20 years. In the short run the bus system should be expanded to serve a wider area and have park & ride with express buses.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>At the beginning of the project, several alternatives were identified to address the purpose and need of the Carolina Crossroads to reduce congestion and improve mobility with the corridor. Mass transit was one of the alternatives identified, the study also considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The data gathered for the Carolina Crossroads I-20/26/126 Corridor Improvement Project showed that mass transit alone would not sufficiently meet the purpose and need of the project to reduce congestion and improve mobility within the corridor. You can read more about this in Chapter 2, Section 2.1.3 (pages 2-14 through 2-15) of the Draft Environmental Impact Statement (DEIS). However, SCDOT realizes that mass transit is part of a larger mobility solution for the Midlands region. Therefore, as part of the Carolina Crossroads I-20/26/126 Corridor Improvement Project, a mobility stakeholder group was established to provide input and ensure coordination on the project. Based on the input from the mobility group the project team will study existing Park-and-Ride facilities throughout the Carolina</p>

			<p>Crossroads I-20/26/126 Corridor Improvement Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region. In addition, SCDOT is prepared to assist COMET/CMRTA (the primary transit provider in the region) efforts through such measure as accommodating transit (bus) stops at interchange locations (see page 2-63 of the DEIS).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Eddins	Carole	<p>I live on Brookshire Dr but seldom use Tram Road between Brookshire and the frontage road. I have lived here for 35 years and have often watched police stationed on Tram issuing tickets for speeding, hardly anybody goes the speed limit. With several curves and blind access streets, no curbs and a small hill kids speed over to get the "roller coaster" affect (while yelling out the windows of the car). I cannot imagine what a disaster it could be to add the kind of traffic this bridge would create and for what? To spend our tax dollars to build this bridge that seems to serve little purpose is a very bad waste of money and would create more problems than it would solve. Before a decision is made all of you should drive Tram Rd several times at the speed limit and at 40/45 miles an hour. Then vote! It is not just a line on a map!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

			<p>mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Edenton	Stephanie	<p>Whitehall cannot handle the increase in traffic - there will be a horrible traffic jam to add to existing traffic problems. This bridge is without any merit if all. It is therefore a huge waste of taxpayer dollars in a state with crumbling roads and dangerous bridges. If allowed to continue - there will be an inevitable investigation into what back room deals led to this ridiculous proposal.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates</p>

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Edenton	William	<p>This project introduces 2 plethora of problems in several areas. It's a complete waste of taxpayer dollars, and more towards it increases traffic in the residential area otherwise.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Edenton III	Thomas E.	I and my family strongly oppose the construction of a bridge connecting Beatty Road to Tram Road. The traffic on Tram is already bad enough with the drivers using Tram as a shortcut from the Frontage Road to St. Andrews. Now you want to add more traffic THROUGH A RESIDENTIAL AREA!!! Focus your attention to the real problem- the convergence of multiple interstates in a strip less than 2 miles in length. The bridge is a waste of taxpayer dollars (something SCDOT excels at).	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Edwards	Jennifer	Adamantly opposed to the Tram/Beatty Road connector. Waste of tax payer money!! Will increase traffic significantly on Tram Road. Tram Road is a narrow, curvy road lined with homes and cannot safely handle the increased traffic. It will negatively impact neighborhoods on either end, with increased noise, traffic and flooding. I love my Whitehall neighborhood- please don't destroy it.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

			<p>comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Edwards	Jenny	<p>I have lived in the Whitehall neighborhood since September 1995 and I love it, so I am begging you--please do not build this bridge. First of all, it is a complete waste of taxpayer money. Nowhere can I find a reasonable justification for spending \$5 million dollars for this bridge and believe me, I have looked. Tram Road is a narrow, hilly, curvy road that cannot handle additional traffic. Increased traffic will endanger the lives of the people who live here, drive here, jog here, walk their dogs and their babies here. It will disrupt the peace and quiet we moved here to enjoy. Construction of this bridge is likely to increase the flooding we have experienced in the last few years that is due to construction occurring around us, construction apparently undertaken without the due diligence required to protect surrounding neighborhoods. After living here for over twenty years without flood insurance, I am now suddenly in a flood zone?!? I have had to replace all of the</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

		<p>duct work under the house as well put in a vapor barrier and a pump to drain the water. I've had to replace the HVAC and the hot water heater and my deck and driveway is disintegrating from being submerged in heavy rains. I never thought I would have to keep sand bags at the ready in case it rained. Enough is enough.</p> <p>If you have to spend \$5 million, please use it to repair our roads and bridges. Use it to strengthen the drainage infrastructure in our neighborhood to handle not only the runoff we already receive from the buildings and parking lots that have been built up around us, but also the additional runoff that we are sure to receive from the future expansion of the interstate.</p> <p>I am a registered voter and I will be voting in November. I will be voting for candidates who oppose plans such as this one which waste our tax dollars and harm our neighborhoods.</p>	<p>Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Edwards	Samantha	<p>No Tram/Beatty bridge. No flooding! No noise! Public transit! I have lived in Whitehall all my life and know the challenges of malfunction junction and those faced by my neighbors especially in regard to flooding. Expanding road capacity to accommodate more cars is a solution to congested highway arteries, but a highly impractical and not long term one. 1) It's extremely expensive 2) Government has to demolish homes, businesses, structures, cut down trees to widen roads 3) Roads don't require this expansion during non-peak hours. The primary purpose of this project is to reduce congestion and improve mobility. Then where is the consideration for public transit? Public transportation is by far the best, most future-looking plan for reducing congestion. We will never be able to afford expanding our roads enough to prevent congestion across our state. Widening the roads simply results in more cars on the road. There is no true vision for 2040 in this plan. For our neighborhood, the expansion of the interstate without a no-rise solution or the addition of noise barriers will lower the value of our property and leave us with way to sell. At 548 Brookshire Drive, we flood in a heavy rain due to water coming over the road because our tributary to Kinley Creek cannot take on much water. I have heard our neighbors on Beatty Road face similar issues with the culvert to Stoop Creek. We have experienced issues with flooding in this</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

		<p>neighborhood since our homes were built with nothing done by the county or state. I have zero faith in our state to protect the value and security of our property. I'm begging you to prove us wrong. There are two ways out of the neighborhood for us, but by far the most common route is Tram Road. The plan for a bridge over the interstate connecting Tram and Beatty has no clear purpose, and I can't imagine the problem it solves. It will set down in front of the only entrance and exit to the cottages at Whitehall. It will cause traffic to increase on Tram and Jamil roads (where two pedestrians were recently struck, and one killed). And the proposal fails to address any of the dangerous conditions already known on these roads. I write to you asking you to drop the Tram/Beatty Road Bridge from the proposal entirely and use that money toward a no-rise solution that truly addresses the causes of congestion in our arteries. Use it to repair our roads and bridges. Use it to strengthen the drainage infrastructure in our neighborhood to handle not only the runoff we already receive from the buiktings and parking lots that have been built up around us, but also the additional runoff that we are sure to receive from the future expansion of the interstate. I will be voting in November for candidates who oppose this plan that will devastate our neighborhoods. Good day.</p>	<p>complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Ehrenclou	Marjorie	<p>I wish to express my deep concern and objection to the so-called solution of "malfunction junction." I have never had a problem with that intersection. The problem is that people don't know how to drive. This would be a huge waste of money and would destroy the peaceful Whitehall subdivision. It would be causing enormous problems for the residents and accomplishing nothing. Please spend our tax dollars on repairing the existing roads.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty</p>

Ehrenclou	Marjorie	<p>Dear SCDOT: This message is to express my alarm and very strong opposition to your proposal which would supposedly solve the “Malfunction Junction” intersection problem. Not only would this cost billions of taxpayer dollars, but it would ruin the peace and security of thousands of residents in the neighboring subdivisions. Having been a resident of Whitehall for fifty years, I love this area. It is convenient, peaceful and quiet. How can you justify wrecking the financial and health status of thousands of people, and causing them emotional turmoil by using our tax dollars to redirect interstate traffic through our residential neighborhood?</p> <p>If there’s any spare money lying around, please use it to repair our existing roads, dams and bridges. This is not as dramatic as your proposed grandiose plan, but it’s where our hard earned money should be spent.</p> <p>I look forward to hearing that you have scrapped this plan.</p> <p>Sincerely,</p> <p>Marjorie Ehrenclou</p>	<p>Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>
Ehrenclou	Marjorie	<p>Dear SCDOT - further to my previous email, if there is no way to prevent the so-called solution to the perceived “Malfunction Junction” situation, I wish to strongly object to the proposed bridge/overpass connecting Tram Road to Beatty Road. I find it impossible to understand the map (could you please make it user friendly for those of us who aren’t highway engineers) but from what I gather, this will redirect traffic from the interstate to going through the established residential area of Whitehall. Not only will this be a disaster for residents living in lovely homes on Tram Road, but it will negatively impact the entire area with traffic congestion and air and noise pollution.</p> <p>Having driven on the I26/I126 interstate and passing the I20 exit to Charleston for many years, it has been my experience that the problem is primarily bad drivers. They pass on the left at high speed, only to exit on the right, which is very dangerous. We need to increase police patrol and ticket these people. Also trucks should slow down when exiting toward the “Charleston exit” and they, too, should be ticketed for dangerous driving.</p> <p>Your consideration of my concerns will be very much appreciated.</p> <p>Sincerely, Marjorie Ehrenclou Resident of Whitehall since 1968</p>	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Ehrenclou	Marjorie	I spoke at the August SCDOT meeting opposing the proposed bridge. My reasons, as stated at the meeting, are listed on the sheet attached. This proposed bridge is outrageous. It will ruin Whitehall and is a waste of taxpayers money. Form Letter – Tram/Beatty Checklist	
Ehrenclou	Marjorie	Dear Ms. Hall - I am writing to you to express my alarm and opposition to the proposed bridge that has been added as part of the "malfunction junction" SCDOT plan. There is no rationale to building a bridge that would connect Tram Rd. to Beatty Rd. as it would in no way alleviate traffic congestion in the I20/I26/I126 interchange and would be a waste of taxpayers money. Furthermore, it would have a devastating impact on the well established, peaceful subdivision that I've called home since 1968. The bridge would open traffic to flow from a high crime area into Whitehall, and it would be directed down Tram Rd. which is a narrow, winding, hilly residential road with lovely homes. Not only would the proposed bridge run through the heart of Whitehall, it would affect over 1400 people, with increased crime, increased noise pollution, air pollution, traffic accidents, and it would endanger the lives of people who walk their dogs, children who live in some of those houses and disrupt the lives of thousands of people living in several developments that are in close proximity to Whitehall. Last but not least, it would result in decreased property values, which in turn would result in decreased tax revenue. Taxpayers dollars would be better spent repairing the already deteriorating roads in the Whitehall subdivision, which in years passed were repaved on a regular basis. I beg of you to please reconsider this plan and do not build the bridge.	
Ehrenclou	Marjorie	It is my understanding that the proposed bridge connecting Beatty Rd to Tram Rd was added after the plan was exhibited for residents of Whitehall to review. This proposed bridge would have a serious negative impact on the residents of Whitehall as well as on the subdivisions in close proximity. It would overload Tram Rd. which runs through the front of Whitehall, and would in no way improve "Malfunction Junction" congestion. It would affect the quality of life of over 1,400 people with noise pollution, sound pollution, increased crime and decreased property values. As there is insufficient space on this sheet to express all of my deep concerns, please know that I OPPOSE THE PROPOSED BRIDGE/OVERPASS. "There is no consideration for the degradation of both lifestyles and property values of the 1,400 residents of Whitehall. This would be caused by	

		<p>the increased traffic, increased traffic noise, increased non-local traffic and the higher-speed, heavier traffic on the narrow, hilly, winding Tram Road which is already near its practical carrying capacity and where speeders are already a problem. There is no consideration for the concerns of residents about creation of a direct connector to the upscale residential Whitehall neighborhood from Beatty Road, with its commercial areas, including an abandoned auto dealership and its lower-income and higher-crime areas. There is no plan to make any changes to Tram Road itself, other than the brief stretch where the new bridge comes to ground and the Jamil Road intersection is to be reconfigured, without a traffic light. There is no consideration for the impact of the commercial development which would almost certainly follow at the reconfigured intersection. There is no plan to lower the contour of Jamil Road where it restricts sight lines for traffic trying to turn from Tram Road onto Jamil Road. There is no plan to re-engineer Tram Road to support additional local traffic. There is no plan to restrict the types of vehicles. This means that city buses and tractor-trailers could travel on Tram Road. Tractor-trailer trucks are not allowed on Piney Grove Road, which is wider than Tram Road, has sidewalks and paved shoulders, and is engineered for heavier vehicles. There is no plan to improve the intersection that is the only exit from the Cottages of Whitehall. On Tram Road, at the foot of the new bridge, the exit from the Cottages might potentially maybe perhaps have a stop sign; there is no plan to install a traffic light, because it would impede traffic flow from the bridge. There is no plan to improve the already-difficult intersection of Sidney Road at Tram Road. There is no plan to re-engineer the intersection of Tram Road at St. Andrews Road, an intersection which is already near capacity. There is no plan to re-engineer the intersection of Tram Road at St. Andrews Road, an intersection which is already near capacity. There is no plan to compensate even the homeowners on Tram Road, much less those throughout the neighborhood, whose property values will also be affected."</p>	
Elam	Mary	<p>Thank you for listening to my concerns on the bridge to Tram Road. As a nearly twenty year resident of Whitehall, it's important to consider the impact this project would have on the neighborhood and the quality of life in the neighborhood. Children ride bikes, folks walk their dogs, neighbors walk and catch up as the pass the houses of friends. Directing traffic from another neighborhood into</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

		<p>Whitehall will destroy the character of the neighborhood forever.</p> <p>I understand that the goal of this bridge is allow folks to avoid the Piney Grove or St. Andrews interchange, but the fact it that it's not worth destroying one community to make it more convenient for another community.</p>	<p>comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Elam	Mary	<p>Thank you for listening to my concerns on the bridge to Tram Rd. As a nearly twenty year resident of Whitehall, its very important to consider the impact this project would have on the neighborhood and the quality of life in the neighborhood. Children ride bikes, folks walk their dog, and neighbors walk and catch up as they pass the house of friends. The bridge would completely destroy this aspect. Directing traffic from another neighborhood will destroy the character of this neighborhood FOREVER! I understand the bridge is to allow folks avoid Piney Grove or St Andrews interchange, but the fact is that it isn't worth destroying a community for the convenience of a few. Thank you.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Elliot	Hazel	<p>We would like to express our opposition to the proposed bridge over 1-26 connecting Tram Road and Beatty Road not limited to, but for the following reasons:</p> <ol style="list-style-type: none"> 1. Tram Road is not designed for heavy traffic. 2. Providing more traffic on Tram Road will create an unsafe avenue for children and residents. 3. What is the logic for this bridge to provide less congestion at malfunction junction? Where are the people going if they use this bridge instead of Piney Grove Road or St. Andrews Road? 4. What is the additional car count per day for this proposal? 5. Has a cost/benefit analysis been made for this proposal? 6. Most homeowners agree that the additional traffic will lower the property value in the area. 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

			<p>linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Ely	Mia	I want bus routes.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>At the beginning of the project, several alternatives were identified to address the purpose and need of the Carolina Crossroads to reduce congestion and improve mobility within the corridor. Mass transit was one of the alternatives identified and considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The data gathered for the Carolina Crossroads I-20/26/126 Corridor Improvement Project showed that mass transit alone would not sufficiently meet the purpose and need of the project to reduce congestion and improve mobility within the corridor. You can read more about this in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the Draft Environmental Impact Statement (DEIS). However, SCDOT realizes that mass transit is part of a larger mobility solution for the Midlands region. Therefore, as part of the Carolina Crossroads I-20/26/126 Corridor</p>

			<p>Improvement Project, a mobility stakeholder group was established to provide input and ensure coordination on the project. Based on the input from the mobility group the project team will study existing Park-and-Ride facilities throughout the Carolina Crossroads I-20/26/126 Corridor Improvement Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region. Please note that your comment about additional transit service in your area will be shared with the other members of the mobility stakeholder group.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Ely	Mike	<p>This is a much needed project but we need a major emphasis on transit and shared ridership in order to reduce traffic congestion (the primary goal of the entire project). 1. HOV & express bus lanes2. Park & rides3. Space on roadway for future tolls / light railThe current plan will be obsolete in 20 years. Plan for 100 years and make a true change!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>At the beginning of the project, several alternatives were identified to address the purpose and need of the Carolina Crossroads to reduce congestion and improve mobility with the corridor. Mass transit was one of the alternatives identified and considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The data gathered for the Carolina Crossroads I-20/26/126 Corridor Improvement Project showed that mass transit alone would</p>

			<p>not sufficiently meet the purpose and need of the project to reduce congestion and improve mobility within the corridor. You can read more about this in Chapter 2, Section 2.1.3 (pages 2-14 through 2-15) of the Draft Environmental Impact Statement (DEIS). However, SCDOT realizes that mass transit is part of a larger mobility solution for the Midlands region. Therefore, as part of the Carolina Crossroads I-20/26/126 Corridor Improvement Project, a mobility stakeholder group was established to provide input and ensure coordination on the project. Based on the input from the mobility group the project team will study existing Park-and-Ride facilities throughout the Carolina Crossroads I-20/26/126 Corridor Improvement Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region.</p> <p>Relative to HOV lanes, they were also considered as part of the proposed improvements, and it was determined that the inclusion of HOV lanes is not warranted. The recommended preferred alternative would provide improved level of service, speeds, and travel times equal to or greater than those an HOV facility could provide. Additional information about this analysis is included in Chapter 2 of the DEIS (see pages 2-61 through 2-62).</p> <p>Relative to the addition of lanes, the recommended preferred alternative includes widening of I-26 with one additional lane in each direction from US 176/Broad River Road to I-126, as well as the addition of new collector-distributor lanes. Traffic modeling was completed for both the current year and future year of 2040 to determine which alternatives would best serve current and future traffic. You can read more about the alternatives, including the recommended</p>
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			<p>preferred alternative in Chapter 2 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
English		<p>I was born in Whitehall and my mother lives in Whitehall. She has explained to me the connector bridge to me. This is stupid. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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English	John	<p>I have lived in the Whitehall subdivision since 1969. Even though I admire the Extent the Crossroads Project has gone to in order to correct Malfunction Junction, I don't believe that the addition of the Tram Rd./Beatty Road. connector bridge wiU improve the flow of traffic on the I-26 Interstate.I do not believe anyone with the DOT has surveyed the traffic load and flo of Tram Rd. todetermine the damage this connector would do to this neighborhood. In my judgment the DOT hasmade mistakes like this before. I request that you reconsider this decision.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

English	Montez Rion	<p>I have lived in Whitehall since August 1963. I have lived in three different homes. I am aware of the many changes that have occurred through the years. Not one of the changes concerning traffic have put a connector bridge right through the very heart of an existing subdivision. (Your excuse: 1. The distance between Piney Grove Rd. and St. Andrews Rd; 2. To move traffic off of I-26. 3. To facilitate the movement of emergency vehicles. These are the excuses that I heard the Crossroads Project is using to destroy a Beautiful and popular subdivision.</p> <p>I personally know that for 58 years the current connector bridges work very well. Their only problem is these connector bridges need repairs. The \$5 million dollars to "build" a new connector could be better used to repair the existing connectors.</p> <p>We have looked at the map showing crimes committed in the Tram Rd/ Jamil Rd. and Beatty Rd./Fernandina Rd. areas. That map alone speaks volumes. This connector bridge being proposed will bring significant crime from the Fernandina Rd. area (where it has been) to the Jamil Rd. area (where it is significantly less. Just think about the Prisons on Broad River Rd. If individuals incarcerated in these prisons escape (This happens regularly), this connector bridge gives the escapee an escape route right into the heart of a large subdivision. The result - neighbors who have never owned a gun will purchase one for their personal safety.</p> <p>This proposed connector bridge might move some traffic off of I-26, but it will be very little. What it will do is cause unreasonable harm to many neighbors of the Whitehall Subdivision. Traffic on Tram Rd. will increase. We were told that this connector would not exclude 18 wheelers and other large delivery trucks. The Tram Road bed will not take this extra traffic. Our children being picked up for school and dropped off for school will be exposed to more traffic not abiding by the posted traffic signs (not to mention more large trucks}. People do not seem to abide by traffic signs now. So, what would make us think that more traffic going fast would be desirable. There are only about three needs for people to go to the Fernandina/Beatty Rd. side. There are hundreds of needs for people to come across from the Fernandina/ Beatty Road side to the Jamil/Tram Rd. Side. Breaking up the smooth flow of traffic on these frontage roads will have minimal impact. What it will do is cause more traffic accidents. To facilitate the movement of emergency vehicles again is a small need. The location of emergency vehicles is a straight shot on Piney Grove Rd. They simply would use the shortest most direct route.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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English	Montez Rion	<p>This money would be so much better served by improving and fixing the existing connectors. We question the motives of this decision. Certainly, the owners of the abandoned car dealership near Beatty Rd. want this connector so the Crossroads Project will purchase their property. In the same respect, the owners of the wooded property adjacent to Tram Rd., probably, want to sell their land.</p> <p>Not mentioned before is the Canadian Geese that live on the Lakes in the heart of the Whitehall subdivision. These geese have special homes" they frequent. Several of these homes are on Tram Rd. There are Federal laws protecting migratory birds. The Canadian geese are on this list of migratory birds. These birds have created a habitat in Whitehall and they do not migrate. Our neighbors are aware of the habits of these birds and slow down for the birds to cross.</p> <p>The frontage roads already move traffic off of I-26. Improving these frontage roads by widening certain areas to improve safety and thus improve the traffic flow would be a better place and less costly place to put the allocated money. PJease believe us - we live here.</p>	
Enochs	James	<p>Opposed. No benefit to people on either side of river. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

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Enochs	Jeanie	Very much opposed. No reason for this. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Essick	Mae	<p>I strongly object to the construction of an overpass connecting Beatty Rd. and Tram Rd. The current overpasses at mile post 104 and 106, combined with the access roads of Jamil and Fernandina allow for adequate flow to and from the residential area on either side of 126.</p> <p>The cost of this overpass would be a waste of otherwise needed highway construction funds. The result of this expenditure would simply be to allow flow from one residential area to another, without providing any additional access to shopping or other business activity.</p> <p>Please confine your design effort and construction costs to changes that will provide a significant benefit.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Essick	Martin	<p>The bridge over I-26 to Tram Rd. MUST be dropped from the project! The project will have significant adverse impacts on the Whitehall community. Additionally, the area known as the Cottages of Whitehall will be devastated. The DEIS states there is a need to reduce traffic congestion, improve mobility, and enhance operations. This project does not accomplish that. There is no need for traffic between the two residential areas. Traffic from either area has easy access to St. Andrews rd. or Piney Grove rd. via the access roads parallel to I-26! It will be much easier for traffic to move down the access rd. than to come down Tram Rd. then down St. Andrews. The project will also have adverse impacts to the Whitehall community including noise and property values. This connector violates plans for the area including zoning classifications. The funds this project will consume would be better spent filling our potholes!!!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Etheridge	Tyrone	<p>I think this project is unnecessary and a total waste of money. We can cross I-26 on St. Andrews and Piney Grove, so why would another crossing be required? Doing this would benefit no one, as there is very few reasons to cross over to the frontage road. I would recommend that the money be spent on fixing the pothole filled streets we already have. Furthermore, I live on Tram Rd, and I certainly don't want to see an increase in traffic in my community. Please find something more constructive to do with the funds.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Eubanks, Jr	Mack G.	<p>No need for Tram/Beatty bridge. Plus need much more studies of impact to neighborhoods after Tram/Jamil. Live Williamsburg West. Thanks.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Fabrizio	Stephen	<p>Whitehall is a multicultural family neighborhood with a large number of families with children and also elderly residents. Our community walks, runs and cycles for exercise and fun with easy access to the Leaphart Elementary school and Seven Oaks Park from the rear entrance to the park all without sidewalks. The extra traffic that this Tram Bridge Proposal would bring endangers the residents of our neighborhood old and young. We all know that traffic laws are not followed and that the vehicles will be speeding on a hilly, curvy and narrow road (Tram Rd) as non-residents rush to other: destinations.</p> <p>There are several blind spots that would endanger residents accessing their homes on Tram and other homes in the neighborhood that are accessed from Tram Road. The intersection of Tram and St. Andrews already has issues with vehicles running the stop light because they don't want to wait for the traffic to cross from Bush River and Tram with the traffic light. The roads in Whitehall were not built for heavy traffic nor are they maintained as there are pot holes throughout the neighborhood many that are tied into the poor maintenance of the City of Columbia water lines. There are multiple bus stops on Tram Rd and other roads that access Tram where children sit and stand on the edge of this narrow road waiting for school buses. Non- resident traffic will increase the risk to these children from speeding vehicles and "stranger danger". We already have to stop when two cars meet at some extremely narrow areas on this road while people have vehicles parked on the side for landscaping, road repairs and neighborhood events, etc ... This proposal/option is expensive and will not solve anything in regards to malfunction junction and it will be detrimental to our property values and quality of life.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Faile	Rosemary	<p>I own a home right off of Tram road. This road is being used by residents of Whitehall to travel, but also for recreation and exercise. The residents ride bikes and go for walks with their families. Our children play in the front yards with friends and walk to neighboring homes. A favorite pastime of residents is to watch geese roam about the neighborhood, yes, this includes Tram road. The inclusion of a bridge to Beatty road will change the entire aesthetic of this peaceful neighborhood, causing great harm to our neighborhood and way of life. We as a neighborhood are naturally concerned over our property values, our physical safety and property safety.</p> <p>Tram and Beatty roads are too narrow and much too curvy to support increased traffic. As it is, any large trucks performing work must park in the streets causing traffic to navigate curves blind causing caution for the neighbors. It is a daily activity for residents to have to stand on Tram road to check their mail and gather their trash cans. Adding to the traffic to our neighborhood road is only adding to our residents' dangers. When attending the public meeting I asked several DOT representatives if they themselves had driven the roads being affected. I was astounded they had only driven the roads once and that was the night prior to the meeting. I find it not only disheartening but a bit sickening that government representatives would take such a relaxed view on disrupting hundreds of lives without deep consideration and exploration of the people and the environment of which they are wanting to impose such a large impact.</p> <p>A bridge at Tram and Beatty roads is a truly dangerous idea.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Fairchild	Bonnie	Bridge will ruin our neighborhood!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Fairchild	Clyde	Traffic, lower property values. This is ridiculous!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Fairchild	Heather	<p>This bridge is a waste of tax payer money. I don't shop at Costco, which is one of the many asinine reasons given for the bridge. Save the money and fix the potholes on Tram aa</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Fairchild	Riley	We don't need a bridge to nowhere. Save our tax dollars.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Faircloth	Delaney & Wendy	Please see attached sheets. We previously emailed comments, but please consider this as our official statement as we have included additional information. Tram Rd is unsuitable for this. This is a waste of taxpayer dollars. Form Letter – Tram/Beatty Checklist See additional attachments.	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
Faircloth	Delaney & Wendy	We are strongly and vehemently opposed to the proposed bridge connecting Tram Road and Beatty Road, for the following reasons. We and the other thousands of residents that would be adversely affected by this bridge are strongly united and intend to fight this bridge at the highest levels and with the strongest tactics possible. We believe this is dangerous and an irresponsible use of taxpayer dollars. 1. The proposed bridge does nothing to solve the fundamental issue of “Malfunction Junction.” In SCDOT’s own words quoted below, emphasis ours: It is likely that shorter non-work and commuting trips would tend to be diverted away from traveling through Exit 104 and Exit 106 towards the proposed bridge, but longer distance trips would still access those interchanges much as they do today without the bridge. An example would be a resident of Whitehall living near Tram Road wanting to travel to the Costco located on the northeast quadrant of the intersection of Piney Grove Road and Fernandina Road. Currently, this resident is most likely to turn left from Tram Road onto Jamil Road, travel to Piney Grove Road, turn right, cross through the Exit 104 interchange, and turn left onto Fernandina Road to reach Costco. With the bridge, this resident would be more likely to take a more direct route that crosses I-26 on the proposed bridge, turns left onto Fernandina Road, and continues through Piney Grove Road to reach Costco. For a longer distance commuting trip, it may still be easier for the resident to use Jamil Road to reach Piney Grove Road or St. Andrews Road than to cross the interstate on the proposed bridge and double back to access I-26 at Exit 104 or Exit 106. Source: http://www.scdotcarolinacrossroads.com/DEIS/CR_DEIS_Summary_PDF_Upload.pdf Much of the serious traffic problem is caused by the long-distance commutes. The residents of	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

		<p>Whitehall have no issue with the time and/or distance it currently takes to get to Costco. Whitehall includes many retirees, stay-at-home parents, and work-at-home residents who do not travel to Costco during peak hours contributing to high traffic.</p> <p>The Malfunction Junction problem deserves real solutions, not late, poorly-considered additions such as this bridge. The ineffectiveness of this proposal raises the troubling specter of pork-barrel politics designed to enrich a few at taxpayer expense. Many residents have concerns about this use of funds and are willing to ask the higher authorities to investigate potential corruption or misuse.</p> <p>2. The Tram/Beatty road bridge proposal is so poorly planned as to be considered reckless. This late addition to the plan is irresponsible.</p> <p>One stated purpose of the new bridge is to make travel easier and more convenient for the neighborhood (Whitehall) and to facilitate emergency vehicle response time. The redesign would make only the most minor change in our travel time anywhere, and would insert complicated turns at stop signs at each end of the bridge. The complicated stop signs and inadequate roads would be no help to emergency vehicles.</p> <p>No other justification was given for this last-minute addition to the I-26 redesign plan. Here is an additional list of what has not been considered in this proposal:</p> <p>Tram Road is a narrow, winding, hilly road through a completely residential area. Many parts of Tram Road are already in poor condition, with potholes and patches. Tram Road is not designed to support additional cut-through traffic that will emerge. Tram Road is already used as a cut-through to Jamil, and already has a serious speeding problem.</p> <p>At the public meeting regarding this bridge, the engineer in charge of this project, when questioned, told a Whitehall resident that he had not seen Tram Road because SCDOT “doesn’t have time” to go look at every road they plan to “improve.” A multi-million dollar bridge is not worth a site visit? Incredible.</p> <p>For those who have NOT made a site visit, here’s some help. Please note the condition of Tram Road and current cut-through roads. These are not isolated examples; most of these roads (and many other roads in Whitehall) are in this kind of shape.</p>	
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		<p>https://docs.google.com/presentation/d/1QHGS3P9OtcD0GliBbxfKDnxs1UHedAeZELwggccoB1M/edit?usp=sharing</p> <p>Let's take an evening and daytime tour of Tram. This is considered suitable for heavy traffic? Daytime (doing the routinely-ignored speed limit of 25 MPH)</p> <p>https://www.youtube.com/watch?v=8jsu9B02YFs&feature=share</p> <p>Evening: https://youtu.be/PFgP65O2VBc</p> <p>Dangerous features include: Likely accidents from increased cut-through traffic navigating a road not designed for the purpose, with already poor road conditions. There is no plan to change Tram Road itself or re-engineer it to support traffic; there is also no plan to restrict the types of vehicles that use the road. Even Piney Grove, which was engineered for heavier vehicles, is wider, and has sidewalks and paved shoulders, is deemed unfit to handle tractor-trailer traffic. Tractor-trailer and city bus traffic on Tram Road could be catastrophic. Potential loss of life to those who live on Tram Road and those who must walk on Tram. This includes schoolchildren, as there are a number of school bus stops on Tram. There is no plan to address a) the intersection of Tram and St. Andrews, already at capacity; b) the intersection of Sidney and Tram Roads, which is already dangerous; or c) the extreme difficulty that would be caused for residents of Cottages of Whitehall at the only exit from that community which sits right at the foot of the intended bridge. As to the claimed benefit of use of this bridge to divert traffic in "emergencies" or heavy interstate traffic backups - rather than helping the situation, adding serious traffic to an area not equipped for and never intended for it is likely to make emergency situations/backups worse, not better. Potential for increased flood issues in an area that already experienced devastating damage in the 2015 flood. We have seen nothing about this massive project's effect on area flooding.</p> <p>3. The Tram/Beatty Road bridge will devastate property values in Whitehall and has the potential to negatively affect surrounding communities. There are several reasons why others should care about this. The tax base will be negatively impacted. As home values plummet, so will property tax values. This</p>	
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		<p>is a larger problem than may have been considered up to now (or may not have been considered at all.)</p> <p>Whitehall is a very large community, and ruining its property values will continue to debilitate the entire St. Andrews/Seven Oaks area. This suburban blight affects an entire region of the city of Columbia. Whitehall residents are reasonably affluent, productive citizens who VOTE, who contact and expect a response from elected officials, and who contribute significantly to society in the greater Columbia area. Law enforcement costs will go up and limited resources will be stretched even further.</p> <p>The Tram-Beatty connection would increase crime and cause significant problems for law enforcement in both Lexington and Richland counties. Whitehall is in a relatively low-crime area, with well-cared for homes, an active crime watch, and homeowners who are highly invested in their properties. Please see the following maps for comparisons: 4. This bridge is an unnecessary waste of taxpayer dollars. Taxpayer money should not be wasted on “special projects” that do not fix the underlying infrastructure. South Carolina’s roads are notoriously poor.</p> <p>Money wasted on the bridge would be better spent fixing these roads. The SCDOT will be held accountable! We will be pressuring our elected representatives to do so.</p> <p>Here are some examples of other areas better served by road funds: a shocking number of dirt roads still exist. These include Bluefield Road in the Red Bank area, Charlestown Road, upper end of Platt Springs Road. Calks Ferry Rd crosses over top of I-20 with no entrance or exit ramp to the interstate (I-20) and is a major artery for several new and older subdivisions as well as many rural homes and yet access to the Interstate is separated by nearly 5 miles (Longs Pond Rd and Pond Branch Rd). Here we are on Fernandina and Jamil trying to build an overpass quite literally on top of another one (Piney Grove).</p> <p>Existing infrastructure is also not being taken care of and maintained; why should taxpayers foot the bill for more projects? Examples:</p> <ol style="list-style-type: none"> 1. Rapid growth of Harbison Blvd. area without addressing storm runoff and the extremely negative effects on surrounding residential areas 2. Sidewalks missing sections of concrete, with orange cone placeholders for over a year now (St. Andrews near intersection of Piney Grove 	
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		<p>3. Constant neglect of current infrastructure: roadway bridges and Piney Grove/I-26 overpass always littered with trash and remnants of car crashes. There are better solutions to traffic, and better uses for the money. Examples: Why not install another roundabout on Piney Grove Rd where Fernandina Rd connects? This would keep traffic moving in all directions instead of the new incredibly long light. Roundabout placed further up road just past Costco. About 600 ft difference where better results would have been obtained, but it is still not too late to correct. The roundabout would speed up traffic in all directions and benefit more people and cheaper than building unneeded and unwanted overpasses. SCDOT, do you want to build an overpass or entrance/exit ramp to connect citizens rapidly to the Interstate? There are other places in Lexington County actually having a need for one and where residents want one. Use OUR money wisely and fix what we currently have or really need!</p>	
Fallaw	Camille	<p>I feel that the Beatty/ Tram Rd bridge is totally not needed. 1. Tram Rd is a residential street with many curves, hills and no shoulder. Also why would you want to come through a residential area when you could just make improvements to Fernandina and Jamil Rd (both are hilly and curvy). 2. Eighteen wheel OTR trucks should never be allowed on Tram or Jamil - they are too narrow and hilly. Please use some tgood old common sense before you make changes that would greatly impact a neighborhood and lessen property values.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact</p>

			<p>Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Faller	George	<p>To whom it concerns, I am troubled by the proposal to build a connector between Tram Road and Beatty Road. I think that this connector will bring heavy traffic into the Whitehall neighborhood on a road that is narrow and winding. This will necessitate the widening and straightening of Tram Road, which will destroy yards and homes and lower property values while chopping up a beautiful and vibrant residential area filled with family homes, wildlife and athletic parks. The proposed connector will also bring noise and and air pollution to accompany the inevitable increase in traffic.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

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Fant	Luther	<p>I am concerned that the changes on Colonial Life Boulevard and its intersection with Bush River Road will result in extremely difficult traffic operations. Additional attention should be given to assure a design and traffic control that will adequately hand this operation,</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. This intersection was included as part of the corridor wide traffic analysis, which is documented in the Alternatives Traffic Analysis report. This document is found within the appendices of the Draft Environmental Impact Statement (DEIS). Table 5.18 provides intersection level of service (LOS) and delay results for intersections within the study area. The intersection of Colonial Life Boulevard and Bush River Road was reported as having an LOS of "C" or better during peak hour periods, which is better than the standard LOS "D" or better. Therefore, geometric improvements were not required at this intersection. However, signal timings may be revised to better accommodate the additional traffic. The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Fernandez	Jordi	<p>Dear Department of Transportation, Please reconsider any alternatives which include bridges connecting Beatty to Tram roads. Tram road is already overburdened as it is, and in this case more connectivity would lead to more car accidents, as more drivers misuse neighborhood roads as thoroughfares. Such alternatives would not satisfy the purpose or need for the project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

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Fetner	Mario	Not too sure tax dollars should be used to tick so many people off. Repair all the roads back before starting a new project. Looks like VC Surrae all over again.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Filbey	Caroline	Form Letter	Thank you for your interest and comment on the Carolina Crossroads I-

			<p>20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Fillman	Sara	<p>We want our Bush River Road exit. This is an alternative to those who have previously miss their St. Andrews /Irmo exits. This serves as the last alternative before our hospital exit, placing thousands of lost or confused drivers between us and our emergency services. Unless there is a clear specific, separate, direct entrance into the hospital from the highway this is not an acceptable solution. We have lived off of Bush River Road for 60 years and have seen the changes of Malfunction junction which was fixed many years ago.</p> <p>The new bridge designer explained with his design there simply was not 'room' for the Bush River exit. Then a bridge should be altered to allow proper access for the local residents.</p> <p>We were also told it was being moved or as an addition to the already over run. Olinial Life Blvd exit as a service for those employees to have both entrance and exit.</p> <p>An entrance and exit at Colonial Blvd as an addition makes perfect sense.To remove a currently utilized exit for hundreds of cars every day does not.</p> <p>Their are many business' that when this area was deteriorating invested on Bush Road or remained when others abandoned this area and moved to Harbison. (Harbison is now a complete mess with traffic.) Those business's The Villa, City Gas, Walmart, Hamricks, Schlotskys Deli, etc will be instrumentally affected. May we add the very high percentage if not ALL are minority owned.</p> <p>The SkyView Terrace neighborhood most directly affected is for the first time a high minority area with clean yards and well behaved children. The people most effected in this meighborhood are seniors, minorities and minority owned property along with those who are disabled. NOW for the first time it is being taken away. We do believe this is a minority crime against those groups. Seniors, disabled and various races. It seems Quail Hollow was saved because there was money...another discrimination. Please respond on this public forum.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The spacing of the existing Bush River Rd entrance and exit ramps to the adjacent interchange ramps does not meet the operational design standards of today. As noted in Chapter 2 of the Draft Environmental Impact Statement (DEIS), congestion and high crash rates on I-26 in the vicinity of the I-20/I-26 and I-26/Bush River Road interchange locations are attributed in part to abrupt driving maneuvers due to the multiple weaving movements that occur at these locations. After much evaluation, the best solution to improve the corridor is to relocate the access to Bush River Rd to a new full-access interchange at Colonial Life Boulevard. As noted in the DEIS, a signing plan would be evaluated during final design to notify commuters of the new traffic patterns, including access to Bush River Road (see page 3-128).</p> <p>To understand the travel patterns on Bush River Road and how businesses may be affected by the relocation of the Bush River Road interchange, the project team analyzed origin-destination (O-D) data. Origin is where a trip begins, and destination is where a trip ends. As detailed in Chapter 3.3 of the DEIS (see pages 3-107 through 3-110), the majority of the traffic on Bush River Road is local traffic that is not coming from or going to I-26 via the I-26/Bush River Road interchange. However, while businesses at the existing I-26/Bush River Road interchange would still be accessible via the I-126/Colonial Life Boulevard and I-20/Bush River Road interchanges, businesses on Bush River Road in the immediate vicinity of the existing interchange would experience an approximate 30 to 40 percent decrease in pass-by traffic during the peak travel hours (see page 3-110). Further analysis</p>
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			<p>focused on the businesses that would be most affected by the reconfiguration of the I-26/Bush River Road interchange, which included restaurants, convenience stores, gas stations, and retail stores. These businesses represent 7.8 percent of the total employment and 3.8 percent of total sales volumes in the impact area (see pages 3-111 through 3-112). Impacts to minority and low-income populations, including the businesses with minority ownership at the existing I-26/Bush River Road interchange are not considered disproportionately high and adverse (see pages 3-123 through 3-126).</p> <p>You can read more about the Recommended Preferred Alternative in Chapter 2 of the Draft Environmental Impact Statement, and additional detail about the potential affects to businesses on Bush River Road is located in Chapter 3.3 (see Section 3.3.4.8). The alternative that was closest to the Quail Hollow neighborhood (RA9) was eliminated because there were operational failures that were unable to be corrected with that design.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Finch	Terry	<p>I'm writing in reference to the proposed I-26 overpass from Beatty rd to tram rd. While I understand the need to reduce congestion on I-26 and the roads around "malfunction junction," connecting two major streets, with typically heavy traffic, through two residential communities is not an acceptable solution. I live in Whitehall and frequently see dog-walkers and bicyclists using our quiet streets for their enjoyment. Rerouting through-traffic into our neighborhood would have a detrimental effect on property values and overall quality of life, therefore, I am strongly</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

		<p>opposed to the proposed bridge over I-26 connecting tram rd and Beatty rd. Thank you</p>	<p>proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Fisher	Carolyn	<p>I'd like to point out that the proposed changes to Tram Rd will cause additional strain on an already stressed road surface. Tram Rd will have to be widened to bear all of the new traffic, and new traffic lights will have to be installed for the smooth flow of traffic. This additional traffic will go through a family-oriented subdivision, causing more danger to pedestrians, which include children and the elderly.</p> <p>All of these changes don't seem to be capable of impacting on the traffic at the interchanges on I-26 commonly known as "malfunction junction."</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the</p>

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Fittry	Willis	<p>Our property back up to Colonial Life Blvd and we are worried about the additional noise and we are wondering whether there is going to be any noise walls built because there is a lot of noise now. I think there needs to be a noise barrier built between Colonial Life Blvd and the Highway that backs up to Colonial Blvd. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Relative to sound barrier walls, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS. SCDOT will build noise walls only if they are determined to be cost effective (as defined in the Policy) and meet other criteria in the Policy. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at</p>

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Fleming	Van	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Floyd	Bill	<p>1) I understand you plan several intersections similar to the one at I-26 and US 378 that is about ten years old now. I have lived on McSwain Drive for 21 years (1717 McSwain). We have seen numerous changes to that intersection over the years and each one has been WORSE than the last! From the day that new interchange opened traffic has been awful. It is now the worst bottleneck in the Metro Area in my opinion!! Doing more of these will mean the whole renovation is going to be critically handicapped!!!</p> <p>2) Having previously lived in Landmark Apartments on St Andrews Road while working in what is now Harbison in the late 1970's I got used to going to work down Tram Road and onto Jamil Temple Road crossing at Piney Grove Road. As a result I still use that route as a shortcut several times a year and am very familiar with the area. I am appalled that you plan to build a bridge there with no improvements to Tram Road or the road on the other side which as I recall is even worse. You are building an unnecessary bottleneck which will relieve nothing and make the neighborhoods on both sides of I-26 far more dangerous!!!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The proposed interchanges at St. Andrews Road at I-26 and Broad River Road at I-20 are the same type of interchange at US-378 at I-26. You can read more about the interchange types as well as traffic operations considerations in Chapter 2 of the Draft Environmental Impact Statement (DEIS). As noted in Chapters 3.5 and 3.13 of the DEIS, nighttime construction may occur. To mitigate for the noise disturbance, noise reduction techniques may be used during construction and could include measures such as not operating stationary equipment within 150 feet of noise sensitive areas (e.g., residences) without portable noise barriers placed between the equipment and noise sensitive sites; and/or not operating powered construction equipment during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT. Refer to Chapter 3.5 (Noise) and</p>

			<p>Chapter 3.13 (Construction) for additional details.</p> <p>Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures, and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Relative to roadway widening, it would occur on both sides of the interstate at the location noted in your comment letter.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Floyd	Bill	We INSIST there be no night work that would impact our homes and families rest during construction. A NOISE WALL is essential around our neighborhood perimeter. And why on earth are you crowding our side of the interstate while the other side is basically uninhabited???	
Floyd	Linda	<p>I am absolutely opposed to the connection of Beatty Road and Tram Road with a bridge across I-26. I think it will make the neighborhood values go down more than they are already.</p> <p>Also, across 26 on Beatty Rd there are more drug and crimes reported.</p> <p>The traffic will be horrific, please do not ruin a nice, quiet neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

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Fogelgren	Sandy	<p>As a Costco employee, I see no reason to add a bridge to "get" to Costco. No matter where I am in Whitehall, I always get on Piney Grove. I would rather see the state DOT step up and repair the roads in Whitehall with the money that is wanting to be spent on this "Bridge." As an animal owner, I do not want heavy traffic going thru the neighborhood. I don't want to come home, find out my dog got out and hit. As a mother, I don't want traffic!! What should be done is fix malfunction junction for a permanent solution. A bridge is not the answer. Besides, the bridge does not and will not ease that conjunction!!</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the</p>

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Forbes	Ray	<p>2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 7. Increased speeders (enough is enough)! Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

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Ford	Betty	<p>The stated purpose of a new bridge connecting Tram Road and Beatty Road is to make local travel easier and more convenient for the neighborhood, and to facilitate emergency vehicle response time. The redesign would make only the most minor change in travel time anywhere, and would insert complicated turns at stop signs at each end of the bridge. The neighborhood did not request this bridge. It is not needed for this purpose. No other justification was given for this last-minute addition to the I-26 redesign plan. The plan has no consideration for the degradation of both lifestyles and property values of the 1,400 homes in Whitehall. The increased traffic and traffic noise, increased through-traffic and higher-speed traffic would be the most obvious detrimental factor. Tram Road is narrow, hilly, and winding. It has no shoulders or sidewalks, although many pedestrians use the road, and there are several school-bus stops along the length of it. Tram Road is already near its practical carrying capacity and speeding is already a problem. Even if Tram Road were completely re-engineered to flatten, straighten and widen it, the problems would only worsen. More traffic would travel on Tram Road, at even higher speeds, as a through-highway. The road would be even more dangerous for children and for adult pedestrians. The stated purpose of a new bridge connecting Tram Road and Beatty Road is to make local travel easier and more convenient for the neighborhood, and to facilitate emergency vehicle response time. The redesign would make only the most minor change in travel time anywhere, and would insert complicated turns at stop signs at each end of the bridge. The neighborhood did not request this bridge. It is not needed for this purpose. No other justification was given for this last-minute addition to the I-26 redesign plan. The plan has no consideration for the degradation of both lifestyles and property values of the 1,400 homes in Whitehall. The increased traffic and traffic noise, increased through-traffic and higher-speed traffic would be the most obvious detrimental factor. Tram Road is narrow, hilly, and winding. It has no shoulders or sidewalks,</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

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Ford	Betty	<p>There is no plan to compensate even the homeowners on Tram Road, much less those throughout the Whitehall neighborhood, whose property values will also be affected. Lexington County property tax receipts would decrease as property values decrease. There is no consideration for the concerns of area residents about creation of a direct connection between Beatty Road, with its intensive commercial areas (including an abandoned auto dealership) and higher-crime areas, and the low-crime, completely R-1 (single-family-residential) Whitehall neighborhood. A data analysis of reported crimes in the two areas clearly shows the disparities. A new road feeding directly into the heart of Whitehall would only facilitate travel from the higher-crime Beatty-Broad River area into Whitehall. Law enforcement would be complicated by the fact that these two areas are in different counties. There is no consideration for the impact of the commercial development which could follow at the reconfigured intersection. Currently the property at Jamil Road on either side of Tram Road is undeveloped and zoned for agriculture. Even so, the two properties are valued on Lexington County tax records at about \$1.4 million. How much more valuable would the properties be, if this bridge were built? How quickly would commercial development encroach into the R-1 zoned subdivision? How frequently and with how much determination would residents have to work to defend the current</p>	

		<p>residential zoning and the lifestyle it supports? There is no plan to make any upgrade to Tram Road itself, other than the brief stretch where the new bridge comes to ground and the Jamil Road intersection is to be reconfigured (without a traffic light). There is no plan to lower the contour of Jamil Road where it restricts sight lines for traffic trying to turn from Tram Road onto Jamil Road. There is no plan to restrict the types of vehicles using Tram Road. This means that city buses and tractor-trailers could travel on Tram Road, where no physical improvements are planned. (Tractor-trailer trucks are not currently allowed on nearby Piney Grove Road, which already receives traffic from the interstate highway, is engineered for heavy vehicles, is wider and straighter than Tram Road, has paved shoulders and, along some stretches, sidewalks.) There is no plan to re-engineer Tram Road to support more and faster traffic and heavier vehicles. In the long run, that may be good thing, since there is only damage to be realized from such a re-engineering. If Tram Road were re-engineered, the devastation to the neighborhood would be incalculably worse. There is no plan to improve the intersection that is the only exit from the Cottages at Whitehall. On Tram Road, at the foot of the new bridge, SCDOT has apparently given no thought to how the residents of more than 50 properties will get into and out of their neighborhood. There is no plan to install a traffic light, because, according to SCDOT, it would impede traffic flow from the bridge. There is no plan to improve the already-difficult intersection of Tram Road and Sidney Road. It's currently controlled by a single stop sign on Sidney Road, which drivers routinely ignore. Accidents at that intersection are common, as evidenced by frequent damage to the wooden fence on private property immediately across the intersection.</p>	
Ford	Betty	<p>At the other end of Tram Road, where all the new traffic would funnel to, there is no plan to re-engineer the intersection of Tram Road at St. Andrews Road. This intersection is already at capacity, and already needs redesign to manage existing heavy traffic in all directions. Beyond the concerns of local residents, though, the bridge would fail to provide benefits for other drivers. The bridge would not facilitate travel between St. Andrews Road and Fernandina Road. The clumsy intersections at each end of the proposed bridge would negate the touted improvements in traffic flow. And the bridge would worsen the impediments to travel on the frontage roads, Fernandina and Jamil Roads. The bridge would provide little if any diversion of local traffic from I-26, which in any case is not stated as a supporting</p>	

		<p>reason to build the bridge. The few destinations on the Richland County side of the bridge are already readily accessible. These few purported benefits seem highly dubious and unreliable, not supported by studies or analyses. The possible, though unlikely, benefits are not worth the certain, long-lasting, far-reaching damage to local residents and local neighborhoods. Please, please remove this unnecessary and damaging bridge from the Carolina Crossroads Project Plan.</p>	
Ford	Elizabeth	<p>Thanks for extending the comment period to Sept 24 and for quickly updating the website. I ran into one place that still needs update thanks message for submitting a comment. (Actually I was trying to get on the list to receive updates but the Comments page is where that link goes.)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>
Ford	Elizabeth	<p><i>The stated purpose</i> of a new bridge connecting Tram Road and Beatty Road is to make local travel easier and more convenient for the neighborhood, and to facilitate emergency vehicle response time. The redesign would make only the most minor change in travel time anywhere, and would insert complicated turns at stop signs at each end of the bridge. The neighborhood did not request this bridge. It is not needed for this purpose.</p> <p><i>No other justification</i> was given for this last-minute addition to the I-26 redesign plan.</p> <p><i>The plan has no consideration</i> for the degradation of both lifestyles and property values of the 1,400 homes in Whitehall.</p> <p><i>The increased traffic and traffic noise, increased through-traffic and higher-speed traffic</i> would be the most obvious detrimental factor. Tram Road is narrow, hilly, and winding. It has no shoulders or sidewalks, although many pedestrians use the road, and there are several school-bus stops along the length of it. Tram Road is already near its practical carrying capacity and speeding is already a problem. Even if Tram Road were completely re-engineered to flatten, straighten and widen it, the problems would only worsen. More traffic would travel on Tram Road, at even higher speeds, as a through-highway. The road would be even more dangerous for children and for adult pedestrians.</p> <p><i>There is no plan</i> to compensate even the homeowners on Tram Road, much less those throughout the Whitehall neighborhood, whose property values will also be affected.</p> <p><i>Lexington County property tax receipts would decrease</i> as property values decrease.</p>	

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Foreman	Austin	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

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Foreman	Doug	<p>After reviewing RA5 modifications that would add a bridge over I-26 connecting Tram Road and Beatty Road. In RA5 modified and RA1 you assert that the additional bridge improves circulation. Adding this bridge will greatly impact the Tram Road area and should not be included in any plans for Carolina Crossroads. Tram Road is already a road with significant traffic, often at excessive speed. This is a road with homes adjacent and should be considered for: 1) The existing conditions 2) Impacts to human environment (NEPA, FHWA Requirements) Not only will Tram Road be effected, but the entire area including "Whitehall" and "Stratton Place". Remove this bridge from the project to improve the plan and minimize the environmental (human)and impact on this community.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

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Foreman	Karen	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Forman	Carl	<p>Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Forman	Rita	<p>Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Foster	Beth	<p>I reject the tram road bridge proposal. I don't think it's beneficial to anyone in either neighborhood and there are already enough options for the traffic on broad river.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

			<p>comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Foster, PE	J. Brell	<p>My comments are about the proposed bridge linking Tram Road and Beatty Road. In August or September of 2017, the DOT had a presentation showing all of the possible changes for the Carolina Crossroads project.</p> <ol style="list-style-type: none"> 1. Out of the 30 to 40 proposals, the Tram-Beatty bridge was not one of the proposals. Most of the Whitehall residents did not know of this bridge proposal until the week of 13 August. To sneak this in at the eleventh hour is not right or fair. 2. At a DOT presentation to the Whitehall residents on 21 August, it was stated that the distance between the St. Andrews Road bridge and the Piney Grove Road bridge was the longest distance without a crossing over the interstate in the project. The distance between these two bridges has not changed in 60 years. If it is so important now to have this crossing, why was it not presented in the August 2017 meeting at Seven Oaks Elementary. 3. This proposed bridge will greatly increase the traffic on Tram Road. Tram Road is dangerous in that there are sharp curves, large elevation changes in short distances, and many blind driveways. If you had to build Tram exactly as it is today, you could not get it permitted. Increasing the traffic will increase accidents, decrease property values, and affect the neighborhood in a negative way. If this is built, within five years there will be a great need to improve Tram by widening, straightening out sharp curves, taking out large hills. This will destroy Whitehall. <p>Other comments on Carolina Crossroads: 1. The widening of 1-26 will take more green space and pave it. In Whitehall, we already have flooding problems that it seems have no solution. Increasing the paved areas, especially in the mile east of Piney Grove Road, will increase the water runoff rate, increasing the flooding in Whitehall during heavy rains. What is being done to prevent the rate of water runoff into the Whitehall neighborhood.</p> <p>Thank you, J. Brell Foster PE</p>	<p>Thank you for your comment regarding the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>Relative to water runoff, stormwater runoff would be mitigated by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters and the project would be designed to be consistent with local floodplain development plans. You can also read more about the indirect and cumulative effects of the proposed project in Chapter 3.15 of the DEIS (see Sections 3.15.1 and 3.15.2).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>
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Fowler	Laura	<p>I'm totally against the bridge at Tram Road. I grew up in this neighborhood of Whitehall. We loved the quietness and peacefulness and the traffic coming from Broad River Road will cause so many problems! I'm very concerned about the crime!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

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Fowler	Marian	<p>I visit my mother-in-law at a retirement community on Sidney Road and saw the signs about a bridge at Tram Road! I am totally against this bridge! The traffic on that road would be a disaster for older people coming and going out of this retirement community! Say no to the bridge!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates</p>

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Fowler	Steve	<p>Please say no to the bridge at Tram Road. My mother lives in a retirement community on Sidney Rd. The traffic increase will cause too many problems for elderly people coming out onto Sidney Road then to Tram Road!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Fowlkes	Kathleen	I am very much opposed to the overpass that will create more traffic on Tram Road. We currently have enough traffic using the Tram Road cut thru from Jamil Road traffic. People using cut thru's are usually speeders and we have enough speeders and we have enough speeders using Tram Road and other roads in Whitehall. Tram Road is winding road and narrow and not a highway as some people think. Thank you.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Frady	C. Ray	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

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Frady	Gale	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Francis	Ernest	<p>This is horrible - we have lived in Whitehall since 1975 - and travel Tram Rd all the time - A danger to all who live near Tram Rd - too many cars - will devalue our homes and neighborhood - what other subdivision has a overpass in them - too many children live in this subdivision - there are too many other ways to improve Malfunction Junction and not thru Whitehall - There are parts of Tram Rd that are not wide enough to be widened and has too many low areas with all the underground streams in Whitehall will also interrupt water flow which is now very bad in some areas -</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Franklin	Janis	<p>Tram/Beatty Rd Connection will bring crime and undesirable traffic into a quiet, low-crime neighborhood through its main corridor with no increase in traffic control. With a high % of senior drivers/residents, the accident rates are bound to increase. The traffic merges at our entrance with only a stop sign for us. The Tram/Jamil intersection is already accident prone with lack of traffic control, so this merge will only add more problems with Whitehall becoming a pass-thru route. All property values will plummet</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Fraser	James	<p>This proposed bridge would seriously damage a strong residential area, Whitehall, as enormous cost and no coherent or sensible benefit to anyone. Given the numerous transportation problems [?], surely those funds could be used in a far more intelligent way. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Fraser	James and Joann	<p>My husband, family and I are totally opposed to the plan that will cause our Tram Road to become a major traffic-clogged thoroughfare. Tram is a road that winds lazily with many curves through a completely residential neighborhood with children walking and on bicycles, skates, rollerblades, etc. We must have sidewalks, walking/biking trails etc. And obviously these are NOT included in your plan. Which will no doubt eventually kill children and elderly seniors who also use our lanes as walking trails. Your plan has obviously given no thought to the wicked, evil destruction it will cause. As a well established, diverse community. We completely object.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Fred	Williams	<p>The relief of these routes (I-26 /I-20) should go further north of Columbia to Chapin and relieve that traffic flow as well. We are sure that some of you planners are about to line your pockets with more money regardless of what is safer for traffic flow. Law enforcement in traffic/highway flow in this state is outrageously poor- why would moe highway flow than can be safely handled by what</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

		<p>we have now! The way this is planned will utterly destroy thousands of homes in Whitehall Hallmark Palm Hill Courtyard Gauderdale (?)! Also at St. Andrews and Bush River Road and Tram is going to lamper (?) St. Mary's Episcopal Church on that corner. The traffic on Bush River Hallmark and Palm Hill is very fast- residents have a terrible time exiting. It will also destroy Mungo (?) home for families of very ill patients.</p>	<p>connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Free	Christian	<p>A bridge to nowhere, why??? A bridge that serves no purpose, why??? I don not want bridge into my neighborhood!!! Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Free	Jordan	<p>A corridor to another frontage road. Not needed. SCDOT needs to be better stewards of our tax dollars. Waste of money resources. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Free	Letitia	<p>I do not see why a bridge from Beatty Rd is needed into Whitehall subdivision. It serves no purpose. The cost is astronomical for something not needed!!!Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Free	Sylvester	<p>We do not need a bridge over I-26 going into neighborhoods. Beatty-Tram serves no purpose. Money needs to go to fix broken bridges/potholes that already exist. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Free	Tyler	<p>We do not need or want a bridge from/to our residential area. Don't misuse our tax dollars. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of</p>

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Freedman	Pamela M.	<p>I am very much opposed to your plan to create the overpass linking Tram and Beatty Road. This will destroy our major road through Whitehall. The main road used by out school buses and children back and forth to school. We do not want heavy traffic and increased crime in Whitehall. We have kept our neighborhood clean and our property values high. We do not deserve to bear the burden of fixing the problem of "Malfunction Junction"- we did not create it. Please seek another solution which does not destroy our homes, neighborhood, property values and life as we know it. Do any of you live in our neighborhood? Would you like to have this disaster put in the middle of your homes? I do not think so!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

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French	Arlene	<p>I live near the Whitehall community, the proposed site of a connecting bridge from Beatty Road to Tram Road. It is a 5 minute drive from St. Andrews Road to Piney Grove Road, both connecting Broad River to the Seven Oaks and Irmo(?) communities. I fail to see any advantage to an additional bridge from Broad River Road!! I do realize the disastrous increase of noise and unsafe traffic that will be routed through residential communities. You call it progress- I call it criminal! A (?) without reasonable thought and planning. Thank you for listening.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>

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Freshwater	Donley	Form Letter – Tram/Beatty Checklist	

<p>Freshwater</p>	<p>Donley & Theresa</p>	<p>It is utterly outrageous that SCDOT intends to build a bridge/overpass from Beatty Rd to Tram Rd into Whitehall, cutting our subdivision in half to exit at Tram and St. Andrews Rd, causing our property values to definitely be impacted negatively from a real estate standpoint with the added problem of bringing higher crime areas access to this neighborhood. The negative impact to our neighborhood/subdivision is so great it cannot be stated here. It is a cruel decision which impacts the taxpayers and your fellow citizens. It is a callous decision which lowers our home value, while introducing higher crime areas into the heart of our neighborhood. We emphatically "VOTE NO" to the bridge/overpass proposal performed by you. As residents of Whitehall since 1974, we ask you to delete this portion of your plan. P.S. Widen Bush River Rd!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Freshwater	Theresa	<p>It would be a colossal waste of our tax money. *We vote. * We pay taxes. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Fryer	Sara	<p>I am against putting a new overpass over I-26 from Beatty Rd. to Tram Rd. I do not understand how this will alleviate any traffic problems. Also Tram Rd is very narrow, curvy, and hilly in some sections and cannot handle any more traffic. I do hope you will reconsider and not build this overpass. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

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Fuge	Mark	<p>The bridge connecting Beaty and Tram Rd crossing over I-26 is a bone of contention with a lot of residents in the area. Please explain what the need is for this bridge or kindly remove it from the plan.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Fusco	Pete	<p>My question is in connection with possible noise barriers T1 and T2. On RA1 a sound barrier is shown as feasible but not reasonable while on RA5 modified a sound barrier is shown as both feasible and reasonable. Can I better understand what is changing the designation? Our family owns 2 homes and 3 parcels directly affected by the project. The removal of Gale Drive with further right of way is going to result in the loss of 1/2 of one of their parcels as well as further encroaching of interstate noise to what will be the two remaining houses on Luster Lane and Morninghill Drive. Using my own decibel meter at current house location I am getting regular readings in mid 70's and low 80's. These numbers are well over the recommended limits already set in place and recommended by SCDOT. Surely they will now be increased with the additional expansion. These homeowners are in the 80's and have lived in these same homes for nearly 60 years. That is when I-20 was first created. Further noise levels will only go to greatly reduce current property values and diminish their quality of life. Looking forward to any additional information you may provide. FYI... I have looked at each proposed interchange upgrade for the entire project and am in full support of each. They will accomplish the task charged to SCDOT for many decades to come. But I do have concerns with noise intrusion in residential areas.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The designs for RA1 and RA5 differ at the location of the T1 and T2 barriers. Within RA5, the roadway improvements would place traffic closer to the noise-sensitive receptors (homes). This contributes to the sound barrier being feasible (determined by physical and/or engineering constraints) and reasonable (based on noise reduction design goals and cost-effectiveness) under alternative RA5 but not under alternative RA1. Additional details about the definition of reasonableness and feasibility can be found in Chapter 3.5 (page 3-226) of the Draft Environmental Impact Statement (DEIS). In addition, Appendix I of the DEIS includes the more-detailed Noise Analysis Technical Report. The traffic noise mitigation analysis results reported in the DEIS are based on a preliminary noise analysis. Noise walls are evaluated for performance and cost. The cost effectiveness portion of the assessment takes into consideration the number of receivers that were projected to experience certain amounts of noise reduction from the modeled traffic noise</p>

Fusco	Pete	<p>Concern is why there is no sound barrier on the Gale Road side of I-20 improvements. Looks to be a proposed sound barrier on the more commercial side of I-20. Luster Lane-Morninghill Statler</p>	<p>walls. So if there are different numbers of receivers on each side of the corridor, noise wall cost effectiveness determinations could vary for walls on either side of the roadway. Regardless, the results in the DEIS are preliminary and subject to change. In adherence with the Traffic Noise Abatement Policy, SCDOT will complete a detailed noise analysis, which includes additional an evaluation of noise wall reasonableness and feasibility.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gable	Rick	<p>Carolina Comfort Solutions... We are located at 2006 Rockland Rd. Columbia SC. The drain under the road adjacent to our property is not capable of handling all the rainwater generated by the Double Treehotel parking lot during a heavy rain. I am concerned the proposed road work in our area will increase demand on the drain and flood our property. Is this issue being addressed as part of this proposed project?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Increases to impervious surfaces and associated runoff has been considered for both reasonable alternatives. As noted in Chapter 3.6 of the Draft Environmental Impact Statement (DEIS) both reasonable alternatives would increase the amount of impervious surface in the project study area (see page 3-240); and as noted in Chapter 3.8, both alternatives would impact floodplains (see page 3-289). Stormwater runoff would be mitigated by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters. This practice reduces peak-flow discharge into receiving waters (see Chapter 3.6, page 3-241). Additionally, neither alternative is expected to result in significant impacts to natural and beneficial floodplain values; and the project would be designed to be consistent with local floodplain development plans. Where regulatory floodplains are defined, hydraulic structures will be designed to accommodate a 100-year flood. Where no regulatory floodplain is defined,</p>

			<p>culverts and bridges will be designed to accommodate a 50-year magnitude flood event (See Chapter 3.8, page 3-292). You can also read more about the indirect and cumulative effects of the proposed project in Chapter 3.15 of the DEIS (see Sections 3.15.1 and 3.15.2). The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Galardi	Christina	<p>Please add my email to the Stakeholder meeting list. I am co-chair of Columbia's Bike and Pedestrian Advisory committee. I spoke with a Toole Group staff member about their scope of work compiling bike/ped/transit recommendations to be reviewed during the design/build phase. Please include myself or another representative of the Bikes and Pedestrian Advisory Committee in review of the Toole recommendations as a stakeholder to stay informed and help disseminate information.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The Carolina Crossroads' Stakeholder Advisory Committee (SAC) is not scheduled for any additional meetings. We will add your email to our database and include you all future project updates. Bicycle and pedestrian recommendations for the final design will be included in the Final Environmental Impact Statement (FEIS). This document will be published on the project website and made available for review at local libraries along the I-20/26/126 corridor.</p> <p>The SCDOT project team is working to complete a FEIS and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Galdamez	Amy	<p>I am writing to add my name to the list of many residents of the Whitehall subdivision who oppose the proposed Beatty Road/Tram Road overpass.</p> <p>Logically, I understand what you are trying to accomplish with building an overpass connecting Beatty and Tram roads -- but I don't see that building this overpass will ultimately solve the biggest issue.</p> <p>We currently have too much traffic utilizing our interstates -- specifically local traffic.</p> <p>I propose that a bridge be built to cross the Broad River.</p> <p>Currently, I-20 crosses the Broad River. There is no other location to cross until you almost reach Pomeria. The Northeast area of greater Columbia is growing. When NE residents travel to the Irmo area for shopping/dining, they are forced to travel I-20. We should be attempting to make it easier for local Columbia residents to shop and dine in our wonderful city, without having to always travel the interstates. There are many areas along Broad River that have no/very minimal development. A bridge would not impact/devastate an entire neighborhood. In fact, it could encourage river-view restaurants or luxury homes.</p> <p>Let's look for ways to beautify our city and create jobs!</p> <p>Building an overpass from Beatty Road to Tram Road will not ultimately clear up the interstates. It will merely give one more detour when I26 is gridlocked. It is only a bandaid to the problem.</p> <p>On the same hand, this overpass will gravely cripple Whitehall property values. You merely need to do a quick search on Zillow to see that the Beatty Road area homes have a significantly lower value per square foot than the Whitehall area homes. Bridging these two areas and putting a busily trafficked road through Whitehall will devastate what many taxpayers have worked hard for.</p> <p>Please consider the bigger picture. Please don't waste taxpayer funds on something that will not ultimately be a permanent solution. Please help beautify our city and get local traffic OFF the interstate.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>During the alternatives development and screening process for the Carolina Crossroads, several alternatives were developed and evaluated, including a new transportation corridor that would connect I-26 to I-77, also known as the "Northern Alignment." However, this alternative would not meet the purpose and need of improving mobility and reducing congestion on the I-26 corridor and was thus eliminated as a solution for this project. You can find more information about the evaluation of this alternative in Chapter 2 of the Draft Environmental Impact Statement (DEIS) on the project website at www.SCDOTCarolinaCrossroads.com/DEIS/.</p>
Galdamez	Amy	<p>I am writing to add my name to the list of many residents of the Whitehall subdivision who oppose the proposed Beatty Road/Tram Road overpass.</p> <p>Logically, I understand what you are trying to accomplish with building an overpass connecting Beatty and Tram roads -- but I don't see that building this overpass will ultimately solve the biggest issue.</p> <p>We currently have too much traffic utilizing our</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Galloway	Kelli Rush	<p>I am strongly opposed to the "bridge to nowhere". It is a detriment to the established neighborhoods. Tram Road is in a family-oriented neighborhood. Children are playing. There are school bus stops along the route. The increased traffic along a curvy road will hurt our neighborhood! The Cottages of Whitehall is between Tram and Jamil. This nice neighborhood will be destroyed. Please do no use money to build something that is not needed!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Gamble	Helen	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Gandy	Jack T.	Leave us alone!! We are all happy here.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

			<p>website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gandy	Robert	<p>I am writing in opposition to the proposed I 26 overpass linking Tram and Beatty Roads. I believe this link would cause an unsafe and dangerous situation in the Whitehall neighborhood</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gandy	Robert	<p>I am opposed to the proposed I-26 overpass linking Beatty and Tram roads. I believe linking the roads would create a dangerous and unsafe situation in our Whitehall neighborhood.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Garren	Judy	Waste of taxpayer money. Tram Road is narrow, hilly, and full of curves. This is dangerous and not necessary. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Garren	Judy	This will divide our neighborhood! No! Walkers in danger, no sidewalks, waste of taxpayers money. Form Letter – Tram/Beatty Checklist	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Garrick	Samuel	Not needed. Waste of tax payers money.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

			<p>connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Garrick	Shirley	<p>Not a good plan for anyone. We will no longer be a neighborhood. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

			<p>affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Garris	Lawrence	I-26 and I-126 confuse many drivers because they look so similar. To a tired driver they look alike. One solution would be to rename I-126 to I-326 to eliminate confusion.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement. The South Carolina Department of Transportation (SCDOT) does not intend to rename the interstate as part of this project. Project signage will be part of the project and any signage deemed necessary will be done during the engineering design phase of the design build contract. The Recommended Preferred Alternative proposes a new driving pattern for I-26 and I-126 that will require drivers to exit right to travel to I-126 and remain straight to continue on I-26.</p> <p>SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Garris	Lawrence	I-26 and I-126 confuse many drivers because they look so similar. To a tired driver they look alike. One solution would be to rename I-126 to I-326 to eliminate confusion.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement. The South Carolina Department of Transportation (SCDOT) does not intend to rename the interstate as part of this project. Project signage will be part of the project and any signage deemed necessary will be done during the engineering design phase of the design build contract. The Recommended Preferred Alternative proposes a new driving pattern for I-26 and I-126 that will require drivers to exit right to travel to I-126 and remain straight to continue on I-26.</p> <p>SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Gasque	Mary	<p>I am opposed to have Beatty Road and Tram Road linked. Whitehall is a residential community and creating this corridor will increase traffic to the area and will connect our neighborhood with an area that is known for crime.</p> <p>Traffic is the main reason I oppose the connection. You don't want major corridors running through residential communities. It decreases property values.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Geffen/Gavin	Charles/Gayne II	<p>We do not see how traffic flow will be improved by this project. It appears this flow could more effectively controlled by strategic placement of entrance and exit ramp traffic lights, like these widely used in the Denver-Boulder, CO area. While this plan's benefits are dubious, its drawbacks are clear. They include: increase noise, traffic, and speeding in residential neighborhoods that are now quiet and safe; commercial traffic on streets not designed or built for commerce; increased traffic danger to pedestrians and drivers</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>in residential areas; depressed property values; and potential for more flooding and crime. (Form letter attached)</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
George	Becky	<p>I am a resident of Whitehall and wanted to submit my comments regarding the proposed bridge between Tram and Beatty Roads. I am very concerned about this proposal. First, it does not seem to be solving the problem. The problem is 'malfunction junction', where commuters need to switch from interstate I-20 to I-26 and vice versa. No one trying to get on another interstate would have a need for the proposed bridge.</p> <p>Second, have you seen Tram Rd? I live close to it and travel on it everyday. It's narrow. It's winding. It has potholes. It has residents walking their dogs or kids playing in their yard right next to it. You have to travel it fairly slowly to be safe. It's not the right kind of road to use as a "shortcut".</p> <p>Third, money- this proposed project would use millions of dollars of taxpayer money. And for what? So a few people can have a "shortcut" on a winding, hilly, narrow road? It would be quicker to use St. Andrews Rd or Piney Grove Rd to get from A to B than this proposed bridge. The taxpayers need to see this money going towards solving the</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

		<p>biggest road problem in our state, and that problem is at malfunction junction. That interchange affects so many people, the need is there. So let's put the money there.</p>	<p>to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gerard	Jasinski	<p>This project should be re-thought. The residential areas being affected will result in minimal improving traffic flow but significant complete traffic in Whitehall and Willow Winds. Please reconsider!!! Do not spend this great amount of money just because you have it available from the gas tax increase. Thank you</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

			<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gibbons	Denny & Diana	<p>We agree that this project is Long over due and commend you for the work you have done on it, however we appeal to you to reconsider the OVERPASS FROM TRAM TO BEATTY ROADS. Here's our reasons for objecting to it; Increase traffic done a road which was not designed for current traffic.</p> <p>Traffic will zip through a quite neighborhood. Thus home values will be decreased.</p> <p>Also water runoff is an issue in Whitehall and this is not taken into consideration.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Gibbons	Denny & Diana	<p>I disagree with the Tram/Beatty overpass. Noise, increase traffic, decrease Home value and streets aren't capable of extra traffic. Rest of the plan is great.</p>	
Gibbons	Denny & Diana	<p>Not cost effected. Tram/Beatty Form Letter Checklist</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Gibbons	Kenny	<p>1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough) 8. It will destroy our quiet neighborhoods 9. Other: Not cost effective</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Gilbert	Mary	<p>Hello! I work for Westpark Property Owner's Association. See snip below taken from Google Maps for approximate area of Westpark. I have heard from a property owner in the Westpark subdivision that by Right of Way laws he will lose a large portion of his parking lot and that SCDOT will be taking land all the way up to the side of his building. See snip below - marked in red. Since I am the Administrator for Westpark I am contacting you in reference to our Sewer Lift Station that is located on this property. In the snip below I show the property from the above picture but I have circled where our Main Sewer Lift Station is on that property for all of the businesses in Westpark. See red circle below. Red line denotes what we believe to be the Right of Way line. We have two Sewer Lift Station in Westpark. The Main (#1) Lift station is on Fernandina Road and the Second (#2) LS is on Maggie Hip. Both circled in white in the snip below. The #2 LS pumps its sewer up to #1 and out to Palmetto Wastewater/Alpine/NiAmerica. Please tell me what this means for the Association in reference to these two lift stations. Who is responsible for moving the lift station? Does this mean that we all will have to connect to public sewer? Since the #2 pumps to #1 what work will be done by SCDOT to reroute this sewer?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>You spoke with Carolina Crossroads project team member, Berry Still, on September 19, 2018 via telephone and received additional information on the right-of-way process. As a reminder, the South Carolina Department of Transportation (SCDOT) will secure a Design Build Team to construct the Carolina Crossroads project and we anticipate a Team will be selected by late 2019. One of the duties of the selected Design Build Team will be to acquire the necessary right-of-way to construct the project and they will determine the extent of impacts, if any, to the sewer lift station. We anticipate the Design Build Team to commence the property acquisition phase of the project mid to late 2020.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gilligan	Jan	<p>Thank you for discussing with us. Our concerns about your projects affecting our daily access and smooth flow of traffic through our neighborhoods as well as interstates. We all need to have better and safer access and driving on our roads and highways.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

			<p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Glass	Linda	<p>To whom it may concern:</p> <p>Please do not complete this connection. This will lower Whitehall residents' property values and cause unwanted increases in traffic, thus ruining the quietness of our neighborhood. This is a bad idea and does not take into consideration the longtime residents of Whitehall. How would you like to be retired, living on a fixed income, have your residence paid off and then the state of South Carolina demands you sell it for a ridiculous amount so they can carry through with a plan to ruin your neighborhood?</p> <p>We do not want this connection and will go forward to our local state government politicians to stop this from happening.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Glass	Linda	No Beatty Road to Tram connection wanted!!!	
Glass	Linda	<p>The construction of the bridge connecting Tram and Beatty Roads via a highway overpass is a totally useless idea/concept. This is a waste of taxpayers' money and not serve any purpose to the residents of either areas of which it connects. This will decrease our property values, cause unwanted congestion and increase the local crime rate. I am sure this will not resolve the current malfunction junction problem in any manner.</p> <p>Please voice our concerns and we, in the Whitehall district will stand firm in fighting this ludicrous proposal.</p>	

Gleaton	Michael	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Glenn	Janet M.	Object to connection of Beatty Rd to Tram Rd. Do not need added traffic through neighborhood!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Glenn	Janet M.	There is absolutely no need for this overpass from Beatty Road to Tram Road. Use the money for a needed project. A residential family community will be destroyed!	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

<p>Glymph</p>	<p>Carolyn</p>	<p>The widening of I-20 west at Broad River Ex. will cause more noise to neighborhood in Emerald Valley Subdivision. There needs to be sound proof wall to cut down /out noise from I-20 interstate. Too noisy now. The bridge for Tram Rd and Beatty Rd is a bad idea that will not help traffic flow but increase traffic. Use money to build transits for outer skirts areas to Downtown NE and Lexington surrounding areas.</p>	<p>Thank you for your comment regarding the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to sound barrier walls, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures, and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the Draft Environmental Impact Statement.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring</p>
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			<p>2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Godfrey	Darrell	<p>It has come to my attention that your department is planning to make traffic route changes I believe will be extremely detrimental to the residential neighborhood of Whitehall. The Carolina Crossroads Interstate 20/Interstate 26/126 Corridor Improvement Project for Richland and Lexington Counties is supposedly being designed to alleviate traffic congestion at the "malfunction junction" intersection. The plan to connect Tram Road to Beatty Road with a bridge over Interstate 26 would create a nightmare for our quiet little neighborhood, not the mention the value drop in our properties. This proposal evidently fails to consider the safety, noise, sensibility, and inconvenience it would create for the many residents of our beautiful neighborhood. My home is the first house on the right of the Cottages of Whitehall and would be severely impacted by this road proposal. The roads of Tram and Beatty are certainly not constructed for the amount of traffic that would be re-routed by this project. In addition, I do not feel it would do very much to correct the traffic problem it is supposedly proposed to correct. I'd appreciate my above concerns being taken into consideration. This area is a residential neighborhood and as one of it's residents I do not wish to have it turned into a "Southern 500" racetrack. I am certain if your home were in our neighborhood you would not be supporting such a radical re-routing of traffic to a very inappropriate location.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Goodyear	Elizabeth	<p>Need to see map through Whitehall that you are talking about.</p> <p>It is beyond my comprehension that decision planners for the SCDOT would even consider building an overpass in this neighborhood, an older, well maintained, pristine neighborhood, well maintained by the residents.</p> <p>The majority of the residents are senior citizens who take pride in our yards and appearance of the homes. Property values will go down, noise will greatly increase and litter will become a problem if this invasion of our quiet neighborhood takes place. Planners for SCDOT apparently haven't carefully considered what they plan.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>You can find a map of the Recommended Preferred Alternative on the DEIS online meeting at http://www.scdotcarolinacrossroads.com/onlinemeeting5/. Click the "Open the Online Public Meeting" button and go to the "Recommended Preferred Alternative (RPA)" page where you can view the map or download a PDF version of the map.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Gordon	Paul	<p>I'm very concerned over the plan to build an overpass that will bring additional traffic into the Whitehall neighborhood. We already have traffic issues on Tram road within the subdivision. People cut through and do not obey the posted speed limit. The number of vehicles in our subdivision continually increases due to us being situated between Piney Grove road and St. Andrews road. We've just experienced within the past three years catastrophic flooding to numerous homes. Constructing more highways infrastructure into our aging subdivision will only cause more flooding. Due to the increase of commercial buildings, road widening, etc. over the years; our ditches and creeks cannot handle the additional water flow that occurs now at heavy rain! Thank you for your time.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Gordon	Robert	<p>We have many residents in our community that are in their 60s, 70s, and 80s. By providing a direct link between a high crime area and our neighborhood, you would be putting these older people at risk for their safety. I'm afraid that crime rates would increase and put everyone including the older more vulnerable people in danger. Higher crime rates would also decrease property values in this portion of the county and lower the tax base. Thank you for your consideration.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Gosselin	Keith	<p>My comments echo what Christina Galardi wrote as feedback earlier "Transportation demand management (TDM) needs to be an integral part of the Carolina Crossroads planning process with dedicated funding. Following the basic transportation planning principle of triple convergence additional lanes will fill with additional cars and expanded or reconfigured roadways will ultimately not solve congestion. Further any road construction in the corridor will make safety and congestion worse before it gets better. TDM will make sure that alternatives to driving are encouraged and our systems are better balanced. For Carolina Crossroads to be an effective improvement SCDOT must think more broadly than fixing" Malfunction Junction with road redesign."</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As described in Chapter 2 of the Draft Environmental Impact Statement (DEIS), several alternatives were identified to address the purpose and need of the Carolina Crossroads to reduce congestion and improve mobility within the corridor. Transportation System Management / Transportation Demand Management (TSM / TDM) was one of the alternatives identified. It considered options that would improve efficiency and safety through lower cost improvements. Examples of TSM measures included improving signal timing, adding high occupancy vehicle lanes, adding turn lanes, etc. TDM focuses on regional strategies that would reduce travel demand by reducing the number of vehicle trips and vehicle miles traveled on a roadway, or redistributing this demand in space or time to decrease system deficiency. Examples of TDM strategies include encouraging drivers to carpool or ride the bus, and/or encouraging employers to allow non-standard work hours or telecommuting options for employees.</p> <p>Given the current and future level of service (LOS), as well as the safety concerns throughout the corridor, it was determined that TSM and TDM improvements could not adequately improve the corridor and meet purpose and need as a standalone alternative. In addition to implementing strategies, typical TDM activities would also include providing contract funds to regional agencies to actively promote ridesharing and the like and would require a shift in commuter behavior throughout the region. For these reasons, this alternative was eliminated from further consideration. However, elements of TSM and/or TDM could be incorporated into the recommended preferred alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates</p>
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Goulet	Carmen	<p>I am really impressed with the proposed changes. Looks as if a lot of thought was put into getting us the best access to all areas involved. Safety is a big concern for me right now and I would love to see the statistics in the next years upon completion of the rate of accident reduction. Good job.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Graham	Mary	<p>Please do not let this proposal to connect Beatty Road with Tram Road. We do not need any more crime. Sheriff Koon has his hands full already. You will be escorting the Broad River Road and that end of Piney Grove Road Crime straight to our doorsteps.</p> <p>Surely, there are other options that would be better solutions.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>As noted in Chapter 2 of the Draft Environmental Impact Statement (DEIS) congestion and high crash rates on I-26 in the vicinity of the I-20/I-26 and I-26/Bush River Road interchange locations are attributed in part to abrupt driving maneuvers due to the multiple weaving movements that occur at these locations. To eliminate traffic conflict points and weaving maneuvers between these interchange locations, the I-26/Bush River Road interchange would be relocated approximately 0.7 miles to the southeast to an improved, full access interchange at Colonial Life Boulevard under both RA1 and RA5 Modified. To further understand the travel patterns on Bush River Road and how businesses may be affected, the project team analyzed origin-destination (O-D) data. Origin is where a trip begins, and destination is where a trip ends. As detailed in Chapter 3.3 of the DEIS (see pages 3-107 through 3-110), the majority of the traffic on Bush River Road is local traffic that is not coming from or going to I-26 via the I-26/Bush River Road interchange.</p>
Graham	Mary	<p>Please do not re-route traffic that currently stops off at Bush River Road from I-26 and I-20. These small businesses deserve to flourish. We need them. We don't want the empty store fronts that will be left. That only brings blight and crime.</p>	<p>To eliminate traffic conflict points and weaving maneuvers between these interchange locations, the I-26/Bush River Road interchange would be relocated approximately 0.7 miles to the southeast to an improved, full access interchange at Colonial Life Boulevard under both RA1 and RA5 Modified. To further understand the travel patterns on Bush River Road and how businesses may be affected, the project team analyzed origin-destination (O-D) data. Origin is where a trip begins, and destination is where a trip ends. As detailed in Chapter 3.3 of the DEIS (see pages 3-107 through 3-110), the majority of the traffic on Bush River Road is local traffic that is not coming from or going to I-26 via the I-26/Bush River Road interchange.</p>

			<p>However, while businesses at the existing I-26/Bush River Road interchange would still be accessible via the I-126/Colonial Life Boulevard and I-20/Bush River Road interchanges, businesses on Bush River Road in the immediate vicinity of the existing interchange would experience an approximate 30 to 40 percent decrease in pass-by traffic during the peak travel hours (see page 3-110). As noted in the DEIS, a signing plan would be evaluated during final design to notify commuters of the new traffic patterns for accessing Bush River Road (see page 3-110). The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gray	Bill	<p>My wife and I have lived in the Williamsburg West subdivision for over 28 years. Having worked downtown for a majority of those years the expansion and planned relief of the congestion at "Malfunction Junction" is most welcomed, though we are going to have to put up with years of roadwork. But thats okay. My concerns and comments are several. Our house is very close to the interstate and noise is awful. Trucks downshifting, motorcycles roaring up the I, emergency vehicles with sirens blaring at all hours; the suggested sound barriers are an excellent idea and one I totally approve of. Hopefully this gets implemented. The suggested bridge connection Beatty to Tram is not needed and is a waste of the finances. I have for 28 plus years made trips over the South Carolina High School League office numerous time yearly. Never have I encountered any kind of delay going either to Piney Grove or to St Andrews to get to the office. As to relieving traffic on PG or SA; you are going to cause more congestion on Jamil. Over the years it was once a back way into Harbison ; now with also using Bower Parkway to get around the I backups Jamil has now become a heavily used artery and I don't believe it was built for the traffic loads or speeds we see on it. Coming out of Williamsburg West onto Jamil we have to deal with high speeds coming over the hill by the</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

		<p>fireworks center. Now you want to add more traffic...bad idea. If you want to relieve the congestion at St Andrews and Piney Grove look at the traffic lights and how to better use the timing of them. With the expansion or moving of the highway right of way probably means a lot of clearing of land, specifically trees. We, as homeowners, are going to lose the secluded look to our properties. Is there any effort being made to keep the value of our homes where it is today? Thank you all for allowing this "comment sheet". I am available to discuss if there are question or information to pass on.</p>	<p>Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gray	William & Nan	<p>Our house is very close to the interstate and noise is awful. Trucks downshifting motorcycles roaring up the I emergency vehicles with sirens blaring at all hours; the suggested sound barriers are an excellent idea and one I totally approve of. Hopefully this gets implemented.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to noise and sound barrier walls, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Green	John	Can you add me to an e-mail list if you have one?	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Greenwood	Tara	Please take bike/ped facilities into consideration during the planning and construction of Carolina Crossroads. Specifically, the Saluda River Ped Bridge.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Based on the September 2018 meeting with City of West Columbia representatives the South Carolina Department of Transportation (SCDOT) looks forward to continued coordination efforts with the City and options you plan to explore for the Saluda River pedestrian bridge. As mentioned in Chapter 1 of the Draft Environmental Impact Statement (DEIS), there is a need for additional bicycle and pedestrian infrastructure within the study area. The design of connections to pedestrian and bicycle facilities and the accommodations for planned facilities will be determined as design progresses on the Recommended Preferred Alternative. You can read more about this, as well as accommodations during construction, in Chapter 2 of the DEIS (see page 2-63) and Chapter 3.13 (see page 3-369). The SCDOT project team is working to complete a Final Environmental Impact</p>

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Grego	John	<p>Friends of Congaree Swamp has made an initial review of the Draft Environmental Impact Statement and would like to comment on the discussion of proposed mitigation banks in Section 3.7.6 page 3-281. We strongly encourage that alternatives to the Hunting Creek mitigation bank in Newberry County be pursued; a mitigation bank that affects a tributary of the Broad River in a county unaffected by the project should not be under consideration. Since the project takes place in a watershed immediately upstream of the Congaree River mitigation banks (proposed or already active) in Richland County or Lexington County should be pursued instead.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Chapter 3, Section 3.7, and Page 3-279 to 281 of the Draft Environmental Impact Statement (DEIS) provides an overview of SCDOT's proposed compensatory mitigation plan for the Carolina Crossroads project. SCDOT is using current mitigation regulations and guidance to develop the mitigation plan for the project, including the 2008 U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) regulations Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332) and USACE Charleston District Compensatory Mitigation Guidelines (dated October 7, 2010). Pursuant to these documents, SCDOT is monitoring existing and proposed mitigation banks that could serve the project, as well as evaluating additional forms of acceptable mitigation in the event mitigation banks cannot provide the necessary mitigation.</p> <p>To evaluate existing and proposed mitigation banks, the SCDOT is documenting credit availability at banks using the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS) and by contacting existing private mitigation banks on a monthly basis. SCDOT is also monitoring Public Notices from the USACE, Charleston District to identify proposed mitigation banks that may serve the project. These mitigation banks have USACE-approved service areas that are typically based on watershed boundaries and ecoregions rather than County boundaries.</p>

			<p>Currently, no existing mitigation banks have readily available credits to fulfill the estimated stream mitigation need of the proposed project, and it is uncertain whether pending mitigation banks will have available credits at the time of project permitting. The wetland mitigation need can be met through existing and pending mitigation banks. Therefore, it is anticipated that compensatory mitigation for permanent project impacts would be obtained through a combination of mitigation bank credit purchases and Permittee Responsible Mitigation (PRM).</p> <p>In accordance with the mitigation regulations and Charleston District guidance, PRM plans that are developed using a watershed approach are environmentally preferable. Per mitigation regulations 33 CFR 332.3(b)1, the required compensatory mitigation should be located within the same watershed as the impact site, and should be located where it is most likely to successfully replace lost functions and services, taking into account such watershed scale features as aquatic habitat diversity, habitat connectivity, relationships to hydrologic sources (including the availability of water rights), trends in land use, ecological benefits, and compatibility with adjacent land uses. As required by the USACE Charleston District guidance, SCDOT is considering these factors and using readily available information to identify potential mitigation opportunities within the same 8-digit Hydrologic Unit Code (HUC) as the proposed project. Since most of the stream impacts for the Carolina Crossroads project are located in the Saluda River watershed (8-digit HUC 03050109), SCDOT would focus the PRM site selection search on the Saluda River watershed and the Piedmont ecoregion. County boundaries are not a PRM site selection consideration per the mitigation regulations or Charleston District guidance. Specific mitigation requirements would be established during the Section 404/401 permitting process, during which another public notice would be issued for the project and additional comments on the proposed mitigation plan could be</p>
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			<p>addressed.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Griffin	Jim	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Griffin	Lou	<p>Please reconsider the building of the bridge at Tram Rd. in Whitehall. I have lived in this community for 18 years. We work hard to have a low crime related community. We do not want to be connected to a high crime area. There is an elementary school and nursing home in this area. These are older neighborhoods and residents are older and it will be hard for them to get in and out of their yards and driveways. It will decrease our property value. A lot of the homes are paid for and it will be hard to start all over again. School buses travel these roads stopping to pick up and let children off of the buses. Please do not tear these older neighborhoods up to put in a bridge that will not help the problem. Maybe a better solution is widening I-26 or widening the bridges that we already have. Please reconsider this project and find another way. Thank you....</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Griffin	Lou	<p>We live in a low crime area and do not want to be connected to a high crime area. There is a nursing home on Sidney Road. Property value will go down. School buses travel this road and are stopping to pick up and let off children. There is an elementary school connected to Tram Rd. It is an older neighborhood with some older people. It is hard to start over again. It is very hard to understand how this bridge will help. Our problem is I26 trying to get in and out of Columbia. Please do not continue with the Carolina Crossroads Bridge. Thank you!</p>	
Grindstaff	Jack F.	<p>The proposed overpass on I-26 connecting Tram Road with Beatty Road will create a throughway through a peaceable community, Whitehall, every</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p>

		<p>homeowner purchased their property because it was not on a traffic throughway. We ask that this project be DISAPPROVED. Do not destroy our neighborhood.</p>	<p>Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Groover	Dave	<p>Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have</p>

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Groover	Judy	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not</p>

			<p>significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Grove	Dennis	<p>I think the bridge would be very detrimental to this community. It will definitely lower property values. Secondly crime would increase in this community . Also there would be an unwanted increase in traffic flow. I just don't see how this would benefit this neighborhood in the slightest.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring</p>

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Grove	Michelle	<p>I don't believe the bridge is a good idea due to the fact that you will be connecting a high crime area to a low crime residential area. The building of this bridge will directly affect the property values of our homes in a negative way by lowering them. And we don't want all the increased traffic coming through our quiet residential neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Grove	Patti Jo	<ol style="list-style-type: none"> 1. Property values will decrease 2. It will ruin a nice, quiet neighborhood. 3. Crime will increase. 4. Bring so much unwanted traffic. 5. There are so many children and bus stops, it will become unsafe for them. 6. It's just a terrible idea for a nice community. 7. How many people on this project would want this to happen in their neighborhood? 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Grove	Pendleton	<p>Dear Sir/Mam, I have reviewed the above. We are trying to research hotel rooms generated by the project. With over five thousand direct jobs created a lot of those will be non-local employee that will require lodging. Is there a way to further drill into the non-local employees and lodging economic impact?</p>	<p>(Already responded - 11/6/2018)Dear Mr. Grove,</p> <p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project during the Draft Environmental Impact Statement (DEIS) comment period. As indicated in Section 1.2 of the Economic Analysis Report and in Chapter 3.3 of the Draft Environmental Impact Statement (DEIS), the economic impact analysis focuses on the short-term impacts associated with capital expenses during the project development phase (2017-2024). These capital expenses include aspects such as construction, planning, engineering and design, and environmental mitigation. Therefore, only the sectors corresponding to those capital expenses are directly impacted. Relative to employment, it is anticipated that RA1 (the Recommended Preferred Alternative) would generate approximately 5,750 jobs in Richland and Lexington counties, and of that, nearly 89 percent of the total employment impact would be from construction (see page 3-115 of the DEIS). However, the projected number of out-of-town workers that would be generated by this project is not known.</p> <p>The SCDOT project team will be working to complete a Final Environmental Impact Statement (FEIS) in late 2018, and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in early 2019.</p> <p>If you have any questions concerning the process or your request, please contact me at KlaukBD@scdot.org or (803) 737-5051.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Guerry	Art	<p>I live in Whitehall. The Tram Rd bridge has not [unintelligible]. I am against the building of this bridge. [Unintelligible]. Therefore the Tram Rd bridge is not needed.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the</p>

			<p>South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gunter	R	<p>Hi. I live at 240 Jamil Rd Apt 21. I recently received a letter from a lawyers office notifying me that my property may be acquired by DOT. I looked at the maps and proposed right of ways and it is hard to tell but it does look like this may be the case. Is there anyway you could let me know if my property will be acquired and when this will happen? Any information is appreciated thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Based on current design, additional Right of Way (ROW) would be required along I-20 and Jamil Road to accommodate the proposed improvements. The improvements would require the relocation of Units 19-24 which would include your unit. SCDOT will secure a Design Build Team to construct the Carolina Crossroads Project. We anticipate that a Design Build Team will be selected by late 2019. One of the duties of the selected Design Build Team will be to acquire the</p>

			<p>necessary ROW to construct the project. We anticipate the Design Build Team to commence the property acquisition phase of the project mid to late 2020. ROW needs would be further evaluated based on final design.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gurholdt	Shirley	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring</p>

			<p>2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Gustafson	Benjamin	<p>I am impressed with the process and documentation so far on this project! I am very much in favor of Reasonable Alternative 1 (RA1) being the plan of action going forward. Especially the turbine interchange - it looks perfect. Extending the 375 exit and adding collector space is much needed. Shutting down the Bush River Road I-26 interchange is a good move. I'm sure lots of people will not like it closing but it is the best for the overall flow of things, and they will have easy access to the same locations. I do have a couple of questions.</p> <p>1) The Harbison exit looks like it will actually reduce the traffic flow from I-26 west bound onto Harbison. That traffic group (I would assume) is the largest amount of traffic flowing into the Harbison area. With the current ability of continuing until you are partly into the Harbison area unobstructed seems like a good solution. It would be even better if it was two lanes. I do understand the issue of one traffic light on Harbison dictating flow of traffic in both directions on the I-26 at peak times. However I think the continuous flow onto Harbison is extremely useful in getting people safely off the interstate. I would think the traffic to Harbison is 2 or 3 time more than Piney Grove and the current plan doesn't include enough collector space for cars to safely get off I-26 to wait on the new light to turn left.</p> <p>2) I don't quite understand the Tram / Beatty road. Does it have a significant impact on the traffic flow in the traffic models? Do you think more people would be using the frontage road with the added bridge? If so, how many more people and where are they traveling? Would you straighten and widen Tram road to go along with the bridge? It doesn't seem like the money spend on building a bridge there would have a significant impact on traffic flow. I didn't see this bridge as part of the earlier proposals.</p> <p>3) Is the connection between I-26 and I-77 with an additional bridge over Broad River going to be looked at as an additional project?</p> <p>Other than those three questions, I am all on board!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Your comment has been received. The following is a response to all three of your questions.</p> <p>The proposed design of the Harbison Blvd interchange is a diamond interchange that would improve the operations on I-26, improve the connection to and from I-26, reduce existing geometric deficiencies of the system, and provide for adequate traffic capacity in the design year. Signal timings at the ramp intersections would be coordinated for traffic flow.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>Finally, during the alternatives development and screening process for</p>

			<p>the Carolina Crossroads, a new transportation corridor that would connect I-26 to I-77, also known as the "Northern Alignment" was considered. However, that alternative would not meet the purpose and need of improving mobility and reducing congestion on the I-26 corridor and was thus eliminated as a solution for this project. You can find more information about the evaluation of this alternative in Chapter 2 of the Draft Environmental Impact Statement, which can be accessed at scdotcarolinacrossroads.com or reviewed the locations noted on the website.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hagberg	Richard	<p>As President of Williamsburg West Homeowners Association and as an owner/resident in the Williamsburg West Subdivision I must make my strong feelings known to you all.</p> <p>In reference to the recent change to the Carolina Crossroads Project (Malfunction Junction Project), namely, the proposed bridge from Beatty Road to Tram Road. The proposed bridge makes no sense whatsoever and will only serve to increase traffic down Jamil Road, Tram Road and elsewhere within Whitehall. Additionally, it provides direct access from a depressed part of town to us. The change, if approved, will have an extraordinarily negative impact to the subdivisions of Whitehall, Williamsburg West and the surrounding area.</p> <p>Some reasons for opposing the Beatty to Tram Connector Bridge are:</p> <ul style="list-style-type: none"> · You are connecting a crime-ridden, depressed area to a much nicer community. · The results would be plummeting property values, higher crime on our side. A 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>

		<p>large area affected.</p> <ul style="list-style-type: none"> · There are no provisions made for the improvement of Jamil Road. Especially, there are no plans to construct a right-turn lane at the intersection of Jamil and Piney Grove Road. 	<p>alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hagberg	Richard	<ul style="list-style-type: none"> · A proper Traffic Survey must not have been performed, citing traffic problems that already exist on Jamil Road, especially at Piney Grove Road. Inclement weather already brings people to the Mall during non-holiday seasons and causes traffic jams. · Worse yet is how impassible the intersection is from before Thanksgiving through and beyond Christmas. Residents are already trapped in their neighborhoods of Williamsburg West and Whitehall. · Tram Road has a 25 m.p.h. speed limit that many motorists ignore already · Tram Road has a high pedestrian rate. · Tram Road has a concentration of children at play. · Tram Road has no breakdown lanes, hard shoulders nor very little soft shoulders. · Tram Road is very “hilly”, curvy and blind spots. The Beatty to Tram Bridge was “forced in” as one project engineer put it; in the final 3 weeks before the Draft you were, “making the last tweaks to the traffic flow”. The good thing is that this project is in the draft stage and not the final stage. <p>SCDOT and the Planning Board: We appreciate the majority of what you are doing, but this is a path to BLIGHT! Our expectation is that you are listening intently to what people are saying and that you come away with a better</p>	

		<p>understanding of how to serve the public. We hope you take this opportunity to demonstrate that SCDOT has left behind the poor decision mistakes that have plagued your reputation in the past and that you are ready to show you are equal to any other state's Department of Transportation.</p> <p>Sadly, there are no provisions made for the improvement of Jamil Road, nor are there plans to construct a right turn-lane at the intersection of Jamil and Piney Grove Road. This should change!</p>	
Hale	Diana	<p>This is crazy! Why take one of the nicest neighborhoods in the city, cut it in half and totally destroy the quiet, peace and safety of a large portion. What about the safety of kids, people walking dogs- AND Canadian geese which are frequently seen crossing the road. The road is too narrow to accomodate high speed traffic which is inevitable so will trees have to be cut- endangering the owls resting nearby. How long will this long established neighborhood be destroyed by the construction, noise, smells and air pollution in preparation for its partial but everlasting destruction of the quiet lifestyle that has been the norm for roughly 50 years. How can anyone think that this poorly conceived plan can help anyone? It's NUTS</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Hall	Brett	<p>The proposed bridge planned by the DOT connecting Tram and Beatty Roads will be a detriment to two neighborhoods. One must assume that the goal of this bridge is to decrease traffic elsewhere by increasing it here. These are two narrow, hilly, winding roads that are full of people walking, jogging, riding bicycles and a flock of around 40 geese that live on our ponds and frequently sit in the middle of the road and stop traffic. It is absolutely unacceptable for the DOT to try to alleviate traffic on the interstate by routing it through neighborhoods! We don't want an increase in traffic, bus stops in our front yards, or people walking through or standing in our yards to get to bus stops! Nor do we want our neighborhood connected with easy access to a lower income, high crime area allowing those from that area to have easy walking access to our neighborhood and in-turn increasing the crime rate as a result. My family just bought our dream home - a beautiful home in a quiet neighborhood two months ago, on Tram Road. We don't want to live on a busy street like St. Andrews Road or Bush River Road! If we had been aware of this bridge (maybe post a sign rather than hide these plans as a footnote of a meeting) we would have bought elsewhere. I'm sure most potential home buyers will feel the same way. We do not appreciate having our new home immediately devalued! We will not stand for this intrusion upon our peaceful, quiet neighborhood and will stand at nothing to stop this process. This is UNACCEPTABLE!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

Hall	Brett	<p>While a solution to the "malfunction junction" issue is greatly appreciated. (?) fully OPPOSED to the addition of the connector bridge between Beatty Rd and Tram Rd. This bridge will no serve to aid in traffic flow on I-26 in any way. We live on Tram Rd and DO NOT want our upscale neighborhood connected to the Beatty Rd area. This will greatly increase the traffic to an already narrow and winding road as well as invite an undesirable part of Broad River Rd direct access to our neighborhood which decreases our property value immediately. This will also invite unwanted 18 wheel traffic to drive through Whitehall enroute to I-20. This only adds additional danger to an already busy Rd.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hall	Penny	<p>The proposed bridge planned by the DOT connecting Tram and Beatty Roads will be a detriment to two neighborhoods. One must assume that the goal of this bridge is to decrease traffic elsewhere by increasing it here. These are two narrow, hilly, winding roads that are full of people walking, jogging, riding bicycles and a flock of around 40 geese that live on our ponds and frequently sit in the middle of the road and stop traffic. It is absolutely unacceptable for the DOT to try to alleviate traffic on the interstate by routing it through neighborhoods!</p> <p>We dont want an increase in traffic, bus stops in our front yards, or people walking through or standing in our yards to get to bus stops. My family just bought our dream home - a beautiful home in a quiet neighborhood two months ago, on Tram Road. We dont want to live on a busy street like St. Andrews Road or Bush River Road. If we had been aware of this bridge (maybe post a sign) we would have bought elsewhere. I'm sure most potential home buyers will feel the same way. We do not appreciate having our new home immediately devalued.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Hall	Penny	<p>A bridge at Tram and Beatty will negatively impact neighborhoods.</p> <ol style="list-style-type: none"> 1. make roads unsafe for walking/biking/geese 2. creates a thru road leading increased traffic and dangerous traffic like tractor trailers and could add a city bus route 3. destroys nice quiet neighborhood because of increasaed traffic and noise 4. unsafe increased in traffic, 5 school bus stops on Tram Rd 5. no benefit to residents of Tram / Beatty roads 6. lowers property values 7. does not help congestion on I-26 	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

			<p>evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Halyak	Lauren	<p>I am very concerned about the plans to widen I26 and build a bridge from Beatty road and Tram road. Our neighborhood is next to Whitehall and this could negatively impact our quiet neighborhood and wildlife that lives in/around our pond. I oppose the bridge being built on this side of the highway. Is there a way it can be built on the frontage road, Fernandina, where many car dealerships and businesses are? This would give local business more traffic and reduce the impact to the quiet neighborhoods of Williamsburg west and Whitehall. Please respond with the impacts to these neighborhoods in detail and why the proposed bridge could not be constructed on the fernandina side.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Halyak	Lauren	<p>I am out of town and not able to make the meeting today. I am opposing the bridge from Beatty rd to Tram road as it will significantly negatively impact our neighborhood. Is there any consideration to building the bridge on the frontage road on the other side of I26? Few neighborhoods and more car dealerships.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>
Halyak	Lauren	<p>As concerned citizens of the Whitehall and Williamsburg West neighborhoods, what can we do to prevent this road from being built? What other options have been presented? I, and others in these neighborhoods, support Mr. Hagberg's position and concern about this plan. Please advise what actions we can take to oppose and prevent this connector from being constructed and instead considering a right turn lane on piney grove from Jamil which would greatly improve traffic flow and lengthy traffic backups?</p>	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>
Halyak	Lauren	<p>As concerned citizens of the Whitehall and Williamsburg West neighborhoods, what can we do to prevent this road from being built? What other options have been presented? I, and others in these neighborhoods, support Mr. Hagberg's (Williamsburg West HOA President) position and concern about this plan. Please advise what actions we can take to oppose and prevent this connector from being constructed and instead considering a right turn lane on Piney Grove from</p>	

		Jamil which would greatly improve traffic flow and lengthy traffic backups.	Email Us: info@CarolinaCrossroadsSCDOT.com
Halyak	Lauren	Form Letter - Tram/Beatty Check List	
Halyak	Rachel	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Hankinson	Travis	<p>1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 7. Increased speeders (enough is enough) 8. It will destroy our quiet neighborhoods 9. Other: Waste of tax dollars</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hansen	Martha	<p>I am very opposed to the fly-over bridge over I26 from Tram Road to Beatty Road. What purpose would this do? I think it would be much wiser to create a right turn lane from Jamil at Piney Grove Road. The backup traffic there is awful at times (Fri-Sat); causing a car to endure up to 5 light changes to get through. Also, how would Tram Road traffic get onto Jamil? Tram is a narrow, winding road and already has significant traffic</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

		<p>into all parts of Whitehall. This plan has not been very well thought out and will create many more problems than it will solve. I doubt anything good will come from this utter waste of SCDOT money!</p>	<p>comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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<p>Hanson</p>	<p>John</p>	<p>I recently attended a public meeting with the Whitehall Home Owner’s Association to hear a presentation on the Tram Road bridge connecting Tram Road with Beatty Road. Overall I support the Carolina Crossroads project but as a homeowner on Tram Road, I am adamantly opposed to this portion of the project. My objection to this is based on a few different comments that were made during the meeting. First, Mr. Klauk stated that there would be no increase in traffic on Tram Road as a result of the bridge. His reasoning was that both Tram Road and Beatty Road have around 2000 trips per day so connecting these roads would not increase traffic. This reasoning fails to recognize the increase in traffic that will result by this road now becoming a cut through road. It also fails to recognize the commercial and truck traffic that will now use this road. A full traffic impact study has not been done on this proposal. One should be done and presented to the community before any decision is made about installing this bridge. Secondly, Mr. Klauk stated that there would be no improvements made to Tram Road as a result of this project. Tram Road is already substandard. It has a couple of dangerous curves. It has numerous bus stops. There are numerous pedestrians, and children that bicycle on this road.</p> <p>Yet, SCDOT thinks it’s a good idea to increase traffic without offering any improvements such as curb and gutter sidewalks, or site line improvements? This seems short sighted and adds to the economic cost that the community will incur if this bridge is installed.</p> <p>Finally, the purpose of the Carolina Crossroads project is to improve traffic on I-26. Mr. Klauk provided absolutely no argument on how including this bridge would help to accomplish this objective. His only argument to install this road is that it would help residents reach Cosco. I did not know that I had a problem getting to Cosco.</p> <p>The Tram Road bridge seems to be an ill-conceived idea that has not been properly studied. Mr. Klauk stated that it would cost 3 to 5 million dollars to construct. I believe that is woefully underestimated. The cost to our community in terms of property values and quiet enjoyment is much higher than the weak arguments I’ve heard to install the bridge.</p> <p>Thank you for your consideration. John Hanson</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Hardaway	Lori	<p>My name is Lori Hardaway and I live at 279 Middlesex Road, Columbia, SC and my phone number is 803-727-8894. While I believe the Carolina Crossroads Project as a whole is a benefit to our community, I am completely against the bridge connecting Beatty Road and Tram Road. It is a complete waste of taxpayer dollars, provides an avenue for higher crime rates in the Whitehall neighborhood and will increase traffic with no vehicle restrictions on already deteriorated residential roads. It's already dangerous for walkers and joggers on the narrow streets of these neighborhoods but the increased traffic would all but prohibit recreation in our neighborhoods. I've heard that representatives from the SCDOT said that there would not be increased traffic due to this bridge but then what is the point of spending \$5 million on something you don't think anyone will use? There are already flooding problems in this area and this bridge would only increase the likelihood of future flooding issues. There are so many negatives to building this bridge and I honestly can't think of a single positive reason to continue with it in your plan. Please do not build the bridge connecting Beatty Road and Tram Road.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hardaway	Paul	<p>[In reference to DEIS, Environmental Consequences, 5.1.3 Mobility, Access and Safety]: There are very few businesses along this corridor. This first group would seem a low priority at the time of the proposal. Of the persons who require access to either side of the highway, there are very little gains to be made in reducing time or traffic between the side access roads of the highway. Please provide any complaints from local residents or business that would benefit from adding a third bridge in the</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

	<p>2.5 mile corridor of I-26. Currently access is served by both St Andrews and Piney Grove roads. Stating this first group is a benefit appears misleading. The great majority traffic having destinations or origins located along Jamil and Fernandina roads are not local residents in the surrounding neighborhoods. As such, they would most likely access the corridor in question via an exit off I-26. Since the proposed bridge would only appear to help at that point persons wishing to directly access Jamil from Fernandina or vice versa. As a resident of Whitehall on the Jamil side, I do have to directly access Fernandina 2-3 times a year to service my vehicle. It is quick and easy from Piney Grove or St Andrews. Adding this bridge would leave outside traffic utilizing the proposed bridge. Again, outside traffic would only be able to access the bridge from the highway negating the need for the bridge, or through our neighborhood which is undesirable for the residents of Whitehall. Residents stand to gain very little from the bridge. Residents are typically not driving from Beatty to Tram or Fernandina to Jamil on any type of frequent basis. Not in the numbers that would justify the cost of adding a bridge. In addition there is the possibility of adding traffic through the Whitehall neighborhood along Tram Road. This road is a 25mph zone which already has a bit of trouble keeping outside traffic at or under the speed limit. There are many residents who walk along Tram and the added traffic this proposal would bring will increase the safety hazard of the residential neighborhood. This decrease in safety is at no appreciable gain for the residents of Whitehall or even those non residents interested in businesses along the frontage roads. Providing an alternative connection through a residential neighborhood with a 25mph speed limit does not seem in the public interest. This is in general solving a problem that does not exist. In the scenario where a Whitehall resident needs to go to Costco, many would access Piney Grove via Shadowbrook more quickly and easily than Tram. Planning to move accident highway traffic closer to and even through a neighborhood does not seem necessary or wise. In addition, the unintended consequence of this is that traffic will begin to migrate through the neighborhood on its own during heavy traffic days.</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Hardaway	Paul	<p>It is my opinion that the desire to reroute traffic around the interchange and possible through Tram to St Andrews and Bush River Road during emergencies is at the heart of this proposed bridge. Not other traffic shuffling makes any sense at all. If this is the case, the provided justifications are disingenuous and misleading. There is currently the ability to route traffic efficiently during emergency conditions, but no such attempts have been made. I would ask that an emergency access plan be drafted and trialed once the other construction is completed. If that proves insufficient, a bridge could be explored as a possible solution to a well documented problem...after the other changes are made.</p> <p>As a resident of Whitehall, I am opposed to this bridge as it provides very little benefit and in return reduces the pedestrian safety, and would at the very least attract extra vehicular traffic through the very middle of our neighborhood. One other consideration which was omitted is that Whitehall has very few access points. This means that any additional traffic through the neighborhood impacts us all we travel from home every day. We currently live in balance knowing that traffic is discouraged from traveling through the neighborhood by design making it a safer more desirable place to live. It is one of the reasons I decided to purchase my home.</p>	
Hardy	Angela	<p>Joining Tram Rd to Beatty over I-26 has to be the dumbest idea I've heard in a long time. It will not alleviate traffic from the interstate. That is ridiculous. It will just be a cut through for people too lazy to use St Andrews Rd. Tram road is a small road that winds through a tight neighborhood. It already receives too much traffic. The road is currently in terrible shape with cracks and potholes. The neighborhood it goes through is Whitehall. Whitehall is an older established neighborhood. It's quiet. Extra traffic would be dangerous for the numerous residents that walk and bike. It would further destroy the roads and lower the property values for everyone here. No one wants to live with a dangerously busy street running through the center of their neighborhood. We wouldn't be able to sell if we wanted to. This plan would be devastating to the many residents here and I absolutely oppose it.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>

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Hardy	Ashley	<p>The Tram/Beatty road bridge would cause tremendous safety problems for not only residents of Whitehall, but also likely accidents resulting from poor design. This would lead to potential loss of life and lawsuits. Tram Road would also need costly repairs as there are already issues with the condition of the road.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Hardy	Kevin	<p>I want to state my strong disapproval for the idea of adding a "bridge" over I26 connecting Tram Road to Beatty road. Tram is a 25 mph road through a neighborhood. It was never intended to be a thoroughfare for alleviating traffic from the interstate. Neither it's designers nor the residents of the Whitehall subdivision ever envisioned such a thing. I certainly would never have moved here if I'd thought it were possible. This will be incredibly detrimental to those residents and this neighborhood while providing a negligible benefit for offloading the traffic on the interstate. You're only increasing the risk of danger, crime, noise and pollution to Whitehall.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hardy	Kevin	<p>I want to state my strong disapproval for the idea of adding a bridge over I26 connecting Tram Rd to Beatty Rd. Tram is a 25 mph road through a neighborhood. It was never intended to be a thoroughfare for alleviating traffic either from or around the interstate. It is a road in the center of a residential neighborhood. You are recklessly impacting the people who live in this area. This road will increase the danger, crime, noise and pollution to literally thousands of residents of the Whitehall subdivision. Please eliminate that option from your proposal.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Harmon	Virginia	<p>I am very opposed to the Tram Beatty Road Crossover. Currently Tram Road is very well traveled and will only add more traffic, speeding and safety issues. Noise will be a factor for neighbors. Sa factor for children. Tram Road is not in good repair. More traffic added more problems. Widening of this (?) will disrupt residents. Some of which have planned to stay here for the long run.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Harper	Douglas	Please do not let this happen. Neighborhood has been going down the last 10 years. This will accelerate the end of this community.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Harper	Douglas	Form Letter - Tram/Beatty Check List	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Harrell	Christopher Aaron	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

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Harrell	Sue	<p>I don't understand the reason you want to build a bridge in our neighborhood. Beatty Road is already dangerous to the many pedestrians who walk the road. More traffic will be a bad problem for our residents. There is a problem of flooding in our neighborhood due to Stoops Creek which crosses Beatty Rd. As you are helping with traffic of malfunction junction, this will be of no help.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Harrelson	Jordan	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Harrelson	Joshua	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Harrelson	Melody	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Harrelson	William	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this.</p> <p>Will be more crime.</p> <p>The traffic flow it will not help a thing.</p> <p>All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews</p> <p>Lower property value</p> <p>Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Harris	Andrew	<p>As a resident of Whitehall subdivision for 53 years, I am opposed to the I-26 overpass linking Beatty Road and Tram Road, thereby creating a thorough-fare for traffic that will affect our home values, etc. Obviously, the individuals responsible for this proposal have not observed the beautiful one-family dwellings along Tram Road. Every day I watch walkers on my street coming from Tram Road strolling with and without their pets. Has it even been considered as to how this additional traffic could impact lives on Tram Road?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>Eventually, that traffic will find another route to St. Andrews Road, by turning onto Banbury Road and passing the corner where three small children are living and subject to being hit. The developers of this subdivision are trying to promote young families moving into these houses-how can this Carolina Crossroads Corridor Improvement SCOOT Project give them the incentive to move here? The residents of Whitehall want to keep their subdivision safe and a favorable place to live. I am OPPOSED to the project affecting Tram Road in the Whitehall subdivision!</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Harris	Elizabeth	<p>As a resident of Sidney road all of my life, I strongly oppose the Tram-Beatty road bridge. Sidney road IS and HAS been a through fare from St. Andrews road to Tram road. It is also used for foot traffic whether for exercise, walking a pet or getting to your job. The terrain on both sides of the road is not conducive to walking, and therefore use the road when there is no traffic, as well as, multiple school bus stops. Sidney road is in DIRE need of repaving for the residential and commercial vehicles. Even large speed bumps would be welcome to reduce speeding on the road. . I feel that the current needs are not being met to date and adding more traffic to the area would only add to the problems, not solve them.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

Harris	Elizabeth	Form Letter - Tram/Beatty Check List	<p>Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Harris	Ryan	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

			<p>Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hartz	Martha	The usual fixes that won't work. SC has a terrible record in fixing things. Just a way to hurt the homeowner. I am against the whole plan.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Harwood	Jane	<p>I strongly oppose the Tram Road/Beatty Road overpass of I-26 and ask that it be removed from the proposal. This could cause flooding concerns and increase, rather than decrease, hazardous traffic conditions.</p> <p>This Tram Road/Beatty Road project would totally destroy not only the property values of the Whitehall community and the neighboring Stratton Place community, but it would destroy the quality of life for the residents of these neighborhoods. The noise level in this area would increase dramatically as well). There is already too much traffic going past my house on Sidney Road in the Stratton Place neighborhood of cars "cutting through" to access Jamil Road.. This traffic would substantially increase and greatly affect the value of my house and my ability to even sell my house if I should so desire.</p> <p>There is absolutely no need for the Tram Road/Beatty Road bridge. Ruining good neighborhoods is never a good option. Please eliminate this part of the plan. This would not be a good plan for anyone involved.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Harwood	Jane	Form Letter - Tram/Beatty Check List	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Haste	Cheyenne	<p>As a Whitehall resident, I am strongly opposed to the proposed overpass bridge linking Beatty and Tram Rds. A young family with small children, we are greatly troubled by the thought of connecting a higher crime area directly to our peaceful neighborhood. We chose Whitehall for its convenience, as well as the longstanding quality of life for its residents. The bridge would</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

		<p>disrupt both. As someone who regularly travels these roads, I can see no gains and only harm from this project. We have zero complaints with the current connections, with the exception of malfunction junction. My understanding is that this bridge will not alleviate the interstate issue, so its usefulness seems limited.</p>	<p>connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Haste	Matthew	<p>As a resident of the Whitehall community, I am strongly opposed to the proposal to build a bridge connecting Tram Road to Beatty Road. I see no way in which this bridge will help the traffic problems at Malfunction Junction. I travel through the junction daily and the proposed bridge does not seem to provide any real help to the rest of the project. Even if traffic did flow around the junction on this route occasionally, Tram Road is not well-suited to support heavy traffic; it would only disrupt an otherwise peaceful neighborhood. Please remove this bridge from the proposal in the interest of Whitehall residents. Thanks!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

			<p>affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Heizer	Deborah	<p>I want to express my disapproval of the Tram Rd-Beatty Rd Connector Bridge over I-26. Tram Rd is the heart of a nice, quiet neighborhood-Whitehall. We moved to Whitehall 4 1/2 years ago after living over 35 years in Irmo. Tram Rd is a narrow, winding, hilly road that is completely residential from one end to the other. By making it a cutthrough from Broad River Rd to St. Andrews Rd, you will be destroying our neighborhood and devaluing our property greatly. People who live in Whitehall, especially on or near Tram will be adversely affected by the increased traffic, including cars, large trucks a possibly (?) in the future. Walkers, joggers, children waiting on the school bus, our neighborhood wildlife (geese + deer) will be in danger that traffic. Please do not build the bridge.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Helmer	Robert S. & Ann W.	<p>We are both vehemently opposed to this Beatty Rd/Tram Road Bridge Project. Traffic in and out of this subdivision can not and should not be required to handle the additional in-flux of traffic and potential crime. I believe the SCDOT is simply looking for a "shortcut" or bypass through our subdivision once the "Malfunction Junction" project starts. This is simply a "Bad Idea and Plan."</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Hendrix	Betty	I am opposed to the project mentioned about due to the reasons on the attached page. (Form letter attached)	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Henson	Amanda	<ol style="list-style-type: none"> 1. Increased crime 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Hess	Craig	<p>Map shows noise barrier on west side of I-26 between 378 and Bush River Rd. This will reflect noise into neighborhood on east side Westover Acres (WA). Additionally WA is very close to I26 and will be impacted by project. Therefore a noise barrier should be on east side of I26 between 378 and Bush River Road (between I26 and Westover Acres).</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The South Carolina Department of Transportation (SCDOT) completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hess	Karl	<p>Your are going to open up are neighborhood to sub culture people and highway for thugs to ride threw the quite streets of white hall. The people of broad River are welfare Reliant people. Look at how they treat there side of 26 and then look at ours. Two different worlds. While at tram and Jamil Road at 9: 45 p. M. I've heard gun fire and cars spinning their tires. Motorcycles reving their motor to the point the Rev limiter was all you can hear. I personally will not go to that side of town in fear of discrimination or being robbed I've lived 27 years in this area and I've watched Broad River change into a total shit hole. We have nice things here and pay taxes and vote. Please don't open this gate to hell into are peaceful quiet community.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

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hessmajr		<p>As a Whitehall resident for more than 32 years, I must voice my opposition to the Tram/Beatty Bridge.</p> <p>The vast majority of properties along these roads are single family residences. Should the proposed bridge be four lanes, both Beatty and Tram would need to be widened. Right of Way acquisition would be steadfastly opposed, dramatically adding to the cost to this unwanted project. The resulting disruption from construction would severely affect those families adversely. Should the project be completed, the lives of those same families would never be the same, and not in a good way. In addition, the bridge would cross I-26 diagonally, doubling (tripling?) the cost. In conclusion, my family and I find this proposal completely unnecessary and an exceptionally poor use for taxpayer money.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

			<p>Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hester	Dennis	<p>To Whom it may Concern:</p> <p>I implore you to reconsider the bridge connecting Tram and Beatty Rd. We purchased this home 1 yr and 9 months ago - our first home in a nice neighborhood (Whitehall). Connecting our side of I-26 to the Beatty Rd side is extremely concerning due to the exponentially higher crime rate and presence of drugs which would ruin our neighborhood. Not to mention the higher volume of traffic in our nice neighborhood. I have told my wife that should you proceed with this we WILL BE MOVING!! Granted this project will cause my property value to plummet and I will take a loss on the first home I have ever purchased. This alone absolutely infuriates me. I was aware of the improvements to I-26 when we purchased but had no clue of the proposition to connect Tram/Jamil to Beatty Rd. If I wanted to live amongst gangbangers and thugs I would have bought a house there. Please reconsider the mistake you would be making.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Hester	Kayla	<p>I strongly disagree with the plan to build the bridge that connects Tram to Beatty Rd for a lot of reasons. Because, it would create so much traffic in our neighborhood. It would also create a lot of noise. As a soon to be mother it would also be super unsafe with a high volume of traffic. The crime rate on the other side of Whitehall is much greater than this side. It would also make our home go way down in value. Please do not break our hearts, we love our neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hicks	Jo Ann	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-</p>

			<p>20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hicks	Tam	No Beatty Rd to Tram Rd bridge! That reroutes traffic through a neighborhood with small children playing on it!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

			<p>proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hicks	William	<p>SCDOT proposes to “Improve Tram Road by providing overpass of I-26 to Beatty Road,” according to the SCDOT’s Draft Environmental Impact Statement (DEIS). On Tuesday night, August 21, we learned what that means. The stated purpose of this new bridge is to divert local traffic away from the nearby I-26 interchanges at Piney Grove Road and at St. Andrews Road, reducing congestion at the interchanges. Defying its own logic, SCDOT says that this will not result in an increase in traffic on Tram Road (Correction August 24: SCDOT confirms that diversion of traffic is not a purpose of the bridge. The purpose, according to SCDOT, is to provide better access between Tram Road and Fernandina Road.) Another stated purpose is to make travel easier and more convenient for the neighborhood, and to facilitate emergency vehicle response time. The redesign would make only the most minor change in our travel time anywhere, and would insert complicated turns at stop signs at each end of the bridge. There is no consideration for the degradation of both lifestyles and property values of the 1,400 residents of Whitehall. This would be</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the</p>

		<p>caused by the increased traffic, increased traffic noise, increased non-local traffic and the higher-speed, heavier traffic on the narrow, hilly, winding Tram Road which is already near its practical carrying capacity and where speeders are already a problem. There is no consideration for the concerns of residents about creation of a direct connector to the upscale residential Whitehall neighborhood from Beatty Road, with its commercial areas, including an abandoned auto dealership, and its lower-income and higher-crime areas. There is no plan to make any change to Tram Road itself, other than the brief stretch where the new bridge comes to ground and the Jamil Road intersection is to be reconfigured, without a traffic light</p>	<p>removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hicks	William	Form Letter – Tram/Beatty Checklist	
Higbe	Lloyd	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

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Hill		<p>Will the project have extensive lighting and landscaping? Seems like most projects in SC are basic and don't strive to provide the best in terms of beauty and safety.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Roadway lighting would be included along the I-20/26/126 project corridor, the limits of which are shown in the public hearing map. Some landscaping elements may be included in the final design of this project. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Himes	Jeff	<p>1. Increased crime 2. Lower property values 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 8. It will destroy our quiet neighborhoods</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

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Hix	Chris	<p>We have lived in Whitehall since 1970 and have enjoyed the privilege of a prestigious neighborhood to live and grow up in. I am concerned and disappointed at the current direction the SCDOT is going in by proposing an overpass link. This is a bizarre attempt to divert cars into a peaceful normal neighborhood that has been a stable growth point in Irmo for a long time. This link is not needed and will erode a peaceful place to live. I am against anything that suggest we will go in this direction to improve Malfunction Junction. Our neighborhood will push back and Irmities will stand together to fight this!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates</p>

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Hodak	Doug and Lindsay	<p>The bridge would be a devastaion to our community. It would allow heavy traffic to pass through a small and neighborhood street. There are many homes on Tram Road and thi swould e a huge interference to a peaceful place. The Tram Road is narrow, winy and in bad repair and could not sustain heavy traffic. We had friends who looked at a home to buy on Tram Road. They will not buy now knowing of a proposed bridge. There is a great understanding by putting in the bridge that property value will greatly decrease. Also, there is great concern of increased crime due to the fact it will connect to a 'high-crime" section of Columbia. There are plenty of elderly, children and families who would like to keep this a safe, peaceful and friendly neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Hodge	Joseph	<p>I grew up in Whitehall. My mother, Joselyn Hodge, still lives there at 549 Brookshire Drive. When my mother is gone, I will inherit her home and I plan to move back there when that day comes. My mother and I are totally against the plan to connect Tram Rd to Beatty Rd. The increased traffic, through the neighborhood, would certainly be detrimental to property values and safety. Please do not go forward with this bridge. It will ruin a beautiful neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hodge	Joseph	<p>This bridge will increase traffic and crime in general. As a result, property values of our homes will go down. Plus, it's a waste of money. Form Letter – Tram/Beatty Checklist</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Hodges	Ann	<p>To Whom It May Concern: For over fifty years, I have been a resident of White Hall. I have watched this area grow to its maximum potential. I no longer have children who ride the school bus to and from Tram Road. However, I see children get on and off the bus and worry about the traffic as it is now. I cannot imagine how dangerous it would be with the increased amount of traffic that this project would bring. My driveway is on Tram Road and the amount of traffic would increase the danger for everyone on Tram Road. Please consider the above statements when making your decision concerning this project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hodges	Linda	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Hodgin	Vicki Weed	<p>I am very concerned with this asinine idea of creating an I-26 overpass linking Beatty Rd and Tram Rd to improve "malfunction junction" while SCDOT may think this is the solution for improvement of the interstate, it will destroy a family oriented, quiet and safe neighborhood. The influx of traffic will increase crime rates and back up traffic on Tram Rd. How has this additional traffic been accounted for, which includes existing bus stops, safety of children, without side walks or bike lanes. All of which will increase harm to all pedestrians (joggers, walkers). How were the studies conducted and the results obtained? Have there been any vehicle counts/clicks in place to have an idea of how many cars would pass through this area? What are the results of these studies and what are the studies based on? Whitehall is already having an influx of traffic from Piney Grove Rd with the placement of Costco. This is especially true on Nottingham Rd which people use as a short cut to St Andrews Rd. This is a double whammy of influx with Tram and</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

		<p>Nottingham Rds. This is a major concern with more wear and tear of our roads with increase flooding. This overpass will decrease our property values and life styles. I am asking SCDOT and whoever else involved in this matter to ask yourself and answer truthfully: "Would I want this in my neighbor?"</p>	<p>to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Holden	Rick and Denis	<p>There is no need for the bridge connecting Tram and Beatty. There are no businesses on either side busy enough to need more routes. Any traffic issue can be solved by adding a right turn lane from Jamil onto Piney Grove.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Holland	Curtis	<p>Appears to be favorable to Richland County at expense of Lex ??? Area. Maybe ????blow to Whitehall. I live in Nottingham Rd and current drive thru traffic from Piney Grove Rd to St Andrews Rd and Jamil Rd is heavy. This will only increase this traffic. Also will benefit government agencies on Beatty Rd. Moving traffic from Piney Grove Road is not a good idea. Only add to congestion in this area. Pour engineering at our expense.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Holland	Robert & Theresa	We oppose the Tram Road/Beatty Road bridge. As longtime residents of Whitehall, the environment, social, and noise impact on our neighborhood by this bridge has the potential to destroy our home neighborhood. The infrastructure is not sufficient to handle this bridge traffic. Tram Road goes through the middle of the neighborhood with a single lane narrow road with no shoulders. Please do not consider this bridge. It's impact on so many people's homes and lives is too important to gamble on with this bridge.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Hollis	Howard	<p>Tram Road is already very busy. At the St. Andrews end, there are times when people are going past at 50-60 mph (in a 30 mph area) to beat the traffic light.</p> <p>Police have been asked to come and work this area, to no avail.</p> <p>There are probably 1000 homes in the Whitehall community. Many of these residents use Tram Road or Sidney to get to St Andrews road already. Adding more traffic in this community will only make things worse. This will decrease property values in Whitehall, increase traffic and crime in the area, and the eventual widening of Tram Road, which will cause traffic to go even faster. The bridge over I-26 connecting Tram and Beatty is a bad idea.</p> <p>I would like to have someone at SCDOT explain exactly what this bridge would do to ease the congestion at malfunction junction. It would seem a better solution to widen Jamil and Ferdinanda where there are businesses, and would make roads better for more businesses, and use Piney Grove and St Andrews as connecting roads to I-26. Understand, however, that when there is an accident on I-26 between Harbison and Malfunction Junction, people already use Jamil, Ferdinada, Bush River Road and St Andrews to get past the problem.</p> <p>I believe the only real solution is to widen I-26 between Lake Murray Blvd and 378, make real improvements to the on and off ramps to I-20 and I-26, widen Jamil and Ferdianda, and make changes to I-126 to better isolate that interstate to ease the traffic traveling directly to/from the city of Columbia.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Holman	Callie	<p>I am concerned about the proposed overpass linking Tram and Beatty Roads. Tram Road is already a busy street that runs right through the neighborhood. The traffic is heavy and high-speed already and opening it up to more traffic will potentially make it worse.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Holmes	Bruce D.	Well thought out project!! Long overdue!!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Holmes	Milton	<p>I oppose the Carolina crossroads 1-20/26/126 Bridge at Jamil and Tram Road. I have been a resident of Whitehall for the past six years. The proposed bridge diversion route will ignore the fact that this is a residential area which will have an increase of vehicles which will mean an increase the volume of traffic in Whitehall. This raises issues of road safety, health and air quality. The proposed development has the potential to residents being exposed to noise and vibration at various times during construction. There are also concerns caused by the re-routing of traffic onto other roads causing an increase in road traffic noise levels for residents along those routes. Parts of Whitehall have flooding issues which will worsen during construction and the new influx of traffic adds weight and deteriorate the roads. The increased volume of cars will cause an increase in exhaust fumes polluting the air and decreasing the quality. The increased traffic will pose a safety issue for our residents and their children walking or running on the roads. Insufficient detail on whether there will be an impact on how School buses will be affected in schedule and the safety of the child disembarking from the bus. Will there be a traffic light at the bridge? There is no detail given on how additional vehicles on Tram road will be controlled. There will be more accidents on Tram Road which has hills, it's curvy and winding and at night parts of Tram Road does not have adequate lighting. This is a cut through to St. Andrews Road. The route from Beatty Road has the potential to bring a higher crime rate to Whitehall. Woodland Area: There is no study of how this impacts the ecosystem. A small area of broad leaved woodland on the corner of Jamil and Tram Road would be lost as a result of the proposed works. This woodland area of trees which do harbor a family of deer, foxes and birds. There are no details to the extent that such routes will cause increased on road wait times for Whitehall residents. What justifies the construction of this Bridge? The 1-20/26/126 crossroads corridor improvement project will not be improved by adding a bridge at Jamil and Tram Roads. This will only bring more traffic, noise, crime and safety issues to Whitehall and our residents. The drivers on 1-26 (malfunction function) will still have accidents due to the design of 1-26 ie the entrance and exit ramps being near to each other and it will not improve driver mobility.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Holt	Tenaë	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hooks	Dorothy	I am opposed to The Carolina Crossroads I-26/20/126 Corridor Improvement Project. This project would divert heavy traffic through a large residential neighborhood creating hazardous conditions. A large percentage of this traffic would take Sidney Road to St. Andrews Road. That would impede residents of Willow Winds Patio Homes neighborhood entering and exiting their homes.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Hooks	Marshall	<p>I am opposed to the above project. This project would route heavy traffic through a large residential neighborhood, creating hazardous conditions. A large percentage of this traffic would take Sidney Road to St. Andrews Road. That would impede residents of the Willow Winds Patio Homes neighborhood, that must enter and exit onto Sidney Road.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Hoskins	Leslie	<p>Hello</p> <p>I really am PERPLEXED as to how this proposal would accomplish any of the current needs for 1-26.</p> <p>Tram Road is NOT a safe or convenient feature and SAFETY for pedestrians has NOT been addressed as sidewalks are now n existent.</p> <p>I want to be supportive of well thought out proposals but the SCDOT has not provided any which makes one wonder if a business development of some kind is influential in this bridge proposal- NOT CONDUCIVE TO THIS COMMUNITY.</p> <p>I Vote NO!!!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Hoskins	Mike	<p>The proposal bridge will bring more traffic to our neighborhood that has no sidewalks. I am against the bridge because it will decrease our quality of life in Whitehall, but have no effect on improving I-26 traffic. Tram Road can't handle an increase in traffic without upgrades that will negatively affect our neighborhood. STOP THE BRIDGE!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Hucks	Genise	Waste of taxpayer's money. Not practical for emergency vehicles to use Tram Road. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hudson	Beverly	My reasons for opposing the connector bridge from Beatty Road to Tram Road are stated below. 1) The bridge will merge with Tram at the entrance to the Cottages at Whitehall which will make entering and exiting for residents as well as emergency vehicles hazardous. 2) This could result in lower property values and a higher crime rate.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

		<p>3) The 25 mph speed limit will increase congestion.</p> <p>4) The "stop and go traffic" such as mail trucks, garbage trucks, and school buses will add to the congestion and road rage.</p>	<p>connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hudson	James	<p>As a Disabled Veteran who has lived in the Whitehall neighborhood (adjacent to proposed overpass) for the past 45 years; I am deeply concerned regarding what I see as only problems your overpass brings to me and others off Tram Road. One stated purpose of the new bridge is to make travel easier and more convenient for the neighborhood, and to facilitate emergency vehicle response time. The redesign would make only the most minor change in our travel time anywhere, and would insert complicated turns at stop signs at each end of the bridge. No other justification was given for this last-minute addition to the I-26 redesign plan. There is no consideration for the degradation of both lifestyles and property values of the 1,400 residents of Whitehall. This would be caused by the increased traffic, increased traffic noise, increased non-local traffic and the higher-speed,</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

		<p>heavier traffic on the narrow, hilly, winding Tram Road which is already near its practical carrying capacity and where speeders are already a problem. There is no consideration for the concerns of residents about creation of a direct connector to the upscale residential Whitehall neighborhood from Beatty Road, with its commercial areas, including an abandoned autodealership, and its lower-income and higher-crime areas. There is no plan to make any change to Tram Road itself, other than the brief stretch where the new bridge comes to ground and the Jamil Road intersection is to be reconfigured, without a traffic light. There is no consideration for the impact of the commercial development which would almost certainly follow at the reconfigured intersection. There is no plan to lower the contour of Jamil Road where it restricts sight lines for traffic trying to turn from Tram Road onto Jamil Road. There is no plan to re-engineer Tram Road to support additional local traffic.</p>	<p>Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hudson	James	<p>There is no plan to restrict the types of vehicles. This means that city buses and tractor-trailers could travel on Tram Road. Tractor-trailer trucks are not allowed on Piney Grove Road, which is wider than Tram Road, has sidewalks and paved shoulders, and is engineered for heavier vehicles.</p> <p>There is no plan to improve the intersection that is the only exit from the Cottages of Whitehall. On Tram Road, at the foot of the new bridge, the exit from the Cottages might potentially maybe perhaps have a stop sign; there is no plan to install a traffic light, because it would impede traffic flow from the bridge.</p> <p>There is no plan to improve the already-difficult intersection of Sidney Road at Tram Road.</p> <p>There is no plan to re-engineer the intersection of Tram Road at St. Andrews Road, an intersection which is already near capacity.</p> <p>There is no plan to compensate even the homeowners on Tram Road, much less those throughout the neighborhood, whose property values will also be affected.</p> <p>For reasons cited above I am totally opposed to this proposal.</p>	<p>Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Huggins	Chip	I strongly oppose the Tram Rd/Beatty Rd bridge & ask that it be removed from the proposals for Carolina Crossroads improvements for the various reasons: 1) Flooding concerns 2) Hazardous traffic conditions 3) Decrease to property values 4) Increase noise The money to be used for the bridge would be better spent in other areas of our community for improvement.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Huggins	Chip	I have enclosed letters of opposition to the Tram/Beatty Bridge in the Carolina Crossroads project proposal delivered by September 24, 2018. With such opposition, I hope SCDOT will remove this bridge permanently from consideration in the Carolina Crossroads project and this decision will be forthcoming as soon as possible. Thank you for serving the citizens of our state and I look forward to hearing from you soon.	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Huggins	Freddie	Noise level increased, more traffic thru Whitehall, safety, value of property to decrease, bus routes?? From Piney Grove Rd lots of traffic on Nottingham (fast). I live on the corner of Nottingham and Barmount Dr. I would hate to see more traffic on Tram. Thanks for listening!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

			<p>connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hulst	Jarvis	<p>Please do not build the Carolina Crossroads Bridge at Tram Road.</p> <p>Tram Road is A narrow two lane, hilly & winding road, going through an entirely residential area, with no room for turning lanes.</p> <p>It is the main access road for residents of the many subdivisions which can be accessed via Tram Road.</p> <p>It is the only access for the many homes that front on this street and a small patio home development.ly access into a small patio home development.</p> <p>This bridge would bring significantly more traffic to Tram Road which will be detrimental for all residents in the surrounding neighborhoods... safety being one major concern.</p> <p>The bridge will have a negative impact on surrounding and adjoining property values.</p> <p>I have lived in this community for 21 years. This is</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

		<p>a low crime area, but this bridge will connect us to a high crime area. Please, do not continue with the Carolina Cross Bridge. Thank You, A Lexington Five Taxpayer</p>	<p>affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hulst	Laura	<p>Please do not build the Carolina Crossroads Bridge at Tram Road. Tram Road is A narrow two lane, hilly & winding road, going through an entirely residential area, with no room for turning lanes. It is the main access road for residents of the many subdivisions which can be accessed via Tram Road. It is the only access for the many homes that front on this street and a small patio home development. ly access into a small patio home development. This bridge would bring significantly more traffic to Tram Road which will be detrimental for all residents in the surrounding neighborhoods... safety being one major concern. The bridge will have a negative impact on surrounding and adjoining property values. I have lived in this community for 21 years. This is a low crime area, but this bridge will connect us to a high crime area. Please, do not continue with the Carolina Cross Bridge. Thank You, A Lexington Five Taxpayer</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Hunter	Caroline	<p>This project will cause the residents of Whitehall increased traffic, noise at all hours of the day and night.</p> <p>It will increase non-local traffic in the residential Whitehall subdivision and increase the likelihood of more high speed traffic on Tram Rd. which is already a problem as it is a very narrow, hilly, winding road with no sidewalks, putting residents that live on this road at risk.</p> <p>With the creation of a direct connector there is no consideration for the concerns and safety of the upscale residential Whitehall neighborhood from Beatty Rd. Beatty Rd. is predominately commercial, including an abandoned auto dealership, and its lower-income and higher-crime areas.</p> <p>This project does not plan to restrict types of vehicles and this could mean buses, tractor-trailers and large vehicles could travel this road. The roads in Whitehall are not paved or engineered to handle these kinds of heavy vehicles.</p> <p>There is no plan to compensate the homeowners on Tram Rd. much less those throughout the neighborhood whose property values will also be affected.</p> <p>No plans to make adjustments, like a traffic light at Tram Rd. and Jamil Rd. This is already a very difficult road to make a left turn onto, and with the additional traffic it will be next to impossible to turn left off of Tram Rd. onto Jamil Rd.</p> <p>No plan to re-engineer Tram Rd. to support additional local traffic.</p> <p>No plans to improve the already difficult intersection which is already near capacity.</p> <p>I do not support this project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Hunter	F Jeffrey & Deborah B	<p>What a joke of a meeting you had on 8/23/18 at the Columbia Conference Center. These people are worried about their way of life and you gave them 30 seconds. Same old DOT. Your not human</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hunter	Jeanine	<p>No to the bridge: 1) Traffic and noise in our subdivision 2) Property values to go down 3) It makes no sense</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

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Hunter	Jeff	<p>The flyover between Beatty and Tram needs to be taken off the table. You will the crime stricken Broad River Road area quick access to the law abiding tax payers in Whitehall which are close to 4000 strong, plus the surrounding neighbors are worried. This flyover is not about traffic, it's about your poor engineering at the Piney Grove intersections. It would save a lot of money if you take it off the proposal and concentrate on turn lanes where they need to be instead of round -abouts that don't need to be along with pedestrian crosswalks and signals where no pedestrians are ever seen unless they are begging for money. Sound walls should take the place of the bridge that won't get built.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the</p>

Hunter	Jeff	<p>The proposed flyover between Tram an Beatty seems to be a zoo. It serves no purposed, so what are you diverting our attention from? There is something else that you don't want our attention on. We were told that 200 people asked for this bridge but you can not verify it. The widening of St Andrews will also be drawing a large amount of attention. You need to double check your wildlife impact studies. Sound walls are a must, the noise from the existing interstate is a constant roar. Speaking with your people at the last meeting convinced me that you have not done your homework. Just remember, your are trying to fix what you have created. Whitehall is the only section on your 14 mile project that has trees that front Jamil Rd and so far we kept the ugly away and we will fight very hard to keep it that way. With the way the DOT has maintained our exits at St Andrews and Piney Grove is the past is nothing but ugly, I'm surprised that anyone would want to exit to buy anything from our local businesses. Whitehall is mad, let's have another meeting without all the propaganda, we are not impressed.</p>	<p>primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Hunter	Jeff	<p>The proposed flyover between Tram an Beatty seems to be a zoo. It serves no purposed, so what are you diverting our attention from? There is something else that you don't want our attention on. We were told that 200 people asked for this bridge but you can not verify it. The widening of St Andrews will also be drawing a large amount of attention. You need to double check your wildlife impact studies. Sound walls are a must, the noise from the existing interstate is a constant roar. Speaking with your people at the last meeting convinced me that you have not done your homework. Just remember, your are trying to fix what you have created. Whitehall is the only section on your 14 mile project that has trees that front Jamil Rd and so far we kept the ugly away and we will fight very hard to keep it that way. With the way the DOT has maintained our exits at St Andrews and Piney Grove is the past is nothing but ugly, I'm surprised that anyone would want to exit to buy anything from our local businesses. Whitehall is mad, let's have another meeting without all the propaganda, we are not impressed.</p>	
Hurd	Timothy	<p>I oppose to the building of this bridge. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

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Hurst	Jackson	Hi I would like to be added to the mailing list for the Carolina Crossroads Corridor Improvements Project.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

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Hust	Carl and Carol	<p>We oppose the Carolina Crossroads I-20/26/I26 corridor improvements project. This project goes through the middle of a beautiful subdivision. It puts cars, trucks, etc coming through a residential neighborhood causing a safety problem. Property values would go down. Disrupts our way of life.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Isbell	Charles	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the</p>

			<p>South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Isbell	LouAnn	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

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Isert	Marie	<p>I own two houses in Willow Winds and strongly oppose the building of the bridge at Tram Road! I'm very very concerned about the increased crime that this will surely cause from Broad River into our quiet neighborhood and close knit neighborhood. Please stop this bridge! Waste of taxpayer's money. A lot of retired folks with no mortgages now. Please find another way. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

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Jackson	Lauren	<p>I am against this proposed solution to the problems at I-20 and I-26. Joining St. Andrews and Beatty roads will not do anything but increase traffic in Whitehall resulting in property devaluation, unsafe for our children, and further more Tram Road can be dangerous with sharp curves and steep hills. I am not an engineer but I'm sure there must be another way.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

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Jackson	Linda	<p>I am opposed to the billion dollar project to connect Beatty Road to Tram Road. Tram and Beatty roads are not safe for excessive traffic and will do very little, if any, to alleviate the congestion at Malfunction Junction.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Jaco	Thomas	Own apt. in area.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
James	Frances	<p>It will divide our neighborhood which we do not want. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Jarrett	Steven	<p>Jarrett & Hart Goldsmiths are concerned about the hardship that would be upon out business and personal welfare due to the current right of way. We have been at this location 34 years and our customer base knows how to find us. If you take our business and home where and how do we do business and live.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT will secure a Design Build Team to construct the Carolina Crossroads Project. We anticipate that a Design Build Team will be selected by late 2019. One of the duties of the selected Design Build Team would be to acquire the necessary R/W to construct the project. We anticipate the Design Build Team to commence the property acquisition phase of the project mid to late 2020. Property acquisition will be in accordance with the Uniform Relocation and Acquisition Act (URA). If you believe that your property qualifies for a hardship or protective buy due to complexities of your relocation or potential financial loss, you can request early acquisition of your property by submitting a letter to Brian Klauk, SCDOT Project Manager, Mega Projects Division, RM 122, PO Box 191, Columbia SC 29202. The request will be evaluated to determine if the request meets the requirements to qualify for advance acquisition as outlined in the URA, so please provide sufficient information supporting your request. You will be notified in writing concerning if your request was accepted or denied.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>

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Jasinski	Gerard and Linda	<p>This project should be re-thought. The residential areas being affected will result in minimal improving traffic flow, but significant complete traffic in Whitehall and Willow Winds. Please reconsider!!! Do not spend this great amount of money just because you have it available from the gas tax increase. Thank you</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Jefferson	Vivian	<p>I am writing concerning the proposal to create the proposed overpass linking Beatty and Tram Roads. This will truly be such a huge intrusion and the avenue to crime and God knows what else! I am also enclosing a letter to the editor which addresses this risky proposal. This idea has no merit whatsoever. (scan of editor letter)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Jenkins	Decker	<p>I think it is a horrible idea to disturb such a nice community to fix a highway problem that was caused by bad engineering in the first place.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>

			<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
John	Gregory	Representing client who owns corners of Tram + Jamil both raw land parcels. Interested in Final Preferred Alternative Design. Thanks so much.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As</p>

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Johnson	Corbin	Please add me to the list of updates for the I-20/I-26 corridor updates. Thanks, Corbin	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Johnson	Cynthia	<p>To SCDOT, I am writing because I oppose SCDOT's plan to build an overpass across I-26 connecting Tram Rd. to Beatty Rd to alleviate congestion at Malfunction Junction. This proposal would be a total DISASTER for both neighborhoods due to the overflow of impatient, careless drivers. We are already risking our lives every time we leave and return to our homes on/off of Beatty Rd. Everyday cars and trucks speed up and down Beatty Rd. Already there is an overflow of traffic on Beatty Rd. due to so many cars detouring from both Fernandina Rd and Broad River Rd. through our neighborhood. Unfortunately, drivers have been using Beatty Rd. as an alternate route for many years whenever there is an accident on I-26. AND NOW SCDOT WANTS TO BUILD AN OVERPASS CONNECTING TRAM RD. TO BEATTY RD!!</p> <p>Currently, Beatty Rd. becomes backed up at Fernandina Rd. because non-residents are using Fernandina Rd. to get to and from Piney Grove Rd. It's worse during holidays. At times, residents who live on side streets off of Beatty Rd. have to wait several minutes before being able to leave or return to our homes. Daily, we have to quickly pull onto Beatty Rd. in order to avoid getting hit by cars speeding through our neighborhood. Everyday our children's lives are in harms way when they walk to the bus stop and when they walk home from school. There are no sidewalks and the children have to dodge cars whenever they ride their bikes or walk to visit their friends. If an accident occurs, cars could easily hit our homes or even worse, our love ones. AND NOW SCDOT WANTS TO BUILD AN OVERPASS CONNECTING TRAM RD. TO BEATTY RD!!</p> <p>We are hardworking tax payers who do not need the added stress of being held up by traffic while trying to exit or enter our street on/off of Beatty Rd., avoiding accidents while leaving and returning to our homes on/off Beatty Rd. after a hard days work, or worrying if our children would get hurt or killed because of the dangerous overflow of traffic this overpass would bring. We live in a nice, quiet neighborhood and all we want is peace and safety. PLEASE CONSIDER AN ALTERNATE ROUTE.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Johnson	Lindsay	<p>Why modify the current way of free-flowing traffic onto Harbison from 26W? Would a better fix not be adding a third lane in both directions from the interchange to the mall entrance or Columbiana Blvd. Also with the addition of a third lane, a dual turn lane from the mall direction onto 26E (example Ashley Phosphate onto 26 from Ashley Heights direction). Will there be lighting included in this project for the added "safety" that this project is supposed to help? Even Jackson, MS has lights on its interstate and has a very nice design with the Texas style freeways. Would another design like entrance and exit ramps only not help instead of ramps that force you into and off of travel lanes?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The proposed design of the Harbison Blvd interchange is a diamond interchange that would improve the operations on I-26, improve the connection to and from I-26, reduce existing geometric deficiencies of the system, and provide for adequate traffic capacity in the design year. Widening Harbison Boulevard by adding a third lane is outside of the Carolina Crossroads project area and would not be included in the final design. Signal timings at the ramp intersections would be coordinated for traffic flow. Lighting the corridor will be included on this project.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Johnson	Mike	<p>I'm writing to express my opposition to the Tram Rd/ Beatty Rd bridge that would go over I-26. The bridge would serve No useful purpose and be a waste of tax dollars. Those monies would be better spent on extending the St Andrews Rd entrance ramp to I-26W to the Piney Grove Rd. Exit. The Piney Grove Rd. Entrance ramp to I-25E could also be extended to the St. Andrews Rd. Exit.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not</p>

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Jones	Cindy	<p>Why do we need a connector between Tram Rd and Beatty Rd? THAT WILL ONLY INCREASE TRAFFIC IN THESE NEIGHBORHOODS BECAUSE PEOPLE WILL USE THEM AS A CUT THROUGH OFF OF THE FRONTAGE ROADS AND OTHER ROADS!!! We will have people speeding through our neighborhood where people walk and children play. These are residential neighborhoods where people come home to rest and relax. There is no good reason to connect these 2 streets over the interstate. I will work with my fellow residents in Whitehall to oppose this!!! Are you proposing to put speed bumps on Tram?? Tram Rd is a curvy, hilly road with many blind driveways. We do not need thru traffic in our neighborhood. What possible reason do you need to connect these 2 neighborhoods over the interstate? That is not helping the traffic on the interstate! You are bringing traffic to residential neighborhoods. Please reconsider this part of the project.. Again I will work to oppose this!! Thank you</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>
Jones	Cindy	<p>Another comment about reasonable alternative 1. I have attended all the public meetings. Reasonable alternative 1 never had the proposed bridge connecting Tram and Beatty Roads. I would have opposed this when it was chosen as one of the final alternatives at the meeting summer/fall 2017. That bridge connecting the 2 roads was not in the magazine you gave us or on the diagrams at the meetings. Why would you change that? It seems to be an under handed way to slip something in that we were not told about before. I thought you wanted to be up front and keep us all informed. What else are you hiding? It is not</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

		<p>needed. I will work with the homeowners to oppose this!!! Thank you.</p>	<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>
Jones	Cindy	<p>This Bridge was not in reasonable alternative 1 at previous meetings. NOW YOU PUT IT IN AT THE LAST MINUTE!! THIS WILL INCREASE THRU TRAFFIC AND NOISE IN WHITEHALL NEIGHBORHOOD!! AND YOU DO NOT TELL US ABOUT UNTIL NOW!! We will have less time to get it changed. I live in the Whitehall neighborhood and I know people will use this bridge for a short cut to get to St Andrews from the other side of interstate. Tram Rd is hilly and curvy, with blind driveways. Residents walk and children play. We do not want this extra outside traffic speeding through our neighborhood. It will also increase interstate noise levels in our neighborhood because I am sure you will cut down lots of trees to make your bridge. How will this improve traffic flow on the interstate? If we want to get to the other side of I-26, we do not have to get on it now. This increases the cost of the project without meeting the purpose of the project to improve traffic flow on the interstate. I thought you wanted to be up front and keep us informed. I have attended all the previous meetings. This bridge was not in RA 1 before. At the last meeting(fall 2017) we were told that Reasonable Alternatives 1 and 5 were chosen as the "finalists". This bridge was not there on either alternative. Where did it come from? I do not think that is being up front with the public. It makes us wonder if you are hiding something else. I will work with the residents and HOA in Whitehall to get this bridge stopped. Hope you will allow the public to comment at the meeting on Aug 23. Hope that is not changed too.</p>	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Jones	David	<p>I am a longtime resident of the Whitehall Community and live about two or three "blocks" from I-26 and just off Tram Road. I have attended probably part or all of each of the Public Forums/Presentations that there have been for the Carolina Crossroads Project. I have never seen an overpass bridge connecting Tram Road and Beatty Road as part of any of the plans. But now that seems to be part of the final plan.</p> <p>It is presented as an "Improvement" to Tram Road. I have no idea how this overpass will improve Tram Road in any way. First, where are you trying to channel traffic? We already have Piney Grove Road and St Andrews Road to connect the neighborhoods on the east side of the Interstate with those on the west side. Why do we need another connection? Secondly, Tram Road is a neighborhood street. It is lined with attractive homes with mostly very well kept lawns. I see absolutely no need to suddenly divert more traffic onto this road.</p> <p>Frankly I am just stunned that SCDOT is taking this step. You are not going to affect the value of a few homes. You are affecting the value of every house on Tram Road and the MANY streets off of it.</p> <p>I fully support the needed improvements of the Carolina Crossroads project as we seek to help traffic move more smoothly through the Interstate corridor. I see absolutely no reason to add an overpass bridge from Tram Road to Beatty Road. What is the point? What will it do to improve traffic flow? Push unneeded traffic onto a neighborhood road? Why?</p> <p>Thank you for your consideration. And please remove this overpass from your proposal.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>
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Jones	David	<p>Mr. Gibson,</p> <p>As a resident of Whitehall I want to express to you my thoughts on the proposed overpass connecting Tram Road and Beatty Road over I-26. This overpass has been added as part of the proposal for the Carolina Crossroads project.</p> <p>SCDOT presents this as an "Improvement" to Tram Road. I don't think it will improve Tram Road in any way. All it will do for Tram Road is add additional traffic through a residential neighborhood where the residents are doing their best to maintain their property values and add to our community.</p> <p>The latest reasons I have seen from SCDOT to justify this overpass are to increase mobility between the Fernandina and Jamil frontage roads and to make it easier for emergency vehicles to move through the area in times of congestion. I believe these issues could be best addressed by using the money to work on the existing intersections -- particularly where Piney Grove Road intersects with Jamil Road and Bower Parkway. The Jamil Road side could use a right turn lane which would prevent backups on Jamil during busy times (adding a right turn lane from Jamil onto Piney Grove Road). And on the Bower Parkway side of the intersection, adding a second left turn lane would help clear out the congestion on that side. The inside lane might have to be for traffic continuing on through on Piney Grove and not exiting onto I-26. I am not an engineer but these seem like needed fixes and ones that would not cost nearly as much as an overpass.</p> <p>And bottom line, Tram Road and it's residents do not need for that road to become more heavily traveled. It is a narrow, hilly, winding road. It is residential. Widening Tram Road will certainly take away from the well maintained yards and residential feel.</p> <p>Please reconsider this sudden addition to the Carolina Crossroads Project. It seems like an afterthought and seems unneeded and unnecessary.</p>	<p>evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Jones	David	<p>1) I fully support the broad concepts of Alternative 1- without a doubt the I-26 Corridor situation demands sweeping improvements. I like the concept of collector distributor lanes. 2) I strongly oppose the proposed connector bridge over I-26 to connect Tram Rd with Beatty Rd. (a) This seems like a last minute add-on and has not been previously presented as an idea for discussion. (b) It seems unnecessary /unneeded. If emergency vehicles need to move more easily around on Jamil Rd and Fernandina Rds, then devote the money to improving those roads. Improve the intersection at Jamil Rd and Piney Grove Rd to eliminate traffic backups (adding a right turn lane from Jamil into Piney Grove would be a big help) (c) Tram Road and roads that feed off of it do not need additional traffic. Apparently there has not been a study done on what additional traffic impact there will be. But the connector will only add traffic to Tram Rd. It will become one more shortcut route- traffic will come from St Andrews Rd. More traffic will be added to other residential streets such as Nottingham Rd and Brookshire roads as drivers come through to get to Tram and then cross over I-26. Sidney Rd will see significant increase in traffic. (d) Whitehall is an urban/suburban neighborhood. It is one of the early large subdivisions. While not an exclusive, upscale area, it is truly residential. The homeowners take pride in yards and homes. Tram Rd itself is completely residential. There is no good reason to destroy property values of so many homes. This residential street is narrow, it winds over and down hills, and is lined with nice looking yards. Near the intersection with Jamil- in those woods, deer often cross Tram Rd. Many geese saunter across Tram Rd daily. Please do not destroy the Whitehall neighborhood with this unneeded connector bridge. The "connection" is not wanted or needed.</p>	
Jones	Jessica	<p>I, like many others in this community, am absolutely against the plans to widen Tram Rd and other roads in the community of Whitehall. There are more efficient methods to improve the I-20/26/126 corridor. Has the possibility of a fly-over been explored? If not, I believe it should. The current plan would destroy the neighborhood and hardly rectify the issues with "malfunction junction". To put a major roadway through this community would be a dreadful hazard to the inhabitants, and I would like to see the other options SCDOT has considered.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

			<p>Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Jones	Joye	<p>I am TOTALLY AGAINST the option of using Tram Rd as a connection over the interstate !! That idea is a WASTE of money for tax payers !! St. Andrews and Piney Grove Road serve the purposes well if any one has any desire to go to the high crime area of Beatty Rd I think you all at DOT have good enough minds to see this would be a waste !!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

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Jones	Kimberly	<p>Waste of taxpayer's money! Tram Road has several school bus stops that will create unsafe conditions for through-traffic and create a disaster for use by emergency vehicles.</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

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Jones	Laura	<p>I just heard that there is consideration of building a bridge across I-26 to connect Tram and Beatty roads as an alternative for traffic flow. Whitehall is an established neighborhood in the community and using it as a highway to re-route traffic would destroy the integrity of a beautiful and well-established community neighborhood. I have grown up in the neighborhood and returned to it as a homeowner. This would destroy our property values and make it unsafe for children and pets to play on the roads. I want to attend all the scheduled meetings and have my voice be heard. This is not a good alternative.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Jones	Laura	<p>To Whom It May Concern,</p> <p>I am writing to express my concern about the proposed building of a bridge over I-26 between Tram Road and Beatty Road. I am a lifelong resident of Whitehall. I grew up on Limehouse Reach Rd one house from the corner of Tram Road. My mother still resides in this house and last year I was able to buy my dream home two doors down from her. I have a four-year-old son and I have dreamed of teaching him to ride his bike in this safe and established neighborhood just as I did 40+ years ago. I bought this home looking forward to him to being able to safely walk to his grandmother's house. With this bridge being built and the rerouting of traffic through Whitehall it will not only increase traffic on Tram Road and surrounding Whitehall roads but it will jeopardize the safety and security of our neighborhood.</p> <p>Please reconsider this proposal.</p>	
Jones	Laura	<p>Form Letter – Tram/Beatty Checklist</p>	

Jones	Melissa	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Jones	Riley	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Jones-McCollum	Marie	<p>As a long-term resident of the Whitehall community (31 years) I strongly oppose that the proposed highway addition not be routed through our quiet, well-established neighborhood. I believe that a re-configuration of the existing I-20/I-26 junction can be accomplished without destroying our area. Many cities use "fly-over" highways to improve traffic flow when two major highways come together. Please look into other options.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Jordan	Bryan	No bridge on Tram. A simple roundabout at Piney G. and Broad R. would be a simple but effective improvement.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Jordan	Bryan & Vickie	<p>OPPOSE!! TRAM RD/BEATTY RD BRIDGE 1. Safety issues regarding children on this narrow road. 2. Property values will plummet. 3. SCDOT Representatives stated traffic would NOT increase. Why build a bridge? 4. Traffic is already congested at Tram+St. Andrews. More traffic coming from Beatty Rd would greatly increase the backups + delays. 5. More flooding issues that have never or will ever be corrected.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>

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Jordan	Dawn Smith	<p>I am opposed to the billion dollar project to connect Beatty Road to Tram Road. Tram and Beatty roads are not safe for excessive traffic and will do very little, if any, to alleviate the congestion at Malfunction Junction.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates</p>

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Jordan	Vickie	<p>No bridge. No studies to prove need for bridge. Waste of taxpayer money. Increased crime - unsafe. Increased traffic - unsafe. Decreased property value. More drainage issues - rain causes major flooding issues.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Joseph	Jennie	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

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Joseph	Michael	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Jowers	Cindy	We do not need this bridge.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Joye	Lay	I have lived in the Whitehall subdivision for 36 years. I am very concerned about the Carolina Crossroads I-20/26/126 Corridor Improvement Project. I feel the negative impacts that this project would have on our neighborhood far out way any possible benefits from this project. Some of the negative issues are 1) This would connect a high crime area to a low crime subdivision	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

			<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Judd	Norvelle S.	<p>Ladies and Gentlemen: I have lived in the Whitehall community for over 50 years and have enjoyed its quiet and peaceful atmosphere. As the neighborhood has transitioned over the years, most of the new people moving in have been interested in maintaining that same atmosphere - which is part of the reason they purchased their homes in this area. I do not understand what is to be gained by connecting Beatty Road and Tram Road via a bridge over I-26. This seems like an extremely expensive project for no potential gain for anyone. I find it hard to believe that the same people who did not want Costco in the first place are going to be excited about a bridge that is going to get them there a minute or two quicker - which is one of the "positive" impacts listed on your website. Tram Road is an extremely winding road with a speed limit of 25 mph. It is sometimes slowed just by Whitehall residents going to and from work. I do not see any benefit to pouring additional traffic onto this road - traffic that most likely is trying to get somewhere in a hurry and</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

		<p>not interested in observing the 25 mph speed limit. Spend some time in the neighborhood and observe the number of citizens [many of whom are senior citizens] who enjoy a morning or evening walk through the neighborhood. Watch the children at play and riding their bicycles and skateboards. Will parents feel safe allowing their children to play and adults feel safe walking the neighborhood if traffic is speeding through at will? I think not! It would be my opinion that the increased traffic on Tram Road - and subsequently other roads in the community - would adversely affect property values throughout the neighborhood. Many of the residents have lived here for a number of years and a lot of us are senior citizens. Some may be relying on their home to provide funds for care in their later years and this is definitely not the time to be experiencing a decline in property values. It is crucial, in my opinion, that the views of the residents of Whitehall be taken into consideration before the final decision is made on this project. Please hear what we are saying. Thank you for your consideration of all the letters and comments you are receiving.</p>	<p>to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Kalogerako	Georgio	<p>I own a house in Whitehall. The address is 306 Lyngate Dr. I believe the SCDOT making a decision for a bridge without asking the people on Whitehall if they like it to be built or if they don't. What they think is going to happen to their property if it's going up or down in volume about crime. Most likely is going up. If we don't being asked and we don't have a voice to say yesy or no. Then I believe we don't live in a democracy and democratic values. Maybe we going back to live like US?? years ago. You live and do like the government tell you. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>

			<p>Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Karen	Swaim	<p>I'm glad about this whole project and I like what has been explained to me. I'm especially happy about the new bridge connecting Beatty and Tram Roads. We need more ways to get from one side of I-26 to the other. Someday I'd like to see another exit off I-26 between 97 (Peak) and 102 (Lake Murray Rd) perhaps near Koon.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

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Kass		<p>Just to let you all know the font that is used on this scdotcarolinacrossroads.com" is extremely hard to see for people with astigmatism. Please have your UX designer make it more bold or change it."</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Kea	Blake	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

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Kea	David	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

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Kea	DJ	<p>I do not want the bridge because I am a young driver and it would make it extremely hard to get in and out. Also I'm sure that whoever reads this will agree with me, I don't enjoy getting my stuff stolen.</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Kellum	F.L.	<p>Please don't destroy our neighborhood. If the 5 million dollar bridge is built, it will be devastating to my parents and many homeowners who've</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p>

		<p>made their homes here for almost 50 years. In addition to danger for walkers, joggers, and bikers, it will not be a solution to fixing increased traffic in other areas near Malfunction Junction.</p>	<p>Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Kendall	Jean & Ronald	<p>We request a review to see if there is a possibility of a road to replace Gale Drive which now connects three streets, Morninghill, Luster Lane, and Fairhaven Dr. This would be much better than having the three roads dead end when the project is completed. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As part of project refinements, two options were investigated regarding the impact to Gale Drive: relocate the existing roadway or provide dead end cul-de-sacs. As a result of public comments, Gale Drive will be relocated to retain the connection between Morninghill Drive, Luster Lane, and Fairhaven Drive.</p>

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Kendall	Ronald	<p>We request a review to see if there is a possibility of a road to replace Gale Drive which now connects three streets Morninghill Luster Lane and Fairhaven Dr. This would be much better than having the three roads dead end when the project is completed.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As part of project refinements, two options were investigated regarding the impact to Gale Drive: relocate the existing roadway or provide dead end cul-de-sacs. As a result of public comments, Gale Drive will be relocated to retain the connection between Morninghill Drive, Luster Lane, and Fairhaven Drive.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Keown	Ashley	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 9. Other: Spend money on road repair. Will make area unsafe for me and my daughter who are legally blind (disabled). 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

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Keown	Joshua	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

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Keown	Russell	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 9. Other: Spend the money on road repairs 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

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Kimes	Carol	<p>I don't consider this an improvement at all. If you want "Mega Projects" to fix something, get them to fix Malfunction, use the money where it will do the most good. The neighborhood across the interstate doesn't want it either. Absolute waste of tax payer money. Fix the small section of two lane road on Bush River Road the cost will be less than a bridge overpass!Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Kinard	Janet	<p>I have not seen or heard anything about Park N Ride to help with congestion while work is being done on the Carolina Crossroads Project. I drive from Newberry daily and needless to say the traffic is horrible. Some days it may take me two hours to get home due to traffic or accident. I see other counties (Sumter & Fairfield) provide rides to Columbia. Even if a bus would pick up in Chapin that would be a great help with cutting down on cars on the road. PLEASE think about Park N Ride locations for people that live out in Chapin Little Mountain and Newberry. Thanks for your time.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Y</p> <p>Park-and-ride facilities have been considered as part of the proposed project. As part of the Carolina Crossroads I-20/26/126 Corridor Improvement Project a mobility stakeholder group was established to provide input and ensure coordination on the project from a transit, commuter, and bicyclist and pedestrian's perspective. Based on the input from the mobility group the project team will study existing Park-and-Ride facilities throughout the Carolina Crossroads I-20/26/126 Corridor Improvement Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region. You can read more about the park-and-ride strategies in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Kistler	Wilson	<p>Tram Rd is unsuited for through traffic between I26 and St Andrews Rd. Near St Andrews Rd, there are multiple turns, dips, and hills. It is not designed for heavy traffic. I oppose this project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

			<p>connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Klausli	Markus	<p>As a resident of the Whitehall neighborhood, I would like to express my concern regarding the proposed bridge from Tram Rd to Beatty Rd across I26.</p> <p>Tram is essentially a two lane residential neighborhood road bringing Whitehall residents from their homes to main arterial routes (such as St. Andrews and Jamil). Increased amounts of non residential traffic will adversely change the nature of the neighborhood. It will (1) bring increased noise and noise pollution, (2) reduce the overall safety of the neighborhood, and (3) as a result lower property values.</p> <p>In addition to the following, given the size of the road itself and the low speed limits through the neighborhood, it is questionable whether connecting Tram to the other side of I26 will do</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

		<p>much for lessening overall traffic congestion.</p> <p>In summary, I respectfully would ask the SCDOT planning committee to NOT build the Tram-Beatty bridge in order to preserve longstanding safety and peace of the Whitehall community.</p>	<p>affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Koon	Dan	<p>I like the proposed design Alternative 1, except for the proposed bridge from Tram to Beatty Road. I am concerned that this would disturb the Whitehall neighborhood that is quiet now. Please, if at all possible, refrain from this proposal that would have a disturbing impact on the Whitehall neighborhood. Thank you. Great work overall.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

			<p>Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Krakoff	William	<p>Looks great to me! Hurry up and start moving dirt! Thanks for all the hard work! And add lighting to all interchanges and roads in this area.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT will secure a Design Build Team to construct the Carolina Crossroads Project. We anticipate that a Design Build Team will be selected by late 2019. Corridor lighting would be added as part of this project.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Kramar	Brenda	<p>Hi, I tried to access the information on the website but it crashed my computer (a Mac using FireFox browser). I'm just wondering if the Recommended Preferred Alternative for this project impacts any existing highway/rail grade crossings? If so, how? Are there any NEW at-grade crossings being created?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>There are no existing at-grade highway/rail crossings that would be impacted by the proposed project. All new roadways that cross railroad tracks would be grade separated by a bridge. You can read more about the Recommended Preferred Alternative in Chapter 2 of the Draft Environmental Impact Statement located at</p>

			<p>http://www.scdotcarolinacrossroads.com/DEIS/06_Chapter_2_Development_of_Alternatives.pdf.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Kroenke	Rokuzan	<p>I recently received information that suggested that a portion of our church property may be subject to acquisition under the Eminent Domain Act in the Carolina Crossroads Corridor Improvement Project. This property which also is my home backs onto Colonial Life Blvd on the northwest side across from West Colonial Life Rd very near the Colonial Life Blvd Interchange. As a Buddhist temple quiet is very important for us. I have already written a comment about keeping noise levels in mind in the redesign of that interchange. Because of the new information I am writing again as I am especially concerned about what might happen with the particular portion of our property which might be subject to acquisition. The part of our property that is adjacent to Colonial Life Blvd is a raised bank or berm about 6 feet above the level of the road topped with much vegetation. It provides something of a traffic noise barrier for us. Depending on how much if any of this might be subject to alteration it could significantly affect noise levels in our meditation hall. This is something that could considerably affect our practice and the use of our facility. I would like to be assured in writing that along with just compensation for any property acquisition efforts to restore and even enhance any noise mitigation lost through modification of portions of our current property would be undertaken to our satisfaction. As I wrote in an earlier comment I would also be grateful if efforts were made to minimize noise at this location during construction especially early in the morning late in the evening and overnight. I appreciate your work and your efforts on behalf of all of those who will use and be affected by this Project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Based on current design, there would be right-of-way impacts to your property located along Colonial Life Boulevard to accommodate the proposed interchange improvements at I-126/Colonial Life Boulevard. As design progresses, impacts could be reduced or eliminated. The South Carolina Department of Transportation (SCDOT) will secure a Design-Build Team to construct the Carolina Crossroads Project, with selection anticipated by early 2020. ROW acquisition will be accomplished in two phases. Phase one will start in 2019 with ROW acquisition performed directly by SCDOT on selected parcels. Phase two will begin in 2020 with ROW acquisition performed by the Design-Build Team for the remaining parcels. Property acquisition will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (URA). As described in the Draft Environmental Impact Statement (DEIS), property acquisitions would be based on third-party property valuations and conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646, as amended by 100-17; 49 CFR 24.205 (AF)).</p>

Kroenke	Rokuzan	<p>I don't see anything allowing pedestrian and bicycle access across I-126 at Colonial Life Blvd. I really hope that that will be available to access the new River Walk. Thank you.</p>	<p>Relative to sound barrier walls, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. Relative to potential noise impacts, a preliminary noise analysis was conducted and your property was not identified as an impacted receiver due to the proposed improvements. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>As described in Section 3.5.7 of the DEIS, temporary increases in noise levels would occur during the time period that construction takes place. During construction, noise reduction techniques may be utilized, including: equipping construction equipment with properly maintained mufflers; fitting air powered equipment with pneumatic exhaust silencers; not operating stationary equipment powered by an internal combustion within 150 feet of noise sensitive areas without portable noise barriers placed between the equipment and noise sensitive sites (including residential buildings and churches); constructing portable noise barriers; and not operating powered construction equipment during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>
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			<p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Kush	Joe	<p>I am opposed to the billion dollar project to connect Beatty Rd to Tram Rd. Tram and Beatty roads are not safe for excessive traffic and will do very little, if any, to alleviate the congestion at Malfunction Junction.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

			<p>mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Laborde	Frances	<p>There are many reasons to oppose the proposed bridge from Beatty Rd. over I-26 to Tram Rd. It will negatively impact the homes on Tram Rd., Sydney Rd., the many streets and areas intersecting them as well as Jamil Rd. The increase in traffic will undoubtedly mean more traffic, congestion, and noise as well as invade an otherwise calm and beautiful neighborhood. Then, of course, there's the added and considerable expense of the bridge. The money would certainly be better spent improving the roads in the areas involved. Also, any added commercial development is not welcome to the Whitehall/Tram Rd. areas. I could go on. Please do not build this bridge!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>
Laborde	Frances	<p>I am very concerned about an addition to the Carolina Crossroads Project, specifically the proposed bridge from Beatty Rd. over I-26 to Tram Rd. It will mean more traffic, congestion, noise, and possibly crime to an otherwise calm and beautiful Whitehall neighborhood. Then, of course, there's the added and considerable expense of building the bridge. The money would certainly be better spent improving the roads in the areas involved. I also understand that another objective of the project is compliance with land use plans. This connector violates plans for our area including zoning classifications. In conclusion, please do not build this bridge!</p>	

			<p>Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Lacey	Kathleen	<p>I do not agree with or approve of the idea of the Tram Road overpass. Kids, pets, Families live in this area! Are always running or walking around. You are going to get some one hurt or killed with all of the extra thru traffic! This is my home (?) family's first and reroute your traffic elsewhere.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Land	Nathaniel	<p>Like: 1) Movement of Bush River Rd exit to Colonial Life 2) Dedication of early movement for I-26 from I-26 and I-20 3) Tram and Beatty Rd connection; be careful. Make clear will not become new interchange 4) Eliminating much of weaving and interaction with local intersections</p> <p>Concerns: 1) 378 and I-26 extending and expanding ramp pushes it closer to I-26 and I-26 movement 2) No improvements to actual 378 and I-26 intersection-Gets backed up on turning to hospital and Lexington. Unsure about hospital master plan, better coordination with project 3) Need for visualization tool (3D visual model) to see project from standpoint of person in a car 4) Strong need for public education campaign; prior to, during and after construction. Maps welcome center, maps and coordination with Interstate, trucking firms/magazines; maps and coordination with AAA, trip advisor with links for updates/ travelers through heading to beach/mountains, Atlanta, Charlotte, Greenville, Spartanburg and Asheville 5) Signage must be far; 5-3-1 miles in advance 6) Use of design build a way to speed up construction, make sure adequate minority, local, and women owned businesses need significant outreach to assure major contracts 7) Concern about use of divergent diamonds (ie 378) at more interchanges; existing DD at 378 currently does not work well and traffic still backs up on the interstate</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The South Carolina Department of Transportation (SCDOT) received public comments in the early stages of the project requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>Relative to your concerns about the I-26/US 378 interchange, improvements were made to the right turn movement at the I-26/US 378 interchange in 2010 as the original ramp design did not operate as intended. As part of the Carolina Crossroads project, the eastbound exit ramp would be improved by lengthening the ramp to provide additional storage capacity. This would prevent traffic backing up onto I-26. You can read more about the traffic analysis and in Chapter 2 of the DEIS (see Section 2.1.7.1).</p> <p>The selection of interchange types is included in the screening process. The diverging diamond interchange (DDI) type was considered and selected for the I-20/Bush River Road interchange based on its ability to improve traffic flow and reduce congestion. The purpose of this interchange design is to accommodate</p>

			<p>left-turning movements onto arterials and limited-access highways while eliminating the need for a left-turn bay and signal phase at the signalized ramp terminals. A DDI interchange is expected to be beneficial in situations where high left-turn and through volumes contribute to high delays. The proposed interchanges at 1-26/St. Andrews Road and I-20/Broad River Road are single point urban interchanges (SPUI). A SPUI interchange is proposed at both interchanges to improve traffic flow. You can read more about interchanges in Chapter 2 of the DEIS and in the associated technical report in Appendix C of the DEIS.</p> <p>Public engagement efforts to date have included a number of techniques including the use of visuals. A 2D visualization of the Recommended Preferred Alternative is currently available on the project website DEIS online meeting video at http://www.scdotcarolinacrossroads.com/onlinemeeting5/. As the project progresses, SCDOT will continue to keep the public informed and involved in the Carolina Crossroads project through a variety of methods as described in Chapter 4 of the DEIS. Additionally, SCDOT plans to use a project delivery system known as design-build (D/B). Under this system, a project is designed and constructed by a single entity, often referred to as a D/B contractor. The D/B contractor through a community outreach program, would also continue to coordinate with the public and would be expected to let the community know things such as the types of closures to expect (i.e., temporary, long-term), when to expect them, and who to contact, if needed. Any signage deemed necessary will also be done during the engineering design phase of the design build contract.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>
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Lander	Laura	<p>I am appalled that anyone could possibly believe that adding an overpass from Tram Rd to Beatty Rd would benefit anyone or anything. Tram Rd is a residential, curvy, hilly road which does not need more traffic. Adding this overpass would negatively affect the neighborhood, as well as connecting Whitehall with a higher crime-rate area. I am completely opposed to this.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the</p>

Lander	Laura	<p>While the latest attempt to correct the boondoggle (to use a more polite term) that is Malfunction Junction and I-26 traffic mess is admirable, there is one aspect of it that I find unconscionable: the overpass from Tram Rd to Beatty Rd. Access between the two frontage roads now is not difficult and adjustments to the plan to the Piney Grove and St. Andrews Rd interchanges could prevent any further problem. Tram Rd is a curvy, hilly residential road that already transfers many vehicles per day. Providing access that doesn't involve interstate exchange traffic (as this proposal would do) will only increase traffic on Tram. This is the proverbial nightmare waiting to happen. School buses drive children on Tram - how will increased traffic make a bus stops safer? What changes to Tram (bumps, humps, stop signs, etc.) are planned to slow traffic on Tram? And how does DOT plan to protect residents' investments in their property? It is my understanding that no impact studies have been done vis-a-vis Tram Rd and these issues. This is beyond negligent. In addition, access from Tram to Jamil is not slated for improvement. As it is currently, a hill on the Piney Grove Rd side of Jamil tops out right at Tram, making it an already dangerous intersection. The plans I have seen do not appear to address this. Bringing the overpass to intersect at Tram where it is planned would further cause more safety issues at Sidney Rd and to the entrance to the Cottages at Whitehall. In short (aren't you glad?) the bridge idea needs to go away or move somewhere else. Don't make Tram Road residents and the rest of Whitehall become the sacrificial lambs to this project. Find a better way. Let the "better angels of your nature" prevail. You seem to have a decent idea for the rest of the project (so I won't spit when I hear the name Wilbur Smith anymore) so go for broke and fix the whole thing. You can do it.</p>	<p>primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Landers	Alvin	<p>We are opposed to the bridge because of a number of reasons.</p> <ol style="list-style-type: none"> 1. Our home is only 60 ft from Tram Rd. 2 traffic accidents in our yard because of wreckless drivers not making the turn at Tram and Brookshire. 2. Property values of Whitehall will decrease!! 3. Crime would increase in our area. 4. Large trucks would be very disturbing causing danger to anyone in its path (walkers, children, bikes, etc.). 5. We moved here in a quiet, peaceful neighborhood - 42 years - at 80 years of age we hope this is not going to happen to us. <p>Thank you for helping us!!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

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Landers	Amy	<p>My family and I are very worried about the building of a bridge to connect Tram and Beatty Roads. The negative effects this will undoubtedly cause far outweigh any benefits. It is completely unfair to the residents of the Whitehall neighborhood....many of whom have been there for 20 plus years. Not only will this bridge lower the property value of the homes there, but it will also increase crime. Many residents will move, but the elderly living there will not be able to do so, putting them at risk. We are extremely against the building of this bridge, as are all Whitehall residents, and ask that you please reconsider this part of the plan.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>

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Landers	Audrey	<p>We live on Corner of Tram and Brookshire since 1977. We already have noise from speeding vehicles, hardly ever stopping for any stop sign. Our bedroom is 61 feet from Tram Road. Shrubbery has been destroyed numerous times. Our neighbor's brick wall on corner of Tram and Brookshire has been replaced numerous times. Property values have already been down because of Whitehall residents not caring about their property or their neighbor's property. There are so many hills, curves, intersections from St. Andrews Road to Jamil Road and "The Bridge" across I-26 would only be more people and traffic causing a danger to all residents.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>

			<p>Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Landers	Jason	<p>We cannot express how much we oppose the building of the bridge to connect Tram and Beatty roads! That bridge WILL bring much more CRIME to the Whitehall subdivision. It will LOWER property values, increase undesirable auto traffic and foor traffic! Awful criminal elements of our society reside on Beatty Road from I-26 all the way to Broad River Road and beyond. That will be a slap in the face to the good people of Whitehall. The rest of the plan is fine EXCEPT THIS BRIDGE!! Do NOT let that bridge happen! More people than you will hear from strongly OPPOSE it</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Landers-Helms	Pamela	<p>I am writing to strongly oppose connecting Tram and Beatty roads with a new bridge over interstate 26.</p> <p>Please reconsider this proposal and consider what it would mean for the Whitehall residents including my aging parents who have made their home here for over 40 years. There are so many reasons to oppose including the inevitable drop in property values.</p> <p>While I understand the need for better traffic flow in and around malfunction junction, the impact on the residents of whitehall clearly doesn't seem warranted. Many of these people have their life investment in their property. My parents bedroom is 61 feet from Tram road. If this goes through something will have to be done and the costs would be enormous. It is already one of the busiest roads in the neighborhood and connecting it to Beatty would be nothing less than devastating.</p> <p>Also many residents have told me they feel very betrayed almost as if this was slipped in on the back end late in the game. It is almost as if they are being taken advantage of in the worst of circumstances.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

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Lane	Neal	<p>I am against the building of the bridge at Tram Road! A better solution would be to put a right turn lane at Jamil Road/Piney Grove Road intersection!</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Lane	Rebecca	<p>I am against the building of the bridge that will connect Tram Road to Beatty Road. There is no need for the building of this bridge and would like the money from the state to go toward other roads. Beatty Road joins to another neighborhood that has high crime rates and will drastically decrease our property value. This would be a waste of tax payers money.</p> <p>With increased traffic there is also the safety of our children on this road (tram road). Me and my family walk on this road multiple times a week, we won't be able to enjoy the neighborhood community. We loved the community when we bought the house 4 years ago and continue to love it. This a residential area and would like to keep it residential. There is no need for the bridge and will not help with "malfunction junction". Please reconsider this bridge from destroying our neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Lane	Rebecca	<p>Strongly oppose the bridge project using Tram and Beatty Road. Do not waste taxpayers money. Fix the roads within our neighborhood - fix pot holes, lights, and roads before taking taxpayers money and wasting it on something Columbia area doesn't need! Leave our neighborhood alone! No bridge! The bridge provides no relief to "Malfunction Junction" - do not waste taxpayers money on this!</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Lane	Robert	<p>Please allow this email to convey my absolute objection to a bridge connecting Tram Road with Beatty Road across I26. I have lived in Whitehall for 4 years. We have fell in love with the community and neighbors. The bridge would have an immediate negative impact on property values and the safety of our children. The bridge would result in higher traffic, including traffic from neighborhoods on the other side of I-26 with a higher crime rate. Tram is a residential street that many children and families use to walk on and ride their bikes. The increase of traffic and an influx of traffic from a higher crime area would be detrimental. The bridge has no useful value to residents of Whitehall and is a waste of taxpayers money. Looking at the proposed bridge, it does not provide any relief for malfunction junction. It would also bring new and unwanted commercial development to Whitehall. We purchased our house in this neighborhood because it is residential. This would change significantly with the likely new development at the bridge and the 21 acres of forest at the corner or Tram and Jamil. The residents of Whitehall are against the bridge and I hope you do not follow through with the unnecessary unwanted bridge</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Lane	Robert	<p>No bridge! Leave our neighborhood alone! The bridge provides no relief to the malfunction junction, so therefore would be a waste of taxpayers money! Form Letter – Tram/Beatty Checklist</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Langley	Carlos	<p>Bridge is not the solution may help broad river rd congestion but just contributes to the 20 to 30 minute wait between piney grove and St. Andrews on any average day. What about increasing size of entrance ramps so they merge together like a deck of cards is shuffled together. Traffic already does this on St. Andrews entrance ramp to I 26. So shocked people are not wrecking there. Another bridge has always been needed across the broad river, maybe that would give traffic on broad river a place to get on and off.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Langley	Carlos	<p>I am against the building of the Tram Rd/Beatty Rd Bridge. It is a waste of taxpayer's money. Our quiet neighborhood will be no more. Danger to walkers and bikers. Property value will go down. Please find another way.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Langley	Sharon	<p>I urge you to say no to the bridge at Tram Road. We went through the flood 3 years ago and lost everything! I'm just now getting settled in our new home at Willow Winds!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

			<p>connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Langston	Martin	<p>We are very much opposing your plans for the future of your plans for Malfunction Junction. We want to save our neighborhood Whitehall.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Lantry	Cindy	<p>This proposed change will HELP a great deal! I hope that SCDOT will continue to work to get RA1 approved ASAP and get construction going soon. This improvement is decades overdue here in the Midlands and I think it will help with improving safety on the roads in our area.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Lantry	Cindy	<p>Good afternoon. I submitted a comment at the public hearing in August, but after hearing comments made publicly by my fellow citizens and learning more</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>

		<p>information, I wanted to submit one more. I still believe that this project is critically important to our area and the SCDOT should do everything in its power to get the proper approval and proceed as quickly as possible. However, if the proposed bridge from Tram Road to Broad River Road can be removed from the project and most of the same improved outcomes occur, I would advocate for the bridge not to be built. Above all else, though, this project needs to happen as soon as possible. It is necessary for improved traffic in the Midlands and for improved safety, as well. Thank you for listening and for your fair consideration of all comments.</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Larman	Bailey	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As</p>

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Larson	Margaret	would like the information on the update	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Lawson	Pearline	<p>Since this project will go on for about 5 years will you consider putting the wall up first along I-20 before some of the other construction.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. Section 3.5 of the DEIS includes a discussion of the criteria used to identify traffic noise impacts (the thresholds), and also evaluate mitigation (the criteria). The Noise Abatement Criteria and the SCDOT Traffic Noise Abatement Policy facilitate an objective assessment of the cost effectiveness of potential noise abatement measures. Both are discussed in section 3.5 of the DEIS. Abatement measures that do not fulfill the cost effectiveness criteria are not implemented. SCDOT does not have construction phasing plans at this time. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Lay	Joye	<p>I have lived in the Whitehall subdivision for 36 years. I am very concerned about the Carolina Crossroads I-20/26/126 Corridor Improvement Project. I feel the negative impacts that this project would have on our neighborhood far out way any possible benefits from this project. Some of the negative issues are 1) This would connect a high crime area to a low crime subdivision which would also 2)decrease the property values in Whitehall. 3)My other big concern is the increase traffic this would place on Tram road. Tram Rd already has 2200 cars that travel on it daily. This corridor I feel would double if not triple the traffic flow and there is nothing in this proposal to repair or change traffic flow on Tram Rd. Since I have been in Whitehall 3 subdivisions/areas have been added, The Cottages at Whitehall, New Whitehall and a cul-de-sac off Tram Rd with numerous homes that the only way they can get out of these neighborhoods is by Tram Rd. Tram Rd is very</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

		<p>curvy and hilly and I feel anymore traffic would definitely impact the safety of the residents that live on Tram Rd.4) Whitehall also has a water pressure problem and another concern is that the increase traffic on Tram Rd and through the neighborhood would put increase wear and tear on the roads and could possibly further impact/damage the underlying water pipe system.</p> <p>5) The expense of this project is expensive and I do not feel this is the best use of taxpayer money when so many of the roads in SC are in such bad shape and this money would be better spent repairing the existing roads instead of on a project like this that the negative issues far out way any possible benefits.</p>	<p>Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Leaphart	Malcolm	<p>The stretch of interstate from Columbia to Chapin (I126 and I26) has been essentially taken over as a commuter route in the past few decades, complete with clogged rush hour traffic jams with full stoppages. The 'fixes' applied to the Crossroads stretch since the 1970s have not kept up with the steadily increasing traffic in the years since; and, further 'fixes' are not likely to either and should not be further pursued. The needed solution now is not another 'band aid' to the Crossroads stretch, but movement of traffic from this stretch as set out in the 2040 Long Range plan on the website for the Central Midlands Council of Governments. Beginning with a connector beltway to the Columbia Metropolitan Airport, the diversion of traffic from the Charleston direction away from the Crossroads stretch with a new beltway to the airport and then on to I20 near Lexington is the needed solution now, not 2040, based on the current traffic congestion. Only beltways to divert traffic from the Crossroads stretch will provide meaningful improvements to midlands traffic as should be obvious from the effects of opening I77. Diverting vehicles via I77 for those travelling I26 from the Charleston direction towards I20 to Florence or on to Charlotte, eliminated having to drive I26 to the current I20 interchange. It's hard to imagine how bad the Crossroads traffic would be without I77, which is only one of the four quadrants around Columbia. Lake Murray certainly presents a problem with a beltway in that quadrant, but a limited access greenway highway through that area, and also one connecting I26 in the Chapin to Irmo stretch to I77 beyond the 277 interchange would provide other needed movements of traffic away from the Crossroad stretch.</p> <p>Costs and financing are certainly a factor, but applying funding and planning efforts now to the needed long range solutions should be the current goal, not more fixes to the Carolina Crossroads stretch of interstate.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/I26 Corridor Improvement Project.</p> <p>During the alternatives development and screening process for the Carolina Crossroads, several alternatives were developed and evaluated, including a new transportation corridor that would connect I-26 to I-77, also known as the "Northern Alignment." The Northern Alignment was included in the Range of Alternatives due to public desire as evidenced through public comments during project scoping. Additionally, the Northern Alignment has been included in previous regional planning studies.</p> <p>However, the Northern Alignment alternative would meet the purpose and need of improving mobility and reducing congestion on the I-26 corridor and was thus eliminated as a solution for this project. Specifically, traffic analysis indicated the construction of the Northern Alignment alternative, either as an expressway or an arterial, would have the potential to attract over 30,000 vehicles per day from the surrounding local network in the 2040 design year. However, the South Carolina Statewide Model (SCSWM) predicts that most of the traffic would be diverted from Broad River Road, and that only approximately four percent of the traffic would be diverted from I-26. If a comparable amount of traffic that would be diverted from Broad River Road were diverted from I-26, then approximately nine percent of the traffic from I-26 would be diverted to the Northern Alignment. Ultimately, the amount of traffic that would be eliminated from the proposed Carolina Crossroads project through implementation of the Northern Alignment is not enough to reduce congestion and improve mobility within the corridor and thereby would not satisfy the purpose and need of the project. It also would not result in improved safety, improved freight mobility, or improved system connections. Therefore, the Northern Alignment was eliminated from further consideration. However, it should be</p>
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			<p>noted that the Northern Alignment may be reviewed and further evaluated under other SCDOT projects and/or studies.</p> <p>You can find more information about the evaluation of this alternative in Chapter 2 of the Draft Environmental Impact Statement (DEIS), which can be accessed at scdotcarolinacrossroads.com or reviewed the locations noted on the website.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Lee	Bob	<p>I-26/Harbison interchange - I certainly agree the loop on I-26 westbound lane needs to go; but given the high traffic volume in this area please consider a higher capacity interchange design such as urban diamond. Thanks!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Regarding the I-26/Harbison Boulevard interchange, five interchange types were considered during the development and screening of alternatives. Ultimately, a tight diamond interchange was selected at this location as this design would best improve operations on I-26 and connections from I-26; would reduce geometric deficiencies; and would be under traffic capacity. This interchange type also provides the ability to preserve/utilize the existing bridge over I-26. You can read more about the interchange types evaluated in Chapter 2 of the Draft Environmental Impact Statement (DEIS) (see section 2.1.5.1) and in the associated Alternatives</p>

			<p>Development and Screening Report (see Sections 4.3 and 4.4).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Leonardi	Lynda	<p>The proposed bridge would create danger to Whitehall subdivision by having increased traffic in the middle of a subdivision that already has blind curves and hills. Multiple school bus stops and ducks crossing the road are another reason to not need additional traffic. The crime for the area around Beatty road is drastically higher than the crime in Whitehall rea. Flooding issues, noise, traffic, safety issues, and crime are all big issues. In addition. the bridge would cause a large decrease in property values. This is a huge waste of taxpayer money that could be better used to fix many poor roads rather than build an unnecessary bridge. I highly oppose the Tram Rd/Beatty Rd bridge.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Lester	Jr.	<p>I have had my mailbox run over 5 times having to replace it each time. When drivers go straight rather than going to the right as the road goes on Tram Rd. I have nearly been hit 5-6 times because I cannot see traffic coming and going. The traffic has had to stop because I cannot see them on the curvature of the road. It's already impossible to back out and the changes would make it a nightmare. There has to be a better solution. Tram Rd is too narrow to have additional traffic because of the curves and blind spots on the road. We do not want to split Whitehall into two demographic areas. Jamil Rd + Fernandina Rd need to be open for 4 lanes. Bush River needs to be open for 4 lanes also. Jamil at Piney Grove needs to have a right turn lane. I vote no for a proposed I-26 overpass that would connect Tram Rd to Beatty Rd. Reasons are listed.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Lewis	Jeremy and Holly	<p>I am opposed to the billion dollar project to connect Beatty Road to Tram Road. Tram and Beatty roads are not safe for excessive traffic and will do very little, if any, to alleviate the</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>

		<p>congestion at Malfunction Junction. We have young children that ride bikes and play in the driveway and front yard, and fear for their safety should heavy traffic begin to traverse our neighborhood. We already have safety problems with people speeding around the turns on Tram Road.Thank you.</p>	
Lewis	Jeremy and Holly	<p>I am opposed to the billion dollar project to connect Beatty Road to Tram Road. Tram and Beatty roads are not safe for excessive traffic and will do very little, if any, to alleviate the congestion at Malfunction Junction. We have young children that ride bikes and play in the driveway and front yard, and fear for their safety should heavy traffic begin to traverse our neighborhood. We already have safety problems with people speeding around the turns on Tram Road.Thank you.</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Liles	Blakely	<p>My name is Blake Liles, registered voter, and I grew up and live in Whitehall; a 38 yr resident. I oppose the Beatty-Tram Bridge. Tram Rd is a residential street, not a thoroughfare. I question your logic in trying to turn it into one. The road is windy and curvy, with children playing/walking/joggers, walkers, and others. Reasons I oppose this:</p> <ol style="list-style-type: none"> 1. The safety of pedestrians 2. Mail, garbage, and emergency services access (Tram clogged in both directions, how do people leave their driveways? What if a resident requires ambulance services??? Are the emergency vehicles to drive through yards??? MedEvac helicopter: where does it land?) 3. Noise - The interstate noise is unbearable already. Add honking horns. 4. Neighborhood streets not designed as a detour 5. Whitehall residents do not need another route to the east side of the interstate. Piney Grove and St Andrews Rd both provide access. 6. The sneaky, underhanded last minute announcement of this plan is suspect and reeks of corruption. 7. Whitehall floods. Added run-off from a bridge will exacerbate this problem. 8. This will collapse our property values, resulting in less tax money to the County. 9. Crime will increase in a crime-free area. 10. Will make children riding on school buses and waiting at bus stops less safe. 11. Blind curves and the chance of drivers unfamiliar with the street to run off the road, resulting in property damage. 12. The \$5 million price tag is a waste of money. Instead of building a bridge to nowhere, spend the money on fixing the potholes in our neighborhood. 13. We are united in Whitehall and will fight this every step of the way with every means at our disposal. 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Liles	Lori	<p>We residents of the old, quiet neighborhood of Whitehall absolutely beg you not allow this project to move forward. People move here for the quiet, winding roads, the huge old established trees, and the safety that allows us to walk, even in the evening.. If this project moves forward, many of these beautiful trees will have to be cut down, and that will destroy the beauty that surrounds us. It will obviously increase traffic tremendously, which will increase the noise and decrease safety.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty</p>

Liles	Lori	<p>I am a registered voter and have been a resident of Whitehall since 1998. I have never in my life seen a more ridiculous proposal for wasting my tax dollars! Have you thought about what happens on garbage pick up days? Tram is only two lanes; there is no way to get around the garbage trucks. Same problem every day with the mail trucks. How do you propose drivers go around these vehicles? Tram is a windy road with numerous blind turns that will most certainly lead to an increase in traffic accidents. How will emergency personnel get to people in need when both lanes are filled? We have people who walk in the neighborhood for exercise and to walk their dogs, and there is no room for error! PEOPLE WILL DIE!! (see attachment)</p>	<p>Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Lilly	Todd	<p>My concern is with the widening of i-26 along the Rivers Edge neighborhood in West Columbia. Will it infringe upon our HOA property along the river which is a huge influence on our property values? Is it possible to instead use land on the other side of I-26 where there currently are no developed properties? Will sound barriers be installed between I-26 and the Rivers Edge neighborhood early enough to curtail the noise of construction? What will the sound barriers look like? Will night construction during our sleeping hours be conducted?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As noted in Chapters 3.5 and 3.13 of the Draft Environmental Impact Statement (DEIS), nighttime construction may occur. To mitigate for the noise disturbance, noise reduction techniques may be used during construction and could include measures such as not operating stationary equipment within 150 feet of noise sensitive areas (e.g., residences) without portable noise barriers placed between the equipment and noise sensitive sites; and/or not operating powered construction equipment during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT. Refer to Chapter 3.5 (Noise) and Chapter 3.13 (Construction) for additional details.</p> <p>Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Relative to roadway widening, it would occur on both sides of the interstate at the location noted in your comment letter. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>
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Lindler	Elizabeth	<p>You have many major businesses that use the Bush River Road exit that are affected by this. Do you really want to stop the Bush River traffic going to Irmo when the other roads leading there are heavy with traffic already? Planners? Seems no new roads are really ever planned for the future. Malfunction Junction was a prime example. I remember when that was to be answer to all of the area's problems.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Under both alternatives, the existing ramps at Bush River Rd at I-26 would be relocated to a new full access Colonial Life Blvd interchange. Drivers would be able to access Bush River Rd from either the new full access interchange at Colonial Life Blvd or via the interchange at I-20. You can read more about both alternatives and the designs in Chapter 2 of the Draft Environmental Impact Statement. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Lipscomb	Elizabeth	<p>Hi, my name is Emily Lipscombe and I live at 312 Stepney Court, Columbia, SC 29210. I moved to Whitehall last March and love the area. I use Tram Road on a daily basis in order to get to work and have been surprised with cars that go quite fast through the area. When I heard about this project and the affect that it would have, I decided to attend the meeting at Seven Oaks Rec Center last month. I do appreciate the DOT rep that was present and the gracious way in which he handled questions; however, I left the meeting feeling very troubled. This project will negatively affect the area and in so many ways - increased traffic in a residential area that already has a traffic problem (and the additional traffic will be from a not-so-good-area of town), plummeting property value, less safety for folks who desire to walk (and even to check their mail), a possible increase in accidents as the DOT doesn't plan to level out the hill on Jamil Road which comes right before the area you plan to have a stop sign, etc. So many things are bad about this. Please, please, please do not go forward with it. Consider how it will affect so many families in a negative way. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Little	Jim	<p>We are property owners Zilmalcrest Drive and Rockland Rd. in Columbia/Lexington (Parcel# 003697-05-002; 5.8 acs) we have been contacted by several people regarding the projects impact to our commercial property at that location but we have not heard from anyone at DOT regarding the impacts the project will make on the property and asked for comments to the EIR report. I want to be sure that SCDOT has our proper contact information. Contact me at this email or official notices at the below address . we would like to</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Based on the Recommended Preferred Alternative design, there would be right-of-way (ROW) impacts to a large portion of your property at Zilmalcrest Drive and Rockland Road to accommodate the proposed improvements. The South</p>

		<p>hear from DOT regarding the timing and impacts ton our property.</p>	<p>Carolina Department of Transportation (SCDOT) will secure a Design-Build Team to construct the Carolina Crossroads Project, with selection anticipated by early 2020. ROW acquisition will be accomplished in two phases. Phase one will start in 2019 with ROW acquisition performed directly by SCDOT on selected parcels. Phase two will begin in 2020 with ROW acquisition performed by the Design-Build Team for the remaining parcels.</p> <p>As described in the Draft Environmental Impact Statement (DEIS), property acquisitions would be based on third-party property valuations and conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646, as amended by 100-17; 49 CFR 24.205 (AF)).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Little	Kay	<p>I am against the overpass that is projected from Tram Road in Whitehall over I-26 to Beatty Road.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

			<p>Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Little	Tom	I am not in favor of the overpass project from Tram Road in Whitehall subdivision to Beatty Road across I-26.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Lociero	James S.	<p>This is in concern of plan for I-26 overpass linking Beatty and Tram roads. I believe you should not consider this plan for following reasons: 1) Disruption/displacement of residences both in Beatty Road and Tram Road 2) Road widening would most assuredly be involved 3) Substantial increase of traffic/speeding vehicles; those presenting obvious safety problems for close by residential properties 4) The "dumping off" of more vehicles at an already very busy intersection juncture of Tram, St. Andrews/Bush River roads 5) Ther are already fairly decent connectors from Broad River to St. Andrews Road via St. Andrews Road (at Broad River), Bush River Road, Piney Grove Road, Harbison Blv, and western- most Lake Murray Blvd. 6) The immediate "malfunction junction" area is so packed with vehicles at confluence of I-26, I-126, I-20 and Bush River roads, the proposed Beatty-Tram bridge scheme does nothing to alleviate it. Serious plans/consideration should be given for a light-rail commuter system along existing tracks- not just in Northwest Lexington/ 7 Oaks but where other trackage exists (Northeast- Cayce/ West Columbia- Sumter Highway</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Lockhart	Annette	<p>The city growth is the reason for the traffic issues, surely there's other alternatives other than Tram road. We need more options to this apparent big problem.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Loftin	Mildred	<p>This will impede the safety, value of homes and the safety of leaving out of our driveways and also the children getting on and off of the bus (I believe) the 4-5 buses that go through the neighborhood. Also the roads are not equipped to be able to have the traffic. There are other reasons of the other area may not be safe for our neighborhood. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Logan	Sharon	<p>Would like to be on the noise reduction advisory board or whatever your community group is for noise walls.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. We will add your name to the Noise Advisory Board and you will receive notifications on project updates related to noise.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal</p>

			<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Long	Brian	<p>Why not make new bridge at the end of Evelyn dr (which is the real end of BEATTY).there is plenty of vacant land with this alignment to St. Andrews. It would come out around where the multi cinemas are on St. Andrews. Look at the aerial. Looks like a much more reasonable spot with no impact to neighborhoods.</p> <p>Just to be clear. Beatty runs into Evelyn dr.new bridge would cross I 26 there and then cross jamil rd and go through vacant large wooded area and then to St. Andrews near goodwill/movie theater. With Evelyn drive alignment new rd could come out east of the goodwill on St. Andrews right at the Ashland drive intersection. This would allow traffic to continue beyond St. Andrews and on to bush river rd and I 20. Again avoiding all neighborhoods.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Long	Sandie	<p>I am opposed to the proposed bridge connecting Tram Rd. to Beatty Rd. for the following reasons:</p> <p>1) This bridge does nothing to improve the traffic flow of the I-26/I-20 interchange. In fact, it appears to be just an "add on", but I have yet to see an answer as to how it will alleviate the traffic congestion.</p> <p>2) This bridge is not practical because of the characteristics of Tram Rd. Tram is a narrow two-lane road lined with residential homes, many of which are already close to the road. There are no shoulders on this road and no sidewalks. The only thing that separates front yards from the road is the occasional drainage ditch. Interfering with these ditches would cause flooding into yards and damage to roads. Also, Tram has many curves, recurrent pot holes, and a speed limit of 25 MPH. There are elderly that walk this road for exercise and children who ride their bikes on this road. There are also many geese that call the Whitehall ponds home, and it is common to have to stop as the geese cross the road, or as a resident is walking their dog. (These are some of the things I love about the neighborhood.) Tram is the primary road to enter the neighborhood of Whitehall, was clearly built as a residential road, and not suitable or feasible as a practical cut-through across I-26.</p> <p>3) The bridge would be wasteful of tax payer's funds and duplicative, as there are two exits within a mile in either direction that already connect St. Andrews Rd. and Broad River Rd. These are the St. Andrews Rd. exit, and the Piney Grove Rd. exit. Each of these handle their traffic sufficiently.</p> <p>In conclusion, it would be damaging to the environment, local wildlife, the community, and a wasteful use of funds to build a bridge connecting Tram Rd. to Beatty Rd.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Looney	Dave	<p>Thank you for a well-delivered presentation. Glad that the turbine alternative for I-20/I-26 intersection was selected. Appears that my #1 concern, weaving of traffic that enters I-26 West from I-20 West, has been minimized/eliminated. As costly as this project will be, please do not attempt to "save pennies" when the reasonably more expensive solution will likely have longer-term benefits, particularly being able to maintain speed and do so safely!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a</p>

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Loveday	Taylor	Would like to request noise canceling wall be built.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to sound barrier walls, the South Carolina Department of Transportation (SCDOT) completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS),. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Lovelady	Jack	<p>I am opposed to the proposed interstate overpass bridge across I-26 connecting Beatty Road and Tram Road in Lexington County.</p> <p>First of all, how could this bridge, even remotely, help the traffic issues relating to Malfunction Junction? There are already three bridges in place across I-26 in the area....on St. Andrews Road and on Bush River Road...both near Malfunction Junction... and on Piney Grove Road as well. Placing a Beatty Road/Tram Road bridge so near these three established bridges would be a flagrant waste of taxpayer money.</p> <p>Secondly, Tram Road is already a heavily traveled thoroughfare connecting St. Andrews Road and Jamil Road. Tram is winding and curvy, with many dips and peaks....already a treacherous stretch of road. Tram Road is completely residential. Most of the homes along Tram are very close to the road, where children wait for school buses and elderly residents pull into and out of their driveways. Increasing the already heavy traffic flow on Tram would certainly increase accidents that could potentially cause catastrophic injuries or even worse, loss of life....and, consequently, lawsuits.</p> <p>Thirdly, the Beatty Road/Broad River Road business corridor has a much higher crime rate than the Tram Road residential neighborhood in Lexington County. Refer to the Lexis-Nexis community crime map https://www.communitycrimemap.com/, click on the State of South Carolina, and then select Lexington County; scroll until the screen shows the Whitehall residential neighbor of Tram Road (little or no crime) and the Beatty Road/Broad River Road corridorrife with home burglaries, stolen motor vehicles, aggravated assaults, robbery of individuals, and thefts. Why would you subject a peaceful and thriving, long-standing midlands neighborhood like Whitehall to this type of deviant and criminal element?</p> <p>Senatorial candidate Dick Harpootlian has stated in correspondence dated September 17, 2018, that he has been told by senior officials at SCDOT the approximate cost of this unneeded and undesired interstate overpass is \$5 million. This is an outrageous expenditure....building a bridge that no one wants and one that serves no purpose. It is simply a poor use of resources that promises to decrease property values (and consequently the tax base), decrease quality of life for many citizens, and increase congestion in an already crowded area. This would be a flagrant</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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		<p>example of State Government irresponsibility, lack of good common sense, poor planning and research, and basically a knee-jerk reaction to a longstanding traffic problem that should NOT be an unfair burden on the hard-working citizens of Whitehall who made the decision to raise their families in a quiet, peaceful and SAFE neighborhood that would be anything BUT quiet, peaceful and SAFE if this ill-advised bridge project is pursued. The noise pollution alone would vastly decrease the quality of life for Whitehall residents, coupled with the safety and crime concerns already stated.</p> <p>It is my understanding that an engineering study has been conducted by SCDOT regarding this proposed interstate overpass connecting Tram and Beatty Roads. Surely in conducting this study it was found that this proposed overpass connector would be in direct violation of neighborhood planning and zoning classifications. It is also my understanding that this study has been reviewed and carefully analyzed by the former long-term President of the Whitehall Homeowners Association, and longtime Whitehall resident Chester Sansbury, a well-respected and engaged pillar of our community. Mr. Sansbury has studied the DEIS documents at the Irmo Library and points out in his professional opinion as retired SCDHEC Assistant Chief of the Bureau of Water and one very familiar with the DEIS process throughout his career, that “the (DEIS) analysis was significantly lacking in its justification for selection of that connector” i.e. through the Whitehall area. Surely the undertaking of a \$5 million bridge has been extensively studied by engineering professionals and construction experts, but Mr. Sansbury reports the DEIS analysis fails to specify how the Beatty Road/Tram Road connector will alleviate the Malfunction Junction traffic problem.</p> <p>In summary, the proposed Beatty Road/Tram Road connector offers no proof of any benefit whatsoever while unfairly burdening the law-abiding citizens and peace-loving citizens of the Whitehall community. To further this project would be an egregious example of State Government overreaching its authority and ignoring its obligation to protect its citizens from unwanted and unnecessary encroachment and harassment. Clearly, to pursue the Beatty Road/Tram Road connector would be the State Government willfully and unnecessarily placing the residents of Whitehall and surrounding communities in harm’s way and exposing them to increased dangers and perils for no sound reason</p>	
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		<p>or proven purpose.</p> <p>I hereby request that the proposed Beatty Road/Tram Road connector be removed from the selected project alternatives to the Malfunction Junction traffic congestion issue.</p>	
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Lovelady	Jack	<p>I am opposed to the proposed interstate overpass bridge across 1-26 connecting Beatty Road and Tram Road in Lexington County. First of all, how could this bridge, even remotely, help the traffic issues relating to Malfunction Junction? There are already three bridges in place across 1-26 in the area....on St. Andrews Road and on Bush River Road...both near Malfunction Junction... and on Piney Grove Road as well. Placing a Beatty Road/Tram Road bridge so near these three established bridges would be a flagrant waste of taxpayer money.</p> <p>Secondly, Tram Road is already a heavily traveled thoroughfare connecting St. Andrews Road and Jamil Road. Tram is winding and curvy, with many dips and peaks....already a treacherous stretch of road. Tram Road is completely residential. Most of the homes along Tram are very close to the road, where children wait for school buses and elderly residents pull into and out of their driveways. Increasing the already heavy traffic flow on Tram would certainly increase accidents that could potentially cause catastrophic injuries or even worse, loss of life....and, consequently, lawsuits.</p> <p>Thirdly, the Beatty Road/Broad River Road business corridor has a much higher crime rate than the Tram Road residential neighborhood in Lexington County. Refer to the Lexis-Nexis community crime map https://www.communitycrimemap.com/, click on the State of South Carolina, and then select Lexington County; scroll until the screen shows the Whitehall residential neighbor of Tram Road (little or no crime) and the Beatty Road/Broad River Road corridor rife with home burglaries, stolen motor vehicles, aggravated assaults, robbery of individuals, and thefts. Why would you subject a peaceful and thriving, long-standing midlands neighborhood like Whitehall to this type of deviant and criminal element? Senatorial candidate Dick Harpootlian has stated in correspondence dated September 17, 2018, that he has been told by senior officials at SCDOT the approximate cost of this unneeded and undesired interstate overpass is \$5 million. This is an outrageous expenditure....building a bridge that no one wants and one that serves no purpose. It is simply a poor use of resources that promises to decrease property values (and consequently the tax base), decrease quality of life for many citizens, and increase congestion in an already crowded area. This would be a flagrant example of State Government irresponsibility, lack of good</p>	
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Lowe	Dr. Letitia	<p>I am a resident of Willow Winds subdivision on Sydney Rd. and strongly oppose the Tram Beatty Road bridge. There is no need for a bridge. In the nine years I have lived here, I have never considered it an inconvenience to take Jamil Rd. to Piney Grove, Harbison, St. Andrews or Broad River Road. Piney Grove and St. Andrews Roads are easily reached using the current configuration of Jamil and Fernandina Roads and the 1-26 interchanges. Most residents of these areas do not consider it a major inconvenience to use these arteries to cross I-26. For those living on either side of I-26,</p> <p>there is little reason to cross the highway midway to get to the opposite frontage road because there are no major shopping areas, grocery stores or restaurants on either Fernandina or Jamil Roads between these interchanges or on Beatty Rd. or Tram Rd. Most frontage road businesses- car dealership, pool service, medical offices, offices etc. are not of a nature to have heavy visitor traffic, and they are easily reached from Piney Grove or St. Andrews Rd. in minutes. Most traffic from our neighborhoods are either needing to enter I-26 or are going to shopping areas in Harbison, St. Andrews, or Broad River, thus the frontage roads lead directly to those areas. A bridge serves no purpose. As a short cut between Broad River and St. Andrews Roads, the bridge would bring heavy traffic into a quiet, stable residential neighborhood. Tram Road is narrow and curvy. Used daily by bicyclists, joggers, pet owners and walkers, it is already hazardous because people on foot have to use the street because there are no sidewalks. Rather than use Tram Rd., vehicles wanting a short cut from to /from Broad River and St. Andrews Rd. are more likely to use Sydney Road, which is also heavily used by bicyclists, walkers and joggers. Like Tram Rd., it is narrow, has no sidewalks and is already dangerous for foot traffic. It is used daily by employees of Brian Center Nursing Care on Sydney road and local residents of Whitehall and Willow Winds subdivisions and Landmark Apartments walking to and from the bus stop at St. Andrews and Sydney Rd, who already face hazards walking either on the heavily trafficked street or on the uneven ground at beside it. There are also potential "wanderers" from the nursing home who would be at greater risk. Traffic entering Sydney Rd. from Brian nursing home, Landmark Apartments and Willow Winds would face heavier traffic entering Sydney Rd. No improvements are proposed/scheduled for Tram or Sydney Roads, such as widening or sidewalks.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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		<p>Increased traffic will greatly increase the danger of vehicular-pedestrian accidents and even deaths. Increased traffic would increase these hazards.</p> <p>With the exception of holiday periods such as the three weeks before Christmas, and rush hour traffic, traffic on Fernandina and Jamil roads is light. The major bottleneck on Jamil Road and Bower Parkway is at the intersection of these roads with Piney Grove Rd., which occurs because traffic flowing straight across the intersection between Bower Parkway and Jamil road blocks traffic needing to make right turns onto Piney Grove Rd. DOT recently added left turn lanes, which was a great improvement. (Thank you!) Traffic flow during higher use times would be enormously improved by adding right turn lanes on Jamil and Bower Parkway at the Piney Grove Rd. intersection. This would be a much more effective (and less expensive) use of funds rather than build the unneeded and unwanted Tram-Beatty Rd. bridge. Please reconsider this proposal and eliminate the Tram-Beatty Rd. bridge from the Carolina Crossroads project. Thank you for your consideration.</p>	
Lowe	Dr. Letitia	<p>Dear sir or madam:</p> <p>I appreciate all the hard work that went into the Open House about the project on August 23. It was very informative and well organized. I was impressed! I also appreciate the enormous amount of labor involved in planning such a complicated project. Thank you for the opportunity to express my views on the option currently under consideration. The attached comments are directed towards the proposed Tram Road-Beatty Road bridge.</p> <p>I am a resident of Willow Winds subdivision on Sydney Rd. and strongly oppose the Tram-Beatty Road bridge.</p> <p>There is no need for a bridge. In the nine years I have lived here, I have never considered it an inconvenience to take Jamil Rd. to Piney Grove/Harbison, St. Andrews or Broad River Road. Piney Grove and St. Andrews Roads are easily reached using the current configuration of Jamil and Fernandina Roads and the I-26 interchanges.</p>	

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Luca	Marie F.	<p>I am against the above project as to the many problems it will create. 1) We do not need anymore traffic on Tram as there is more than necessary due to persons already using it as a cut thru. 2) We do not need any additional persons entering our neighborhood that do not reside here. Unfortunately we have enough people with no home to go to residing illegally here. 3) We do not need any more persons that do not respect the speed limit signs now driving in Whitehall. Our</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>law enforcement people have enough to do. Thank you!</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Lyerly	Ann	<p>A colossal waste of tax money! Other improvements are needed in area. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

			<p>to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Lyerly	Lindsey	<p>Tram (and Beatty) Rd are too narrow, hilly, and curvy to accommodate increased traffic. Criminals escape Richland County, speed over bridge into Lexington County jurisdiction and escape! Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Lytte	Bob	<p>What a waste of taxpayer's money! Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
MacCullum	Jess	<p>The DEIS states twice: "Improve Tram Rd. by providing overpass..." –</p> <p>This may be an improvement in an engineering sense, but it's far from an improvement in quality of life for Whitehall, property values for Whitehall, safety for Whitehall, or traffic congestion for Whitehall. Your own spokesman said the SCDOT study shows 2000 cars a day on Tram already. That number would likely double or worse.</p> <p>I strenuously object to driving more thru-traffic into the heart of an established neighborhood like Whitehall.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Mahon	Carl & Edwin	<p>Over the course of years we have had multiple wrecks in our yard due to road conditions the 25/30 mile speed limit isn't obeyed. Tram Rd is hilly, windy, secondary road without shoulders. Open drainage ditches and blind driveways frequented by motorcycle riders late at night to ride the "roller coaster". To make matters worse a highway patrolman wrecked at corner of Tram and Tudor late at night due to bad visibility on sharp curve. Whitehall was advertised as the premier neighborhood; why would anyone in their right mind want to screw up and change that image? Endangered/protected geese crossing. "WE DO NOT WANT THE CONNECTOR BRIDGE".</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Mahon	Carl & Edwin	<p>Do not want or need this. Waste of money on a bridge to nowhere. This money spent on this insane project should be diverted to the damage from Florence where it can benefit someone and not DOT egos. Form Letter – Tram/Beatty Checklist</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Mahoney	Robert	<p>To whom it may concern,</p> <p>I would like to express my concern with the revisions to the Harbison Blvd. interchange. As I hope you are aware, this interchange is especially busy during the Holiday season in December. With the past modifications to this interchange, traffic exiting I-26 west are able to continue moving when driving to the Mall area. This allows for a significant volume of traffic to exit.</p> <p>Will the revisions to this interchange handle the same volume? Would changes to the traffic light system (maybe a "smart" system) allow for a higher volume?</p> <p>The revisions to this interchange seem unnecessary and will require 11.3 acres of land to be converted. This will have a direct impact to the Harbison Place pond and several businesses.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Regarding the I-26/Harbison Boulevard interchange, five interchange types were considered during the development and screening of alternatives. Ultimately, a tight diamond interchange was selected at this location as this design would best improve operations on I-26 and connections from I-26; it would reduce geometric deficiencies; and would be under traffic capacity. This interchange type also provides the ability to preserve/utilize the existing bridge over I-26. You can read more about the interchange types evaluated in Chapter 2 of the Draft Environmental Impact Statement (DEIS) (see section 2.1.5.1) and in the associated Alternatives Development and Screening Report (see Sections 4.3 and 4.4). The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Malinowski	Bill	<p>The following comments are submitted by me personally and not in my capacity as a Richland County Councilman. Regarding a noise barrier: Too many times development takes place along our interstate highways and then those who purchase this property complain about the noise from the highway. The highway was there when the development took place as well as the ultimate purchaser in the development. They certainly knew there would be noise from the highway and their property's proximity to that highway. I do not believe taxpayer money should be spent to cure something that was present prior to these developments being built and the owners purchasing in them they knew what they were getting into. Noise barriers should only be put in place adjacent to property that was already developed prior to the highway being constructed. A great deal of savings can be had using that philosophy and those funds put into additional highway improvements. Bill</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to sound barrier walls, the South Carolina Department of Transportation (SCDOT) completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy,</p>

		<p>Malinowski Vice Chair Richland County Council District 1 PO 535 Chapin SC 29036 21808</p>	<p>where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Maloney	Felicia	<p>Please clean Arrowwood under the exits at Colonial Life. The overgrowth and debris make it dangerous for foot traffic as walkers have to step into the street in a blind curve. Please address the noise and privacy at 424+426 buffers on Colonial Life.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. There is currently no plan to improve Arrowwood Road as part of the Carolina Crossroads project; traffic on Arrowwood Road may experience an indirect benefit from the freeway improvements in regards to a predicted reduction in crash rates that is likely to be attributed to the geometric changes of the freeway and its system-to-system interchanges. At this time, realignment of Arrowwood Road to improve horizontal curvature is not within the scope of the Carolina Crossroads project. The South Carolina Department of Transportation (SCDOT) completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the Recommended preferred Alternative. That analysis will evaluate the need for noise mitigation measures, and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS at http://www.scdotcarolinacrossroads.com/DEIS/. The SCDOT project team is working to complete a Final</p>
Maloney	Felicia	<p>Is there a plan to address traffic on Arrowwood Rd. The traffic is already terrible when there is an accident on I26. People also drive on the curvy road like it's a race track. Will there be some kind of buffer installed on Colonial Life for noise reduction and to keep privacy of rear yards.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. There is currently no plan to improve Arrowwood Road as part of the Carolina Crossroads project; traffic on Arrowwood Road may experience an indirect benefit from the freeway improvements in regards to a predicted reduction in crash rates that is likely to be attributed to the geometric changes of the freeway and its system-to-system interchanges. At this time, realignment of Arrowwood Road to improve horizontal curvature is not within the scope of the Carolina Crossroads project. The South Carolina Department of Transportation (SCDOT) completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the Recommended preferred Alternative. That analysis will evaluate the need for noise mitigation measures, and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS at http://www.scdotcarolinacrossroads.com/DEIS/. The SCDOT project team is working to complete a Final</p>

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Mandeville	Garrett	<p>I am opposed to the proposed new bridge to Tram Rd. It will change the complexion of the Whitehall community and will bleed over to Williamsburg West where I reside. In addition, traffic on Jamil will grow exponentially. Tram and Jamil is our only way to exit our neighborhood. It sounds like a very bad idea.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Maness	Chriss	I'm a motorist and a cyclist. This seems like a misappropriation of resources. The sidewalks bicycle lanes and side roads are in dire need of repair and maintenance. This project aims to improve roads that don't currently need to be repaired and there are roads sidewalks and bicycle lanes that have already been in need of repair and maintenance.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As mentioned in Chapter 1 of the Draft Environmental Impact Statement (DEIS), several area plans propose additional bicycle and pedestrian infrastructure within the study area. The design of connections to pedestrian and bicycle facilities and the accommodations for planned facilities will be determined as design progresses on the Recommended Preferred Alternative. You can read more about this, as well as accommodations during construction, in Chapter 2 of the DEIS (see page 2-63) and Chapter 3.13 (see page 3-369).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Mangum	Tom	<p>I as a resident, who lives on Tram Road about 3 blocks from where the proposed bridge is, I am totally against this project.</p> <p>SPEED</p> <p>We get no help from Lexington County or State Troopers in doing anything about the speeds on Tram Road. The speed on Tram coming off Jamil Road is 30mph and it changes to 25mph right before my home. However, no one adheres to the change to 25mph as they are already going faster than 30mph. The overall speed of the current traffic is not monitored by law enforcement,</p> <p>what assurance do we have it will be with the new bridge.</p> <p>TRAFFIC</p> <p>The amount of traffic on Tram has increased significantly in the 13 years I have lived here. With the bridge it will increase even more as it will make it a shortcut from I-26 to multiple neighborhoods.</p> <p>Increased traffic, increased traffic noise, increased non-local traffic and the higher-speed, heavier traffic on the narrow, hilly, winding Tram Road which is already near its practical carrying capacity and where speeders are already a problem.</p> <p>I am also concerned that there is no plan to make any change to Tram Road itself, other than the brief stretch where the new bridge comes to ground and the Jamil Road intersection is to be reconfigured, without a traffic light.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Mangum	Tom	<p>There is no plan to lower the contour of Jamil Road where it restricts sight lines for traffic trying to turn from Tram Road onto Jamil Road. There is no plan to re-engineer Tram Road to support additional local traffic.</p> <p>There is no plan to restrict the types of vehicles. This means that city buses and tractor-trailers could travel on Tram Road. Tractor-trailer trucks are not allowed on Piney Grove Road, which is wider than Tram Road, has sidewalks and paved shoulders, and is engineered for heavier vehicles.</p> <p>There is no plan to improve the intersection that is the only exit from the Cottages of Whitehall. On Tram Road, at the foot of the new bridge, the exit from the Cottages might potentially maybe perhaps have a stop sign; there is no plan to install a traffic light, because it would impede traffic flow from the bridge.</p> <p>There is no plan to improve the already-difficult intersection of Sidney Road at Tram Road. This is another shortcut that is being used by vehicles that do not reside in the neighborhood that is</p>	

		used to cutover to Jamil road and from Jamil to St Andrews.	
Mangum	Tom	There is no plan to re-engineer the intersection of Tram Road at St. Andrews Road, an intersection which is already near capacity. There is no plan to re-engineer Tram Road to support additional local traffic. There is no plan to re-engineer Jamil Road to support the already increased traffic. Also, no plan to create a right turn lane on Jamil Road where it meets Piney Grove Road to alleviate the traffic congestion that occurs daily due to no turning lane onto Piney Grove Road and a traffic light timing that allow on a minimum of 3-4 vehicles at any time. There is no plans to re-surface either Jamil or Sydney Roads as the current increased traffic flow have to deal with numerous potholes and patches. PROPERTY VALUES Property values will decrease as this bridge will downgrade the neighborhood. Who is going to compensate homeowners for this drop in property values? I am concerned about creation of a direct connector to the upscale residential Whitehall neighborhood from Beatty Road, with its commercial areas, including an abandoned auto dealership, and its lower-income and higher crime areas.	
Manni	Karen	Tram road is not a straight and safe road. Form Letter – Tram/Beatty Checklist	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred

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Marano	John	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this.</p> <p>Will be more crime.</p> <p>The traffic flow it will not help a thing.</p> <p>All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews</p> <p>Lower property value</p> <p>Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Marr	Sue	<p>Please see attached form with accompanying documentation. The proposed bridge connecting Tram Rd to Beatty Rd across I-26 will have negative impacts on the Whitehall neighborhood including increased traffic through a residential area which I fear will lead to:</p> <ul style="list-style-type: none"> - probable increased speeding - literal division of a long established neighborhood due to increased traffic on Tram Road - downturn of property values in a neighborhood which has worked to recover from the last decade's real estate problems which included foreclosures and falling appraisals <p>Additionally, and probably the greatest concern I have is that the bridge will present a gateway to increased crime in the Whitehall and adjacent neighborhoods. I can illustrate this with a screenshot from the LexisNexis community crime map which I will include with this comment sheet below.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The proposed interchanges at I-26 and St. Andrews Road and I-20 at Broad River Road are the same type of interchange at I-26 and US-378. The single point urban interchanges (SPUI) is proposed at both interchanges to improve traffic flow. To learn more about the interchanges and traffic operations considerations read Chapter 2 of the Draft Environmental Impact Statement (DEIS) at http://www.scdotcarolinacrossroads.com/DEIS/.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>
Marr	Sue	<p>Are the proposed intersection changes to St Andrews and Broad River over the interstates the same design as the 'new' traffic flow at I-26 & 378 (Lexington Hospital exit)? That is a horrible design and made the right turn to the hospital worse than before! I have looked at these plans in the past and sure didn't see these or the Tram Rd bridge.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>

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Mars	Jabe	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Mars	Susa	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Marshall	Hooks	<p>I am opposed to the above project. This project would route heavy traffic through a large residential neighborhood creating hazardous conditions. A large percentage of this traffic would take Sidney Road to St. Andrews Road. That would impede residents of the Willow Winds Patio Homes neighborhood that must enter and exit onto Sidney Road.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Marshe	Barbara	<p>I live at 2820 Woodland Hills East Columbia SC 29210 which is behind apartments on Berry Hill Road. In October 2015 my home was flooded because of the large Stoop Creek which is in between Berry Hill Road and Woodland Hills East Road. I did not have flood insurance and it has been an uphill battle restoring my home with the help of FEMA and SBA. I have lived here for 45 years. Over the past 45 years it is likely that many retention ponds have disappeared been filled in from Piney Grove Road/Broad River Road (Richland County) where Stoop Creek begins and through several residential and business areas eventually running under I-26 (Lexington county)over to St. Andrews Road/ Berry Hill Roadbehind homes on Woodland Hills East Road and eventually back under I-20 back into Richland County crossing Bush River Road and on to the river. My hope would be that if properties are purchased on Berry Hill Road near Woodland Hills Road (Entrance to Woodland Hills subdivision) that those properties would be used for the</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Increases to impervious surfaces and associated runoff has been considered for both reasonable alternatives. As noted in Chapter 3.6 of the Draft Environmental Impact Statement (DEIS), both reasonable alternatives would increase the amount of impervious surface in the project study area (see page 3-240); and as noted in Chapter 3.8, both alternatives would impact floodplains (see page 3-289). Stormwater runoff would be mitigated by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters. This practice reduces peak-flow discharge into receiving waters (see Chapter 3.6, page</p>

		<p>purpose of adding retention ponds which might aide the residents of Woodland Hills East Road from flooding in the future. Stoop Creek seems to get water drainage from a very large area and our homes being downstream are the ones which were flooded. My back yard has flooded at least 10 times over the past 45 years but the heavy rains of 2015 flooded the inside of my home throughout. There MUST be retention ponds and MAINTENANCE to help prevent that area from ever flooding again. NO ONE maintains Stoop Creek. NO ONE will claim liability to maintain it. NO ONE seems to care if the creek dams up with debris and NO ONE seems to have cared over the years how much water has been drained into the creek. PLEASE consider using the lands at Berry Hill Road as retention ponds to help the residents' plight against future flooding.</p>	<p>3-241). Additionally, neither alternative is expected to result in significant impacts to natural and beneficial floodplain values; and the project would be designed to be consistent with local floodplain development plans. Where regulatory floodplains are defined, hydraulic structures will be designed to accommodate a 100-year flood.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Martin	Alice	<p>Please do NOT pursue this project. The cost is very extreme and the burden of excessive traffic in Whitehall will be very disturbing. Our tax dollars should be spent to improve the many roads in SC, one can only go a short distance without noticing much needed attention. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Martin	Brenda	<p>I'm Brenda K Martin of 566 Brookshire Drive in the Whitehall Community. My contact numbers are Business- 803-296-3234; Cell- 1-803-237-4649 and Home- 803-213-1258.</p> <p>I'm in opposition of the proposed bridge project. The bridge will decreased our property values, bring increased traffic which Tram Road CAN NOT accommodate, increase noise pollution and could very well increased criminal activities. Please consider another option for FIXING Malfunction Junction.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Martin	Langston	We are very much opposing your plans for the future of your plans for Malfunction Junction. We want to save our neighborhood Whitehall.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Martin	Russell	This bridge that would connect Tram and Beatty roads is more than bad idea!!!! Whomever thought of this and whomever approved this should be fired!!! A vast waste of money!!!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the</p>

			<p>South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Mary	Monroe	<p>It seems that the amount of money needed to access Tram Rd to Beatty Rd could be used better in other areas. And how much traffic would use that access? Not necessary!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

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Matthews	Cheryl	Please install a noise wall along our Rivers Edge subdivision and refrain from night work on the widening project. Why not do the widening on the opposite side of the road? No houses there.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As noted in Chapters 3.5 and 3.13 of the Draft Environmental Impact Statement (DEIS), nighttime construction may occur. To mitigate for the noise disturbance, noise reduction techniques may be used during construction and could include measures such as not operating stationary equipment within 150 feet of noise sensitive areas (e.g., residences) without portable noise barriers placed between the equipment and noise sensitive sites; and/or not operating powered construction equipment during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT. Refer to Chapter 3.5 (Noise) and Chapter 3.13 (Construction) for additional details.</p>

			<p>Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Relative to roadway widening, it would occur on both sides of the interstate at the location noted in your comment letter. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Maunz	William	<p>Tram Road is a residential road without sidewalks where residents walk their dogs, children ride their bikes and people walk. It has a speed limit of 25 mph. Opening the road up for interstate traffic will increase. Traffic flow during bus/school activity, increase road noise, reduce property value and completely change the environment of the community for the decline.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the</p>

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Maxwell	Brenda & Mack	<p>We lived at 125 Stratton Ct off of Sidney Road, which connects to Tram Road, for 16 years. We still have many friends on Stratton Court, on Willow Winds, and in Whitehall. This is a residential area and a bridge over I-26 connecting Tram Road to Beatty is bad for the neighborhoods on both sides of the bridge. Please do not build this bridge and destroy these residential areas.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>

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McAnally	Jimmie & Christina	<p>The bridge proposal is a bad idea because it will not solve issues to Malfunction Junction. Wasting taxpayer money in this way is an extremely poor idea. The Tram/Beatty road bridge is sp poorly planned as to be considered reckless. Tram road is not designed for such traffic. It is not wide enough, it is a winding, hilly road in a totally residential area. The engineer who proposed this idea has not even visited Tram Road (quote from first neighborhood meeting.) A several-million dollar proposal is not even worthy of a site visit?</p> <p>This would cause tremendous safety problems for not only residents of Whitehall, but also likely accidents resulting from poor desig. this would lead to potential loss of life and lawsuits. Tram road would also need costly repairs as there are already issues with the condition of the road. This proposal has caused grave concern among not only residents of Whitehall, but also the residents of many other nearby neighborhoods. Reason for concern include:</p> <ol style="list-style-type: none"> 1 . Dangerous traffic 2. Increase in crime. This would present extreme issues for local law enforcement because of jurisdictional issues. 3. Reduction in property values, which will weaken the tax base 4. Flood Issues 5. There are a number of school bus stops on Tram road, increasing traffic on Tram increases potential danger to students going to and coming form school. 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

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McCarter	Bobby	<p>I am against the building of the Tram Rd/Beatty Rd Bridge. It will connect to a higher crime area. It will decrease property value. Speeding cars and 18 wheelers. Please find another way.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates</p>

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McCarter	Dale	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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McClary	Brian	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
McClary	Fran	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

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McClary Jr	Robert	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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McCleary	Billy	Not needed.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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McClure	Doug & Kelli	Great job. Beatty Road Bridge is great idea. It will help with local traffic.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>
McClure	Doug & Kelli	Great job. Beatty Road Bridge is great idea. It will help with local traffic.	

			<p>website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
McCoy	Debbie	<p>I oppose the bridge that is being considered on Tram Road. This would cause flooding and noise issues. This seems like a patch job. Malfuntion Junction needs some intelligent design without special interests. This is a quiet and peaceful neighborhood. Peoples lives do not need to be disrupted.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

<p>McCutcheon</p>	<p>Crystal</p>	<p>How will traffic be maintained during construction? What if any alternative routes from Chapin to downtown will be available at peak construction?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Specific construction sequencing has not been determined yet, however, certain guidelines will be set for the contractor to follow; like maintaining a certain number of travel lanes during rush hour, and restrictions on lane closures during holidays. Any construction activities that disrupt normal travel will be announced. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
<p>McCutcheon</p>	<p>George</p>	<p>This property is currently on the market for sale. Is there any way to expedite the purchasing process for this parcel? Currently this parcel is heavily effected by the crossroads project. With potential buyers not associated with this project we would like to see if it could qualify for expedited purchase. Thank you for your consideration.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The South Carolina Department of Transportation (SCDOT) will secure a Design-Build Team to construct the Carolina Crossroads Project, with selection anticipated by early 2020. ROW acquisition will be accomplished in two phases. Phase one will start in 2019 with ROW acquisition performed directly by SCDOT on selected parcels. Phase two will begin in 2020 with ROW acquisition performed by the Design-Build Team for the remaining parcels.</p> <p>Property acquisition will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (URA). If you believe that your property qualifies for a protective buy due to imminent development, you can request early acquisition of your property by submitting a letter to Brian Klauk, SCDOT Project Manager, Mega Projects Division, RM 122, PO Box 191, Columbia SC 29202. The request will be evaluated to determine if it meets the requirements to qualify for advance</p>

			<p>acquisition as outlined in the URA. Please provide sufficient information supporting your request. This supporting documentation should include items such as difficulty in selling the property due to the proposed Carolina Crossroads Project; approved building permits for the proposed development, local planning approvals, or approved encroachment permits. You will be notified in writing concerning if your request was accepted or denied.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
McDonald	Alexander	<p>I am writing to ask DOT to reconsider the proposed bridge over the highway from Tram Rd. Our 120 year old house faces Tram Rd., and the historic oaks that grace the property are irreplaceable. Whitehall is a peaceful and lovely community that risks being terribly affected, if not destroyed, by this useless bridge. Tram is a very hilly, winding, two lane road ,especially as it approaches St Andrews Rd. - totally unsuitable for any additional traffic, especially large trucks. The road cannot be widened without destroying all of the properties that line it.The stated rationale for the bridge makes little sense. We were told that the bridge would provide valuable access for emergency responders to cross the highway. But Piney Grove Rd. and St. Andrews Rd cross the highway about a mile apart! This costly project does nothing to “improve” anything, and would certainly ruin the our property values and our peaceful neighborhood. Sound barriers would be an improvement, not a bridge to nowhere.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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McDowell	Phil	<p>My wife and I are residents of the Whitehall subdivision residing a block or so off of Tram Rd. and we want to strongly recommend that the bridge connecting Tram Road across I-26 to Beatty Road not be built. There are a number of reasons for this: Whitehall is a residential neighborhood. Tram Road is a residential road, as is a large part of Beatty Road, although Beatty already has a higher speed limit. The current speed limit on Tram Road is 25 mph from the St. Andrews Road end although it becomes 30 mph approaching the end nearer the interstate. Unfortunately, hardly anyone adheres to those limits even now without the bridge. The speed limit on Beatty Road is not posted until after the intersection with Evelyn Drive at which point it is posted as 35 mph. With the addition of the bridge these roads will become even more of a thoroughfare with accompanying increases in speed not suitable for a residential area. I believe the residents of Whitehall and likely the residents of the Beatty Road area as well would be willing to drive a little farther in order to preserve the current residential character of the areas.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>

McDowell	Phil	<p>The St. Andrews Rd. bridge is only 2.1 miles from the Piney Grove Rd. bridge. Is an additional bridge within that distance really necessary at a cost of a million dollars or more?</p> <p>If the main goal of the Carolina Crossroads project is to alleviate congestion primarily on I-26/I-20/I-126 I believe that goal can be met without the additional cost of an expensive bridge, the contribution of which toward that goal will only be marginal at best.</p> <p>The addition of a bridge between Tram Rd. and Beatty Rd. would, although not part of the current plan, be the first step in an eventual widening of Tram and Beatty roads which would change the character of the roads even more.</p> <p>The addition of a bridge between Tram and Beatty roads would, although an interchange with the interstate is not planned at this point, be the first step toward an eventual addition of one there, which would further impact the residential character of the roads.</p> <p>The addition of the bridge between Tram Rd. and Beatty Rd. appears to have been a bit of an unnecessary afterthought rather than a part of the solution to the real problem.</p> <p>Thank you for your consideration of these objections and the objections raised by others to this one facet of an otherwise well thought out and very thorough set of proposed options to correct a longstanding problem! We along with everyone who frequently travel through the "Carolina Crossroads" corridor look forward to the implementation of the solution to this problem.</p> <p>Thank you for the work of everyone on your team in the work that has already been done toward that goal!</p>	<p>bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
McEntire	Paul	<p>Concerns about traffic related to proposed Tram Road/Beatty Road bridge. *Tram Road is a subdivision road, not designed for heavy traffic. *Crime: the area around Beatty Road and Broad River Road is a high crime area. Connecting that area with Tram Road could potentially increase crime in the communities around Tram Road. The crime statistics recorded in LexisNexis over the last 12 months (from October 2017 to the present), for the area bounded by Piney Grove Road, Broad River Road, St. Andrews Road, and Fernandina Road includes the following crimes: 9: (robbery-individual) 35: (aggravated assault) 35+: (motor vehicle theft) 60+: (burglary from motor vehicle) 4: (arson) 8: (DUI) 7: (disorderly conduct) 40+: (all other-criminal) *this will increase congestion at the entrance of the Cottages of Whitehall with a 4-way stop. *the money and effort could go to other projects that would better help with the interstate traffic.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

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McGehee	James	This bridge will ruin our neighborhood. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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McGriff	Brenda	<p>Harbison Blvd/I-26 is a great proposal for traffic flow and safety for our area. Thank you for your success in planning and making community aware and allowing our input.</p>	<p>Thank you for your comment regarding the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>
McGriff	Brenda	<p>I-20 and I-26 is a great proposal and benefit for the life of this area and is greatly needed to live.</p>	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
McGriff	Brenda	<p>St. Andrews Rd and I-26 interchange is a great revamp for our area and traffic in this area. I have struggled with area for over 15 yrs. Your proposed changes will enhance the lives of all citizens traveling the area. Thank you for rescuing my community.</p>	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

McKenzie	Thomasina	<p>Building a bridge here in this neighborhood would mean: 1) The noise from the traffic 2) The increase of traffic 3) No one would want to move into this neighborhood, property value will go down 1) The bridge proposal is a bad idea because it will not solve issues relating to MalfunctionJunction. Wasting taxpayer money in this way is an extremely poor idea. Is this another example of pork-barrel, good ole boy politics that will enrich a few at the expense of an entirecommunity?Note: if anyone could get some facts about who would be made rich by the sale of property for this or any other way to find out who benefits, that would be very helpful. I simply find it difficult to believe that there is no ulterior motive behind this.(cite evidence)2) The waste of money that the bridge represents should instead be used to repair existing roads filled with dangerous potholes. (additional evidence/examples)3) The Tram/Beatty road bridge is so poorly planned as to be considered reckless. Tram Road is not designed for such traffic. It is not wide enough, it is a winding, hilly road in a totally residential area. The engineer who proposed this idea has not even visited Tram Road (quote from first neighborhood meeting.) A several-million dollar proposal is not even worthy of a site visit? (additional commentary/evidence/photos)4) This would cause tremendous safety problems for not only residents of Whitehall, but also likely accidents resulting from poor design. This would lead to potential loss of life and lawsuits. Tram Road would also need costly repairs as there are already issues with the condition of the road. (additional commentary/evidence)5) This proposal has caused grave concern among not only residents of Whitehall, but also the residents of many other nearby neighborhoods. Reasons for concern include:a) Dangerous trafficb) Increase in crime (cite stats/examples/maps) This would present extreme issues for local law enforcement because of jurisdictional issues.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
McKinney	Nancy	<p>Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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McLane S.	Charles(?)	<p>This is not even a good idea by any means. It will only disrupt and cause more traffic, lower property values. View all thought up plans. Please do not go from and ruin this (?)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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McLean	Dianne	<p>Thank you for the efforts by the DOT to improve traffic operations in the designed area known as the Carolina Crossroads Project. I do, however, find that the part referred to in the summary by the bulleted statement as "Improve Tram Road by providing overpass of I-26" not to be viable for numerous reasons. The proposed Tram Road Bypass site on Jamil Road is less than a mile from the St. Andrews Road. It is also less than a mile to Piney Grove Road where redesign is also scheduled to be made, as well as the widening of St. Andrews Road. It is also less than a mile to Piney Grove Road where redesign is also scheduled. The plans for the redesign on these interchanges look quite comprehensive and actually seem more than adequate, when looked at in conjunction with other planned improvements on the actual interstate to manage traffic. As all of that is done, there would be no need for another option to disperse traffic through the Tram Road Bypass. In fact, the Tram Road Bypass would be a duplication. It would not be cost effective to spend money on a "side project" when the "traffic problems" were already solved by the main designs on various parts of the actual interstates themselves. Further, the proposed bypass would "join" two very dense residential areas which are not originally designed for an increased traffic flow in terms of safety and speed. Motorists, I am confident, would rather use main accesses into the areas in lieu of winding slowly through a neighborhood roads not designed to move vehicles quickly. The Lexington</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

		<p>County area that would be negatively affected and, in some ways, decimated by the bypass, is a community that has been there for many years. People own their homes and have spent money and sweat equity to maintain them in a very nice manner. Home owner associations and crime watch groups are active. It is a stable population that has worked to maintain a beautiful, safe place to live. Their properties and a stable environment in which to live should not be destroyed by an unnecessary bypass. Flooding is also an area of concern.</p>	<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
McLean	Scott	<p>Tram Road has school bus stops thereby creating unsafe conditions for through-traffic. Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project</p>

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McLean	Tom	<p>Waste of taxpayer's money. Tram Road not feasible for use by emergency vehicles. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
McNeely	Jewel (?) B.	<p>By connecting Whitehall to a high crime area is definitely not good for our children and the quality of life in our neighborhood. Consider Seven Oaks Park and Leaphart Elementary School.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of</p>

			<p>Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
McNish	Eleanor	<p>RE: Crossover between Beatty Road and Tram Road. What a terrible waste of money to run that crossover through a well-established neighborhood. One mile along the Frontage Roads in either direction gets one across I-26 on St. Andrews Road or Piney Grove Road. I strongly oppose this project!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary</p>

			<p>need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
McNish	Robert	RE: Crossover between Tram Road and Beatty Road. Based on the way that area is constructed, I strongly oppose this project.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>

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McPherson	Kim	<p>I am a property owner in Whitehall. The bridge us a horrible idea. Our neighborhood is aactive family community. Every day - anytime of day there are people, families, kids walking, jogging, biking our streets. I live on the corner of Knottingham and Barmount. Last April a person cutting through Whitehall from St Andrews Rd at 3AM hit our cars in our driveway. Total my husband's GMC truck and my \$3000.00 damage to our Infinity. The SC Highway Trooper that responded to the call estimated the rate of speed was at least 60. If this bridge is built the increase in traffic will cause more incidents like this occur. The neighborhood roads we're not built to handle more traffic. There are hills and curves in our neighborhood streets already pose a danger to drivers. What benefit would there be to connect Tram Rd to Beatty? Is there a personal gain for a "business"? The bridge would ruin our community and pose a danger to the families that bought in the neighborhood for the peaceful SAFE community that is convenient to everything WITHOUT the bridge.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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McPherson	Lisa	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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McTeer	Connie	<p>These comments are not going to be to your liking. I think this project is not only impractical, but dumb! What is this going to solve? Why not work with what you have instead of spending millions on roads and bridges etc. that are not needed for this section? "Malfunction Junction" was and still is a great mistake in engineering. Are you now trying for huge mistake #2?! We need to repair the roads and bridges we now have before we start new mistakes! I personally hope that this project does not start as you suggest. This is not an improvement!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The primary purpose of the Carolina Crossroads project is to implement a transportation solution that would improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor while accommodating future traffic needs. The secondary purposes of the project are to enhance safety throughout the corridor, improve freight mobility, and improve system linkages, while minimizing community and environmental impacts. For more information on the project's purpose and need and what it will solve in the corridor, read Chapter 1 of the Draft Environmental Impact Statement (DEIS) at http://www.scdotcarolinacrossroads.com/DEIS/. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
McTeer	Connie	<p>We do not need this Tram-Beatty Bridge! There is no practical reason for it. As I've said before in a previous comment, it is mistake #2 big time! #1 Being Malfunction Junction. We have engineers? Where did they get educated? Please do not even consider this project. It will ruin a beautiful neighborhood plus waste of tax payers money! Form Letter – Tram/Beatty Checklist</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Melnyk	David	<p>Good afternoon! I am a resident of the Whitehall Subdivision and my home is very close to tram road. I do not understand why the plan has a proposed bridge connecting Tram to Beatty road. Why is this needed. Less than a mile in each direction are the piney grove bridge and st. andrews rd bridge. Neither residents near tram nor beatty would benefit from this. Instead what may happen is that non residents will use the connection as a cut through. This would be bad for both of the communities near Tram and Beatty. I oppose the connecting bridge.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Mestey	Brandon	<p>Will the system have lighting? Or at least key interchanges with lights? Also is it possible to set it up where Lake Murray Boulevard is three lanes until the intersection with Columiana Drive? That way no one has to merge into that mess at rush hour.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Corridor lighting is proposed to be a part of this project.</p> <p>Based on traffic analysis, there is no plan for improvements along Lake Murray Blvd as part of this project other than an upgrade of the existing loop ramps to accommodate the widening of I-26. You can read more about the traffic analysis in Chapter 2 of the Draft Environmental Impact Statement (DEIS).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Meyers	Karen	<p>Instead of spending millions reduce the speed limit to 45 and enforce it.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>During the alternatives development and screening process for the Carolina Crossroads Project, Transportation System Management/Transportation Demand Management (TSM/TDM) was one of the alternatives evaluated. TSM/TDM includes options that improve efficiency and safety through lower cost improvements. Traffic management techniques such as speed limit adjustments is one example of TSM strategies. As described in Chapter 2 of the Draft Environmental Impact Statement (DEIS), given the current and future level of service, as well as safety concerns in the corridor, TSM/TDM</p>

			<p>improvements could not adequately improve the corridor and meet the purpose and need as a stand-alone alternative. However, elements of TSM and/or TDM could be incorporated into the recommended preferred alternative as design progresses. You can find more information about the evaluation of this alternative in Chapter 2 of the DEIS.</p> <p>The DEIS is located at http://www.scdotcarolinacrossroads.com/DEIS/06_Chapter_2_Development_of_Alternatives.pdf. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Miler	GJ	<p>The bridge connecting Beatty Rd to Tram Rd is unnecessary and the money would be better spent elsewhere. The bridge will create more problems than it will ever solve.</p> <p>The neighborhood feeling will be diminished with increased traffic and decreased security.</p> <p>The neighborhood will become less desirable. Values will decrease and the neighborhood will begin a downward spiral if the bridge is built.</p> <p>The bridge is unnecessary and a waste of money. Spend the money elsewhere.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Miler	Nj	<p>A bridge connecting Beatty Rd to Tram Rd is an absolute waste of taxpayers' money. This bridge will create so many problems for the current residents of Whitehall.</p> <ol style="list-style-type: none"> 1. It will deplete any sense of community neighborhood for those residents living on Tram and those on the streets directly intersecting with Tram. 2. Any sense of safety will be destroyed for those of us living on or immediately intersecting with Tram Rd. We currently feel safe here, because, if you don't live in the neighborhood or have friends / relatives living here, you have no business here. That will all change. 3. Anybody living on or near Tram Road will most certainly see a decline in property value - and THERE ARE A LOT OF US. This is totally unnecessary because someone couldn't come up with a workable idea regarding how to handle traffic for I-26 during reconstruction of malfunction junction. DESTROYING A NEIGHBORHOOD IS NOT THE ANSWER. 4. Creating a permanent intervention for a temporary interruption in traffic is unacceptable and, again, a WASTE OF TAXPAYERS' MONEY. 5. Go back to the drawing board and come up with a feasible solution! 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Miller	Bradley	<p>On the maps of the proposed alternative do properties that the light green right of way line run through get acquired and/or businesses required to move? The light green line runs through our building next to I-26.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The light green shows proposed right-of-way (ROW) for the Recommended Preferred Alternative. The South Carolina Department of Transportation (SCDOT) will secure a Design-Build Team to construct the Carolina Crossroads Project, with selection anticipated by early 2020. ROW acquisition will be accomplished in two phases. Phase one will start in 2019 with ROW acquisition performed directly by SCDOT on selected parcels. Phase two will begin in 2020 with ROW acquisition performed by the Design-Build Team for the remaining parcels.</p> <p>. Property acquisition will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (URA).</p> <p>As described in the Draft Environmental Impact Statement (DEIS), property acquisitions would be based on third-party property valuations and conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646, as amended by 100-17; 49 CFR 24.205 (AF)).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Miller	Mike	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Miller	Patty	<p>I would like to voice my opposition to the Carolina Crossroads I-20/26/126 Corridor Improvement Project. I live in Palm Hill Courtyards which is accessed from Old Bush River. Having additional traffic feed into St. Andrews Road would adversely affect my neighborhood. We already have difficulty getting out of our neighborhood due to heavy traffic. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The Carolina Crossroads project is not expected to directly increase traffic on St. Andrews Road or Bush River Road. The purpose of the project is to develop a freeway system in this part of the Columbia metro area that is equipped to handle the growth in the area, over the next 20 years. Any traffic growth within the limits of this project are expected to occur with development and increases in population.</p> <p>The Palm Hill Courtyards neighborhood is located outside of the project limits and the traffic study area. However, it is a reasonable assumption that traffic on Bush River Road and St. Andrews Road, is in part, due to the congestion at the interchange with I-26 at St. Andrews Road. The traffic models of the preferred alternative indicate that there is an improvement to travel speed on St. Andrews Road across the interchange when compared to the "no-build" conditions (Table 6.16, Alternatives Traffic Analysis Technical Memo). This suggests that time spent in congestion after construction of the Carolina Crossroads project will be less than in the "no-build" condition.</p> <p>Section 3.15.1.7 of the Draft EIS discusses indirect impacts to areas adjacent to the corridor. The conclusion drawn is that indirect land use effects would be minimal due to the project. Furthermore, the project is found to be supportive of planned density, housing, and jobs within the adjacent communities, in part by providing easier access to downtown Columbia, adjacent employment centers, neighborhoods, and regional activity centers.</p> <p>The SCDOT project team hopes that this response helps answer your question and helps provide some insight into the goals</p>

			<p>of the project and how it may affect you and your neighborhood. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Milligan	Lewis	<p>We have lived in Whitehall for 46+ years and enjoyed a stable and quiet neighborhood where we raised 4 children. More traffic through our streets would not have any positive impact on this subdivision. There seems to be other viable alternatives that would not decrease homeowner property values or the integrity of the subdivision. Thank you for reconsidering this plan.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Minor	Helen B.	<p>We do not need a bridge in this neighborhood because it will bring: 1) High volumes of traffic 2) Disrupts the neighborhood 3) Housing (market value) will decrease 4) Disturbs the peace and quiet of this peaceful neighborhood 5) It will bring crime to our community</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Mintz	Sally	<p>Why isn't SC pursuing completion of belt loops" way out (like Peak and Ridgeway) to connect 26 to 77 and 77 to 20?"</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>During the alternatives development and screening process for the Carolina Crossroads, several alternatives were developed and evaluated, including a new transportation corridor that would connect I-26 to I-77, also known as the "Northern Alignment." However, this alternative would not meet the purpose and need of improving mobility and reducing congestion on the I-26 corridor and was thus eliminated as a solution for this project. You can find more information about the evaluation of this alternative in Chapter 2 of the Draft Environmental Impact Statement (DEIS), which can be accessed at scdotcarolinacrossroads.com or reviewed the locations noted on the website. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates</p>
Mintz	Sally	<p>I attended the session today and came away more disgusted about this project than I was before. Every large city that I know of has had the foresight to build beltways" at the far outskirts of their city often causing locals to ask why highways would be built "in the middle of nowhere" only to have housing fill in to the new highway often before projects are finished. But SC never learns and is always dumb enough to think "our way is better!" I was disgusted to learn that the only consideration given to any such roadway was limited to a strip from I-26 to I-77. It was deemed that that would only remove 4% of the traffic now pouring into malfunction junction. How stupid can you all be? To be effective the "beltway" would need to connect not just from I-26 to I-77 but then I-77 to I-20 and then I-20 to I-26 and then I-26 to I-20 and I-20 to I-26. This would divert a large portion of travelers from even coming anywhere near Malfunction Junction. But we'll never know the potential impact because you have already wasted my tax dollars by implementing a study that only looked at a small portion from I-77 to I-26. Dumb dumb DUMB! Thanks to you all my grandchildren will grow up to ask "who planned this (Carolina</p>	

		<p>Crossroads) disaster and what were they thinking? At a time when my opinion of SCDOT is not very great (nepotism bribes shady dealings etc.) it would have been nice for this to have been a true forward thinking project. Something we could be proud of. What a mess! You don't get my support. And I am sure that true to form the \$1.46 BILLION dollar price tag will not be the true cost. Shame on you all! Sally S. Mintz PS I think the only people who were happy today were the two guys from a towing company. They're probably buying new trucks and hiring more staff because they know what a mess you are making!"</p>	<p>publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Mintz	Sally	<p>Need to have FBI teach Project Managers how to see/find theft. As a tax payer SCDOT has no credibility in my book because of theft under the table payments the good ole boy system" etc. It's SCDOT's DUTY to see that my tax money is spent correctly!"</p>	
Mitchell	Jeanne	<p>I am a taxpayer and a registered voter who has lived in this area for many years. This is a complete waste of our taxpayer's money! Instead of building a bridge, please consider putting a right turn lane at the intersection of Jamil Road onto Piney Grove Road!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Monaca		<p>I am deeply opposed to the proposed bridge connecting Tram and Beatty Roads over I-26. This would add more traffic to a residential area and would endanger lives. Please reconsider and delete this bridge from the Carolina Crossroads project. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Monroe	Mary E.	It seems that the amount of money needed to access Tram Rd to Beatty Rd could be used better in other areas. And how much traffic would use that access? Not necessary!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Montgomery	Pamela	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

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Mooney	Tom & Linda	<p>We own a house in Whitehall subdivision. 500 Brookshire Drive, Columbia, SC 29210. We object to the bridge over I-26 connecting Beatty Road to Tram Road.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Moore	Ariana	<p>My name is Ariana Moore, I live at 124 Loch Rd and can be reached via email or at 267-679-2489. I purchased my home 3 years ago and I specifically purchased in Whitehall for the small confined neighborhood for the safety of my children. Opening up this bridge would severely alter the safety both with the traffic this will bring, and the speed of a traditionally slower road to now a main road. Additional, to the safety I am actually wondering the logic of this move. It seems that making the bridge would still funnel people to either Piney Grove or St. Andrews which they can reach from the other side of 26 and we can keep traffic and safety issues out of Whitehall.</p> <p>Please consider this a STRONG OPPOSTION to this idea.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Moore	Carrie	St. Andrews Rd with signal will be very good. We need it.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Moore	Carrie	Traffic is that I am in favor, base on the fact traffic will flow better on I-26 to Broad River Rd.	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Moore	Laura	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Moore	Randy	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Moore	Scott and Julia	<p>Dear SCDOT, Please DO NOT build an overpass on I-26 linking Beatty Road with Tram Road. If you do that you will destroy property values in Whitehall. You don't need the overpass because we already have them at Piney Grove and also St. Andrews Road. So, with one stroke, if you build the Beatty-Tram overpass you will waste tax money, destroy property, and create a problem where there was none. Don't do it!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Moore-Cox	Brenda	I lived in the Willow Winds subdivision for 26 years prior to moving to the Palms last year. The Whitehall area is a quiet area of residential homes and winding streets. Tram Road was not designed for heavy traffic which this project will bring. St. Andrews Road and Piney Grove extend to Broad River. There is never heavy traffic on St. Andrews Road this corridor will cause more traffic on the residential roads which is unnecessary. Why not spend this money repairing the potholes and streets that are badly in need of repair. I am sure you have received many letters from unhappy residents and I hope you will take them into consideration. As a realtor I also know the negative effect it will have on property values.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Moran	John	I contend a bridge is unnecessary for 3 reasons. 1) Jamil and Fernandina Rds are already connected in two places by St Andrews Rd and Piney Grove Rd. 2) Both Beatty and Tram Roads are narrow, hilly, curvey residential roads, not meant for the heavy traffic a (an unnecessary) bridge will bring. 3) The contention that emergency vehicles can more	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

		<p>easily access Fernandina is BOGUS. Emergency vehicles come straight out of their drive onto Piney Grove Rd and it's a straight shot down to Fernandina Rd. Tram Rd is too narrow to make it wasy for emergency vehicles to use on a regular basis. In conclusion, the bridge will disrupt quiet residential areas that are not meant to handle ?? of traffic. Not to mention the plans they presented block access to main roads and hospital routes (on both sides of I-26). This is nothing but a waste of tax money that could be put to better use.</p>	<p>comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Moran	Stephen	<p>I oppose the Beatty Road/Tram Road bridge: 1) Too much traffic for residential roads. Lots of pedestrians, no sidewalks. Tram and Beatty too narrow for extra vehicles 2) Tram Road very curvy and hilly with lots of school bus stops 3) Poor use of tax dollars- fix what needs fixing (potholes, shoulders, etc)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

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Morgan	Stan	<p>The proposed bridge is not a good idea in that it will create more traffic on Tram Road that is not designed for high volume and does nothing to ease the issues of I-20/I-26 interchange. Not building the bridge is far smarter than building it. Use the money and improve Fernadina and Jamil roads as they feed St. Andrews and Piney Grove.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

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Morhard	Michael	<p>My husband and I strongly wish that you would reconsider this project. I think that the solution to "Malfunction Junction" can be found somewhere else. Please do not redirect the traffic through our now quiet and safe neighborhood. I do not believe that Tram Rd can handle excess traffic and do not want increased crime in my area due to this connection. We have two young children to keep safe. That is why we moved to Whitehall. Now there are plans to direct tons of traffic right through the middle of a neighborhood? How is this even a solution?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Morris	Catherine	<p>I object to the I-26 overpass which would use Tram Road as a connector to Beatty Road for the following reasons: 1) Tram runs through an old established neighborhood 2) Tram is a winding road with few shoulders, so if you need to pull over you are in people's yards 3) Traffic on the lower end of Tram people drive at least 25 to 30 miles over the speed limit. 4) Lots of our residents walk on Tram and Sidney everyday. Extra traffic on these street would endanger them 5) I live at the corner of Sidney and Tram. There is a stop sign at the corner. Seven out of ten folks coming up Sidney Road run that stop sign. My drive way is on Tram. I have to be really careful backing out because traffic is moving so fast down Tram. 6) If 3 to 5 million can be saved by not building the I-26 overpass connector these fundings could be used for better things like a right turning lane at Jamil and Piney Grove Road, where theres a backup of several miles each work day. 7) Please don't put the enter traffic on Tram and Sidney Roads by building the connector over I-26 connecting Tram and Beatty Roads. I am praying you will do the right thing for folks who lived in their homes for 50 years and more.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Morris	Catherine	<p>I live at the corner of Sidney and Tram. My driveway is on Tram. Folks coming off Tram from Jamil come around Sidney so fast they end up in my yard. More traffic on these roads will be fatal one of these days. I spent money to have the home in the area I wanted, and now you are trying to take it away from me. Because it is dangerous to go out in my yard. Please don't build the overpass at Tram and Beatty Road.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Morris	Jelene	<p>I received information today about the proposed project for the connecting bridge from Beatty Rd. to Tram Rd. I feel that this is a terrible idea. I live in Whitehall at 419 Leton Drive, and having a connecting road from the other side of the highway will decrease the value of all our properties. It just doesn't make any sense as to why someone thought this would be a good idea. Also the thought of having an easier connection for the crime ridden side off Broad River Rd. would make our neighborhood an easier target. I am against the Beatty Rd. And Tram Rd. bridge idea for Carolina Crossroads Project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Morris	Joe	<p>My name is Joe Morris. My wife, daughter and I live at 419 Leton Drive in Whitehall. I have also built several houses in this neighborhood, and our kids grew up here. We've been living in this neighborhood since the early 70's.</p> <p>We are disappointed to hear about the bridge proposal that would be connecting Whitehall's Tram Rd and Beatty Rd. across the highway. We think this idea would be detrimental to our neighborhood, bringing in tons of traffic into a family neighborhood. There is already is a lot of traffic that goes up and down Tram, connecting Jamil and St. Andrews and this bridge proposal would just add to that traffic. This would also cause our property values to plummet drastically. We are opposed to the Tram and Beatty Rd. bridge project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Motley	Rob	<p>The Tram Rd / Beatty Rd Bridge as it currently is designed would disrupt the Cottages at Whitehall neighborhood. I'm the HOA president and the residents are comprised of a lot of elderly couples who would find it even harder to get out of their neighborhood. Not to mention the bridge ends right in front of Fredericksburg Rd and also has the entrance to Jamil Rd. access starting at that spot that would create a four way intersection that could cause congestion where there wasn't any to begin with. We would rather have that tax</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>money be spent towards fixing congestion with the Jamil Rd. and Piney Grove Rd intersection by having a right turn only lane added by the light on Jamil Rd safety and sensibility are our number one concern.</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Mubarak	Carl	<p>I own land and buildings in Lexington and Richland counties.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Mulliken	Salena	<p>1. We don't want night work near our neighborhood.2. Why is the road configuration to move the widening toward our neighborhood when there is nothing on the opposing side of I-26.3. I don't see noise walls for our neighborhoods sound protection. These are imperative.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As noted in Chapters 3.5 and 3.13 of the Draft Environmental Impact Statement (DEIS), nighttime construction may occur. To mitigate for the noise disturbance, noise reduction techniques may be used during construction and could include measures such as not operating stationary equipment within 150 feet of noise sensitive areas (e.g., residences) without portable noise barriers placed between the equipment and noise sensitive sites; and/or not operating powered construction equipment during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT. Refer to Chapter 3.5 (Noise) and Chapter 3.13 (Construction) for additional details.</p> <p>Relative to sound barrier walls, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. Noise walls would not be constructed in every neighborhood. Section 3.5 of the DEIS includes a discussion of the criteria used to identify traffic noise impacts (the thresholds), and also evaluate mitigation (the criteria). In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>

			<p>Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Murphy	Anita	<p>I object to the bridge from Beatty Rd. to Tram Rd over I-26. This will create unnecessary traffic and noise thru the Whitehall Subdivision on a very narrow, winding road. I would suggest using this money to improve the long backup on Jamil Rd at Piney Grove Rd by building a right turn lane. We are looking forward to the I-26 improvements.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Murphy	Curtis	<p>I object to the bridge between Tram Rd and Beatty Rd.</p> <p>I think it will serve little purpose and certainly would not be cost justified.</p> <p>Jamil Rd and Fernandina roads are two lane heavily used frontage roads with many businesses. Adding a turn lane to these roads would be very helpful in facilitating traffic on these roads. The funds for the bridge would serve a much better purpose if used for adding the turn lanes.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The addition of turn lanes will be considered in the detailed traffic analysis and may be added if results show they are needed. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a</p>

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Murphy	Nancy	<p>I am voicing my absolute opposition to the Tram Road Bridge Project.</p> <p>I am extremely concerned for my safety and the safety of my family/ children and for the dangerous traffic, crime and deterioration of my neighborhood property and family lifestyle that this SCDOT plan will absolutely directly cause.</p> <p>In addition, Whitehall residents will experience increased traffic, more traffic flow issues than already exist now (e.g. the Jamil intersection is already a traffic issue, etc.), school bus safety issues, increased non-local traffic, extreme safety/ crime concerns (this plan facilitates crime operations), speeding and a deterioration of this neighborhood.</p> <p>It creates a direct connection from the Whitehall family oriented residential neighborhood from the Beatty Road (high crime area) causing crime (creating drug flow routes/ trafficking, impaired drivers, kidnapping, etc.), safety issues (affecting the ability to walk/ jog/ walk pets, allow children to play outside, there are no sidewalks, etc.) and an immediate decline in property values (no compensation plans).</p> <p>This project will cause a significant negative impact on the Whitehall neighborhood degrading the neighborhood family lifestyle/ values while creating crime/ safety/ traffic issues.</p> <p>SCDOT should immediately stop this planning and find options that do not ruin family neighborhoods.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring</p>

Murphy	Nancy	<p>I am voicing my absolute opposition to the Tram Road Bridge Project. I am extremely concerned for my safety and the safety of my family! children and for the dangerous traffic, crime and deterioration of my neighborhood property and family lifestyle that this SCDOT plan will absolutely directly cause. In addition, Whitehall residents will experience increased traffic, more traffic flow issues than already exist now (e.g. the Jamil intersection is already a traffic issue, etc.), school bus safety issues, increased non-local traffic, extreme safety! crime concerns (this plan facilitates crime operations), speeding and a deterioration of this neighborhood. It creates a direct connection from the Whitehall family oriented residential neighborhood from the Beatty Road (high crime area) causing crime (creating drug flow routes! trafficking, impaired drivers, kidnapping, etc.), safety issues (affecting the ability to walk! jog! walk pets, allow children to play outside, there are no sidewalks, etc.) and an immediate decline in property values (no compensation plans). This project will cause a significant negative impact on the Whitehall neighborhood degrading the neighborhood family lifestyle! values while creating crime! safety! traffic issues. SCDOT should immediately stop this planning and find options that do not ruin family neighborhoods. (Form letter attached)</p>	<p>2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Murphy	Tim	<p>SC DOT Mega Projects Division, I am very much opposed to any plan to creating a bridge or other connection to Tram Road and the Whitehall neighborhood where my family lives! Your proposed I-26 bridge connecting Beatty Road to Tram Road will create a very dangerous traffic situation for my neighborhood. Tram Road has several blind curves and no pedestrian sidewalks. The current traffic situation is especially bad at the Jamil Road and Tram Road intersection and your plan would make that traffic unbearable to everyone. The proposed connection would greatly increase through traffic from outside this Whitehall subdivision which will be extremely hazardous to our safety, especially our children playing or using the school buses morning and afternoon! I am certain that traffic from the Beatty Road connection will increase crime and impaired drivers in our neighborhood from outside of Whitehall. The negative impact on our property values will be significant. Your attention to drop this bad plan is needed now!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

Murphy	Tim	<p>SC DOT Mega Projects Division, I am very much opposed to any plan to creating a bridge or other connection to Tram Road and the Whitehall neighborhood where my family lives! Your proposed 1-26 bridge connecting Beatty Road to Tram Road will create a very dangerous traffic situation for my neighborhood. Tram Road has several blind curves and no pedestrian sidewalks. The current traffic situation is especially bad at the Jamil Road and Tram Road intersection and your plan would make that traffic unbearable to everyone. The proposed connection would greatly increase through traffic from outside this Whitehall subdivision which will be extremely hazardous to our safety, especially our children playing or using the school buses morning and afternoon! I am certain that traffic from the Beatty Road connection will increase crime and impaired drivers in our neighborhood from outside of Whitehall. The negative impact on our property values will be significant. Your attention to drop this bad plan is needed now! (Form letter attached)</p>	<p>mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Murphy	Trevor	<p>I have a lot of housing for the people coming to do the work over the road. I use to rent to VCN Plant. I have a 30 room break house 3 miles from the job. Please help me with someone that might know about the housing of these workers.</p>	<p>Thank you for your interest in the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT will secure a Design Build Team to construct the Carolina Crossroads Project. We anticipate that a Design Build Team will be selected by early 2020.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Murrell	Faye	<p>This is in response to the bridge proposal at Tram Road! This bridge should not be built! The streets are too narrow with walkers, dogs, children playing and will certainly cause someone to be seriously injured! I ask that this project be reconsidered!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

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Myers	Linda and Keith	I want to voice my displeasure for the upcoming project. Our property values will drop and more crime will come to this very safe community. This should not be done without complete approval from tenants in Whitehall like myself. Thank you.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

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Nagy	Joanne	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

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Nagy	Tom	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Najirm	Claire	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/whiche are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Najirm	Faddoul	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Nelson	Ann	<p>Retired with a home in a quiet neighborhood. Will not be quiet anymore. Waste of taxpayers money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Nelson	Brian	<p>CORRECTION: My prior email had a type. The correct address is 1400 Browning Road. Would you please respond today with: (a) details of the potential impact this project may have on our property and tenants and (b) a phone call to discuss. Please note we appreciate the efforts to improve transit however any decrease or negative impact on our parking for the building will irreparably harm us and our tenants for which we reserve all legal and equitable rights and remedies.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>On November 21, 2018, you spoke with Carolina Crossroads project team member, Berry Still, and received additional information on the right-of-way (ROW) process. He also provided a detailed map of the current design and right-of-way limits. As a reminder, the South Carolina Department of Transportation (SCDOT) will secure a Design Build Team to construct the Carolina Crossroads project and we anticipate a Team will be selected by early 2020. ROW acquisition will be accomplished in two phases. Phase one will start in 2019 with ROW acquisition</p>

			<p>performed directly by SCDOT on selected parcels. Phase two will begin in 2020 with ROW acquisition performed by the Design-Build Team for the remaining parcels. Property acquisition will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (URA). As described in the Draft Environmental Impact Statement (DEIS), property acquisitions would be based on third-party property valuations and conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646, as amended by 100-17; 49 CFR 24.205 (AF)). The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Nelson	Larry	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the</p>

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Newman	Scott	<p>No night work that would impact our homes and families' rest during construction. Noise walls around our neighborhood perimeter. These are not currently included in the plans. Current plans have the widening occurring closer to our neighborhood. Why is the widening not happening on the other side where no homes are located?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As noted in Chapters 3.5 and 3.13 of the Draft Environmental Impact Statement (DEIS), nighttime construction may occur. To mitigate for the noise disturbance, noise reduction techniques may be used during construction and could include measures such as not operating stationary equipment within 150 feet of noise sensitive areas (e.g., residences) without portable noise barriers placed between the equipment and noise sensitive sites; and/or not operating powered construction equipment during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT. Refer to Chapter 3.5 (Noise) and Chapter 3.13 (Construction) for additional details.</p> <p>The South Carolina Department of Transportation (SCDOT) completed preliminary traffic noise analyses of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative.</p>

			<p>That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Roadway widening would occur on both sides of the interstate at the location noted in your comment letter. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Nichols	Donna	<p>My husband and I would like to voice our opposition to the plan to build a brige in the Tram Road area of Whitehall when malfunction junction is revamped. This plan would bring unnecessary traffic, speeders and potential crime through a nice quiet neighborhood that has been in the area for many years. Please consider other plans for the bridge.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Nunamaker	James A.	<p>We were told at H.O.A meetings that there is a planned beautification for the St. Andrews Road corridor from Piney Grove to Broad River. Putting this proposed bridge through one of the oldest and loveliest neighborhoods on Tram Road is shameful. Every year this area as well as Woodland Hills where we live has deteriorated from increased crime filtering from Broad River Road. It is so sad because these subdivisions were the best in this area! Now our property values (we've lived here 40 years!) is falling every year. This proposed "bridge" will make it worse! No one we know goes to Beatty Road for anything! We are registered voters! (see attachment)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Nyikos	Leila	<p>Dear Sir/ Madam, As a resident of Whitehall for 25 years, I have traveled the Carolina Crossroads Corridor countless times and am well aware of the need for improvement in safety for travelers and in reducing congestion. I attended the planned meetings last year and again a few weeks ago. It was at this last meeting that the I-26 overpass connecting Tram Road and Beatty Road was put forward. I strongly oppose the building of this overpass for a number of reasons.</p> <ol style="list-style-type: none"> 1. The overpass would cut through our neighborhood bringing unwanted extra traffic into a residential area. 2. Tram Road is totally unsuitable to sustain heavy traffic due to its narrow lanes and several blind corners 3. This would endanger many neighbors who walk in the area 4. Access to I-26 from the neighborhood is adequately serviced by Piney Grove Road and St. Andrews Road. 5. Property values in Whitehall would be adversely affected by an overpass linking a high crime neighborhood with our neighborhood. I look forward to hearing from you about this matter. 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Nyikos	Leila	<p>There are many reasons for not building a bridge on Tram Road. Safety for residents on Tram Road, undesired additional traffic on narrow road, waste of taxpayer money - this bridge is not needed. The money would be better spent in improving the roads in the area. Form Letter – Tram/Beatty Checklist</p>	

Nyikos	Peter	<p>The turbine looks like a fine end to "malfunction junction" and I am all for it. I've been here since 1979 and have experienced the drawbacks of the halfway measure over a decade ago. It was somewhat of an improvement on the whole, but there were still malfunctions, especially between the cloverleaf interchange (I-20 and I-26) and St. Andrews Road. Coming off I-20 going west, some cars go up to 90mph to get past the cars in the next lane over that are standing still, and squeeze in before that lane exits for St. Andrews west. The proposed bridge at the end of the Tram Road is a terrible idea! Parts of Tram Road are like a picturesque winding road through the mountains. Fine with light traffic, but a nightmare with the heavy traffic to be expected at times if the bridge is built.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Nyikos	Sarah	<p>To whom it may concern, I am a Whitehall resident who has lived in this area since the early 1990s, and I am writing to oppose construction of the bridge over I-26 that would connect Tram and Beatty Roads, for several reasons. 1. The bridge would connect Whitehall and other residential areas nearby with neighborhoods and commercial areas near Beatty Rd. This is highly problematic for the following reasons: Beatty Rd. and the neighborhoods immediately in its vicinity have significantly higher crime rates and are lower income than Whitehall. The frontage road in that area is also more commercial, containing for example numerous car dealerships (including an abandoned one), than Jamil Rd., which is primarily residential and forested, with limited businesses. Creating the proposed bridge would not only increase commercial traffic on Tram Rd. and through Whitehall, but connecting our residential area with the less desirable one on the other side of the interstate would cause property values in Whitehall to drop significantly, and increase crime rates by providing a direct connection to that area. Construction of the bridge would also increase commercial property development on Jamil Rd, which would further lead to increased commercial traffic in Whitehall, increased noise, and likely increased crime and safety issues. 2. Tram Road and other nearby Whitehall roads were never designed to and are not equipped to handle the increased volume of traffic that will inevitably result from the proposed bridge. The DEIS contained no site assessment of Tram Rd, nor any description of impacts to residents following bridge construction, even though Tram Rd would become a major thoroughfare as a result. Tram Rd was never designed as a through road or major thoroughfare for traffic, commercial or otherwise; it is a neighborhood's interior connector road, solely contained inside one neighborhood, Whitehall. It is already currently experiencing higher speed traffic than it was designed for, with traffic driving at speeds well exceeding the posted speed limits, and at larger volumes than even a decade ago; I suspect it is already being used as a through road by private vehicles. It is certainly not able to handle an increased volume of traffic, and no commercial vehicles. It is narrow, winding with many blind curves, and hilly, not designed to accommodate buses, trucks, or semi-trailers that might be attempting to use it as a short cut between I-26 and St. Andrews/Bush River Roads. Because Tram Rd is solely residential, there is an extreme likelihood of more accidents resulting from higher speed and higher volume traffic, combined with residents backing out of driveways</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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		<p>directly onto Tram Rd; this would particularly be the case at blind curves. The DEIS contained no information on what additional construction on Tram and nearby roads, residential areas, etc. would be required to accommodate construction of the bridge and the resulting increase of traffic.</p>	
Nyikos	Sarah	<p>3. The DEIS contained no information on changes to properties near the Jamil end of Tram Rd. as a result of construction of the bridge, one end of which would be located right at the present-day junction of Jamil and Tram Roads. Currently, there are numerous residential properties in the immediate proximity of that intersection, most notably the Cottages of Whitehall subdivision, which has one entrance onto Tram Rd. very close to the Tram-Jamil intersection. Their location is close enough to the proposed bridge that the bridge would at minimum interfere with their driveways, but might even necessitate removal of some properties, which makes construction there very unfair to current residents. Would those residents even be compensated for property loss? Unlike construction of many other highway segments in the DEIS, which provided descriptions of new routes, removal of old routes, and additional details, there was no mention of impact to residential properties in the immediate vicinity of the bridge.</p>	

Nyikos	Sarah	<p>4. Finally, the travel improvements I heard proposed at meetings and briefly mentioned in the DEIS as a result of bridge construction are in reality so minimal as to provide no significant benefit to area residents, certainly not enough benefit to even equal or mitigate, let alone outweigh, the inconvenience and harm caused by bridge construction. Travel times for local residents, touted as a great benefit, would be decreased by a few minutes at best, and the bridge would not be feasible to serve as an alternate route for emergency vehicles, for the reasons about conditions on Tram Rd. as stated above. Additionally, Jamil Rd. is also very narrow with several blind hills, most notably at the Tram-Jamil junction, and so it is also illequipped to handle high volumes of emergency vehicles, or even increased traffic being rerouted that way in possible emergency situations on the highway, as proposed at meetings and in the DEIS. In conclusion, I would highly recommend that the Tram-Beatty Roads bridge section of the Carolina Crossroads project be eliminated, and further suggest that the money allocated for its construction be put to better use elsewhere nearby in the Carolina Crossroads corridor area, for example dedicated to much needed resurfacing of area roads, which has been postponed for far too many years. This would be particularly beneficial considering the changes to traffic that the Crossroads project would already be making, even without this bridge. I do not exaggerate when I say that most Whitehall residents are also opposed to this project, certainly everyone I've spoken to in person, and many of whom are long-term residents of the area. I hope you will respectfully consider my and their comments. Thank you.</p>	
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O'Brien	Brad	<p>It has recently come to my attention that part of the plans for improving “Malfunction Junction” include an overpass connecting Beatty Road and Tram Road. I understand that this overpass was added to the proposal as a result of requests to improve mobility across I-26. However, building this overpass risks creating several new problems in the St. Andrews Road area. As a resident of Whitehall, my primary concerns relate to the impact this overpass would have on my neighborhood. The proposed overpass would greatly increase the amount of through traffic in our neighborhood. We already have a problem with non-Whitehall residents speeding down Tram while using it as a connection between Jamil, Bush River, and St. Andrews roads. The proposed overpass would make the problem much worse. Dozens of nice homes line this road, and the proposed overpass risks making them less desirable places to live, as residents will be negatively impacted by congestion and the fear that speeding cars will harm their children and pets. Moreover, most residents of Whitehall would be impacted in a similar way, as we drive on Tram daily and walk on Tram to access other parts of the neighborhood. I, for example, access Tram every night when I take my dog for a walk. With significantly increased traffic, I will be much less likely to walk on Tram, and I’m sure other residents would have the same response. This risks disrupting the strong sense of community we have in Whitehall, as it will discourage us from walking through the neighborhood, creating a feeling of disconnection and isolating us to our own streets and courts. I would be reduced to a resident of Tyborne Circle rather than belonging in a meaningful way to the broader Whitehall community. The increased traffic would have a similar impact on other neighborhoods in our area: Pine Glen, Gardendale, Woodland Hills, etc. Another concern is a potential increase in crime, as the overpass would directly connect Whitehall, a low-crime area, with areas that have higher crime rates, as illustrated here: http://communitycrimemap.com/?address=Columbia%20SC. I know there is an interest in revitalizing the St. Andrews area (https://www.coladaily.com/2017/04/19/st-andrews-corridor-revitalization-public-meeting-630-p-m-thursday/; https://www.wltx.com/article/news/local/residents-look-to-transform-area-surrounding-st-andrews-road/101-432983259). These efforts at revitalization will depend on also maintaining nice neighborhoods with strong senses of community. I only have direct knowledge of Whitehall, but I know that although it is an older neighborhood, it</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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		<p>is very vibrant and residents are proud of their homes and our neighborhood. Yards are well-maintained; residents are constantly engaged in home improvement; neighborhood events occur regularly; Whitehall is home to a very active community of bird watchers; people are choosing to move here and raise families. I am the father of a two-year old; my neighbors who recently moved in have two young children; neighbors a few houses down also have two young children. This is only my street and what I can recall off the top of my head. I plan to stay in Whitehall for the foreseeable future and raise my son here. Whitehall is not just a place on a map to route traffic through. Please consider the negative impact that this proposed overpass would have on Whitehall and the surrounding area.</p>	
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O'Brien	Brad	<p>The Carolina Crossroads 1-20/1-26/126 Improvement Project includes a proposal for an 1-26 overpass connecting Beatty and Tram roads with the stated purpose of improving connectivity between Fernandina and Jamil roads. This overpass should be removed from the project plans, as it does not provide clear benefits that justify the cost and complexity of including it in the project, it is not integral to the project, and it would be extremely detrimental to the Whitehall neighborhood and the surrounding area. Representatives from the South Carolina Department of Transportation (SCOOT) attended the Whitehall Homeowners Association (WHOA) meeting on August 21, 2018 to explain the proposed overpass and answer our questions. At this meeting, we learned that the projected cost for this overpass is \$3 to \$5 million, and the purpose is to provide increased connectivity between two frontage roads: Fernandina and Jamil. The Draft Environmental Impact Statement (DEIS) (Chapter 2, pp. 47-9) claims that three groups of traffic would benefit from this bridge: traffic with origins and destinations along Jamil and Fernandina, residential traffic along Tram and Beatty, and longer distance through traffic between St. Andrews and Broad River Roads. It's not clear how the first two groups would benefit from the bridge, and the benefits of the third are also questionable and would be realized only at the expense of the Whitehall neighborhood.</p> <p>Volumes of traffic with origins and destinations along Jamil and Fernandina are not high, nor is the distance great with the current routes that rely on St. Andrews Road or Piney Grove Road. The DEIS states that the distance is currently 2.5 miles. Spending \$3 million to shorten a 2.5 mile drive is fiscally irresponsible. Residential traffic along Tram and Beatty roads would not see significant benefits from this bridge either, for the reasons identified in the previous paragraph. Longer distance traffic between St. Andrews Road and Broad River Road would benefit from this bridge only by speeding on Tram Road, which is the main artery through Whitehall with a speed limit of 25 mph. But even the benefit for speeders is questionable, as this is a hilly, winding road that was not designed to accommodate the high volumes of high-speed through traffic that it would need to support to benefit drivers traveling between St. Andrews and Broad River Roads. Not only are the benefits unclear, but this bridge adds up to \$5 million to an already expensive project, and it does not even contribute to the project's</p>	
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		<p>purpose of improving 1-20/1-26/126. Moreover, this fiscally irresponsible bridge would also violate another conservative value dear to many South Carolinians: family values. It would be absolutely devastating to the families in the Whitehall neighborhood, especially the families who live on Tram Road. As noted above, a claimed benefit of the bridge is that it provides an alternative route between St. Andrews Road and Broad River Road. It does this by routing traffic directly through Whitehall. If the bridge benefits long-distance traffic, it does so by making the children who live on Tram Road less safe. Drivers already speed along Tram, using it as an alternate route between Jamil Road and St. Andrews Road. Their speeds are much closer to 55 mph than the posted 25 mph speed limit. If the bridge is built, this problem will become much worse. In fact, it would become much worse by design, as the proposal presents through traffic as a benefit rather than a problem. If the bridge benefits traffic between St. Andrews Road and Broad River Road, it does so by reducing the safety and disrupting the quiet, peaceful lifestyles of every Whitehall resident, as the bridge will not only increase the high-speed through traffic in our neighborhood, it will also create a direct-link between Whitehall, a low-crime area, and the high-crime areas between Fernandina Road and Broad River Road, as illustrated in the image below taken from: https://communitycrimemap.com/ (map attached) Additionally, if the bridge benefits traffic between St. Andrews Road and Broad River Road, it does so by devaluing the property of every homeowner in Whitehall, as the neighborhood will become a much less desirable place to live. As the proposed Beatty-Tram overpass does not provide clear benefits and only creates significant problems for one of the nicest neighborhoods in the St. Andrews area, the SCDOT should remove this overpass from the project plans.</p>	
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O'Brien	Brad	<p>I am writing to express my concern over a component of the Carolina Crossroads I-20/I-26/126 Improvement Project that adds \$3-\$5 million to the cost without providing clear benefits. The component that concerns me is the proposal for an I-26 overpass connecting Beatty and Tram roads. The Draft Environmental Impact Statement (DEIS) (Chapter 2, pp. 47-9) claims that three groups of traffic would benefit from this bridge: traffic with origins and destinations along Jamil and Fernandina, residential traffic along Tram and Beatty, and longer distance through traffic between St. Andrews and Broad River Roads. It's not clear how the first two groups would benefit from the bridge, and the benefits of the third are also questionable and would be realized only at the expense of the Whitehall neighborhood. Volumes of traffic with origins and destinations along Jamil and Fernandina are not high, nor is the distance great with the current routes that rely on St. Andrews Road or Piney Grove Road. To support the claim that this first group of traffic would benefit from the bridge, the DEIS states the following: "The distances between the intersections of Jamil Road with Tram Road and Fernandina Road with Beatty Road are approximately 2.5 miles via either Piney Grove Road or St. Andrews Road. Providing a crossing over I-26 connecting Tram Road and Beatty Road will shorten these trips" (p. 2-48). Spending \$3 million to shorten a 2.5 mile drive is not only fiscally irresponsible; it defies common sense. Residential traffic along Tram and Beatty roads would not see significant benefits from this bridge either, for the reasons identified in the previous paragraph. The DEIS states the following about the third group of traffic that would supposedly benefit from the bridge, "The third is longer distance through traffic traveling between St. Andrews Road and Broad River Road that would be provided with an alternative connection via Tram Road and Beatty Road" (p. 2-47). However, a few paragraphs later, the DEIS states the following, "The proposed bridge is not likely to increase longer distance through traffic between St. Andrews Road and Broad River Road along Tram Road and Beatty Road" (p. 2-48). The two statements quoted here contradict each other. In order for the bridge to benefit drivers traveling between St. Andrews Road and Broad River, it would have to increase traffic between St. Andrews and Broad River along Tram and Beatty. If it does not increase traffic along these roads, then the bridge is not being used by these drivers, and it is not benefitting this third group of traffic. However, let's assume that the bridge does benefit this third group of traffic. Longer distance</p>	
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	<p>traffic between St. Andrews Road and Broad River Road would benefit from this bridge only by speeding on Tram Road, which is the main artery through Whitehall with a speed limit of 25 mph. But even the benefit for speeders is questionable, as this is a hilly, winding road that was not designed to accommodate the high volumes of high-speed through traffic that it would need to support to benefit drivers traveling between St. Andrews and Broad River Roads. Moreover, if this fiscally irresponsible bridge does benefit longer-distance through traffic, it will be absolutely devastating to the families in the Whitehall neighborhood, especially the families who live on Tram Road. If the bridge benefits long-distance traffic, it does so by making the children who live on Tram Road less safe. Drivers already speed along Tram, using it as an alternate route between Jamil Road and St. Andrews Road. Their speeds are much closer to 55 mph than the posted 25 mph speed limit. If the bridge is built, this problem will become much worse. In fact, it would become much worse by design, as the proposal presents through traffic as a benefit rather than a problem. If the bridge benefits traffic between St. Andrews Road and Broad River Road, it does so by reducing the safety and disrupting the quiet, peaceful lifestyles of every Whitehall resident, as the bridge will not only increase the high-speed through traffic in our neighborhood, it will also create a direct-link between Whitehall, a low-crime area, and the high-crime areas between Fernandina Road and Broad River Road, as illustrated in the image below taken from: https://communitycrimemap.com/. Additionally, if the bridge benefits traffic between St. Andrews Road and Broad River Road, it does so by devaluing the property of every homeowner in Whitehall, as the neighborhood will become a much less desirable place to live. As the proposed Beatty-Tram overpass adds \$3 - \$5 million to the cost of the project, it does not provide clear benefits, and it only creates significant problems for one of the nicest neighborhoods in the St. Andrews area, the SCDOT should remove this overpass from the project plans.</p>	
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O'Brien	Vicki	<p>I am resident of White Hall neighborhood where I bought my first house with pride and love. After living in the house for 3 years, my husband and I welcomed our first child into the house. We have worked so hard to make our house a home where we feel safe, healthy, and loved. The thought of the overpass destroying all that we have built and the fabric of the Whitehall community, has left me sad and worried. I am worried for my son's safety when he starts to ride a bike, worried what will happen if my dog breaks free from her leash on a walk, worried that the speeding on Tram (which is already pandemic to that stretch) will worsen. To make any claim that speeding will not worsen is just not true. You know that.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
O'Brien	Vicki	<p>Attached are my comments expressing my opposition to the overpass bridge connecting Beatty Road with Tram Road. I am writing to express my opposition to the construction of a bridge that would connect Tram and Beatty Road via a highway overpass. I have bulleted my concerns below:</p> <ul style="list-style-type: none"> • Traffic on Tram Road is already dangerous and will worsen with the construction of a highway overpass. Drivers frequently speed this stretch of road as if they are traveling down a major four-lane highway when it is, in fact, a residential road with homes. • At a neighborhood meeting with DOT representatives we were told that an impact study was not conducted to determine the consequences of this highway overpass. This is the kind of negligence that installs little faith in our government organizations, which should be beholden to its citizens and operate out of its citizens' best interests. A first step in doing that is conducting an impact study. • Canadian Geese travel down Tram Road. They are migratory birds and do fall within the protection of the Migratory Bird Treaty Act of 1918. This bridge will disturb their migratory path and could result in harm to the Canadian Geese. • The value of my home will decrease if this overpass is constructed, because nobody wants to live near an overpass bridge. I am so worried about property values surrounding me, because a purchasing a home is the most likely the largest investment a person will make his or her lifetime. 	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

		<p>It certainly is the largest investment I will every make, and the DOT could ruin that investment for me with the construction of this unwanted, undesirable bridge.</p> <ul style="list-style-type: none"> • This bridge will cost approximately \$5M, and I can think of about 5M other ways to spend that money for a bridge that my neighborhood and surrounding neighborhoods do not want. In fact, would you pave some of the potholes on Tram Road? • The integrity of Tram Road is already compromised by the volume of traffic traveling down it every day. It is bumpy, unlevel, and potholes are what seems like every few feet. Yet we were told DOT representatives have no intention to improve Tram with or without a bridge. However, \$5M is readily available for that serves no purpose. • We were told by DOT representatives that a stop sign will be put at the end of the bridge. Are you kidding me? A stop sign. That is not safe and with the traffic congestion that this bridge will bring, a stop sign is insufficient. That intersection between Tram and Jamil is already unsafe given that drivers speed and are have little to no regard for the hill that is in that vicinity. Because of that hill, a driver has little recognition time to respond to a car, walker, biker, animal, etc. 	
O'Connor	Jean	<p>While I understand + have actually been in your current shoes in Colorado, I would like to suggest an alternative to Beatty-Tram Connections. The suggestion is Evelyn to Landmark. Reasoning - There is open land behind the theater, no residents impacted, cost of the bridge approx the same. Ingress/Egress of Landmark can be improved. Sydney could be "stobbed" (?) causing traffic to use the new "Landmark Rd" on Jamile. Why not Tram Rd - No improvements planned, there are no sidewalks, 15 bus stops; blind curves + hills; can not accommodate current traffic much less increased traffic. Those of us that face Tram must be careful just to cut our grass along the road +/get our mail. I believe the overall neighborhood impact would be less if we connect Evelyn + Landmark. I understand it might be a bit more expensive to develop a road where there is none but the safety impact should far outway that cost. I know you have all spent much time trying to come up with the best all round solution, but I must adimately disagree with using Tram Rd. Elderly + childrens safety, no sidewalks, no improvement must be considered.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

O'Connor	Jean	<p>Hi, I previously attended your Aug. meeting and made written comment. However the gentleman that assisted me gave me the wrong name of the connecting street for my alternative suggestion regarding the bridge start at Evelyn and connect to the "un-named dead end street btwn KJs and the Cr Un and the Lutheran Church.(not Landmark) Land after the theater is woods. No impact on existing residents and no road improvements. Stub Sydney, move the light to the un-named road at the church and Cr Un. Close the access to the little business park currently located on Sydney at St. Andrews. But I have one further question; if you are successful in placing the bridge connection to Tram, won't that change the setbacks for the properties along Tram since it will no longer be a "residential connector"? Would this make the setbacks 30, 50, or 100'? Thanks for your patients, I know you've worked hard. If I can assist you in calming my neighbors, please let me know. Thanks, Jean</p>	<p>mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Olden	Charles A.	<p>To SCDOT (I have lived at this address for 30 some years) No problems, very pleased with my neighborhood so why would you plan to send all this traffic through my neighborhood. Please, please, please reconsider some other plan, suppose you lived on Tram Road? Consider your house going down in value, we are in our 70s and 80s. Please don't do this to us.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>

			<p>Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
O'Neal	Tim	<p>The bridge proposed at Tram road is a disaster waiting to happen. It is also a huge waste of taxpayer money giving a problem to a solution. Tram road is a residential road and the infrastructure in place is not fit to handle the increased volume. It is narrow and windy with numerous driveways. This increases the potential for more MVA's as residents try to leave their homes facing speeding commuter traffic. This is a bright where my children ride their bikes. We walk for exercise and it would become a dangerous highway. This would also be disastrous to property values in Whitehall. There is no meaningful high traffic commercial on Jamil road or Fernandina that is not already accessible by the existing exits on I-26. It also speaks volumes to the deception that this was withheld til the last minutes of the planning phases to reveal. Why hide it? Especially if you knew it would be so unpopular. And if it's not unpopular where are the documented minutes of residents in favor versus against. So many red flags. I have already contacted my representative and. Campsen and am prepared to petition, fight, and take this as high as it needs to go. No Bridge at Tram Road.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

			<p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Orr	Faun	<p>I received a great deal of help today. Everything was set up in a very nice way. All the workers really had a great attitude and were quick to answer my questions and directed me to the helpers I needed to see. I am very impressed!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Oswald	William R & Marjorie	<p>We travel quite a bit and have found when traveling from Horry County to Columbia the worst roads are I-20 from 321 to Bush River Road. The exit for I-26 is not only treacherous but in poor condition. If Horry County can make interstates more compatible with traffic, why can't Richland and Lexington counties improve malfunction junction without causing more congestion in neighborhoods? When I see about a road and bridge from Beatty Road to Tran, I wonder what that will accomplish, except to destroy existing neighborhoods that have not been bombarded with interstate and Broad River traffic. If necessary, widen Broad River and completely change the existing malfunction junction. There are frontage road to travel next to the interstate without going through established neighborhoods. Why bring more crime into family established communities? Someone is not looking</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

		<p>at the whole picture- why put a bandaid on the problem instead of fixing the whole interstate malfunction problem?</p>	<p>linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. During the alternatives development and screening process for the Carolina Crossroads project, several alternatives were developed and evaluated, including widening Broad River Road. However, this alternative would not meet the purpose and need of improving mobility and reducing congestion on the I-26 corridor and was thus eliminated as a solution for this project. You can find more information about the evaluation of this alternative in Chapter 2 of the Draft Environmental Impact Statement, which can be accessed online at www.scdotcarolinacrossroads.com/DEIS/.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Ottinger	Richard	<p>Please accept the attached document as my official opposition to the Tram Road-Beatty Road Connector Bridge. I would like to respectfully submit my opposition to the Tram Road-Beatty Bridge project that is part of the Carolina Crossroads Improvement Project. Tram road was built back in the late 1960s as a subdivision road and not a thoroughfare road. The road is narrow with several sharp, narrow curves as you approach Saint Andrews Road. The speed limit is 25 and that tells me it should not be thoroughfare. The homes are close to Tram Road and it would be dangerous to increase traffic on the road. There are two major highways 2 miles apart, Saint Andrews Road and Piney Grove Road that is designed to carry traffic between the east and west side of I-26. That is what these 5 lane roads were designed to do is carry large traffic volume. Tram road is not designed for large amounts of traffic and this is exactly what will happen if the two roads are connected by a bridge. I applaud the improvements being made to the Interstate connectors. I just ask that you do not create a solution to a problem that doesn't exist. The Crossroads project is a solution to an interstate that was built many years ago. If you build a bridge that connects Tram Road to Beatty Road then a new problem will be created due to the roads not being designed to carry the increased traffic volume that is sure to come. It would create a very dangerous situation for the homeowners in the Whitehall subdivision. Also, the great quality of life would be severely infringed upon by connecting the roads. Thank you!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Palmiotto	Ray	<p>I find it hard to believe that we are willing to make the same mistake that other places have made and learned from. In many towns and villages it is illegal to use residential streets during rush hours. So how does SC think this is a good idea. The bridge plan will bring commuters right into the middle of this residential neighborhood. Once this area is changed as it is proposed we will forever lose a part of what makes this area special. Clearly I am opposed to the bridge over I26 at Tram Road;</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>we lose way more than we gain. The speed limit on most of Tram Road is 25 mph for a reason!</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Panagiotakopoulos	Dinos	<p>Carolina Crossroads plans to bridge across to Tram road concern me deeply as this would direct even more traffic through our neighborhood. This would significantly impact our quality of life negatively and affect our safety in neighborhood roads and property values.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

			<p>to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pantsari	Coconut	<p>I am very much opposed to building a bridge to Tram Road from Broad River Road. Tram Road and the area around there is strictly residential with no room to widen anywhere. Why don't you go over to Jamil Road and Piney Grove where there are nothing but businesses and land to expand Why bring intense traffic into an old established neighborhood that is only two lanes.</p> <p>I'm sorry for the businesses but too many people live near Tram Road, and we have to start caring about people again and not dollars and cents(sense)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Pantsari	Coconut	<p>I strongly disagree with the proposal on the bridge at Tram Road. I'm a taxpayer and a registered voter and do not see this as anything except a waste of taxpayer's money! Widening of Jamil Road at Piney Grove Rd, with a right-turn lane, is a much better use of our money!</p>	<p>The SCDOT project team is working to</p>

			<p>complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pantsari	Eric	<p>It's just not a needed or wanted project. Spend the money elsewhere. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

			<p>website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pantsari	Erica Faye	<p>We live in Whitehall (338 Townes Rd) and object to the Beatty Rd - Tram Rd. connector bridge. We do not see the need for this as two major interchanges are already nearby this site on I26. Jamil Rd and Fernandina Rd currently provide access to both interchanges already. Further, Whitehall is a quiet neighborhood and Tram Rd is in part a narrow, winding, hilly road with little or no "shoulders". Residents walk, walk their dogs and ride bikes on the street and additional traffic, particularly large trucks, will pose an immediate danger. Jamie Rd is also a narrow road not designed to handle large amounts of traffic. In addition, Tram Road is not designed to be a major thoroughfare. It is a residential street and should remain that way. We see this bridge as a huge waste of money. Please do not proceed with its construction.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pantsari	Erica Faye	<p>Definitely oppose this bridge. Form Letter – Tram/Beatty Checklist</p>	

Pantsari	Pat	<p>Can't imagine why Whitehall residents want a bridge to Broad River – easier to go to Bush River to Dutch Sq Area or St Andrews to Harbison. Use this money to repair other bridges that desperately need repairing – If bridge crosses both frontage roads – have to either travel narrow, narrow, narrow neighborhood roads or somehow come off the bridge, make a u turn, to get back to Jamil or other frontage rd. – NOT TIME SAVINGS -</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pantsari	Russell	<p>I just reviewed the Crossroads plans. Extremely complex but I understand the need for the complexity. Only one negative comment, Why put an overpass connecting Tram and Beatty. This makes absolutely no sense, serves no real purpose and would only serve to make both roads, formerly residential, narrow, quiet roads to (potentially) heavily used commercial highways negatively affecting the subdivisions on both sides of the interstate. I foresee 18 wheelers getting lost in Whitehall trying to make tight turns in</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>neighbors yards. Too many children to be put into that danger. Bad idea.</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Papajohn	Pete	<p>Can you link me to a map of the planned route? Thanks</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. You can find a map of the Recommended Preferred Alternative on the online meeting at http://www.scdotcarolinacrossroads.com/onlinemeeting5/. Click the "Open the Online Public Meeting" button and go to the "Recommended Preferred Alternative (RPA)" page where you can view the map or download a PDF version of the map. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

			<p>at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Parisher	Darci P.	<p>I have seven family members that live here and we do NOT want this project to go through. We specifically bought in this neighborhood and have heard wonderful things about how quiet it is and family friendly. We would NEVER have bought here if we knew this road was ever a consideration. It will destroy our neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Parker	Barbara	<p>I strongly oppose the Tram Road bridge and ask that this be moved from the proposal. Tram and</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-</p>

		<p>Sidney cannot take the extra traffic that the bridge would allow.</p>	<p>20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Parker	Dalton A.	<p>Tram Road intersect with Sidney and I live in Willow Winds (Patio Home) where we have "one" (the same) is used as an exit. A lock in would occur there. I can see why traffic will be above the community , Whitehall capacity for an increase level whre safety factor will certainly reach a threshold where without proper width for pedestrians to walk, ride bikes are going to be heavily affected. Tram Road is a winding course of deep elevating descending routes. Piney Grove Road has heavy traffic as it is already dangerous level- Note school population and added traffic from this proposal of a bridge overpass. Piney</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

		<p>Grove Road does have some sidewalks. The intersection of Piney Grove and Jamil Road has HEAVY traffic back ups as is at the service (Exxon) station.</p>	<p>proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Parker	Lawrence	<p>Dear Improvement Project Team Members, As 20 year residents of Whitehall who drive on Tram and Jamil Roads daily, we are respectfully asking you to *not* consider building a bridge/exit/access from Beatty Road over I-26 connecting to Tram (or Jamil) Road.</p> <p>We do NOT want this and feel that is not a viable solution for alleviating traffic and safety issues that have persisted for years at Malfunction Junction.</p> <p>We have commuted via Malfunction Junction to downtown Columbia for 25+ years, and while concerned about safety and congestion issues we encourage you to consider other options.</p> <p>Thank you for taking on this Project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the</p>

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Parrott	Don	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

			<p>Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Parrott	Leata	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this.</p> <p>Will be more crime.</p> <p>The traffic flow it will not help a thing.</p> <p>All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews</p> <p>Lower property value</p> <p>Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Pastor	Jennifer	<p>I am worried this bridge would increase traffic and make walking with my children even more unsafe. There are no traffic lights, crosswalks, or even sidewalks within Whitehall to support the coexistence of pedestrians and substantial traffic. I see no benefit to the bridge, only traffic issues.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pastor	Joel	<p>I am concerned about increasing danger to pedestrians along roads that are already ill-adapted - no sidewalks, etc. To make this area</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>

		<p>even more "trafficked" will turn a neighborhood into a thoroughfare!</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Patel	Jay	<p>I am a hotel owner located at 1315 Garner Ln. Columbia SC. Right now not only I have the best possible way to enter my hotel but also to get on I-20 from my hotel as I am sitting right on the ramp under the proposed "RA1" you are going to change the way people come to my hotel. It is also going to affect the visibility of this hotel. The new route to come to the hotel is going to detract a lot of customers especially truckers who stays here because of the east of access that can be detrimental to this hotel as they are big chunk of business. Please consider not closing the current route. (Thanks!)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>A frontage road shared with a freeway ramp is an undesirable existing condition near the hotel at 1315 Gardner Lane. It would need to be relocated as part of the Carolina Crossroads project in order to improve traffic flow and to improve safety because freeway ramps should not be mixed with local traffic as drivers accelerating to highway speeds should not be expecting traffic entering from an intersection. Alternative access to Garner Lane would be provided via a new roadway connection via Broad River Road and Longcreek Drive.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Patel	Suki	<p>Hello as we have sent over 1000 petition signatures with comments we feels the same way. Especially with new proposal fo moving i 20 further back will allow plenty of room to keep Bush river open. Hope you make the correct decision and do what the citizens requested at the meeting also. Thanks</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The spacing of the existing Bush River Rd entrance and exit ramps to the adjacent interchange ramps does not meet the operational design standards of today. Congestion and high crash rates on I-26 in the vicinity of the I-20/I-26 and I-26/Bush River Road interchange locations are attributed in part to abrupt driving maneuvers due to the multiple weaving movements that occur at these locations. After much evaluation, the best solution to improve the corridor is to relocate the access to Bush River Rd to a new full-access interchange at Colonial Life Blvd. You can read more about the Recommended Preferred Alternative in</p>

			<p>Chapter 2 of the Draft Environmental Impact Statement (DEIS), and additional detail about the potential affects to businesses on Bush River Road is located in Chapter 3.3 (see Section 3.3.4.8).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Paul		<p>The solution to reduce congestion is to fix the interstate! Not to divert traffic through our neighborhood. Have you seen the garbage along Jamil and Beatty road? People here along Tram go and pick up trash uncaring people toss out windows as they drive by. I am totally against your plans for a bridge!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring</p>

			<p>2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Payne	Carl	Where can we see a map of this proposal?	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. You may view a map of the Recommended Preferred Alternative (RPA) and review the Draft Environmental Impact Statement (DEIS) online at www.scdotcarolinacrossroads.com/onlinemeeting5.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Peck	Jude	Awesome program and event. Thank you so much your comprehensive and caring, considerate communication wth the community. The Beatty Road bridge/ Tram doesn't seem to be a good idea, but I would support your decision either way.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>
Peck	Jude	Awesome program and event. Thank you so much your comprehensive and caring, considerate communication wth the community. The Beatty Road bridge/ Tram doesn't seem to be a good idea, but I would support your decision either way.	

			<p>to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Peek	Andrew	<p>The current proposal for 1-26 West onto Bush River Road (from West Columbia) would be too far out of the way. Furthermore as it is now traffic on Bush River Road between Colonial Life Boulevard and Morninghill Drive is congested as it is and this would further add to it. Consider leaving direct access onto Bush River Road from this direction.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The spacing of the existing Bush River Road entrance and exit ramps to the adjacent interchange ramps does not meet current operational design standards. Congestion and high crash rates on I-26 in the vicinity of the I-20/I-26 and I-26/Bush River Road interchange locations are attributed in part to abrupt driving maneuvers due to the multiple weaving movements that occur at these locations. After much evaluation, the best solution to improve the corridor is to relocate the access to Bush River Road to a full-access interchange at Colonial Life Boulevard. The corridor of traffic signals on Harbison Boulevard from Columbiana Drive to St Andrews are outside of this project's limits. In order to improve mobility in the corridor, impacts to adjacent properties may be necessary. Traffic signal timing will be updated within the construction limits.</p>

<p>Peek</p>	<p>Andrew</p>	<p>I have multiple points I'm trying to wrap my head around on this project. There are several questions I have about different parts of the project that can be found that I'd like to understand. (Attached illustration)</p> <p>Thoughts for the Carolina Crossroads Committee:</p> <p>The current proposal for 1-26 West onto Bush River Road (from West Columbia) would be too far out of the way. Furthermore, as it is now, traffic on Bush River Road between Colonial Life Boulevard and Morninghill Drive is congested as it is and this would further add to it. Consider leaving direct access onto Bush River Road from this direction.</p> <p>Harbison Boulevard between St. Andrews Road and 1-26 has 8 traffic signals and they need to be synched together better as the way they are now leaves things congestion prone.</p> <p>While Harbison Boulevard and 1-26 needs to be upgraded, concerns for the impact of The Home Depot as well as Applebee's and Hooter's need to be considered with regards to plans for Fernandina Road. Also be sure it doesn't intersect Woodcross Road at a tricky angle (regardless of what you do) . Whatever is done, this business of one lane on the Parkridge side of Harbison over 1-26 needs to go. Hopefully the signal will remain at Woodcross Drive but the two be better synched (ditto with the several towards near St. Andrews).</p> <p>The intersection of Tram Road and Jamil Road needs a visibility upgrade from what it is now but the proposed bridge to Beatty Road is not the answer. Traffic studies about this impact need to be examined further. As it is now, several intersections on Tram Road are tricky to deal with and several wouldn't meet today's design requirements. Several of them could stand overhauls. Not to mention concerns about the traffic volume pushing capacity limits of both roads.</p> <p>The Turbine style interchange for 1-26 & 1-20 is the best possible option of the alternatives considered. The cloverleaves can't go fast enough. Broad River Road & 1-20 does need an overhaul to better accommodate traffic as it does get congested ... as far as Arrowood Road on one side and St. Andrews Road on another and a study on DDI vs. SPUI should be considered.</p> <p>Berryhill proposed bridge over 1-20: I need to understand the purpose of such bridge. First and foremost, what will the intersection of Bush River Road and Berryhill Road look like once the DDI goes in? Furthermore, the traffic signals at Bush River and 1-20 the way they are now lead to traffic congestion and considerations for how to alleviate such congestion should be explored. If the Berryhill bridge does go in the traffic is likely</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>During the alternatives development and screening process for the Carolina Crossroads, several alternatives and interchange designs were developed and evaluated. You can find more information about the evaluation of alternatives in Chapter 2 of the Draft Environmental Impact Statement (DEIS).</p> <p>Input from EMS and other stakeholders has been solicited throughout the design process.</p> <p>The Piney Grove Road, Jamil Road and Bower Parkway intersection is outside the Carolina Crossroads project limits and improvements were not included in the Recommended Preferred Alternative (RPA) design. The RPA will have a signal at the St Andrews Road and Woodland Hills intersection.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads</p>
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		<p>to result in the need for a traffic signal at Bush River and Rockland Road.</p> <p>Another idea to consider is to have a ramp on 1-26 East on the collector/distributor onto Bush River Road. At one point many of the emergency service folks (EMS, etc.) were suggesting a direct ramp into LMC off of 1-26 East. I get the sense that such an idea was shelved for some reason (wondering why) but even if that idea gets shelved something needs to be done to increase flow in that direction as the right turn lane as it is now leaves things prone to backups. Same goes for 1-20 & 378 towards Lexington).</p> <p>The intersection of Piney Grove Road where Jamil Road becomes Bower Parkway needs an overhaul. The way it is now the traffic backs up bad. The current left turn signal off Bower Parkway towards 1-26 results in an inefficient flow and upgrades need to be made ... either a left turn arrow or a flow where the Bower Parkway goes separate from Jamil Road. Another thing that needs to be considered is a dedicated right turn lane on to Bower Parkway from Piney Grove Road.</p> <p>Another question is this: St. Andrews and Woodland Hills Road ... the way it is now Berryhill Road intersects too close to the other intersection and also: will the traffic signal remain (I think it should) for Woodland Hills??</p>	<p>project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Peek	David	<p>Both sides of the bridge will be affected in a negative way.</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

			<p>need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pelenski	John	<p>The bridge to nowhere makes no sense in my opinion and I am extremely against this project. It is a complete waste of tax dollars and will bring unwanted traffic and crime to our neighborhood. This in no way will help the traffic flow on the I-20 I-26 interchange. Seems like a wasteful project for our community. \$5,000,000+ is ridiculous.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

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Pelenski	Roger	<p>I live in the Whitehall subdivision and I do not want to see this bridge built to put more traffic on to a narrow road with a 25 mph speed limit. Furthermore, I fail to see how this bridge will alleviate traffic congestion at the I-26/I-20 connector. To me, the obvious problem with congestion in "Malfunction Junction" is the lack of a true cloverleaf entrance/exit design. Those combination overlap exit/entry road connectors are a serious hazard and down right scary if you have to negotiate them at 60 mph. Fix the cloverleaf before any "bridges to nowhere" are built.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The Recommended Preferred Alternative removes the current cloverleaf design and replaces it with a turbine interchange at the I-20 and I-26 junction, which replaces all loop ramps with higher speed directional ramps. You can read more about the interchange types as well as traffic operations considerations in Chapter 2 of the Draft Environmental Impact Statement (DEIS).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring</p>

			<p>2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pelham	Dee	<p>I am against the building of the Tram Rd/Beatty Rd Bridge. It will connect to a higher crime area. Goodbye to a quiet neighborhood. Dangerous for walkers, bikers, etc. Please find another way.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Pelham	Reg	<p>Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Pelster	Carol	<p>As you move and alter Jamil Road please also add a pedestrian/bike lane. Residents in the area including apartments Willimasburg West neighborhood Whitehall neighborhood and more need a way to travel by foot and bike. This type of travel could also relieve some road congestion. Also a noise barrier along the Jamil Road area is necessary since the surroundings are very residential.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As mentioned in Chapter 1 of the Draft Environmental Impact Statement (DEIS), there is a need for additional bicycle and pedestrian infrastructure within the study area. The design of connections to pedestrian and bicycle facilities and the accommodations for planned facilities will be determined as design progresses on the Recommended Preferred Alternative. You can read more about this, as well as accommodations during construction, in Chapter 2 of the DEIS (see page 2-63) and Chapter 3.13 (see page 3-369).</p> <p>Relative to sound barrier walls, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Pemberton	Roger	<p>We very much oppose putting an overpass over I-26 connecting Tram Road and Beatty. This would not be good at all for us as residents of Whitehall. We live in a quiet neighborhood with very little crime or other disturbances. This move, we believe, would have a negative affect on our Whitehall Community by increasing traffic through our neighborhood and possibly bringing in more crime and possibly putting our quality of life and property value at risk! We definitely vote NO to this idea!!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pendarvis	Phyllis W.	<p>I am opposed to the proposed overpass from Tram Road to Beatty Road. It is unnecessary and will only cause problems on the curvy, narrow Tram Road side of the project. It will bring traffic, congestion, and strife into what is now a quiet neighborhood. I have lived here more than 48 years and have never needed to cross the interstate at Tram Road. We don't need this! We can easily go to St. Andrews or Piney Grove roads to cross. (Form letter attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Pendarvis	Zonnie	<p>There are two crossings close to the proposed Tram Road crossing at St. Andrews Road and Piney Grove Road. No need for another crossing. Also, at an estimated cost of \$5 million. Waste of money. (Form letter attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Perdue-Shupe	Diane	<p>Thanks for the presentation on this project. I do not agree with the Tram-Beatty Bridge proposal.</p> <p>That will increase traffic tremendously for residents of the communities off of Beatty & Tram.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Phibbs	Elizabeth	<p>I am writing on behalf of the South Carolina Association of School Administrators (SCASA) and the South Carolina Foundation for Educational Leadership with respect to our building which is located at 1 Fernandina Court which we just purchased in December 2016. For the reasons set forth below I am urging those involved in the decision-making and design for the Carolina Crossroads 1-20/26/126 Improvement Project to ensure that our building at 1 Fernandina Court access to and from the building and our parking area are not adversely affected by the Project. I received a letter dated September 12 2018 from the law firm of Williams and Walsh informing me that our building may be in jeopardy of being acquired under the Eminent Domain Act pursuant to the Carolina Crossroads 1-20/26/126 Improvement Project. Just in the past three years our Foundation and Association have completed a large-scale fundraising effort to acquire and renovate this building located at 1 Fernandina Court. After recovering from the initial shock from the information provided by Williams and Walsh I started immediately seriously considering and investigating the possibility of our Foundation and Association losing our new home. Unfortunately I discovered that it was a very real possibility and that I should immediately send my comments to the above address as to why we are urging that our building access to and from the building and our parking area are not adversely affected by the Project. The SCASA is comprised of over 4300 school leaders from all over South Carolina. Our membership consists of all superintendents district level leaders elementary middle and secondary principals as well as personnel directors adult education career and technology directors and education college deans. Prior to establishing occupancy in April 2018 for two decades we were renting office space and paying enormous rental fees to house our leadership development classes and meetings. Because of the escalating expense we started researching the possibility of purchasing our own</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project</p> <p>You spoke with Carolina Crossroads project team member, Brian Klauk, in October 2018 via telephone and received additional information on the right-of-way (ROW) process. As a reminder, the acquisition of any needed ROW from the property located at 1 Fernandina Court would be conducted accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646, as amended by 100-17; 49 CFR 24.205 (AF)).</p> <p>SCDOT will secure a Design Build Team to construct the Carolina Crossroads Project, and we anticipate that a Design Build Team will be selected by early 2020. ROW acquisition will be accomplished in two phases. Phase one will start in 2019 with ROW acquisition performed directly by SCDOT on selected parcels. Phase two will begin in 2020 with ROW acquisition performed by the Design-Build Team for the remaining parcels.</p> <p>The project has been developed in accordance with the National Environmental Policy Act (NEPA). Through this public process, The South Carolina Department of Transportation (SCDOT) has sought to achieve the optimal balance of transportation improvements with minimized impacts to the human and natural environment, which includes any potential property impacts.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>

	<p>building in the fall of 2014. We looked at many buildings hired an outside marketing company to conduct a feasibility study and held statewide focus groups to gauge our ability to raise private funds since we could not afford a building otherwise. At the conclusion of the study we knew that in order to make our dream a reality we needed to raise at least \$1.25M. At the time we were the only education nonprofit in the State to not own our own building. Fortunately we found our perfect building. It was easily accessible to the interstate which was good for our members and it was close to our former location which added a comfort level for our members. Additionally the building did not require much renovation which was good for our Foundation and fundraising effort. All in all it was the perfect building for our meetings as well as our leadership development programs held through the newly created Center for Executive Education Leadership (CEEL). This building is itself the "Center". Our marketing firm helped us pinpoint and develop specific strategies for our capital campaign and in November 2016 we launched the silent phase of our "Building a Foundation for School Leadership" capital campaign (Material is attached). SCASA's Foundation the South Carolina Foundation for Educational Leadership purchased the building at 1 Fernandina Court in December 2016 using the money we had saved for many many years for the down payment. We were extremely fortunate that the previous owner financed the building for us at an extremely low 3.3% interest rate for only for three years. Because the building still had tenants we didn't take control until July 2017 which gave us time to continue to focus on our capital campaign. After almost a year of hard work by our capital campaign committee and our Board we reached our goal. A large portion of support for reaching our goal included significant in-kind donations of goods and services in addition to donations and pledges. Donations from our pledges are structured to come in over a three to five-year period so we will be receiving money to pay off our building through 2022-2023. We were extremely fortunate that so many companies donated their time and expertise in helping us renovate the building for our leadership development program purposes. An architectural firm from Spartanburg donated their time in designing the renovation project getting us through the approval process and maintaining onsite help during the actual renovation. A mechanical engineer and electrical engineer donated their expertise for drawing the mechanical and electrical plans for the project.</p>	<p>Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Phillips	Steve	<p>I agree that the I-20- and I-26 area known as malfunction junction needs work. I strongly disagree with the proposed bridge to be built linking Beatty Road to Tram Road. I have lived in Whitehall for over 30 years. It is a family friendly and a well established neighborhood. It sees many people walking, jogging, or even children maneuvering through the area. The infrastructure and even the literal pathway itself on Tram Road does not lend itself to anything more than neighborhood traffic. The vehicles and traffic that would be routed through one of Columbia's most established neighborhoods would simply be a catastrophe. We do not have any problem getting to any location from Whitehall as it is. In fact one of the greatest assets of Whitehall is the easy access to many areas of Columbia. A bridge with enhanced traffic would make it more difficult and would certainly diminish the neighborhood. A bridge from Beatty to Tram would bring negative impact to the 1,400 homes in Whitehall as well as many others from surrounding communities, while serving no real purpose. While I appreciate all of the work that is being done to correct malfunction junction, I strongly oppose the bridge to connect Beatty to Tram. This is more than just cement and structures, this is about families and their homes and their lives that would be negatively impacted by this bridge.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pierce	Christopher	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Pitts	Monetta & Lloyd	<p>As residents of Whitehall, we are greatly concerned about the negative impact of a bridge across I 26 to join Beatty and Tram Roads. Our greatest concerns are an increased noise level (currently extremely loud), flooding (already an issue on this street), traffic and safety. Please remove this proposal from the plan.</p> <p>Thank you for this opportunity to express my total and complete opposition to the proposal to place a bridge over 1-26 which would connect Tram Road and Beatty Road. As was evident this past Tuesday evening at the meeting of the Whitehall Homeowners Assn all homeowners in attendance are equally opposed to this proposed bridge. There is no need for such a bridge. You have stated some possible improvements such a bridge might bring; however the detriment to all 1400 homeowners in Whitehall far outweighs any and all of your stated possible benefits as each homeowner will be irreparably harmed by your actions. The loss of property value alone which will result from such an added burden on the already deteriorating surface of the streets in Whitehall. The increased traffic on a two-lane neighborhood road alone will be a hazardous situation to all from day one and will only continue to increase as traffic flow increases over a period of time. FOLLOW THE DOLLARS. The only beneficiaries of such a bridge will be the owners of the properties which are contiguous to both Tram Road and Beatty Road. The contiguous property along Jamil Road which intersects with Tram Road has been for sale for quite some time now with no potential for change in ownership. The property contiguous to Beatty Road which was Hampton Pontiac has been abandoned for years and shows no signs of any effort on the part of any estate or person to divest. Now along comes SCOOT after so many months of not including such a bridge in any published documents to now including it in the preferred alternative which is being advanced by this public hearing. Quite honestly this REEKS of good ole 1 boy politics" as this is obviously a blatant hidden attempt to reach an agreement between SCOOT and one or all of the four entities who own the contiguous properties along both Jamil Road and Fernandina Road. Only those four owners will benefit to the total and complete detriment of the homeowners and property tax payers in Whitehall. I vehemently oppose this proposed alternative bridge and do hereby so state my opposition and that of all the homeowners in Whitehall."</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Player	Reba	<p>Destroys our lovely neighborhood. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>
Player	Reba	<p>Dear Sirs, I am a resident of Whitehall subdivision and have worked for a total of 38 years to own my own home. I do not take lightly the honor of having a lovely, comfortable home in this neighborhood. It is a shame that you can not come up with another option rather than destroying this community and the people who reside here. I know you have more intelligence than to destroy people's lives and home! We take great pride in our community and are requesting that you come up with another solution than this destruction! I reside at 3624 Sidney Road and this bridge project would be in my back yard and the noise would be outrageous. Going into my back yard would be seeing this concrete structure and the noise would be deafening! I don't know where each of you live but you can imagine a freeway going through your neighborhood! I am saying "Please go back to the drawing board and figure out a better solution". I don't know who came up with this solution but you are wrong!! We will not go quietly!!</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

Player	Reba	<p>I am a resident of Whitehall subdivision and have worked for at total of 38 years to own my own home. I do not take lightly the honor of having a lovely, comfortable home in this neighborhood. It is a shame that you can not come up with another option rather than DESTROYING this community and the people who reside here. I know you have more intelligence than to destroy people's lives and home! We take great pride in our community and are requesting that you come up with another solution than this destruction!</p> <p>I reside at 3624 Sidney Road and this bridge project would be in my back yard and the noise would be outrageous. Going into my back yard would be seeing this concrete structure and the noise would be deafening!</p> <p>I don't know where each of you live but you can imagine a freeway going through your neighborhood!</p> <p>I am saying "Please go back to the drawing board and figure out a better solution". I don't know WHO came up with this solution but YOU ARE WRONG!! WE WILL NOT GO QUIETLY!!</p>	<p>website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Plyler	Harry & Jean	<p>My wife and I are considering the purchase of a home in the Whitehall neighborhood. Thus, we object to the Tram/Beatty Road bridge proposal for the reasons attached. Additionally, we do not believe that the costs will outweigh the alleged benefits, which themselves are in question. In regard to the latter, we reject SCDOT's assessment that the project will be beneficial.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Pontikas	Lou	<p>I am opposed to the Tram Road bridge: 1) Why? Exactly how does this "improve Tram Road"? What benefits? 2) Whitehall is residential, mature, quiet, peaceful, low crime. The road is already narrow, winding, low impact vehicles and not engineered for heavy traffic. 3) How will emergency vehicle response be improved? Prove that this will reduce congestion. Cost is far greater than any benefit (I've not seen any proof of any benefit). This does not meet the Carolina Crossroads purpose of "minimizing community and environmental impacts." The Tram Road bridge is NOT a "reasonable alternative." We request the SCDOT eliminate this option strongly.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Pough	Luther	<p>We are very much against having a bypass run through or next to our neighborhood. The increase in traffic would put our children at risk. This proposal will only create another problem and not help. A better option need to proposed.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Powers	Wildred	Please tell me how this will affect homes backing up to Colonial Life Blvd. a block from Bush River Road.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. A map showing the proposed Right-of-Way (ROW) for the Recommended Preferred Alternative (RPA) is available on the DEIS online meeting at http://www.scdotcarolinacrossroads.com/onlineeting5/. Homes backing up to Colonial Life Boulevard would not be impacted by proposed ROW. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pratt	Doug	<p>In a plan with some good ideas and some bad ideas, this is one of the worst. I have lived in Whitehall for 38 years. It is one of the best locations in the greater Columbia area. Nice houses, reasonable traffic and good neighbors. This bridge will irreparably damage Whitehall and reduce property values. Whitehall residents will gain nothing and lose much. Our roads are designed for the current level of traffic. There are no plans to differentiate the new traffic or improve existing roads. This bridge will do nothing to improve flow on I-26 and much to destroy one of finer neighborhoods in Columbia.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to</p>

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Preussner	Dionne	<p>I am completely against the proposal on Tram Road. The impact on this neighborhood would be devastating. It would create traffic inside a neighborhood that would be dangerous to people walking their children or dogs, bike riders and anybody wishing to use Tram Road. It is absolutely ill-equipped to handle more traffic. The noise and construction would disturb wildlife such as owls, herons, geese, foxes, deer and other animals, destroying their homes. It would a direct link to a high-crime area that would result in more crime to us and a decrease in property value. This is definitely not an improvement.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>
Preussner	Dionne	<p>I am opposed to the proposal for a bridge over I-26 from Tram Road to Beatty. This bridge will not solve any problems, namely Malfunction Junction, but will create many problems. It will create a main thoroughfare thru a quiet neighborhood, the roads are inadequate for the additional traffic, they will be a danger to the residents who walk, run, bike, children at play. It will adversely affect wildlife such as geese, owls, foxes, deer and other animals which is a nig part of this beautiful neighborhood. It will cause a loss in property value and crime will rise as a result of the influx of people passing through. The people who drive through this area live here and that's the way it should stay. (form letter attached)</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Priester	Walker and Danni	<p>The project does not address the specifics of water and sewer or drainage during the project or at projects end. Can you address the specifics of water pressure and sewage. Water pressure; no city sewage; low lying area</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As we do anticipate water and sewer conflicts with this project (as well as other utilities), the actual relocation design is not a part of this project. These conflicts will be coordinated with the individual utility companies, who will manage utility relocation design and construction themselves. It will be the goal of the utilities to provide the same level of service with none or minimal service outages during the project's construction.</p> <p>With regards to drainage, increases to impervious surfaces and associated runoff has been considered for both reasonable alternatives. As noted in Chapter 3.6 of the Draft Environmental Impact Statement (DEIS) both reasonable alternatives would increase the amount of impervious surface in the project study area (see page 3-240); and as noted in Chapter 3.8, both alternatives would impact floodplains (see page 3-289). Stormwater runoff would be mitigated by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters. This practice reduces peak-flow discharge into receiving waters (see Chapter 3.6, page 3-241). Additionally, neither alternative is expected to result in significant impacts to natural and beneficial floodplain values; and the project would be designed to be consistent with local floodplain development plans. Where regulatory floodplains are defined, hydraulic structures will be designed to accommodate a 100-year flood. Where no regulatory floodplain is defined, culverts and bridges will be designed to accommodate a 50-year magnitude flood event (See Chapter 3.8, page 3-292). You can also read more about the indirect</p>

			<p>and cumulative effects of the proposed project in Chapter 3.15 of the DEIS (see Sections 3.15.1 and 3.15.2).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Propst	John W.	<p>In no way do we see this as an improvement. While it could possibly shave a couple of minutes off of my drive home from work, the down side of added traffic through our residential neighborhood is not worth it. Not to mention the enormous expense that will have no noticable affect of relieving the traffic through Carolina Crossroads Intersection. If we paid an outside consulting firm for this idea then we need to ask for our money back. If we paid our own traffic engineers for this idea then they need to be terminated along with their supervisors. This is an insane proposal. Why don't you call it what it is? Malfuncion Junction or an extraordinary screw up, would be more appopriate.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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ProTow	Buddy	Want to be added to the mailing list	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pukl	Gail	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this.</p> <p>Will be more crime.</p> <p>The traffic flow it will not help a thing.</p> <p>All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews</p> <p>Lower property value</p> <p>Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

			<p>Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Pukl	Joseph	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

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Purvis	Hyon	<p>Title: Against the proposal I-26 overpass linking</p> <p>Reasons: 1) Quiet neighborhood disturbs from city loud chaos. No more peaceful surrounding. 2) Criminal situations occur more frequently. 3) There is no land to play outside for children from strangers all the time. 4) Falling down property values because it's not peaceful, not safe place for living. Strongly oppose the proposal, please remain the good neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

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Purvis	Lee	<p>I strongly opposed the proposed I-26 overpass linking Beatty and Tram. Routing traffic through Whitehall in this way will make this neighborhood much less congenial and secure and will lower property values throughout. The residents of Whitehall pay a great deal of tax and deserve consideration. Please do not do this.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Ramsey	Ryan E	<p>I am strongly opposed to the Tram Beatty Connector. The connector will be a financial and personal disaster for Whitehall residents. Tram Rd is dangerous - too dangerous for increased traffic traveling at high speeds because it is now a connector. The high crime Broad River Rd area will connect directly to Whitehall - a low crime oasis. Why do this to us? Law enforcement from Lexington County can't look for criminals in Richland County. This creates a perfect rob and run avenue. The retirees here will be endangered checking their mailboxes. School kids have no shoulder to escape speeding motorists. No sidewalks to escape speeding motorists. No sidewalks to protect people and pets. Broad River Rd traffic has access to St Andrews now at St Andrews and Piney Grove intersection. (crime map attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Rathbun	Charlotte & Galen	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Rathburn	Brian	<p>I am a resident of the Whitehall subdivision and am emailing to provide my comment on the Tram to Beatty Rd connector overpass that is proposed as part of the I26 corridor improvement plans. I oppose this bridge. There really don't appear to be any benefits, its going to be expensive, run more through traffic down Tram which already has too much traffic for a small neighborhood street, and with Piney and St. Andrews bridges just a mile or two apart its just unnecessary to build another bridge in between them. If you have money to burn then do something to improve storm water drainage in the area.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Ray	Sandra	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

			<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Raybon	Ada	<p>Tram Rd/Beatty Rd project should not be done. Cost is outrageous, no need for it, increased traffic in neighborhoods, decrease in property values of homes in areas effected, doesn't do a thing to help traffic on interstate. Would hope SCDOT will take concerns of those in area whose lives will be effected by this.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Raybon	James	<p>The crossover bridge extending Tram Road over I-26 to Beatty Road is totally not necessary or desired by any of the residents in Whitehall! The cost will be way too much for a mere convenience to get from our side to the other of I-26. How this is connected to the Malfunction Junction project is beyond reasoning. If the state is concerned with expenses this would be a good part of the project to drop out. What reasons are being given for this waste of money? I attended one of the big meetings and all I could get from the man was that people would not have to go to Piney Grove Road at St Andrews Road to get to the other side of I-26. [?]. Total waste of taxpayer money!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Raymond	Patricia	<p>There needs to be more noise barriers at Bush river exit. The noise barriers should not stop halfway down Berryhill road!! Noise barriers needed on Berry Hill Rd from St. Andrews Rd to Bush River Rd. The neighbors (?) have heavy noise pollution and have had it since all trees were removed years ago. The (?) impact are the Woodland Hills Apts. Woodland Hills subdivisions both E+W</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. Preliminary analysis results indicated that Barrier N1 in the vicinity of the area noted in your comment was feasible but not reasonable. Therefore it was not recommended for construction.. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Reid	George	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As</p>

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Reid	Marsha	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>

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Remm	Alejandro	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>

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Renedo	Rita	<p>Totally oppose Tram Road/Beatty Road bridge! Unnecessary, waste of taxpayers money. Who really benefits? (Landowner?!)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Renedo	Tom	<p>This bridge is a costly and bad idea. Waste of taxpayers money. Unnecessary bridge - St Andrews and Piney Grove are sufficient. Tram and Bush River are already very busy - also very narrow.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Renn-Alamudeen	Mardon	<p>The proposed bridge connecting Tram Rd. To Fernandina is a terrible idea. Jamil Rd. Is too heavily traveled already. During weekends and holidays it is difficult getting around, with long waits at the Piney Grove light. Traffic tends to not observe the 35mph speed limit, making it Tram Rd. is not at all appropriate for increased traffic. It's a narrow, winding road with a slow speed suited to a neighborhood with children playing and people walking. Another issue is that the Whitehall/Williamsburg West (my neighborhood)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>side of I-26 has less crime than the other side. Connecting the two with a bridge-to-nowhere will facilitate criminals easy access to this area. Do reconsider and remove the plan for the bridge.</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Reparaz	Laura	<p>I own a home in Williamsburg West, which is a small housing division just off of Jamil Road. I am concerned about how widening the freeway could impact not only the amount of freeway noise in my neighborhood, but property values, as well. I would like to propose that a noise barrier be built along Jamil Road to help reduce the noise levels for the folks who live along that road.</p> <p>Additionally, I am very concerned about the proposed overpass between Tram Road and Beatty Road, and how it will affect my area. I am concerned it is going to increase traffic on Tram Road, and without any plans to actually widen Tram Road, it seems that it will lead to much worse traffic in that area, and more congestion.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

Reparaz	Laura	<p>I submitted a comment last month that I am particularly concerned about the lack of a sound barrier wall on Jamil Road to protect the communities and homes from excessive freeway noise. I would also like to comment that I am very concerned about the proposed bridge/overpass from Beatty to Tram Road. Tram Road does not have the capacity to handle more traffic -- it is a residential road, and children play along there. Moreover, Jamil Road is already too congested. The lights at both Jamil Road/Piney Grove, and Jamil Road/St Andrews are very poor at maintaining a good traffic flow on the Jamil Road side. The lines at those lights get incredibly long, and I have sat at each of those lights on separate occasions in excess of 10 minutes waiting to be able to get through. I would lastly like to add that Jamil Road needs some kind of pedestrian shoulder for safety reasons. People speed along Jamil, and there are often pedestrians nearly right in the road -- it's very dangerous. Please consider improvements to Jamil Road including a sound barrier, improvements to the lights at Piney Grove/Jamil and St Andrews Jamil, and some kind of pedestrian shoulder. Please do not make an overpass from Beatty to Tram Road. It will only worsen an already difficult traffic situation in my neighborhood.</p>	<p>linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures, and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Rhett	Eddist	<p>My name is Eddist Rhett I have shared property at 130 Steward , 29210, near City Columbiawater tower off Fernandenia Rd, which will be effected by this project. I attended the meeting08/23/18 and listen to a lot comments about the purposed Bridge at Beatty and Tram Roads. Most comments or concerns were for those living on or near the Tram Road side, or White Halldivision. Some not all talked of property value, crime rate on the "other side", know one spoke of all the families on Beatty road side and how the traffic with touch the older residents living in that area for not 20 or 40 but 60 and on years. I'm not saying their concerns were wrong, but I grew up in Piney Grove, in 1958 before White Hall and Tram Rd, our community was divided by the BRIDGE on Piney Grove and Interstate. This brought more traffic ,businesses, White Hall and more. We still have not a side walk in that community. Progress move over and into our area, God was with us and we lived on. I'm sure the developer will be as caring and concern for both side of that bridge if it happens. I have family that live on Rhett Rd, and the that road is unpaved, drivers from WHITE Hall drive through at a high speed, and children and seniors are walking on that Street. Trash is dumped on that Road by people that do not live in that Rhett Rd community (the divided part of Piney Grove) those families care for their children and Grandpas much as the Tram Road residents! We need help from all the new Homes, business, etc that has built in and around this area, we are packed with many cars, buses all modes of Transportation and relief is needed. There should be some type of zoning rules about how many Housing development can be placed in an area? I pray this will be a positive project going forward and everyone's concerns are met and addressed. Thank you for providing me the opportunity to comment.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Rice	Barbara	<p>First, thank you to the staff for being available at not only the DOT "open house", but at our HOA meeting. While we are thrilled by the prospect of an improved Malfunction Junction, we are quite distressed by the proposed bridge linking Tram Rd (where we live) with Beatty Rd. My protest is more than the expected "not in my backyard" mentality. As has been mentioned numerous times, Tram Road is very hilly, narrow and winds around quite a bit. There are no sidewalks and many blind driveways, making Tram an unsafe road to begin with. To add extra traffic is ludicrous.</p> <p>Despite no studies being done as to how much more traffic could be expected on Tram, common sense says it WILL increase. Otherwise, what is the purpose of building a multi-million bridge over the highway? Thanks to GPS and apps like Waze, all it will take is a slow down on I26, Jamil and/or Fernadina for people to choose Tram to avoid being stuck in traffic. There are already two ways to go over the highway-St. Andrews and Piney Grove. While they may get busy during certain times, people who are traveling those roads with the sole purpose of getting to the other side are not greatly impacted by the cars entering or exiting the freeway or those traveling Bower Parkway.</p> <p>Please scrap the plans to build a bridge that will add nothing and will be very detrimental to our area.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Rice	Doug	<p>Gentlemen:</p> <p>I am against having the bridge constructed for the following reasons:</p> <ol style="list-style-type: none"> 1. Tram Road is a narrow curving 2 lane road not designed for arterial traffic; 2. There are no sidewalks. Bicyclists and pedestrians would be put in increased danger; 3. School buses have 5 stops on Tram Road. Again, increased danger for the children. 4. I've seen numerous accidents at the Tram Road/St. Andrews Road intersection. The rate of 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>accidents could only increase; 5. Speed limit on Tram Road is 25 - 30 mph. My concern is motorists trying to cut time off their commute trip arguably would ignore the posted speed.</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Rice	James	<p>I do not want the flyover on Tram Rd. Tram Rd is too busy now. Over 2000 cars per day. Tram Rd is a narrow, crooked road. We do not want it widened to a 4 lane road. This is a family community. We do not want it divided into two. This will cause our property values to drop. It is hard enough to get on Tram Rd during peak times. Stay out of our backyard. Put your road on Piney Grove or St Andrews.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Rice	Noelle	<p>We live in the Rivers Edge subdivision and we ask that no night work be done so that those of us that work and have children that attend school will be able to rest as noisy construction work taking place all hours of the night affects that. We also request noise/buffer walls be built around our neighborhood perimeter. as these are not currently included in the plans. We have also noticed that the current plans have the lane widening occurring closer to our neighborhood (Rivers Edge). Why is the widening not happening on the other side of the interstate where no homes are located?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As noted in Chapters 3.5 and 3.13 of the Draft Environmental Impact Statement (DEIS), nighttime construction may occur. To mitigate for the noise disturbance, noise reduction techniques may be used during construction and could include measures such as not operating stationary equipment within 150 feet of noise sensitive areas (e.g., residences) without portable noise barriers placed between the equipment and noise sensitive sites; and/or not operating powered construction equipment during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT. Refer to Chapter 3.5 (Noise) and Chapter 3.13 (Construction) for additional details.</p> <p>Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved</p>

			<p>by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Relative to roadway widening, it would occur on both sides of the interstate at the location noted in your comment letter.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Richardson	Frances	<p>I am strongly opposed to this project to connect Tram Rd to Beatty Rd. We are already flooded with traffic along Beatty and Fernadina due to car dealerships, RV sales, etc.This project will add to the congestion of traffic along Beatty and we are strictly residential area.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not</p>

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Riley	Frederick	<p>Tram/Beatty bridge should be removed from project. Will direct much more traffic onto Tram, Sidney and possibly Brookshire and Nottingham connecting to Piney Grove. There are no side walks for any of these roads with the exception of Piney Grove. Increased traffic means more noise and danger to pedestrians especially children and loose pets.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring</p>

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Riley	Roger	<p>We feel it would be harmful to the Whitehall community if a connector was made on Tram Rd. We do not need and cannot handle excess traffic. Folks already have Piney Grove Rd and St. Andrews Rd so this addition is not necessary. We appreciate your help in stopping this from happening.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Riley	Teresa S.	<p>Im opposition to bridge over I26 from Tram Road to Beatty Road. Tram Road is too narrow and winding, also does not have sidewalks. More traffic poses safety risk to children and animals. Increased traffic cutting thru neighborhood of Whitehall. Increased noise for residents of Tram and Sidney. Also big waste of taxpayer money.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Rittman	Carl and Stephanie	<p>It would bring down property values. It would bring too much unwanted traffic and possible drug traffic.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Rivers	Michael	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Rlutto	Betty	<p>I am against the building of the Tram Rd/Beatty Rd Bridge. It is a waste of taxpayer's money. It will increase our low crime area to a high crime area. There has got to be another way.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Roberts	Stephen	Very well done meeting. Knowledgeable staff, friendly, great graphics, movie, etc.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Robinson	Aletha W.	Ever since I have lived in Columbia (August 1982) Beatty Road area has been one of the highest crime areas in Columbia. Up until now the interstate has insulated Old Whitehall from that area. Hooking up our area together will affect our security and safety. It will increase traffic in our neighborhood and will decrease property values. Lots of residents in Whitehall are elderly and would easily fall victim to crime. This is a terrible idea and I vehemently oppose this proposal to create an I-26 overpass linking Beatty and Tram Roads!!!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

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Rodgers	Christina	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

			<p>Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Rodgers	Christopher Shawn	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Rogers	James	<p>This property is currently on the market for sale. Is there any way to expedite the purchasing process for this parcel? Currently this parcel is heavily effected by the crossroads project. With potential buyers not associated with this project we would like to see if it could qualify for expedited purchase. Thank you for your consideration.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The South Carolina Department of Transportation (SCDOT) will secure a Design-Build Team to construct the Carolina Crossroads Project, with selection anticipated by early 2020. Right-of-way (ROW) acquisition will be accomplished in two phases. Phase one will start in 2019 with ROW acquisition performed directly by SCDOT on selected parcels. Phase two will begin in 2020 with ROW acquisition performed by the Design-Build Team for the remaining parcels. Property acquisition will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (URA). As described in the Draft Environmental Impact Statement (DEIS), property acquisitions would be based on third-party property valuations and conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646, as amended by 100-17; 49 CFR 24.205 (AF)).</p> <p>If you believe that your property qualifies for a hardship or protective buy due to imminent development, you can request early acquisition of your property by submitting a letter to Brian Klauk, SCDOT Project Manager, Mega Projects Division, RM 122, PO Box 191, Columbia SC 29202. The request will be evaluated to determine if the request meets the requirements to qualify for advance acquisition as outlined in the URA. Please provide sufficient information supporting your request. This supporting documentation should include items such as difficulty in selling the property due to the proposed Carolina Crossroads, or approved building permits for the proposed development, local planning approvals, and approved encroachment permits. You will be notified in writing</p>

			<p>concerning if your request was accepted or denied.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Rogers	Linda	Not needed. Total waste of money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>

			<p>Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Rogers	William	Not needed. Waste of money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Romero	Jessica	<p>To whom this may concern:Our office received the attached notice regarding proposed improvements Carolina Crossroads. Are both notices regarding the same project? If so will the improvements be installed within the City's existing right away or will they extend onto private property? Are there plans available that you can provide? Any additional information you might have would be helpful.I look forward to your response.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Information concerning the project can be reviewed via the project webpage at www.scdotcarolinacrossroads.com. The current design calls for minimal changes to the existing US 176 (Broad River Road)/ I-26 Interchange. It is anticipated that any impacts occurring outside of present rights of way would occur along the interchange ramps and not along the existing frontage roads or US 176.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Roshto	Richard and Diane	<p>We are deeply concerned and unhappy about this project. We lived in the Beatty Road area for 35 years. Because of the high crimes especially drug crimes we were forced to relocate. We chose Whitehall because we thought it would be a safe and happy place to live in our senior years. It has been until now. If this proposal is implemented the result would be increased high speed traffic on Tram Road and a direct link between Whitehall and a high crime area. Because of this our quality of life and property values are at risk. I urge SCDOT to trash this proposal.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

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Rosser	Laura	<p>I have lived at this address for 5 years with my daughter and son-in-law after the death of my husband in Nashville, TN. I am registered to vote and do vote. After attending a meeting of the Whitehall Communtiy at Leaphart School on Thursday night 9/20/2018, I tried to find a draft environmental impact statement that specifically addresses the overpass proposed at I-26 Tram Road to connect Beatty Rd online. Without the knowledge of these specific justifications I must oppose this bridge overpass. I have known the Whitehall neighborhood by frequent visits before my husband died. Dan and Doug Harper have lived at this address soon after their marriage. Moved here in 1900's I believe.</p> <p>Attached form - Reasons for Opposing Tram Road/Beatty Road Bridge</p> <p>Lower property values - from Nashville TN experience</p> <p>I walk with rolator</p> <p>Very concerned with increased flooding</p> <p>Increased noise from traffic and no sound barriers - extreme impact on neighborhoods</p> <p>Now you can hear I-26 traffic when outside.</p> <p>Imagine a thoro fare through Tram Rd. Tax money or whichever funds this project could be better served with infrastructure improvements like potholes and better water runoff control. I see this bridge as impacting flooding in our areas.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

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Rouse	Ernest	<p>Linking Beatty Rd and Tram Rd is a terrible idea. Huge mistake! Whitehall is a quiet subdivision where many have lived here for years raising their families. People love walking their dogs, riding bikes, jogging, etc. Changing Tram Rd into a busy street will not work here. The homeowners living on Tram Rd are not the only ones who will suffer.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Rubinson	Sam	No night work that would impact our homes and families' rest during construction. Noise walls around our neighborhood perimeter. These are not currently included in the plans. Current plans have the widening occurring closer to our neighborhood. Why is the widening not happening on the other side where no homes are located?	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As noted in Chapters 3.5 and 3.13 of the Draft Environmental Impact Statement (DEIS), nighttime construction may occur. To mitigate for the noise disturbance, noise reduction techniques may be used during construction and could include measures such as not operating stationary equipment within 150 feet of noise sensitive areas (e.g., residences) without portable noise barriers placed between the equipment and noise sensitive sites; and/or not operating powered construction equipment during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT. Refer to Chapter 3.5 (Noise) and Chapter 3.13 (Construction) for additional details.</p> <p>Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Relative to roadway widening, it would occur on both sides of the interstate at the location noted in your comment letter. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Rush	Joye	I am strongly opposed to the connector bridge at Tram Road. This bridge is not needed! I do not believe that it was in the original plan that was passed. Whitehall; The Cottages at Whitehall, and the neighborhoods along Jamil Road will be severely harmed. There will be increased traffic on Tram Road. This neighborhood is a family neighborhood! Tram Road winds through an established neighborhood. Property values will be effected because it will no longer be a family-oriented neighborhood. Jamil Road is a frontage road that is not made for the traffic flow that it has now. I live in Whitehall II and cannot get out of my neighborhood at times. If you want to spend money fix that intersection! Another reason we did not want this bridge is because of the increased crime that will come over from the other side. Please deny this connector!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>
Rush	Joye	I am strongly opposed to the connector bridge from Tram Road to Beatty Road. This bridge will destroy quiet neighborhoods: Whitehall, Cottages of Whitehall, Whitehall II, Williamsburg West. Tram Road is a neighborhood road with children playing and school bus stops. Problems will include increased traffic, increased speeders, lower property values, and danger for neighbors walking, jogging and biking on narrow streets. * This bridge was not in the original plan. It is not needed. Piney Grove Road and St. Andrews Road are 4-lane roads that sustains the traffic. Who is benefitting from this road?!!	

			<p>Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Russell	Maxine	<p>My name is Maxine Russell and I have a question. I live in the Arrowood Community and we have heavy traffic on our road. 126 is right in back of us and we have heavy traffic during rush hour coming through our roads to the point where traffic is backed up. Also we have big wheelers coming through -- sneaking through our roads. My question is that recently surveys were taken to widen the road. Is this something that would be considered? The widening of Arrowood Road between Lorwood Drive -- Lorraine Drive because this would be a very great impact on the community relieving the pressure of rush hour. And also heavy duty trucks that's are coming through. For example the 18-wheelers. You know so this will be an improvement to our community. Not having all that rush hour traffic coming through our community. And then also they use it as a race track really because they are speeding through our community. And you know our community has a lot of curves on it. You know which can pose a danger to those that live in the community. Matter of fact the first year I moved there a car knocked over my mailbox and my oak tree. You know so the widening of the road will improve our community and relieve that heavy traffic impacting the community.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The purpose and need of the Carolina Crossroads project is to reduce congestion and improve mobility. As described in Chapter 1 of the Draft Environmental Impact Statement (DEIS), detailed evaluations of existing traffic conditions within the corridor as well as future traffic conditions with no improvements were undertaken as a part of the efforts to establish and evaluate a range of alternatives. Widening Arrowood Road would not meet the purpose and need of this project. You can read more about the Recommended Preferred Alternative in Chapter 2 of the DEIS. The Recommended Preferred Alternative would reduce congestion and improve mobility within the I-20/26/126 corridor, resulting in improved travel time and higher average speeds (see pages 2-53 through 2-54 and Section 2.1.7.1 of the DEIS).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Russell	Norma	<p>I am writing this to let you know that I oppose the bridge at Tram Road! I'm a taxpayer and a registered voter who sees this as a waste of our</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p>

		<p>tax money! The money would be much better spent on a right turn lane at the Jamil Road and Piney Grove Road intersection.</p>	<p>Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Russell	Rusty	<p>I am against the building of the bridge at Tram Road! A better solution would be to put a right turn lane at Jamil Road/Piney Grove Road intersection!</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have</p>

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Saleeby	Mary Lou	I'm opposed mightily to the Tram-Beatty Rds Bridge. It'll bring more crime, traffic, and pollution. It'll devalue property!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not</p>

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Sallee	Katie	<p>Frankly, Costco is NOT that important, also-- Nobody's time is more important than another!! STUPID! (Form Letter - Tram/Beatty Check List attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring</p>

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Salter	Karin	<p>I am opposed to the Tram/Beatty Rd overpass. Tram Rd is a very challenging road. The curves and dips can be dangerous if drivers are not cautious. The houses are very close to the road with no shoulder. More traffic should not be encouraged on this road. I also fear the new road construction will lead to more runoff of water. Much of Whitehall is in a flood zone and more water draining into the creeks can be catastrophic. Thank you for reconsidering this part of the crossroads project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Salter	William L.	<p>This "bridge to nowhere" is a needless waste of tax dollars. It will serve NO necessity! Your project will destroy Whitehall's quality of life and lead to a loss to many people of their biggest investment. Additionally, the overpass would destroy the tax base for schools and Lexington County. (form letter attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Sanders	Ann	<p>I oppose the bridge across I-26 from Beatty Road because it would bring traffic from a crime area directly into our neighborhood (Whitehall). It would also increase the noise level with no restrictions of vehicles on the bridge. It would disrupt our way of life which is living in a quiet neighborhood. It would be unsafe for bikers, walkers, and joggers. We have lived in Whitehall 48 years and we don't want heavy traffic going through it. This proposed bridge would be a waste of the state's money. We already have the Piney</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

		<p>Grove Road bridge. A new bridge across I-26 from Beatty Road would not help the problems at Malfunction Junction. The money for the bridge should be used to repair existing roads.</p>	<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Sandvig	Sandy & Hall	<p>As a longtime resident of Whitehall subdivision, we are very unhappy with the proposed addition of a bridge across I-26 connecting Tram Road to Beatty Road. Whitehall is an old established neighborhood that has withstood the changing dynamics of our area and the flight to newer neighborhoods away from the city. It has been an enclave of well-maintained homes with quiet residential streets and an almost serene country setting centered around the 4 lakes of Whitehall. Recently we have seen younger families moving into the neighborhood and it's been reassuring to see our neighborhood continue to thrive and hold its property values which has not been the case of many neighborhoods in our area. Tram Road is already a well-traveled road and it does allow traffic to filter to Piney Grove and St. Andrews Roads via Jamil Road. I believe with the improvements to the exits at Piney Grove and St. Andrews roads there should be no need to increase traffic through a residential area at a considerable cost to taxpayers not to mention the environmental impact it will have on our neighborhood. Tram Road is a narrow road with hills and turns and is already traveled enough without adding an additional reason to zoom through our neighborhood. Not only will all of the old established homes on Tram be affected, the noise level throughout the neighborhood will be greatly increased. People now can jog, walk, walk their pets on Tram Road. There are also several school bus stops on Tram as it is the central road through our neighborhood and a lot of the smaller loops and enclaves of the neighborhood feed into Tram for access to the major roads. Increasing non residential traffic will affect the entire neighborhood very negatively. I would suggest before this new bridge even be considered, make the other changes proposed and see if that does not alleviate most of the traffic issues before spending the additional money for the bridge that may not be necessary at all and certainly will be unwelcomed by all in our neighborhood. Thanks for your consideration in this very important matter.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Sansbury	Chester	<p>I retired from SCDHEC as Assistant Chief of the Bureau of Water and am familiar with the DEIS process through my planning and regulatory experience with DOT, Army Corps, USGS, EPA, and FEMA programs and related regulatory programs. I am also a resident of the Whitehall subdivision and live not far from the proposed connector to Tram Road from Beatty Road on the opposite side of I-26.</p> <p>I took time to review the DEIS documents at the Irmo Library. I looked carefully at the analysis concerning the selected alternative for the project including any analysis I could find about the proposed connector from Beatty Road to Tram Road. I concluded the analysis was significantly lacking in its justification for selection of that connector.</p> <p>The DEIS states that the overall project purposes include enhancing safety, while minimizing community and environmental impacts. Contrary to that stated purpose, the project will have significant adverse impacts on the Whitehall community. Additionally, the area known as the Cottages of Whitehall will be devastated. Additionally, the DEIS states there is a need to reduce traffic congestion, improve mobility, and enhance operations. The analysis does not describe how the Beatty Road connector to Tram Road will do this.</p> <p>The Summary also says there will be adverse impacts to the Whitehall community including noise and property values.</p> <p>Another objective of the project is compliance with land use plans. This connector violates plans for our area including zoning classifications. The bottom line based on my review of the DEIS is that there is inconclusive and insufficient analysis of the impacts of the Beatty Road to Tram Road connector and that option should be removed from the selected project alternative.</p> <p>Also, please keep me advised of further steps in the approval process including those which may be subject to appeal or litigation. I hereby reserve my rights for appeal and litigation of any final or proposed decisions, including but not limited to permits, changes in zoning, and eminent domain procedures.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>
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Sansbury	Chester	<p>Gentlemen,</p> <p>I retired from SCDHEC as Assistant Chief of the Bureau of Water and am familiar with the DEIS process through my planning and regulatory experience with DOT, Army Corps, USGS, EPA, and FEMA programs and related regulatory programs. I am also a resident of the Whitehall subdivision and live not far from the proposed connector to Tram Road from Beatty Road on the opposite side of I-26.</p> <p>I took time to review the DEIS documents at the Irmo Library. I looked carefully at the analysis concerning the selected alternative for the project including any analysis I could find about the proposed connector from Beatty Road to Tram Road. I concluded the analysis was significantly lacking in its justification for selection of that connector.</p> <p>The DEIS states that the overall project purposes include enhancing safety, while minimizing community and environmental impacts. Contrary to that stated purpose, the project will have significant adverse impacts on the Whitehall community. Additionally, the area known as the Cottages of Whitehall will be devastated.</p> <p>Additionally, the DEIS states there is a need to reduce traffic congestion, improve mobility, and enhance operations. The analysis does not describe how the Beatty Road connector to Tram Road will do this.</p> <p>The Summary also says there will be adverse impacts to the Whitehall community including noise and property values.</p> <p>Another objective of the project is compliance with land use plans. This connector violates plans for our area including zoning classifications.</p> <p>The bottom line based on my review of the DEIS is that there is inconclusive and insufficient analysis of the impacts of the Beatty Road to Tram Road connector and that option should be removed from the selected project alternative.</p> <p>Also, please keep me advised of further steps in the approval process including those which may be subject to appeal or litigation. I hereby reserve my rights for appeal and litigation of any final or proposed decisions, including but not limited to permits, changes in zoning, and eminent domain procedures.</p>	<p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Sansonetti	Jim	<p>Although I do not live very close to the end of Tram Rd. I have talked to several people who do and agree with them that the bridge across I-26 is a bad idea. There are several other things that the \$5 million dollars could be used for other than messing up a very beautiful and quiet neighborhood. The bridge would change all that for something that is not needed. I have lived here for 33 years and have never once said, I wish</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

		<p>there were a bridge here. So it is my opinion to not put in that bridge.</p>	<p>comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Satterfield	Betty	<p>I have lived in Whitehall for 42 years and I am very upset that you are considering building a bridge between Tram Rd and Beatty Rd. It would be a disaster to our neighborhood. We do not need a bridge as it would increase a disaster to us and crime would increase as it is already getting worse.</p> <p>Attached form - Reasons for Opposing Tram Road/Beatty Road Bridge</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

			<p>Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Savage	Marie	<p>STOP THE BRIDGE!!! It would have no purpose except to connect a high crime area with our very low crime peaceful and quiet neighborhood. Tram Rd has 69 homes facing it and several side yards. It has 15 intersecting roads. Tram Rd is a narrow, curvy, and hilly road. I personally drive its entire length daily and obey the 25 mph limits. A bridge across the interstate here would do NOTHING to alleviate the problems at Malfunction Junction. It would destroy our settled, peaceful neighborhood. The peace, quiet, and safety is the reason we purchased our permanent homes on Tram Rd. I moved here 1 year ago from 1/2 mile away! Stop the bridge!!!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Sawyer	Frank	<p>Thanks. Very informative video. Will there be truck restrictions on I-26 from mile marker 85 through this entire project? If not why not? When trucks (18 wheelers) are allowed 3 abreast like now they effectively block the highway. As you're aware I-85 in Greenville has them but now I-26 does not. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Truck traffic will not be restricted on the I-26 corridor as a part of the Carolina Crossroads corridor project. The volume and lane usage of heavy vehicles on this corridor was not identified as a primary concern during efforts to establish a purpose and need statement for the project. Project refinement will continue to be an on-going process, and if determined to be an additional need, lane restrictions for trucks could become a consideration. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Schumacher	Sarah	<p>We were hopeful that our community would be progressive in dealing with our traffic situation. Building more lanes or ramps or bridges will not solve the issues. Columbia and surrounding areas are growing. A train makes sense is sustainable and would reduce our dependence on cars. It would also employ people. We wish the committee would consider this option. Once we experienced train/metro in bigger cities (think DC area or in Europe) we can't imagine other viable options.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The Draft Environmental Impact Statement (DEIS) report considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The DEIS also notes that mass transit was considered as part of the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The data gathered for the Carolina Crossroads I-20/26/126 Corridor Improvement Project showed that mass transit alone would not sufficiently reduce congestion, meet the purpose and need of the project, enhance safety, or improve freight mobility of the corridor. Nonetheless, mass transit is part of a larger mobility solution for the Midlands region. As part of the Carolina Crossroads I-20/26/126 Corridor Improvement Project a mobility stakeholder group was established to provide input and ensure coordination on the project not only from a transit perspective but also for bicyclist and pedestrians. Based on the input from the mobility group the project team will study existing Park-and-Ride facilities throughout the Carolina Crossroads I-20/26/126 Corridor Improvement Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>
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Schwartz	Cornelia	<p>My family and I are opposed to the project that expands Jamil road and puts a bridge across the interstate from Tram Road. This will be a horrible effect on the Whitehall community. We are already close to the interstate and are affected by noise and pollution. The fire that melted part of Jamil road in the past was awful. We hope you seriously reconsider this project!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates</p>

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Scott	Barbara	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Scott	Breeann	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Seiderson	Paul	<p>RA1 - The flyover ramp from eastbound I-26 to eastbound I-20 will end up a bottleneck. Due to the elevation change and sharp left curve at the top of the ramp trucks will need to slow to 15 mph. The ramp will back up during heavy traffic and cause delays. This same situation occurs in Atlanta at I-285 and I-85 and in Charlotte at I-77 and I-485.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>A corridor wide traffic analysis was performed and indicated that traffic will flow at normal operating speeds. This document is found within the appendices of the Draft Environmental Impact Statement (DEIS). All ramps at the I-26 & I-20 interchange will have a minimum design speed of 40 mph and designed to the latest federal standards to ensure satisfactory operating speeds through the network.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Self	Wesley	<p>It doesn't sound like this plan has been given enough thought. There has to be a better way. With all the experts you have I'm sure a better solution can be found for less money.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>
Self	Wesley	<p>I am strongly opposed to the proposal bridge being built to connect Tram Road and Beatty Road. The small benefit of a mile or two travel down to St. Andrews or Piney Grove to cross is not worth the huge money it will cost, nor the disruption to the neighborhood. It is a pathway to heavier traffic and more commercial development. The poorly planned (ie- no restriction on vehicle types, no traffic light, no improvement to Tram Road itself) design will cause much more congestion for residents trying to exit the area and will lower property values.</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

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Seward	Ken	<p>This bypass will bring more traffic to an already busy neighborhood. This neighborhood was not designed to handle the increased high traffic that this by-pass will bring.</p> <p>In addition I believe it will attract more criminal elements to the neighborhood by allowing a direct access.</p> <p>Whitehall is an established neighborhood had a lot of elderly people. This bypass will disrupt their retirement by adding increased noise and high speed traffic.</p> <p>If the only purpose of the bypass is to improve tram road, We who live here would rather not have tram road improved.</p> <p>DO NOT BUILD THIS OVERPASS!!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Seward	Ken	<p>No Bridge! Please follow the money to the land owner.</p> <p>Form Letter – Tram/Beatty Checklist</p>	
Seward	Ken	<p>I do not think that putting an overpass into the Whitehall housing development is a good idea. The overpass will increase traffic which is already heavy into and out of the community.</p> <p>This is a quiet community with many retirees. The added traffic will make this community a higher risk to crime.</p> <p>NO OVERPASS into or out of Whitehall.</p>	
Seward	Ken	<p>Do not put an overpass into the Whitehall development. It will increase traffic and crime into a quiet community.</p>	
Seward	Ken	<p>I do not think that putting an overpass into the Whitehall housing development is a good idea. The overpass will increase traffic which is already heavy into and out of the community.</p> <p>This is a quiet community with many retirees. The added traffic will make this community a higher risk to crime.</p> <p>NO OVERPASS into or out of Whitehall.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring</p>

			<p>2019 The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Seward	Mary	<p>Please do not destroy this beautiful neighborhood by building a bridge into Whitehall. The bridge will increase traffic on tram road literally splitting this community in two.</p> <p>Along with the increased traffic increased crime has been noticed when access to an established community has been allowed.</p> <p>Building a bridge onto tram road will cost more money over time with additional costs such as increasing lanes and maintaining the already flooded corridor here within whitehall.</p> <p>Finally, this community established in the 1960 has many retirees. There are no side walks.</p> <p>People walk their pets early in the morning would be in danger from the increased traffic.</p> <p>NO BRIDGE INTO WHITEHALL ON TRAM ROAD.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Shealy	Frank & Linda	<p>I have serious concerns about the proposed overpass. The old established Columbia neighborhood, Whitehall, has been an icon to Columbia for many years, The residents are proud Columbians. Tram Rd is a hilly and curvy road which does not safely accept speeding vehicles or excessive traffic. If it is opened to more traffic, it will be devastating to the neighborhood and open to serious accidents. I DO NOT SEE THE BENEFITS to this proposal. But I do SEE THE MAJOR PROBLEMS, PLEASE CONSIDER OTHER ALTERNATIVES.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Shealy	Franklyn	<p>I own a home on Juneau Rd and am opposed to spending 3.5 Billion dollars to put a bridge through two neighborhoods. I would like to know who will benefit from this project. Could it be the property owners of commercial property on Fernadina Rd? It certainly doesn't benefit the community nor Malfunction Junction. Thank you for your attention.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

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Shealy	Linda	<p>Our home is near Stoops Creek at Beatty Rd. It has flooded and destroyed the bridge in 2015. The low-lying swampy area is not suitable for heavy traffic. This must be a huge disadvantage to the SCDOT plan. There are numerous reasons to cancel the Beatty Bridge plan. Please consider the disadvantages.</p> <p>It makes more sense to add a right turn lane on Jamil Rd at Piney Grove to alleviate traffic backups and much less expensive than the 3 billion dollar plan.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Shealy	Linda	<p>I oppose the Tram-Beatty Bridge Project. It makes no sense that the 2 mile distance between St. Andrews and Piney Grove will help traffic. Form Letter – Tram/Beatty Checklist</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Shealy	Lynn	<p>The residents on and near Tram Road are telling you that to open Tram & Beatty Roads (both not safe for busy traffic) will lead to accidents. This is a fact which you can research previous accidents at SCDOT. If this project proceeds, be prepared for injuries and possible lawsuits due to traffic accidents. Also: This neighborhood is a wildlife</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

		<p>refuge. The lakes are home to geese, beautiful egrets and blue herons, owls, fox and deer. The geese often stop traffic on Tram Road now. People want to preserve our beautiful wildlife. Please don't interfere with our NATURAL RESOURCES.</p>	<p>comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Shealy	M. Benson	<p>I hope you will listen to the property owners in the 2 neighborhoods you are suggestion to ruin. Connecting Beatty and Tram is a very expensive plan to taxpayers. It will not solve traffic problems at malfunction junction. But it will cause mega problems for the citizens.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

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Shealy	Mark	<p>I am opposed to this project. It will ruin my property value. Stoops Creek runs across Beatty and often floods. That bridge has collapsed in the past due to flooding. Will harm the wonderful wildlife we have.</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

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Sheetz	Linda	I fail to see how this is going to improve traffic in Malfunction Junction. It will destroy our environment and home values.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Sheikh	Imran A.	This proposal is a terrible idea and will significantly worsen many aspects of quality of living in Whitehall. Besides drastically increasing traffic through a 100% residential area, it will directly link a high crime area to one of the best and safest and most affordable residential neighborhoods in the entire Columbia metropolitan area. There is no neighborhood in Columbia that combines affordability and safety better than Whitehall. Linking Beatty Road and Tram will DESTROY Whitehall's uniquely isolated residential safety and security, the most important aspect of living conditions. Whitehall is one of the best neighborhoods in all of Columbia and the	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have</p>

		<p>very best neighborhood for the value. The main reason is its isolation, while being perfectly situated between I-26 and I-20, yet being safe and affordable. The link with Beatty Road will destroy the greatest virtue of Whitehall, its uniquely secure and safe living conditions. Personally, property value is nothing compared to the unique nature of Whitehall as a safe and isolated residential neighborhood. If this proposal is NOT REJECTED, I will invest significant energy and effort in fighting it at every turn. I strongly suggest you find another option. Whitehall is the best, diverse, middle class residential neighborhood in Columbia. No one who lives here will sit idly by and have its best qualities destroyed by this proposal project.</p>	<p>benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Shipman	Allison	<p>My name is Allison Shipman. I have lived in Whitehall, at 204 Alton Pl., Columbia, SC 29210, for almost 14 years. I am opposed to the, "Improve Tram Road by providing overpass of I-26 to Beatty Road," for the following reasons:</p> <p>"There is no consideration for the degradation of both lifestyles and property values of the 1,400 residents of Whitehall. This would be caused by the increased traffic, increased traffic noise, increased non-local traffic and the higher-speed, heavier traffic on the narrow, hilly, winding Tram Road which is already near its practical carrying capacity and where speeders are already a problem. There is no consideration for the concerns of residents about creation of a direct connector to the upscale residential Whitehall neighborhood from Beatty Road, with its commercial areas, including an abandoned auto dealership, and its lower-income and higher-crime areas.</p> <p>There is no plan to make any change to Tram Road itself, other than the brief stretch where the new bridge comes to ground and the Jamil Road intersection is to be reconfigured, without a traffic light.</p> <p>There is no consideration for the impact of the commercial development which would almost certainly follow at the reconfigured intersection.</p> <p>There is no plan to lower the contour of Jamil Road where it restricts sight lines for traffic trying to turn from Tram Road onto Jamil Road.</p> <p>There is no plan to re-engineer Tram Road to support additional local traffic.</p> <p>There is no plan to restrict the types of vehicles. This means that city buses and tractortrailers could travel on Tram Road. Tractor-trailer trucks are not allowed on Piney Grove Road, which is wider than Tram Road, has sidewalks and paved shoulders, and is engineered for heavier vehicles.</p> <p>There is no plan to improve the intersection that is the only exit from the Cottages of Whitehall.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Shipman	Allison	<p>On Tram Road, at the foot of the new bridge, the exit from the Cottages might potentially maybe perhaps have a stop sign; there is no plan to install a traffic light, because it would impede traffic flow from the bridge. There is no plan to improve the already-difficult intersection of Sidney Road at Tram Road. There is no plan to re-engineer the intersection of Tram Road at St. Andrews Road, an intersection which is already near capacity. There is no plan to compensate even the homeowners on Tram Road, much less those throughout the neighborhood, whose property values will also be affected." Taken from: http://www.whitehallhoa.org/news_details.php?view=article&id=18 Thank</p>	
Shuler	John	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Shuler	Phyllis	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Shuler	Thomas and Betty	We "DO NOT" approve this corridor improvement project. Whitehall is a quiet and friendly neighborhood. We have been living in this area for almost 20 years. We do not want anymore outside traffic coming through Tram Road. It does not make sense to have heavy traffic coming through a "25" miles driving zone.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

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Simpson	James	<p>I am against this bridge for all the reasons checked on the attached page, but mainly because the rationale for its proposal is totally illogical and unjustified. A complete waste of tax payer money and will not alleviate traffic problems but increase residential traffic to the detriment of our neighborhood and will definitely negatively impact the quality of life in our community.</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

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Simpson	Sharon	<p>Tram is a narrow winding road without sidewalks in the heart of our subdivision. There are many trees, small wildlife, and pets in addition to the many home owners who take pride in our community. The speed limit ranges from 25-30 mph, and a number of school bus stops are scattered throughout our quiet neighborhood. The proposed Tram Road- Beatty Road bridge would negatively impact our community in numerous ways (see attached), and I urgently request that the bridge proposal be removed from the Carolina Crossroads project to keep our neighborhood safe, quiet, and family-friendly. Attached form - Reasons for Opposing Tram Road/Beatty Road Bridge Dangerous for school children riding buses</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

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Simpson	Ted	<p>We are opposed to the projected bridge over 1-26 that would connect Tram Road and Beatty Road for the following reasons:</p> <ol style="list-style-type: none"> 1. We have lived in Whitehall for 50 years. It has always been a quiet, safe neighborhood with little or no crime. One of the ramifications of joining Tram Road to Beatty Road is exposing Whitehall to an area that is experiencing high rates of crime. That is unfair to the residents of Whitehall, many of whom are senior citizens. 2. Tram Road is a narrow, winding, 2-lane road with lots of ups and downs. Our kids referred to it as the "roller coaster" road! It is NOT suitable for increased traffic flow. There will be traffic build ups at the intersection of Tram and St. Andrews, and drivers will seek out alternate routes through Whitehall to avoid it. 3. We have made extensive improvements to our house since we purchased it, including adding a sun room and outside patio in the back. We foresee a decline in property values if this plan is approved. As senior citizens, this would adversely affect our net worth. 4. The proposed overpass is close to both the Piney Grove and St. Andrews exits from 1-26 and does not appear to offer any real solutions to the traffic flow on 1-26. The funds for the Corridor Improvement Project should be used to improve traffic on 1-20/1-26/1126 and not for other projects. <p>When we moved into the subdivision in 1968, our kids were 2, 4, and 6 years old. They grew up here - playing outside and riding bicycles all over Whitehall. The residents of Whitehall enjoy walking, jogging, and bicycling on the various streets in the subdivision. There are no sidewalks in Whitehall, so opening the subdivision to additional traffic would make the streets less safe for pedestrian traffic.</p> <p>We sincerely hope that the concerns expressed by</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

		<p>the residents of Whitehall will be seriously considered when making this decision.</p>	<p>project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Sims	Bernice	<p>I have lived in the community of Beatty Rd. for 50 years and have seen many changes. My home is near Beatty Park. People enjoy the activities there including tennis and swimming. But there are no sidewalks along Beatty Rd to the park. It is very very dangerous to children and adults walking to the park. I can't even imagine how much more danger will be caused by more traffic due to the bridge. A much better way to use our tax money would be to put sidewalks leading to the park. The Beatty-Tram Bridge would be a big mistake. Please consider all the problems it will cause. It won't help Malfunction Junction.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Sinclair	Carol	<p>This project will cause the residents of Whitehall increased traffic, noise at all hours of the day and night.</p> <p>It will increase non-local traffic in the residential Whitehall subdivision and increase the likelihood of more high speed traffic on Tram Rd. which is already a problem as it is a very narrow, hilly, winding road with no sidewalks, putting residents that live on this road at risk.</p> <p>With the creation of a direct connector there is no consideration for the concerns and safety of the upscale residential Whitehall neighborhood from Beatty Rd. Beatty Rd. is predominately commercial, including an abandoned auto dealership, and its lower-income and higher-crime areas.</p> <p>This project does not plan to restrict types of vehicles and this could mean buses, tractor-trailers and large vehicles could travel this road. The roads in Whitehall are not paved or engineered to handle these kinds of heavy vehicles.</p> <p>There is no plan to compensate the homeowners on Tram Rd. much less those throughout the neighborhood whose property values will also be affected.</p> <p>No plans to make adjustments, like a traffic light at Tram Rd. and Jamil Rd. This is already a very difficult road to make a left turn onto, and with the additional traffic it will be next to impossible to turn left off of Tram Rd. onto Jamil Rd.</p> <p>No plan to re-engineer Tram Rd. to support additional local traffic.</p> <p>No plans to improve the already difficult intersection which is already near capacity.</p> <p>I do not support this project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Sinclair	Duan	<p>I am a long-time resident of Whitehall, and I am opposed to an overpass over I-26 from Beatty Road to Tram Road. This projected overpass is not needed and will destroy the Whitehall area. We have two very good interchanges on St. Andrews Rd and Piney Grove Road. These are more than adequate to meet projected needs in this area. Thank you in advance for your assistance in changing this optional overpass. Duan K. Sinclair, Jr., Major, USMC (Ret)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Sinclair	Melinda	<p>This project will cause the residents of Whitehall increased traffic, noise at all hours of the day and night. It will increase non-local traffic in the residential Whitehall subdivision and increase the likelihood of more high speed traffic on Tram Rd. which is already a problem as it is a very narrow, hilly, winding road with no sidewalks, putting residents that live on this road at risk. With the creation of a direct connector there is no consideration for the concerns and safety of the upscale residential Whitehall neighborhood from Beatty Rd. Beatty Rd. is predominately commercial, including an abandoned auto dealership, and its lower-income and higher-crime areas. This project does not plan to restrict types of vehicles and this could mean buses, tractor-trailers and large vehicles could travel this road. The roads in Whitehall are not paved or engineered to handle these kinds of heavy vehicles. There is no plan to compensate the homeowners on Tram Rd. much less those throughout the neighborhood whose property values will also be affected. No plans to make adjustments, like a traffic light at Tram Rd. and Jamil Rd. This is already a very difficult road to make a left turn onto, and with the additional traffic it will be next to impossible to turn left off of Tram Rd. onto Jamil Rd. No plan to re-engineer Tram Rd. to support additional local traffic. No plans to improve the already difficult intersection which is already near capacity. I do not support this project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Sisk	Mike	<p>Reasons we do need this bridge - Property values will plummet More crime Increase in traffic Tram Road is not designed for such traffic. Will disrupt quiet, peaceful neighborhood Less safe for children/families Waste of taxpayers money Please do not disrupt our nice neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Skawinski	Jill	<p>My women’s group at Our Lady of the Hills Church would be interested in you presenting a summary of the proposed Carolina Crossroads at one of our meetings. We usually have between 25 – 35 women in attendance at our meetings and have openings for speakers in the evening on Oct 1st and January 7th . Please contact me for more details at 803-381-1932 or to simply respond that this is not something you do not offer.</p>	<p>SCDOT responded and presentation was scheduled for October 1.</p>
Skipper	A. Ray	<p>I am opposed to the bridge over I-26 at Tram Road. This will increase the traffic and open Whitehall to more criminal activities. I have already experienced this problem firsthand! I have had things stolen from my yard. Lexington police could or would not do anything but fill out a report. This bridge will only increase the decline of Whitehall! This action may be a "quick fix" for the road system at the expense of the lives of families and homes. As a taxpayer I do not want to see this happen!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

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Skipper	Gail	<p>To Whom It May Concern,I am writing in reference to the improvements planning to be made with Malfunction Junctionand the bridge linking Beatty and Tram Roads and making known that this is not a desirable resolution as a resident of the Whitehall community.As a newer resident of Columbia, specifically the Whitehall neighborhood, I found a sense ofcommunity, country, quiet neighborhood yet convenience when buying our home 4 years ago.We have found this to be a wonderful place to call our new home. We moved from SouthFlorida to find quieter living in a city such as Columbia, SC.Living off of Sydney and Loch Roads, we live in an area where there is not too much trafficand allows us to maintain a development of homes, ability to walk on the streets, ride bikesand visit with neighbors. Isn't that what community should be?I see no sense in connecting Tram and Beatty roads, creating Tram to become a higher speedcut through road to St. Andrews. This would diminish our property values, drive awayyounger families with children, take away walking and biking opportunities and certainlycause more accidents with more traffic. We already experience cars being broken into, theft inthe neighborhood and certainly don't need an easier and quicker way out of our neighborhoodwith a bridge to create easier access.The residents of Whitehall see no need to create a bridge to the Beatty Road area. And, thisbridge would not take away from the traffic already caused by the converging of I-20/26/126.Listen to the residents. Be mindful of maintaining a well established beautiful part ofColumbia. The Mungo name and it's properties, built with love and memories of those whohave lived in these homes to the ones that have recently purchased. I am only the 2nd ownerof my home built in 1969. That says a lot about the commitment of neighbors, family andfriends.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Sloop	Carol	<ol style="list-style-type: none"> 1) Not needed. 2) Funds needed for failing bridges and roads 3) Traffic can use Piney Grove to cut through to St Andrews 4) Destroying integrity of existing subdivision! What are you thinking? 5) All the reasons attached on back. I'm opposed! Form Letter – Tram/Beatty Checklist 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Smith	Autumne	Terrible! Terrible!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Smith	Doug	<p>Please add my contact info to your list for updates on the Carolina Crossroads Corridor project. I travel this everyday and am interested in the progress.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Smith	Eric T	<p>No Bridge. Attached form - Reasons for Opposing Tram Road/Beatty Road BridgeWaste of taxpayers money! Repair our pothole, dangerous roads. Why? Makes no sense.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

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Smith	Jason	Looks great. Move forward with project at maximum speed.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Smith	Johnna	<p>I have been travelling this area during rush hours in the morning and evening for about 36 years and the congestion has gotten progressively worse. Although there were some serious design issues with "malfunction junction" which causes delay it is my observation over the years that the majority of the back-up comes from further down the road i.e. St. Andrews Rd. (2 exits) Piney Grove Rd. (exit) and Harbison Blvd (exit). The traffic bottlenecks and usually does not allow good movement until past Lake Murray Blvd. I may never see the benefits of this improvement project (or only a few years of it) but I am excited for future commuters.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The two biggest factors in traffic congestion are insufficient number of lanes and poor merging or diverging areas at interchanges. The Recommended Preferred Alternative design enhances both of these factors. An additional lane is being provided in each direction along the entire I-26 project corridor. Also, every interchange ramp is being redesigned to include adequate space for accelerating onto the freeways and slowing down exiting the freeways.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Smith	Kendall	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

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Smith	Laura	<p>I oppose this bridge! Attached form - Reasons for Opposing Tram Road/Beatty Road Bridge Waste of taxpayer's money. Use funds to repair roads. EMS would not use a 2 lane road through neighborhood instead of 4 lane Piney Grove or St Andrews.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

			<p>Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Smith	Marge	<p>I live on Morninghill Drive off Bush River Road so my comments are mostly about this area. We need access to I-26 from Bush River Road! We need this for emergency vehicles and for quick access to Lexington Hospital! In addition the merchants on Bush River Road eloquently explained at the last meeting that lack of access would adversely impact their businesses. We also need a sound barrier tall enough to block or reduce the noise from I-20 where Gale Drive is currently located for the benefit of the residents in this area from Fairhaven Rd Luster Lane Morninghill Drive and including all of Statler Drive. We've always had a lot of noise from the interstate to the point that conversations outside your home is all but impossible. Pedestrian traffic between Bush River Road and St Andrews Road on the frontage road that is comprised of Burnette Dr Browning Rd and Burning Tree Dr is unsafe. There should be sidewalks for the safety of pedestrian on this frontage road. In addition the bridge on Browning Road that crosses Interstate 20 should be structured to safely carry pedestrian traffic over it. Currently there is no safe pedestrian walkway in on this bridge to cross over the interstate. For the Tram Rd/Beatty Road Bridge plans we agree this is a boondoggle at totally unnecessary taxpayer expense!!! Within a short distance there is access to this area and Broad River Road from Saint Andrews Road and further west at Piney Grove Road both of which are designed to handle the volume of traffic for this area. Who requested this? We would all like to know who really benefits from this as it clearly is not the people who live in Whitehall!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to Bush River Road access from I-26, the spacing of the existing Bush River Road entrance and exit ramps to the adjacent interchange ramps does not meet the operational design standards of today. Congestion and high crash rates on I-26 in the vicinity of the I-20/I-26 and I-26/Bush River Road interchange locations are attributed in part to abrupt driving maneuvers due to the multiple weaving movements that occur at these locations. After much evaluation, the best solution to improve the corridor is to relocate the access to Bush River Rd to a new full-access interchange at Colonial Life Blvd. A signing plan would be evaluated during final design to notify commuters of the new traffic patterns for accessing Bush River Road. You can read more about the Recommended Preferred Alternative in Chapter 2 of the Draft Environmental Impact Statement (DEIS), and additional detail about the potential affects to businesses on Bush River Road is located in Chapter 3.3 (see Section 3.3.4.8).</p> <p>Relative to noise and sound barrier walls, the South Carolina Department of Transportation (SCDOT) completed a</p>

Smith	Marge	<p>Between Bush River Road/Morninghill Drive and St Andrews Road, there is a frontage road that has a lot of pedestrian traffic. The street names between these two locations on the frontage road are shown as Burnette Road, Browning Road, and Burning Tree Road.</p> <ol style="list-style-type: none"> 1. It would be good for those walking along this route if there was a sidewalk. Currently, there is a sidewalk along Burnette Road from Morninghill Drive to Fairhaven Lane, but no further. After that, the only walkway along the road between Fairhaven and St Andrews is the shoulder of the road. 2. The bridge on this frontage road that crosses I-20 does not have a safe, protected walkway for people crossing the bridge. It is especially dangerous for pedestrians when there is motor vehicle traffic on the bridge. That bridge now has a concrete "railing", but it isn't very high -certainly not high enough to ensure pedestrian safety. 	<p>preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures, and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Regarding pedestrian traffic, as mentioned in Chapter 1 of the DEIS, there is a need for additional bicycle and pedestrian infrastructure within the study area. The design of connections to pedestrian and bicycle facilities and the accommodations for planned facilities will be determined as design progresses on the Recommended Preferred Alternative. You can read more about this, as well as accommodations during construction, in Chapter 2 of the DEIS (see page 2-63) and Chapter 3.13 (see page 3-369).</p> <p>In the early stages of the project, SCDOT received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>
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			<p>complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019..</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Smith	Marilyn	<p>I opposed the Tram Road-Beatty Road connector because we do not need to go from Whitehall towards Broad River Road or to Costco. We can access these areas by going up Jamil Road to Piney Grove Road. We do need a right turn lane on Jamil at Piney Grove Road. I am impressed with layering the roadways to accomodate traffic and having motorist decide well ahead of time which choices to make - 26, 20, or 126.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>
Smith	Marilyn	<p>I oppose the Tram-Beatty Bridge. Emergency vehicles cannot get through these roads now much less with more traffic. Form Letter – Tram/Beatty Checklist</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Smith	Mary B.	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Smith	Roger	<p>Among our concerns are access to our street by emergency service vehicles e.g. fire and ambulance and ease of access from our neighborhood to Columbia area hospitals.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>The Carolina Crossroads project team has coordinated with local EMS agencies throughout the development of alternatives (see Chapter 3.3 and Chapter 4 of the Draft Environmental Impact Statement (DEIS) and will continue to do so as design progresses. As noted in Chapter 3.13 of the DEIS impacts to motorists, pedestrians, bicyclists, and emergency service vehicles would be minimized through the development of a maintenance-of-traffic plan that outlines measures to minimize construction impacts on transportation and traffic. A requirement of this plan would be that existing roads be kept open to traffic unless alternate routes are provided. The contractor, through a community outreach program, would let the community know what types of closures to expect (i.e., temporary, long-term), when to expect them, and who to contact, if needed. Additionally, SCDOT and the contractor would coordinate with emergency service providers such as police, fire protection, and ambulance services before construction to ensure that access for emergency vehicles would be maintained.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Smith	Roger	<p>Three things: 1) We really are concerned about closing the Bush River/I-26 interchange because of the need for emergency responders and because of the impact on businesses on Bush River Road; 2) we ask that the project include noise-reduction walls or screening trees between the new I-20 lanes and the ends of Morninghill, Luster and Fairhaven because the expanded I-20</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Under both alternatives, the existing ramps at Bush River Rd at I-26 would be relocated to a new full access Colonial</p>

		<p>will be much closer to homes; 3) We object to the construction of a bridge connecting Tram Rd. to Beatty Rd. It will increase traffic through Whitehall, turning that neighborhood into a high-traffic throughway. Access from either Tram or Beatty to the other side of I-26 is currently provided via Jamiil or Fernandina Roads (frontage roads) and involves neither needless expenditure of taxpayer funds nor the disruption of an established residential community; 4) please install signs showing no access to interstate highways from Morninghill, Luster and Fairhaven. Please give these concerns more than cursory evaluation, since this project will affect not only traffic along major roadways but also homes in communities near the project.</p>	<p>Life Blvd interchange. Drivers would be able to access Bush River Rd from either the new full access interchange at Colonial Life Blvd or via the interchange at I-20. You can read more about both alternatives and the designs in Chapter 2 of the Draft Environmental Impact Statement.</p> <p>Relative to noise, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures, and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the Draft Environmental Impact Statement.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>Morninghill Drive, Luster Drive, and Fairhaven Drive do not currently have</p>
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			<p>interstate access. The only construction on those neighborhood streets is the relocation of Gale Drive. Any signing deemed necessary will be done during the engineering design phase of the design build contract.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Smith	Stacy	I'm impressed with most of the modifications to malfunction junction and feel that they will improve traffic flow.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Smith	Steven	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

			<p>comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Smith	Thomas	<p>I am opposed to the Tram Road-Beatty Road bridge. It will be detrimental to the Whitehall subdivision. It is only going to be trouble for our community. There is high crime on the other side of the interstate. Why would we want it to be more convenient for criminals to have access to our homes? Our roads are bad enough- potholes, etc. Why would we want more heavy traffic? This bridge would be an easier route thru our neighborhood to St. Andrews Road-out. We have enough problems with speeders and don't need more. There would be no restrictions for who would use the bridge and our roads (18 wheelers, motorcycles, high speed chases). The whitehall community is relatively quiet- we don't want the extra noise level near our homes. The Whitehall community is relatively safe- with people of all ages walking, riding their bikes, communicating with neighbors. The extra traffic this bridge will cause will put more fear form the speeders and bad drivers. Several bus stops are on Tram Road- we do not want to jeopardize the safety of our school-aged children (and the rest of us). Also, there is wildlife in the Jamil Road-Tram Road area that will be affected. Instead of the Tram Road-Beatty Road bridge, spend the money on: 1) Seriously repairing the roads throughout the Whitehall subdivision- we have way too many potholes and bad areas. 2) This proposed bridge will not help traffic flow on I-26, but a parallel bridge closer to Piney Grove Road would be more beneficial- alleviate the problems at Bower Parkway. 3) Have section along the interstate for crossover to assist emergency response- activated by those responders (drew diagram) 4) Have a dedicated bridge from the interstate to Lexington Hospital for emergency personnel only! This could also be activated by remote control from these first responders. In summary, do not waste money on the Tram Road-Beatty Road bridge. Spend it where needed. Reasons to oppose Tram Road bypass: 1) Noise level increase with no restriction as to vehicles on the bridge 2) Flooding to an already saturated area 3) Safety: to bikers, walkers, joggers 4) safety: would bring traffic from Broad River Road (crime corridor) to Whitehall 5) Possible new bus routes along Tram bringing unwanted foot traffic to our neighborhood 6) Would cause plummeting property value to an already lessened value due to 1000 year flood 7) Would disrupt our way of life. Please fill out the attached form or login to info@carolinacrossroadsscdot.com to protest this unwanted connector bridge from Beatty Road to Tram Road. It must reach SCDOT by September 17th for your voice to be heard. This affects all of us. Please do your part. Share with others in</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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		<p>Whitehall. Thank you, your neighbor. (maps attached)</p>	
<p>Smith</p>	<p>Vicki</p>	<p>The proposal for the Tram Road/ Beatty overpass is absurd!! You will be destroying our good neighborhood! We have lived in our home for 28 years and we love the quietness and safety here. My mother lives at 530 Tram Road and my brother lives behind her on Sidney Road; it will be at their door! My father built their dream home 40 years ago and you are destroying it too! We spoke to one of the engineers, David Kerns, at the meeting and I asked him who came up with this and he said, he did! I asked him if he even considered this without a long term study? Things might appear great on paper to some, but in reality it will be detrimental to our neighborhood! We were told several times that it has nothing to do with traffic on I-26 or malfunction junction. We were told the only reason for this overpass was to give another access across interstate. We do not need another access! Do you even realize what this will bring into our neighborhood? It will bring crime, more traffic, and people that don't need to be here! Tram Road is already heavily traveled with people cutting through from Jamil Road to get to St. Andrews. Carmax and other dealerships use Tram to test drive cars! Tram Road is a narrow, curvy, hilly road with five school bus stops! There are no sidewalks or shoulders. It will bring more noise from interstate traffic! Instead of my mother hearing birds, she will hear traffic and see traffic! There will be no sound barrier wall! Our property values will plummet! There are a lot of people who walk, jog, and bike on Tram</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

		<p>and rest of neighborhood. It will bring more flooding to an already saturated area! There will be no restrictions to the type of vehicles on bridge, so city buses, 18 wheelers, delivery trucks, and lots of vehicles coming through neighborhood! GPS will direct traffic this way! Cars will come flying from bridge directly down Tram Road! There is not enough law enforcement to enforce speeders now! This is also a waste of tax payers money! Instead of spending 3-5 million on this overpass that will only cause more problems, it should be spent on our already pothole, crumbling roads! Also, should be used to add a right turn lane from Jamil to Piney Grove. Do something to help with backed up traffic on Bower Parkway, especially weekends and holidays. Do something to make Jamil Road intersection of Tram Road safer! Cars come flying over hill and anyone turning left, doesn't have enough time to pull out safely! There have been many serious accidents there! We understand that it will still just be a stop sign there and no plans to do anything about the hill! My mother and others on that block of Tram, will not be able to get out of their driveways because of traffic! This is causing unnecessary worry and lots of stress for everyone! The other proposal for malfunction junction is much needed, but not the overpass!! Please reconsider what will be dne to our quiet neighborhood! Would you want this in yours? WE DO NOT WANT THIS OVERPASS!!!</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Smith	Vicki	<p>Oppose bridge. Do not need another way to get to Costco. This proposal is not justified. Why would EMS take a 2 lane road through neighborhood where walkers, children are, instead of 4 lane Piney Grove or St. Andrews. Waste of taxpayers money. Improve our bad roads instead of access to area we don't go.</p>	
Smith	Vicki	<p>I oppose bridge!! Need to spend funds elsewhere. Form Letter – Tram/Beatty Checklist</p>	
Smith	Yvonne	<p>Blank Comment Form</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>

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Snyder	William R.	<p>Reasons for opposing Tram Road/Beatty Road bridge. 1) Increased crime 2) Lower property values 3) Increased traffic with NO vehicle restrictions (18 wheeler, etc.) on already deteriorated roads throughout neighborhood 4) Dangerous for walkers, bikers, joggers, etc. on narrow streets 5) Increased speeders (enough is enough) 6) It will destroy our quiet neighborhoods 7) Other: More pressing needs for the money being spent. Dollars could be put to use fixing/repairing secondary roads that are falling apart</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Sonefeld	Mike	<p>As I have expressed since this project started the affected area involves at least eight different emergency response agencies that routinely operate in the project arena. This is a much needed fix and I want to make sure that every effort is made to make our response as effective as possible. There is a real potential for huge delays in service based on the new design and I have voiced them since our first Stakeholders meeting. Please keep me in the loop on some of the very easy but effective that were offered by the public safety community. One view camera upgrades (critical for response) Collector lanes need early and often identification for drivers. Written on the pavement color coded numbered or lettered. 1/10th mile markers on I26 from the 101mm to the 109mm East and west bound</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project</p> <p>The Carolina Crossroads project team has coordinated with local EMS agencies throughout the development of alternatives (see Chapter 3.3 and Chapter 4 of the Draft Environmental Impact Statement (DEIS) and will continue to do so as design progresses. As noted in Chapter 3.13 of the DEIS impacts to motorists, pedestrians, bicyclists, and emergency service vehicles would be minimized through the development of a maintenance-of-traffic plan that outlines measures to minimize construction impacts on transportation and traffic. A requirement of this plan would be that existing roads be kept open to traffic unless alternate routes are provided. The contractor, through a community outreach program, would let the community know what types of closures to expect (i.e., temporary, long-term), when to expect them, and who to contact, if needed. Additionally, SCDOT and the contractor would coordinate with emergency service providers such as police, fire protection, and ambulance services before construction to ensure that access for emergency vehicles would be maintained.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Southerland	James	<p>Pertaining to the proposed bridge across interstate 26 connecting Tram Road to Beatty Road. This is an unnecessary and rediculously expensive project to pursue. There is no benefit to the project except for a few individuals who do not want to continue going to either St. Andrews road or Piney Grove Road to get across the interstate. It will add unnecessary traffic to Tram road which will be dangerous in itself because of the narrow twisty road taht it is. Also, because of added traffic it will increase the danger to children and adults walking along the road. It will also give increased access to a criminal element that is rampant on the Beatty side of the interstate to a quiet neighborhood on the Tram side. There is enough crime in our neighborhood now without inviting more. Please do not include this bridge in the final plans. It is unnecessary and not wanted.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Southerland	Sarah	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

			<p>connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Southerland	Sylvia	<p>I am against the Tram-Beatty Road bridge being built. Whitehall is a strong community. We have raised our two children here. We have lived in Whitehall for 40 years. Most families have paid and cared for their homes and yards. The lots are large with many tall trees. We have great access to shopping and roads. Tram is a 2 lane curved, hilly road. There are many small children, walkers, bikers and school bus stops on Tram road. Many already use Tram as a cutthru sreet (many speeding) adding this bridge would increase safety issues, danger of flooding and grealy decrease our property values. The bridge would be a pathway from an area of high crime to an area of low crime - between 2 different counties - Richland to Lexington. It was stated that there are no plans for sidewalks, no restriction of 18 wheel trucks and only stop signs for traffic control. If there is no projected increase in volume of traffi on Tram Rd - with the addition of this new bridge. How can this bridge be a part of "fixing" malfunction junction? It was stated that we</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

		<p>"requested improved access". Why was this bridge (?) September 2017 became a part of RA 1 plan. This information was only known to us and our representatives in the last 2 weeks. There is a fire station and a hospital on each side of I-26 for emergency services. It seems that a bridge will provide access for business and property development. This project should (?) lanes at (?) Piney Grove Rd to help the flow of traffic. These funds could be used to fix the potholes in our streets. Please say NO to the tram Road - Beatty Road Bridge.</p>	<p>to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Spearman	Walter	<p>We are strongly in disagreement of the bridge [?] with the peaceful and safe neighborhood we live in. The reason we purchased our house was because of this neighborhood. Way of life and wholesome family value. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

			<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Spruill	Marion	<p>I live in the Cottages of Whitehall right off of Tram Road. I think the proposed bridge over I-26 at Tram would be devastating to our whole Whitehall neighborhood and of very little benefit. Tram is a lovely residential neighborhood with a very curved street. We do not need or want more through traffic getting to the interstate. Piney Grove and St. Andrews exits are only 2 miles apart. This alternative would be a terrible decision. Please consider the considerable negative impact in contrast to the minimal benefit. I am 100% against this proposal.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>
Spruill	Marion	<p>I am totally opposed to your 2 billion dollar project to connect Beatty Road to Tram Road. It will do nothing to alleviate the problems at the I-20/I-26 junction. What it will do is ruin our lovely Whitehall neighborhood. I live on Tram and the street is not built for major thru traffic. People walk their dogs along this street and walk for exercise. You will endanger all of us and not help improve current problems.</p>	
Spruill	Marion	<p>I have no idea why anyone thought the Tram Rd/Beatty Rd bridge project was a good idea. It does nothing to help congestion and malfunction junction. It would destroy our Whitehall neighborhood where I have lived since 1989. This project would open us up to heavier traffic which could back up for long distances at the opening to our area at The Cottages at Whitehall. You would open our side of I-26 to more crime and endanger walkers along Tram Rd. We do not need a new road to get to Costco. This is an awful idea and a total waste of taxpayer money. It is not needed or wanted.</p> <p>Attached form - Reasons for Opposing Tram Road/Beatty Road Bridge Waste of taxpayer money. Will not make traffic back up and make it impossible to get out of Cottages at Whitehall. No benefits.</p>	

			<p>website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Squirewell	Deloris	<p>Our area will be affected by the noise coming from I-20. Please construct noise barrier ASAP. Thank you</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stallings	Beverly	<p>I'm opposed. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

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Stamps	Jerry	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

			<p>Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stan	Fryer	<p>I am against putting a new overpass over I-26 from Beatty Rd. to Tram Rd. I do not understand how this will alleviate any traffic problems. Also Tram Rd is very narrow curvy and hilly in some sections and cannot handle any more traffic. I do hope you will reconsider and not build this overpass. Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Stangler	Bill	<p>Congaree Riverkeeper is a grassroots non-profit organization that works to protect and improve water quality wildlife habitat and recreation on the Lower Saluda Broad and Congaree Rivers. Below are our comments on the draft environmental impact statement for the Carolina Crossroads project.â€ This project will result in a significant increase of impervious surfaces in the local watershed likely causing a negative impact on water quality. The project should use low impact design and green infrastructure (bioswales vegetated buffers etc.) to the maximum extent possible to reduce the water quality impacts.â€ The DEIS states that this project will significantly impact nearly three miles of streams and more than six acres of wetlands. We strongly believe in the concept of local mitigation for local impacts. As such we request that to the maximum extent possible mitigation for the stream and wetland impacts be done in the Lower Saluda watershed (HUC 0305010914). There are likely stream restoration opportunities on tributaries to the Lower Saluda River including Twelvemile Creek Rawls Creek Kinley Creek and Stoops Creek that can meet some if not all of the projectâ€™s mitigation requirements.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Increases to impervious surfaces and associated runoff has been considered for both reasonable alternatives. Stormwater runoff would be mitigated by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters. This practice reduces peak-flow discharge and by allowing particulates and sediment in stormwater to settle in the basin to reduce the amount of pollutants discharged into receiving waters (see Chapter 3.6, page 3-241). You can also read more about the indirect and cumulative effects of the proposed project in Chapter 3.15 of the Draft Environmental Impact Statement (DEIS) (see Sections 3.15.1 and 3.15.2). Chapter 3, Section 3.7, Page 3-279 to 281 provides an overview of SCDOT’s proposed compensatory mitigation plan for the Carolina Crossroads project. SCDOT is using current mitigation regulations and guidance to develop the mitigation plan for the project, including the 2008 U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) regulations Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332) and USACE Charleston District Compensatory Mitigation Guidelines (dated October 7, 2010). Pursuant to these documents, SCDOT is monitoring existing and proposed mitigation banks that could serve the project, as well as evaluating additional forms of acceptable</p>

			<p>mitigation in the event mitigation banks cannot provide the necessary mitigation.</p> <p>To evaluate existing and proposed mitigation banks, the SCDOT is documenting credit availability at banks using the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS) and by contacting existing private mitigation banks on a monthly basis. SCDOT is also monitoring Public Notices from the USACE, Charleston District to identify proposed mitigation banks that may serve the project. These mitigation banks have USACE-approved service areas that are typically based on watershed boundaries and ecoregions rather than County boundaries. Currently, no existing mitigation banks have readily available credits to fulfill the estimated stream mitigation need of the proposed project, and it is uncertain whether pending mitigation banks will have available credits at the time of project permitting. The wetland mitigation need can be met through existing and pending mitigation banks. Therefore, it is anticipated that compensatory mitigation for permanent project impacts would be obtained through a combination of mitigation bank credit purchases and Permittee Responsible Mitigation (PRM).</p> <p>In accordance with the mitigation regulations and Charleston District guidance, PRM plans that are developed using a watershed approach are environmentally preferable. Per mitigation regulations 33 CFR 332.3(b)1, the required compensatory mitigation should be located within the same watershed as the impact site, and should be located where it is most likely to successfully replace lost functions and services, taking into account such watershed scale features as aquatic habitat diversity, habitat connectivity, relationships to hydrologic sources (including the availability of water rights), trends in land use, ecological benefits, and compatibility with adjacent land uses. As required by the USACE Charleston District guidance, SCDOT is considering these factors and using readily available information to identify potential mitigation opportunities within</p>
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			<p>the same 8-digit Hydrologic Unit Code (HUC) as the proposed project. Since most of the stream impacts for the Carolina Crossroads project are located in the Saluda River watershed (8-digit HUC 03050109), SCDOT would focus the PRM site selection search on the Saluda River watershed and the Piedmont ecoregion. County boundaries are not a PRM site selection consideration per the mitigation regulations or Charleston District guidance. Specific mitigation requirements would be established during the Section 404/401 permitting process, during which another public notice would be issued for the project and additional comments on the proposed mitigation plan could be addressed.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stanwood	Christine	<p>I do not think the over pass from Bettys Rd over 26 onto Tram road in Whitehall is something the residents of Whitehall want. This plan will increase traffic and bring property values down. Seems many \$ are to be spent that will not bring positive results to our community. We have the bounty of having wild geese 6 months of the year that increased traffic will be detrimental to them, as well as kids riding their bicycles, and playing outside. More outside traffic means more crime also. Whitehall residents like our quite neighborhood and your proposal will change and disrupt our lives and our well being in a negative way. With only a two mile stretch from Piney Grove overpass to St. Andrews overpass, is it necessary for another. This looks like someone is about to make a deal for profit at our expense. The improvements to Highway 26 could be made with out the overpass that</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve</p>

		<p>goes to nowhere with disruption to one of the nicest affordable family neighborhoods in the area. The overpass proposal would be unjust.</p>	<p>mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Starnes	Judy	<p>I approve of your plan with exception to the Tram/Beatty Road overpass. Traffic through Whitehall on a road not designed for it, decreases property value and a chance of increased crime is just a few reasons.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>
Starnes	Judy	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 	<p>The SCDOT project team is working to complete a Final Environmental Impact</p>

		<p>9. Other: Emergency vehicles cannot travel road. Nursing home in area does not need the extra traffic. Not cost effective due to other improvements less than a mile away.</p>	<p>Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Staton	Chris	<p>I live on Kettering Drive in the Whitehall SD. While the overall recommended preferred alternative for this project appears to meet the needed upgrades, I don't see the benefit of the overpass for Tram Road. This overpass will bring increased traffic to a subdivision road not designed for the increased traffic. Since this is not a key interchange, the money should not be spent on this specific change. The interchanges at Piney Grove and St. Andrews should serve the area along with the frontage roads. There is no benefit to keeping this overpass as part of this project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

			<p>at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Staves	Susan	<p>Please understand that the Whitehall neighborhood is against the bridge proposal off of Tram. The influx of traffic through our quiet neighborhood would be terrible, especially, for homeowners on Tram and for those of us who reside just off of Tram. I am astounded that this is even a consideration. The road is narrow and winding and already somewhat dangerous. Would you welcome a major thoroughfare through your neighborhood where you've invested much, I think not. Please be mindful and considerate of people who maybe impacted by your decision making. Robbing peter to pay paul, does not fix the problem, it just moves it.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stephen	Burdick	<p>1. Woodland Hills Subdivisions - Glad to hear that NO connector will be opened between Berryhill Rd and Fairway. This is currently blocked and needs to stay that way.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of</p>

			<p>Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stephens	Loretta	Hello, we live on Wilkshire Drive. Are we eligible for a buyout? 843-934-3977	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project</p> <p>Based on the current design we do not foresee any property impacts along Wilkshire Drive associated with construction of the Carolina Crossroads project.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>

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Stephens	Loretta	How much will this impact our address? 843-934-3977	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Based on the current design we do not foresee any property impacts along Wilkshire Drive associated with construction of the Carolina Crossroads project. You can find a map of the Recommended Preferred Alternative on the online meeting at http://www.scdotcarolinacrossroads.com/onlinemeeting5/. Click the "Open the Online Public Meeting" button and go to the "Recommended Preferred Alternative (RPA)" page where you can view the map or download a PDF version of the map.</p> <p>Additionally, you can read more about the Recommended Preferred Alternative (RPA) in Chapter 2 of the Draft Environmental Impact Statement (DEIS) and about the potential impacts of the RPA in Chapter 3. Potential right-of-way and property impacts are included in Chapter 3.3.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stephens	Mark	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the</p>

			<p>South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Sterling	Meredith	<p>I live in West Columbia but spend a lot of time over in Columbia. As I'm retired and have a really old car I am always hoping for bus routes anywhere near my home -- near 378 & Leaphart Rd. The nearest busstop is many miles away with no parking there. Am hoping there will be some routes near me sooner than later?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>At the beginning of the project, several alternatives were identified to address the purpose and need of the Carolina Crossroads to reduce congestion and improve mobility within the corridor. Mass transit was one of the alternatives identified and considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The data gathered for the Carolina Crossroads I-20/26/126 Corridor Improvement Project showed that mass transit alone would not sufficiently meet the purpose and need of the project to reduce congestion and improve mobility within the corridor. You can read more about this in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS. However, SCDOT realizes that mass transit is part of a larger mobility solution for the Midlands region. Therefore, as part of the Carolina Crossroads I-20/26/126 Corridor Improvement Project, a mobility stakeholder group was established to provide input and ensure coordination on the project. Based on the input from the mobility group the project team will study existing Park-and-Ride facilities throughout the Carolina Crossroads I-20/26/126 Corridor Improvement Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region. Please note that your comment about additional transit service in your area will be shared with the other members of the mobility stakeholder group.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates</p>
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Stevens	Alphonso	<p>To say that the extender -connector/overpass from Beatty Road to Tram Road is necessary to relieve traffic off of the interstate is not accurate. If someone on Beatty Road/Broad River Road needed to get to St. Andrews Road they only need to go right 2 or 3 blocks and take Piney Woods to St. Andrews Road. This is a dangerous addition to what you are proposing to relieve congestion at malfunction junction. Tram Road is not equipped for highway traffic. Homes are too close to the street. Hills where you can't see oncoming traffic and curves. The addition of this connector is not necessary and not needed to accomplish what needs to be done. This is an after thought that doesn't seem to fit into the purpose of what you want to do.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

			<p>Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stewart	Timothy W.	<p>To Whom it May Concern,</p> <p>I strongly object to the addition of a bridge connecting Tram Rd and Beatty Rd. As a property owner in the Whitehall neighborhood, I am confident that such a bridge will only increase crime while immediately lowering property values for all Whitehall owners. Tram Rd serves as a main access for the Whitehall community and the scope of the bridge project would negatively change the purpose of this road (a narrow neighborhood road) and cut the neighborhood in half by unrestricted traffic flow. As a result, residents could no longer safely use (jogging, walking) or cross this road in fear of increased traffic, not to mention the increase in road noise in the middle of our neighborhood. This road also has many, many driveways connected to it. Increased traffic, especially speeders, on this winding and hilly road will lead to congestion and accidents to Whitehall owners and guests. This would be unacceptable. Additional development along Tram Rd may also lead to unintended flooding to a community that has already experienced severe flooding in the past few years. The Whitehall community has been a well maintained community in the Irmo/Columbia area for decades. Many residents are retired and others are beginning families here. The residents do not deserve to see their community cut in half by this project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			<p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Still	Mcgee	<p>Barriers will be necessary as sound barrier along Gale Drive. Also concerned regarding increased traffic in neighborhood streets where we live. Entering and exiting from home?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. Results of the preliminary noise analysis on the Gale Road side of I-20 indicated that a noise wall did not meet the cost effectiveness criteria; therefore it was not recommended in the DEIS. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Relative to increases in traffic within your neighborhood, and ingress/egress to your house. The project is not anticipated to cause additional traffic on local roads within neighborhoods. With respect to ingress/egress to the neighborhood, the traffic analysis indicates that with the modifications to the I-26 interchange at Bush River Road/Morninghill Drive, there will be a net improvement to peak hour operations at this signal. Specifically, the PM peak hour level of service (LOS) with no improvements would be an "E". With the project, the PM peak hour LOS would be a "C". Another signalized access point</p>

			<p>to your neighborhood is located at the intersection of Broad River Road and Dutch Square Boulevard. The traffic analysis indicates that there will be a net improvement here. With no improvements, the afternoon peak hour LOS will reach failing conditions (“F”) by the design year. With the project, the afternoon peak hour LOS improves to a “C”.</p> <p>Please refer to analysis results of signalized intersections found within the Alternatives Traffic Analysis, Appendix D of the DEIS as documentation. Table 5.18 on page 194 documents the peak hour level of service and delay at study area intersections with the preferred alternative. Table 5.136 on page 272 documents peak hour level of service and delay at study area intersections in a “do-nothing” scenario.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Still	McGee	<p>This is my plea to request you to consider other options and not use the Power of Eminent Domain for referenced lot above or any part of. My wife and I purchased this lot many years ago in the early 60’s and have done much work to maintain it by cleaning removing trees etc. This is not an empty lot as was referenced in your public meeting and on maps. It serves as a playground for the kids in the community. There is a basketball goal and has been a baseball diamond among other sources of enjoyment that we have allowed the neighborhood to utilize. This lot is attached to our home. Should it be cut in half it will be of no future value for us to build on or sale if we should be forced to make those agreements. Please see the concrete basketball court which my family built section by section. The court is often and currently used by players in Sky View Terrace. My wife and I have done everything to make this area a place for our children and others to enjoy for decades and plan</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Based on current design, there would be right-of-way impacts to a large portion of your property that fronts Gale Drive to accommodate additional interstate ramps that would provide access to I-20 eastbound and Broad River Road. As design progresses, impacts could be reduced, but likely would not be eliminated entirely.</p> <p>SCDOT will secure a Design Build Team to construct the Carolina Crossroads Project, and we anticipate that a Design Build Team will be selected by early 2020. One of the duties of the selected Design Build Team will be to acquire the</p>

		<p>on living out our years here as we love this area. It is my hope and desire that your planning committee will make other plans not to condemn my property and others proposed in this area. We were told no decisions would be made prior to the comment ending date and yet a neighbor has already been completely removed from their home.</p>	<p>necessary right-of-way to construct the project. We anticipate the Design Build Team to commence the property acquisition phase of the project mid to late 2020, and specific right-of-way needs would be further evaluated based on final design. As described in the Draft Environmental Impact Statement (DEIS), property acquisitions would be based on third-party property valuations and conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646, as amended by 100-17; 49 CFR 24.205 (AF)).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Still	Mike	<p>We have not been able to see an online meeting and contribute to making comments other strictly submitting. We also had people tell us that the sight shut down when submitting comments. Where can we see that our comments are actually being seen?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. We apologize for any technical difficulties you experienced while trying to submit a comment via the online meeting. SCDOT will include all comments on the project in the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). The SCDOT project team is working to complete the FEIS and the Federal Highway Administration anticipates publishing an FEIS and ROD concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Still	Steve	No planned sound barrier along Gale Drive.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to sound barrier walls, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. Results of the preliminary noise analysis on the Gale Road side of I-20 indicated that a noise wall did not meet the cost effectiveness criteria; therefore it was not recommended in the DEIS. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stout	Bill	We had to move from Holborn Ct due to the big flood we had in Columbia. Our house was destroyed along with everything we had including our automobile. We looked long and hard for another house and finally located one on 153 Tram Rd. We chose this location because of the excellent neighbor and friendly streets. My wife is a cancer patient and needs a rather quiet location where to reside. We totally are against this so called improvements due to the increased traffic and ultimately widening of Tram Rd which will affect our property immensely. Please consider	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

		<p>some other way we are senior citizens against the project.</p>	<p>proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stout	Bill & Naomi	<p>We had to move from Holborn Ct due to the big flood we had in Columbia. Our house was destroyed along with everything we had including our automobile. We looked long and hard for another house and finally located one on 153 Tram Rd. We chose this location because of the excellent neighbor and friendly streets. My wife is a cancer patient and needs a rather quiet location where to reside. We totally are against this so called improvements due to the increased traffic and ultimately widening of Tram Rd, which will affect our property immensely. Please consider some other way, we are senior citizens against the project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the</p>

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Strange	Bobby	<p>I am against the building of the bridge at Tram Road! A better solution would be to put a right turn lane at Jamil Road/Piney Grove Road intersection!</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

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Strickland	Danielle	<p>Behind our property there is drainage and currently the plan doesn't show drainage addition. The new right of way for Lake Murray may take more trees away; but not that would likely increase the view of the interstate from our property. PLEASE leave as many trees as possible to keep the noise down as well as keep our view clean.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. Where regulatory floodplains are defined, hydraulic structures will be designed to accommodate a 100-year flood. Where no regulatory floodplain is defined, culverts and bridges will be designed to accommodate a 50-year magnitude flood event (see DEIS Chapter 3.8, page 3-292). Detailed drainage design will be completed during final design of the project.</p> <p>Relative to trees and vegetation impacts at the Lake Murray Road interchange, impacts would be minor as the only improvements to this interchange would be an upgrade of the existing loop ramps to accommodate the widening of I-26. Additionally, as noted in Chapter 3.9, impacts to natural habitat communities, including forested areas, would be minimized to the extent necessary to construct the project (see Section 3.9.6.2). Specifically, construction activities would be conducted within the disturbed footprint of the existing roadway and utility rights-of-way to the maximum extent practicable. To mitigate for natural upland forested habitats lost as a result of the project, the SCDOT would consider planting trees (native species) within the rights-of-way adjacent to new or improved interchanges and roadways outside of required clear safety zones. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Strickland	Terry	<p>Good presentation. People at boards were very helpful. I very much like what I see. Glad to see the tightness/congestion dealt with. Glad to hear that old bridges will be moved/upgraded. The direct lanes to I-20 and I-26 south is a great method of moving traffic the three lane enlargement of I-26 is so much needed. THE upgrade of Harbison will be great help. Thank you!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stroud	Romeo	No Bridge!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

			<p>proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stroupe	Ceyelle	I am the conservator over my mother, Arlene Woody's property located at 433 Arrowwood Rd Columbia, SC 29210. Please contact me when you are ready to discuss the claiming of this property.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT will secure a Design Build Team to construct the Carolina Crossroads Project. We anticipate that a Design Build Team will be selected by late 2019. One of the duties of the selected Design Build Team will be to acquire the necessary right-of-way to construct the project. We anticipate the Design Build Team to commence the property acquisition phase of the project mid to late 2020. The acquisition and relocation process would be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact</p>

			<p>Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Stutts	Barry & Cathy	<p>This bridge proposal is a ridiculous, idiotic, useless, costly idea, which will negatively impact well over 1200 homes. The bridges we already have are sufficient. This bridge will not help alleviate the I-26 traffic problem! Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Stutts	Hiram & Joyce	<p>I have owned my home for more than 34 years. Please do not build this bridge connecting our beautiful Whitehall to a neighborhood of drugs and crime. I do not want my property values going down nor do I want to make it easy for drug dealers etc to come into our neighborhood. SCDOT - you must be kidding. Is this some kind of joke! Vehicles coming off the curve approaching the intersection of Tram and Sandhurst speeding up to 45-50 mph is common. More traffic will make more dangerous conditions for all residents of Whitehall.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Suddeth	Carl	<p>Do not destroy our neighborhood! Whitehall is an upstanding neighborhood not accustomed to high volume traffic. These are our homes for which we work hard for everyday. We have families at all ages and everyday you find the elderly walking, children riding their bikes and in strollers, and neighbors walking their dogs on Tram Rd and other streets that this bridge could affect. We feel safe here free of noise and life endangerment. Our streets are narrow and curvy and are not capable of handling the traffic flow for which you would allow to happen with this connector bridge. Our property values will go down and some will have difficulty just getting in and out their driveways. How would you feel if this was in your yard? By allowing this, someone is sure to get hurt if not killed! Our neighborhood matters to us, so please take your inconsiderate ideas somewhere else and leave our neighborhood alone!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Suddeth	Jerry	Tram Rd/Beatty Rd: Are there any plans to widen Tram Road from Frontage Rd to St. Andrews Rd? Is the purpose of building the bridge to create access for emergency vehicles only?	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Suddeth	Jerry	<p>We would appreciate knowing the answers to our questions concerning the proposed bridge between Tram Road and Beatty Road. 1) Why is this bridge needed? We were told it was needed to facilitate movement of emergency vehicles. Are there other critically important reasons for placing this bridge as it is now shown on your plan? At our HOA meeting an engineer briefly mentioned undeveloped property behind Fernandina Road. Why must any commercial or residential development in that area impact Tram Road? That undeveloped area is already surrounded by existing roads. It's hard to see the need for this bridge since Piney Grove and St. Andrews overpasses are so nearby. Could traffic flow improvements be made to these existing bridges? What scientific research was done to prove the need for this bridge? 2) How will properties on both sides of Tram Road be impacted? Your written statement said one objective would be to "improve" Tram Road. What would you do to accomplish this? How many feet will the ramp from the bridge extend from Jamil Road onto Tram Road? How much right-of-way will the ramp require? How many properties will be heavily impacted solely by the ramp? How will the Cottages of Whitehall residents move in and out of their neighborhood? Can you design this bridge to avoid Tram Road? I hope someone reads this. Thank you.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Suddeth	Mike & Kathy	For a number of reasons we believe this project is a terrible idea. It would increase traffic into the Whitehall neighborhood and more easily connect the neighborhood to a high crime area. We have	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.

		<p>lived in Whitehall for 33 years and have been greatly affected by runoff and flooding due to the increase in land clearing, building, and highway projects. This would surely increase our flooding problems and our home would then have no value at all.</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
SURVIVORSHIP	STEVEN	<p>This proposed change will HELP a great deal! I hope that SCDOT will continue to work to get RA1 approved ASAP and get construction going soon. This improvement is decades overdue here in the Midlands and I think it will help with improving safety on the roads in our area.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>

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Sutherland	April	<p>Our community does not want or need a bridge built connecting Beatty Road to Tram Road. The high crime area in and around Beatty Road and Broad River Road does not need a new gateway to our homes and businesses. There is literally NO benefit to us. It is an unnecessary cost to taxpayers that will only serve to connect a high crime area to our neighborhood and increase traffic in a residential area. Those of us who live along Jamil Road are already going to have negative impacts from noise and lower property values as a result of our homes being even closer to the interstate than they are now. Please reconsider this bridge; it is a waste of our tax dollars. I would have preferred that SCDOT bought our property and allowed us an opportunity to find someplace else to live.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Sutton	Anthony	We are opposed to building an overpass over I-26, linking Beatty and Tram Roads. It will cause unwanted traffic on Tram Rd into our subdivision of Whitehall. We want to keep Whitehall a safe residential neighborhood to live in, and a safe place for our kids to play. We do not see a need for this road and think its a waste of taxpayers money.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Swails	Jack and Susan	I have been a member of the Whitehall community since 1981 and invested myself in the community by teaching at Seven Oaks Elementary for more than 25 years. When I first heard of the bridge project of Beatty to Tram, I thought I had	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the</p>

		<p>missed something. After research, I found it to be just as senseless as I had originally thought. Tram is not configured or engineered to be a thoroughfare. This adds no solution to congestion at Malfunction Junction. Is it just for the benefit of the individual who owns property across the interstate? Shame!</p>	<p>South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Swaim	Karen	<p>I'm glad about this whole project, and I like what has been explained to me. I'm especially happy about the new bridge connecting Beatty and Tram Roads. We need more ways to get from one side of I-26 to the other. Someday, I'd like to see another exit off I-26 between 97 (Peak) and 102 (Lake Murray Rd), perhaps near Koon.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

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Swift	Nancy	<p>1. Property values will decrease 2. It will ruin a nice quiet neighborhood. 3. Crime will increase. Bring so much unwanted traffic. There are so many children and bus stops it will become unsafe for them. It's just a terrible idea for a nice community. How many people on this project would want this to happen in their neighborhood?" , "RPA - Tram/Beatty Bridge"</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>
Swift	Nancy	<p>I am a 24 year resident of the Whitehall community. I am writing to express my strong voice of opposition to the proposed bridge over I-26 connecting Beatty Road to Tram Road. Tram Road is a narrow, curving road with hills and blind areas. The bridge would increase traffic and decrease safety for all Whitehall residents. This</p>	<p>Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>

		<p>will not benefit the citizens of this community. Please reconsider this traffic nightmare.</p>	<p>alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Swygert	John & Julia	<p>We are the owners of the house at 249 Tram Rd and we would kindly ask you to consider our opinion before making the decision regarding the connection bridge between Tram and Beatty Roads.</p> <p>My wife, Julia, and I, both attended the meetings that were held on this topic in the last month or so.</p> <p>We appreciate that you have a public comment period in order to get a feel of the effect such a project would have on the people involved. We noticed how much opposition this idea has encountered and we know that probably you have received quite a few comment entries on this topic. Thus we can confidently say, in one short phrase, that the lives of our entire neighborhood would be irreversibly affected, and not in a positive way!</p> <p>I will go ahead and highlight just few ideas that support this point:</p> <ol style="list-style-type: none"> 1. This bridge will decrease the value of the properties in Whitehall. 2. There will undoubtedly be more traffic on Tram Rd, while this street was not been designed for heavy traffic - it is winding and hilly, very low visibility in at least 4 points along it. To prove this statement: the school buses have stops not at designated points on the road, but at every house where they have to collect students, as the road is not considered pedestrian friendly. The speed limit is mostly 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

		<p>25mi/h, but in certain areas even 20 mi/h.</p>	<p>Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Szymanski	Diane	<p>I'm very concerned about our property values declining in this neighborhood that has been here for over 30 years! This will surely ruin some of our elderly neighbors who paid off their houses! Please do not ruin our neighborhood!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Szymanski	Greg	<p>Please stop the building of the bridge at Tram Rd. I have children who get off the school bus to visit me on weekends and this is a quiet area that does not need speeding traffic coming through our area!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Szymanski	Steve	<p>This bridge at Tram Rd needs to be stopped! This will increase traffic. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>

			<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Taber	Elaine	<p>Would cause plummeting property values affecting tax base. Would bring unchecked traffic thru a residential area. Hazardous to children, walkers, joggers, bikers, and pets. Uncheck noise level.</p> <p>This is a family neighborhood. You would be inflicting an undue hardship on all residents of Whitehall. We have yet to see any need or want for this bridge. Please show us how this is wanted or needed (as per your last meeting).</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As</p>

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Talley	David	<p>I can't think of any reason why this is a good idea. You are giving the run down neighborhoods a straight shot to a very nice and clean neighborhood. This will have cars driving too fast over bridge and on Tram Road. This must be stopped now.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>

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Talwani	Anita	<p>Whitehall subdivision has been a premier subdivision of Columbia since the 1960s. In more than 40 years that we have lived here, it has been a peaceful neighborhood, away from the hustle and bustle of commercial shopping and/or extraneous traffic. We would hate for it to change. We are also concerned for the safety of its residents. The proposed connector and the accompanying changes will increase the traffic and jeopardize our safety. We oppose the proposed Beatty Rd-Tram Road connector.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>

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Tarpley	David	<p>We do not need more traffic coming into and through Whitehall. The roads in Whitehall, especially Tram Road, are not designed to be a throughfare for increased traffic. We don't want the increase in crime either, which this bridge would bring. (see attachment)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Tarpley	Jennifer	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-</p>

			<p>20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Tarpley	Wanda D.	A Tram Road/Beatty Road bridge would bring excessive traffic through Whitehall and disrupt the neighborhood. It also would be a conduit for increased crime in the neighborhood. Other plans need to be explored. (see attachment)	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

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Taylor	Amy	<p>Our biggest issue is sound. Basically with 18 wheeler jet breaks and motorcycles and other loud exhaust from modified cars. The sounds are loud now. Our family and our neighborhood ask that you please provide large sound screening on the routes through the I-26/I126 crossovers but also include the bridges over the river. Additional Neighborhood concerns are as follows:1. No night work that would impact our homes and family's rest during construction.2. Noise walls around our neighborhood perimeter. These are not currently included in the plans.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. As noted in Chapters 3.5 and 3.13 of the Draft Environmental Impact Statement (DEIS), nighttime construction may occur. To mitigate for the noise disturbance, noise reduction techniques may be used during construction and could include measures such as not operating stationary equipment within 150 feet of noise sensitive areas (e.g.,</p>

Taylor	Amy	<p>Hello,</p> <p>My name is Amy Taylor. I live at 1740 McSwain Drive with my husband, son and 2 dogs. We walk our neighborhood river walk several times a week and are concerned about a few things. We will be impacted by the proposed changes. I fully understand the need for the improvements and welcome improved flow. Our biggest issue is sound. Basically with 18 wheeler jet breaks and motorcycles and other loud exhaust from modified cars. The sounds are loud now. Our family and our neighborhood ask that you please provide large sound screening on the routes through the I-26/I126 crossovers, but also include the bridges over the river.</p> <p>Pedestrian access to the new riverwalk across the river would also be appreciated.</p> <p>Additional Neighborhood concerns are as follows:</p> <ol style="list-style-type: none"> 1. No night work that would impact our homes and families' rest during construction. 2. Noise walls around our neighborhood perimeter. These are not currently included in the plans. 3. Current plans have the widening occurring closer to our neighborhood. Why is the widening not happening on the other side where no homes are located? Thank you for considering these points. 	<p>residences) without portable noise barriers placed between the equipment and noise sensitive sites; and/or not operating powered construction equipment during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT. Refer to Chapter 3.5 (Noise) and Chapter 3.13 (Construction) for additional details.</p> <p>Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures, and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Relative to roadway widening, it would occur on both sides of the interstate at the location noted in your comment letter. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Taylor	Billy	<p>Hello,</p> <p>I would like to register my strong opposition to the new I-26 overpass connecting Tram to Beatty road. This overpass provides minimal advantages to the overall process of the highway improvement project – it is not cost efficient. It will severely impact the homeowners in the Whitehall neighborhood, along Tram road, and particularly the Cottages at Whitehall subdivision near the intersection of Tram and Jamil Rds. There are approx. 1500 homes in this area – all will be adversely impacted to some degree. Property values will certainly be impacted. Tram road cannot handle any more traffic. It is a narrow road with many curves and traffic is already an issue.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Taylor	Brian	<p>Our biggest issue is sound. Basically with 18 wheeler jet breaks and motorcycles and other loud exhaust from modified cars. The sounds are loud now. Our family and our neighborhood as that you please provide large sound screening on the routes through the I-26/I126 crossovers but also include the bridges over the river. Additional Neighborhood concerns are as follows:1. No night work that would impact our homes and families’ rest during construction.2. Noise walls around our neighborhood perimeter. These are not currently included in the plans.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. As noted in Chapters 3.5 and 3.13 of the Draft Environmental Impact Statement (DEIS), nighttime construction may occur. To mitigate for the noise disturbance, noise reduction techniques may be used during construction and could include measures such as not operating stationary equipment within 150 feet of noise sensitive areas (e.g., residences) without portable noise barriers placed between the equipment and noise sensitive sites; and/or not operating powered construction equipment during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT. Refer to Chapter 3.5 (Noise) and Chapter 3.13 (Construction) for additional details.</p>
Taylor	Brian	<p>My name is Brian Taylor. My wife, son and I live at 1740 McSwain Drive. We will be impacted by the proposed changes. I fully understand the need for the improvements and welcome improved flow. Our biggest issue is sound. Basically with 18 wheeler jet breaks and motorcycles and other loud exhaust from modified cars. The sounds are loud now. Our family and our neighborhood as that you please provide large sound screening on the routes through the I-26/I126 crossovers, but also include the bridges over the river. Pedestrian access to the new riverwalk across the river would also be appreciated. Additional Neighborhood concerns are as follows:</p> <ol style="list-style-type: none"> 1. No night work that would impact our homes and families’ rest during construction. 2. Noise walls around our neighborhood perimeter. These are not currently included in the plans. 3. Current plans have the widening occurring closer to our neighborhood. Why is the widening not happening on the other side where no homes are located? 	<p>Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures, and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Relative to roadway widening, it would occur on both sides of the interstate at the location noted in your comment letter. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			<p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Taylor	Dottie	<p>My name is Dotti Taylor. I live at 223 Whittington Ct, Columbia SC, 29210. Please remove the overpass connecting Tram to Beatty road from consideration in the CarolinaCrossroads project. I live in the Cottages at Whitehall, and I believe my neighborhood access will be negatively impacted by this, as well as my property value. I see very little benefit of this to the residents in the area on the south side of I-26.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact</p>

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Taylor	Elaine	<p>As a long time resident of the Whitehall Subdivision in the St. Andrews area, I would like to express my thoughts and concerns about the Carolina Crossroads Project. I do NOT approve of the latest proposal. Any connection to Tram Road is too close for comfort. This will devalue our properties and create havoc in our peaceful neighborhood. It will create serious traffic and crime issues in our neighborhood. The residents of Quail Hollow were opposed to having the project come through their neighborhood too. This not something that should come in Whitehall either. If you would like it in your neighborhood, go for it. I am begging your to develop a better alternative. It seems like serious thought wasn't given when this proposal was considered.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p>

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Taylor	Kelsey	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 9. Other: More money 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Taylor	Kimberly	<ol style="list-style-type: none"> 1. Increased crime 2. Lower property values 3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 4. Dangerous for walkers, bikers, joggers, etc. on narrow streets 5. Increased flooding 6. Increased noise from traffic and no sound barriers 7. Increased speeders (enough is enough)! 8. It will destroy our quiet neighborhoods 9. Other: Traffic pattern is handled w/St Andrews and Piney Grove. Why burden with something redundant? Waste of money. 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Taylor	Marquis J.	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Taylor	Ralph	<p>My name is Ralph Taylor my company Heritage Park Properties owns commercial property located at 1021 Briargate Circle Columbia SC near the broad river “ I 20 exit. How will alternative 1 of the Carolina Crossroads project affect my property? Ralph 803 917 6615 or email at Ralph@venturemortgagesc.com</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>On November 20, 2018, you spoke with Carolina Crossroads project team member, Berry Still, and received additional information on the right-of-way process. He also provided a map detailed map of the current design and right-of-way limits. As a reminder, the South Carolina Department of Transportation (SCDOT) will secure a Design Build Team to construct the Carolina Crossroads project and we anticipate a Team will be selected by late 2019. One of the duties of the selected Design Build Team will be to acquire the necessary right-of-way to construct the project and they will determine the extent of impacts, if any. We anticipate the Design Build Team to commence the</p>

			<p>property acquisition phase of the project mid to late 2020.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Taylor	Roman	<p>Has thought gone into a public transit - exclusively for managing traffic from Columbia to Irmo? A lanes (s) just for transit users to get on/off or rail - 1 lane additional are not a solution because 5 ears from the completion of this traffic will have increased again and one lane addition still would not have corrected the problem. A 3 lane addition on both sides would sort for future traffic concerns.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>At the beginning of the project, several alternatives were identified to address the purpose and need of the Carolina Crossroads to reduce congestion and improve mobility with the corridor. Mass transit was one of the alternatives identified, the study also considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The data gathered for the Carolina Crossroads I-20/26/126 Corridor Improvement Project showed that mass transit alone would not sufficiently meet the purpose and need of the project to reduce congestion and improve mobility within the corridor. A dedicated transit system along I-26, I-20, or I-126 if not part of the Recommended Preferred Alternative. You can read more about this in Chapter 2, Section 2.1.3 (pages 2-14 through 2-15) of the Draft Environmental Impact Statement (DEIS). However, SCDOT realizes that mass transit is part of a larger mobility solution for the Midlands region. Therefore, as part of the Carolina Crossroads I-20/26/126 Corridor Improvement Project, a mobility stakeholder group was established to provide input and ensure coordination on the project. Based on the input from the mobility group the project team will study existing Park-and-Ride facilities throughout the Carolina Crossroads I-20/26/126 Corridor</p>

			<p>Improvement Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Teague	Angela	Form Letter	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

			<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Teague	Mary	<p>Concerns 1. Height of road structure 2. Noise from traffic - what is being done to reduce noise? What soundproof barriers will be put up? 3. Most important - WATER DRAINAGE and FLOOD CONTROL 8-10 houses were flooded on Woodland Hills East during Oct flood 3 years ago - This project will bring more drainage & flooding. What is being done about flooding on Stoops Creek? Please call me Mary Teague (803)-798-3289 or (803)-315-7059 interested in selling my house on Woodland Hills East to the Highway Department.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Relative to flooding and stormwater runoff concerns, increases to impervious surfaces and associated runoff has been considered for both reasonable alternatives. Stormwater runoff would be mitigated by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters. This practice reduces peak-flow discharge into receiving waters (see Chapter 3.6, page 3-241). Additionally, neither alternative is expected to result in significant impacts to natural and beneficial floodplain values; and the project would be designed to be consistent with local floodplain development plans. Where regulatory</p>

			<p>floodplains are defined, hydraulic structures will be designed to accommodate a 100-year flood. Where no regulatory floodplain is defined, culverts and bridges will be designed to accommodate a 50-year magnitude flood event (See DEIS Chapter 3.8, page 3-292). You can also read more about the indirect and cumulative effects of the proposed project in Chapter 3.15 of the DEIS (see Sections 3.15.1 and 3.15.2). The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Teague	Patrick	<p>Why will this project take ten years? (this is what we were told at another meeting) What provisions are being made to insulate nearby homeowners both during and after construction? Already the noise+dirt from I-26 is unhealthy. Stoops Creek now is expected to provide a path for rain runoff from the entire St. Andrews area way up to Piney Grove Rd. No improvement in that system has been made in at least forty years during which time the population and building rate has expanded ten-fold - including the highway (but not the run-off system). It simply dumps everything into the obsolete existing inadequate and crumbling infrastructure. Either make the drainage infrastructure adequate the changed conditions or condemn and purchase the homes which 2015 must pay exorbitant flood insurance because they border Stoops Creek.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. As noted in Chapter 3.13, major highway projects such as the proposed Carolina Crossroads project typically involves four major phases: final design, pre-construction, construction, and post-construction. Each of these phases are described further in Chapter 3 of the Draft Environmental Impact Statement (DEIS), pages 3-367 through 3-368. Also as noted in Chapter 3.13, traditionally, roadway construction projects are completed by two separate entities – a designer and a contractor – under two separate contracts. For the proposed Carolina Crossroads project, SCDOT would use a project delivery system known as design-build (D/B). Under this system, a project is designed and constructed by a single entity, often referred to as the D/B contractor, under a single contract with a single point of responsibility. There are a few benefits to this type of project delivery method, one of which is a shortened schedule afforded by an overlap in the design phase and the construction phase. More details on the construction schedule would be available at that time.</p>

			<p>Potential construction-related impacts and mitigation measures, such as watering areas of exposed soil to control fugitive dust and routing truck traffic away from residential communities, are also described in Chapter 3.13.</p> <p>Relative to noise, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the Recommended Preferred Alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>Relative to flooding and stormwater runoff concerns, increases to impervious surfaces and associated runoff has been considered for both reasonable alternatives. Stormwater runoff would be mitigated by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters. This practice reduces peak-flow discharge into receiving waters (see Chapter 3.6, page 3-241). Additionally, neither alternative is expected to result in significant impacts to natural and beneficial floodplain values; and the project would be designed to be consistent with local floodplain development plans. Where regulatory floodplains are defined, hydraulic structures will be designed to accommodate a 100-year flood. Where no regulatory floodplain is defined, culverts and bridges will be designed to accommodate a 50-year magnitude flood event (See DEIS Chapter 3.8, page 3-292). You can also read more about the indirect and cumulative effects of the proposed project in Chapter 3.15 of the DEIS (see Sections 3.15.1 and 3.15.2).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal</p>
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Thomas	Faith	<p>My name is Faith Thomas and I reside at 303 Brookshire dr. Which is located near the Tram rd Bridge Rd. Proposal</p> <p>. I am against the proposed bridge. Brookshire is at capacity being used as a cut through from St. Andrews to Piney Grove. If you add another cut through you are Creating a bridge with nonrestrictive use in a non commercial neighbor would have devastating effects. Our neighborhood resides between two already busy roads, St. Andrews and Harbison with I26 as a border. There are no sound barriers at all. DOT has shown no positive uses for this bridge for our community. I am against any type of bridge! Please contact me with any questions. 803397 5793 Faith Thomas</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>

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Thomas	Lee	<p>My comment is in reference to the Whitehall/Tram road bypass. I am against this! I feel like this will be a negative impact on our community. I will be very disappointed and will contact my Congressman if the Scdot goes thru with this part of the project. This is not a needed portion! Please contact me with any questions . Sincerely, Lee Thomas</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>

			<p>Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Thomas	Maurice	<p>I found the one-on-one most beneficial. Ms. Johns was very well informed, technology allowed me to see the project, and get a much better feel for the impact. I was most curious to hear about the Tram /Beatty Road Bridge and would expect to see much more push back from the Tram Road side. Though I'm sure in time if (the road bridge) will become a cut / through thoroughfare to avoid the newly constructed highway. The session was much appreciated.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Thompson	Deborah	<p>I grew up in Whitehall on the corner of Sidney and Tram Roads. My family has lived here for 45 years. Our family has enjoyed living in this neighborhood and has worked hard to establish a beautiful home here, something we are very proud of. I am not in favor of building a bridge over I-26 connecting Beatty Road to Tram Road. Reasons why I do not agree: 1) The additional 2400 plus vehicle traffic would make the feel of this neighborhood uninviting for people to want to live here, much less like a quiet neighborhood and more like a hectic, stressful route to get home. 2) The bridge being so close to our homes will cause our property values to decrease. 3) There are numerous other close connections for people to get to St. Andrews Road. Instead of building a very costly million dollar bridge. This is a large waste of monies, that could be used more efficiently. I do agree we need to fix malfunction junction and add additional lanes to the interstate. The bridge will also bring more crime to our neighborhood due to the area on and off Beatty Road. Creating even more problems.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Thornton	Kirby	<p>To Whom It May Concern: The mission of the South Carolina Hospital Association (SCHA) is to support its member hospitals in creating a world-class healthcare delivery system for the people of South Carolina by fostering high-quality patient care and serving as effective advocates for the hospital community. Although our organization was formed nearly a century ago principally to support hospitals our twin senses of purpose and obligation have expanded greatly through the intervening years. To that end a separate South Carolina Hospital Research and Education Foundation (SCHREF) was established in 1964 to help us improve health and healthcare in our communities. SCHREF is responsible for a broad range of activities in this vein such as coordinating initiatives that improve clinical quality and patient safety promote wellness in the workplace recruit and train the healthcare workforce and share and analyze data in ways that advance these and related priorities. The hospital community's commitment to promoting public health and welfare is so great that between SCHA and SCHREF it is SCHREF that is now the larger of the two organizations. One of the most important tools that SCHA and our affiliates have at our disposal is the use of the William L. Yates Conference Center. At roughly 10000 square feet and conveniently located immediately adjacent to Carolina Crossroads the Yates Conference Center has been absolutely essential to SCHA's role as a convener of the most important statewide collaborations to improve the health of South Carolinians. For instance this site has hosted the monthly meetings of the Birth Outcomes Initiative (BOI) since its inception. With more than 100 participating stakeholders BOI has dramatically reduced the number of early elective deliveries and has also helped to reduce the prevalence of low-birthweight deliveries. In addition to such important health benefits for both mothers and their newborns these kinds of successes have been credited with saving state and federal taxpayers millions of dollars since 2013. The Yates Conference Center also hosts meetings of the South Carolina Behavioral Health Coalition which has anchored the efforts of state agencies healthcare providers researchers and advocates to find ways to combat the opioid crisis and the state's many other mental and behavioral health needs. We meet here because there is no suitable alternative space. Similarly for years we have hosted emergency preparedness exercises at the request of the Governor's Office and the SC Emergency Management Division. With its location sheer size and technical capabilities our site has served as the venue for the annual</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Based on current design, there would be right-of-way (ROW) impacts to the William L. Yates Conference Center to accommodate the proposed improvements. As design progresses, impacts could be reduced or eliminated; and we currently anticipate that impacts to the building could be avoided, though impacts to the parking lot are likely to remain. The South Carolina Department of Transportation (SCDOT) will secure a Design-Build Team to construct the Carolina Crossroads Project, with selection anticipated by early 2020. ROW acquisition will be accomplished in two phases. Phase one will start in 2019 with ROW acquisition performed directly by SCDOT on selected parcels. Phase two will begin in 2020 with ROW acquisition performed by the Design-Build Team for the remaining parcels. As described in the Draft Environmental Impact Statement (DEIS), property acquisitions would be based on third-party property valuations and conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646, as amended by 100-17; 49 CFR 24.205 (AF)).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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	<p>tabletop exercise where the Governor and other state leaders have rehearsed and prepared for a hurricane landfall just like we witnessed with Hurricane Florence earlier this month. Indeed since September 7 SCHA staff have used this same location to coordinate the transfer of more than 200 patients from coastal hospitals to 25 inland facilities. As part of its public-benefit mission SCHA has not just proudly hosted and facilitated these events but also routinely offered financial support for these state-sponsored initiatives by donating the value of its conference facilities. To give a sense of the magnitude of this community benefit consider that in the past decade alone the total attendance for events at the Yates Conference Center has exceeded 100,000. During that time SCHA has routinely granted free or reduced-price access to the use of this space by state agencies or other community partners representing an aggregate contribution of roughly \$1.2 million for the public good. Given the Yates Conference Center's crucial role in hosting, facilitating and financially underwriting so many state health agency undertakings it is curious that the Draft Environmental Impact Statement does not afford it consideration as an Institutional Relocation particularly given the contrasting treatment of the South Carolina Public Education Association.</p> <p>4. SCHA's role in advancing environmental justice is also difficult to overstate. Many of the meetings hosted by or on behalf of state agencies and/or the public health community at the Yates Conference Center are in support of the state's Medicaid program. South Carolina Medicaid pays for a majority of the births that occur within the state and an even larger share among communities of interest including minority groups and the low-income population. Similarly Medicaid provides health insurance to a majority of the state's minority children and is the primary or secondary coverage source for many of the state's low-income seniors and also many persons with disabilities.</p> <p>5. Each of these groups benefits from SCHA's convenings in its convenient ADA-compliant facilities. SCHA's resources and facilities are also regularly used to the benefit of individuals with low-English proficiency (LEP) and to organizations that serve those communities. PASOs is an organization that helps to build "Healthy Latino communities contributing to a stronger South Carolina"; many of its efforts are focused on improving access and quality of care for LEP populations. In addition to granting PASOs regular subsidized use of the Yates Conference Center SCHA also supports this organization and the LEP community by allowing</p>	
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		<p>an SCHA employee to chair PASOs' Board of Advisors. Any comprehensive assessment of the proposed project's impact on special needs environmental justice or LEP populations must take SCHA's contributions to these communities into consideration. It is clear that with its central location on a transit line easy access and ample (free) parking the Yates Conference Center has proven to be a unique and irreplaceable asset that has been consistently employed in the public's interest. On the other hand the Draft Environmental Impact Statement (DEIS) makes a variety of assertions about both the current use of affected properties and also the local commercial real estate market that do not appear to truly reflect the distinctiveness of the SCHA/Yates Conference Center site or the manner in which this site has been employed for the benefit of the general public and for disadvantaged populations. The building at 1000 Center Point Road has roughly 21500 square feet by itself. The Relocation Impact Study reports that there were (as of February 1 2018) some 115000 square feet of office space available for sale or lease in the general project area and that therefore there are numerous comparable commercial properties available to meet the needs of the potential displaced. Unfortunately this is not the case. SCHA's public-benefit activities require that it preserve its uninterrupted ability to provide high-quality easy-to-use conference space of a type not otherwise currently available in this market. In fact a more recent search on the same website that was used to prepare the DEIS shows that there is only a single location currently available in the local community that has at least 21500 square feet available and this site in no way meets SCHA's or the public's current needs. It is also noteworthy that decommissioning the Yates Conference Center could in the absence of significant advance notice substantially harm those who have made long-term reservations to use this space. To that end we have already donated more than \$75000 toward reservations we have accepted in 2019 and 2020. SCHA uses the revenues associated with these reservations to support its public mission and partially offset the costs of donating these facilities for the use of state agencies and other organizations that support environmental justice and the LEP and special needs populations. These community benefits would be imperiled if the Carolina Crossroads project led to a hasty decommissioning of 1000 Center Point Road without due consideration to SCHA's likely need to construct an all-new facility. SCHA and</p>	
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		<p>its affiliates are proud to support the state's hospitals as they collaborate with state agencies health advocates and many of our neediest and most vulnerable populations in order to improve health and healthcare in our communities. It appears that Recommended Alternatives 1 and 5 would both result in the loss of the exceptional facility we use in furtherance of these goals and we are gravely concerned that we would not be able to adequately continue this mission without prompt and reasonable consideration from SCDOT as this project advances through the design and right-of-way acquisition stages. We look forward to engaging with you on these issues in the immediate future.</p>	
Thurman	Kathy K.	<p>I strongly oppose the Tram Road/Beatty Road bridge for many reasons- I feel it would bring more crime to our neighborhood and reduce our property values - making it a major road I think of the safety of families and children that walk and ride bikes through Whitehall on a daily basis. Also children waiting for buses along this same road that this bridge is being considered and could cause heavy traffic, noise issues and deaths or serious injuries to these people of Whitehall- Why would money be spent on this bridge when we know it's not the best for the area!? Money and time needs to be put back in the roads of South Carolina that are already are deteriorated instead of deteriorating more of the roads and deteriorating a beautiful family neighborhood!! (see attachment)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

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Thurman	Kevin	<p>The proposed bridge is a very bad idea! I live in Whitehall and commuters already use Whitehall as a cut thru from St. Andrews to Piney Grove Road. A bridge across I26 would increase traffic and disrupt our quiet neighborhood. Not to mention crime, speeders and bad elements that this bridge would bring to the neighborhood. Seems to me, the funds appropriated for the bridge that is not needed or wanted. Would be better used in improving the roads that so desperately need repaving. (see attachment)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Tice	James	<p>Would like some provision for bicycle and pedestrian traffic. Don't expect to see bikes on interstate highways but in some of the more outlying interchanges this should be considered.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>As mentioned in Chapter 1 of the Draft Environmental Impact Statement (DEIS), there is a need for additional bicycle and pedestrian infrastructure within the study area. The design of connections to pedestrian and bicycle facilities and the accommodations for planned facilities will be determined as design progresses on the Recommended Preferred Alternative. You can read more about this, as well as accommodations during construction, in Chapter 2 of the DEIS (see page 2-63) and Chapter 3.13 (see page 3-369).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Timmerman	Carole	<p>One the east side of Columbiana Blvd if trees could be planted behind the entrance ramps and especially behind the day care center and Japanese steakhouse it would greatly reduce and the noise level.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to your recommendation for trees to buffer noise, trees provide a visual screen but are not effective noise barriers unless the tree buffer is several hundred feet deep and filled with a mix of deciduous and coniferous trees. SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy,</p>

			<p>where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Tisdale	Anna	<p>It is a waste of taxpayers money that could be better spent on solving the problems of Malfunction Junction. Who is benefiting financially (land purchase) from this? A good old boy?</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended</p>

Tisdale	Anna	<p>I wish to express my very strong objections to the proposed bridge connection Tram Rd. and Beatty Rd. As stated by Brian Klauk at the Whitehall Homeowners Meeting on August 12, 2018, "The purpose of this bridge is not to divert traffic from the Interstate." He further explained that the bridge is not relative to correcting Malfunction Junction, but is simply to have easier access from Jamil/Tram to Fernandina. If the purpose of Corridor Improvement Project to correct the horrible mess that is Malfunction Junction, why then would such an expensive bridge be built if it did nothing to alleviate the problems with Malfunction Junction? Spend the money that it would take for the bridge to better alleviate the problems of the flow of traffic on 1-20, 1-26, and 1-126! The construction of said bridge would open a relative low crime area in one county to easy access from a high crime area in another county. Also, the Whitehall area has very easy access to Fernandina Rd. by way of Piney Grove Rd. and St. Andrews Rd. I have lived in my home in Whitehall for better than 49 years and have never had a problem with getting around in this area, except on 1-26! The construction of the bridge would severely hinder the flow of traffic out of the community of the Cottages of Whitehall. They only have one exit from their area and it appears that it will be a crossroad for Tram and those coming off the bridge. Without a traffic light this would be very dangerous. Tram Rd. is a narrow, hilly, and curvy road. I have heard my children nickname it "The Rollercoaster of Death!" To put additional traffic on this road with no proposed improvements is ludicrous! This bridge would cause degradation of both lifestyles and property values of the 1,400 residents of Whitehall and the Cottages of Whitehall. Tram Rd. is already near practical carrying capacity where speeders are already a problem. There appears to be no plan to make improvements to Tram Rd. Increased traffic would certainly cause greater deterioration of Tram Rd. as well as lower home values for the homes along the road, not to mention lower home values for the entire neighborhood. There seems to be no consideration given to the impact of the commercial development that will surely follow the reconfigured intersection. I can't help but wonder if there is some back-room dealing about commercial development on Jamil Rd. that is fueling this project. The sight lines when turning left or right from Tram onto Jamil are at present precarious. I presume that the proposed bridge would go over Jamil and one would have a difficult time seeing what was coming from Piney Grove on Jamil when turning left from the</p>	<p>Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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		<p>reconfigured Tram. With increased traffic because of the bridge, the intersection of Sydney Rd. and Tram Rd. would also become a greater problem. There seem to be no plans for improvement in this area. Again, let me state, I am vehemently opposed to the construction of this bridge!</p>	
Tolton	R	<p>As a homeowner in the Skyview Terrace neighborhood (between Bush & Broad River Roads) I have several questions/comments that have not been resolved by looking at the information provided.1) For a noise barrier to be erected what criteria must be met? Noise thresholds? (It appears that both I-20 & I-26 will be closer to our neighborhood with higher vehicle capacities. It seems reasonable to incorporate (and integrate) noise barriers or other noise reduction techniques (like rubberized asphalt) at the beginning rather than waiting to see if there is a problem.2) For the redesign of Burnette Dr. at the intersection at Morninghill Dr. will the realignment of the road be located such that all of the commercial property (that is currently a real estate office - not necessarily the hotel) be used first before having to use the land by the houses? It is unclear by the drawings if this option is part of the plan (to add turning lanes). It seems to me that it would do less harm to the neighborhood if the road moved closer to the commercial property rather than eat away at 3 more houses into the roughly 60-year-old community (even if the commercial property costs more it would be</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. Section 3.5 of the DEIS includes a discussion of the criteria used to identify traffic noise impacts (the thresholds), and also evaluate mitigation (the criteria). The Noise Abatement Criteria and the SCDOT Traffic Noise Abatement Policy facilitate an objective assessment of the cost effectiveness of potential noise abatement measures. Both are discussed in section 3.5 of the DEIS. Abatement measures that do not fulfill the cost effectiveness criteria are not implemented.</p> <p>The relocation of Browning Road requires</p>

		<p>more beneficial to the neighborhood to not move the road even further into our community).3) Will Morninghill Dr at Burnette Dr be widened and improved for turning as well as at Bush River?4) Is there any plan for mass transit (especially rail) in these designs?5) Will there be any HOV lanes?6) Will there be bike lanes added to the frontage roads?I look forward to seeing these incorporated (or answered) in the next phase.</p>	<p>the portion of Burnette Drive near Fairhaven Drive to be revised as well. There is currently no plan to widen Morninghill Drive.</p> <p>Relative to mass transit, at the beginning of the project, several alternatives were identified to address the purpose and need of the Carolina Crossroads to reduce congestion and improve mobility with the corridor. Mass transit was one of the alternatives identified and considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The data gathered for the Carolina Crossroads I-20/26/126 Corridor Improvement Project showed that mass transit alone would not sufficiently meet the purpose and need of the project to reduce congestion and improve mobility within the corridor. See Section 2.1.3 in the Draft Environmental Impact Statement (DEIS) (pages 2-14 and 2-15) for more detail. However, SCDOT realizes that mass transit is part of a larger mobility solution for the Midlands region. Therefore, as part of the Carolina Crossroads I-20/26/126 Corridor Improvement Project, a mobility stakeholder group was established to provide input and ensure coordination on the project not only from a transit perspective but also for bicyclist and pedestrians. Based on the input from the mobility group the project team will study existing Park-and-Ride facilities throughout the Carolina Crossroads I-20/26/126 Corridor Improvement Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region. You can read more about this in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS. HOV lanes were also considered as part of the proposed improvements, and it was determined that the inclusion of</p>
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Traichal	Deborah	Waste of taxpayer's money. Not feasible for emergency vehicles to use Tram Road. Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Trezogla	Frank	<p>This proposed overpass will greatly affect the safety of this community. Many families with children trust that the homeowners in this subdivision will abide by the speed limit of 25 miles per hour. Those vehicles being driven by non residents are very unlikely to drive that posted speed when coming off of an interstate that is moving at 55-60 miles per hour. We do not want this project to move forward and ask that a different solution be created that will not effect our neighborhood. Adding another exit within a mile of the other 5 will make traffic worse not better. Piney Grove, St. Andrews, Route 20 W, Route 20 E, and Bush River.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Tribble	Lynn	<p>This is written to protest the bridge at Tram Rd. The area of Whitehall is a low crime area! The area of Broad River Rd is a known drug area! We don't want to connect these two areas that close already by building a bridge to our community!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Tripp	Betty	<p>1) Sound barrier on Jamil Rd behind Cottages at Whitehall- there is one 200 feet from widened road to my backyard and bedroom- put noise barrier cost into budget now! 2) Measure noise factor several times at different times and different days. 3) Reconsider beginning of bridge- it is proposed to be at the entrance to Cottages at Whitehall (50 homes). 4) Wouldn't it be more feasible to start at Sydney Rd? Where would school buses be re-routed to? 5) This is a peaceful, quiet, small community of 50 homes. We've been here 31 years and are relatively unknown and we would prefer to keep it that way.</p>	<p>Thank you for your interest in the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to noise, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures, and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the Draft Environmental Impact Statement.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates</p>

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Truax	Mark	<p>I'm against the bridge being built at Tram Rd. This will cause too much congestion at this intersection at Tram and Jamil.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Tryon	Deborah	<p>This is a copy of the COMMENT SHEET that I mailed to your PO Box on Sept 12, 2018. Just wanted to make sure that it was received. The proposed bridge from Tram Rd to Beatty Rd across I-26 is not a good idea. Rather than alleviate problems at the I-26/I-20 interchange, it would simply create many new ones in a different area. This makes no sense. The bridge would create a myriad of new problems for Sidney Rd, Tram Rd, and Jamil Rd. Not to mention the profound and possibly devastating impact it would have on the established neighborhood of Whitehall. Please spend taxpayer money on fixing the roads and bridges we already have, instead of creating new ones with no redeeming value or purpose. Thank you for your time and cooperation.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in early spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>
Tryon	Deborah	<p>The proposed bridge from Tram Road to Beatty Road across I-26 is not a good idea. Rather than alleviate problems at the I-26/I-20 interchange, it would simply create many new ones in a different area. This makes no sense! The bridge would create a myriad of new problems for Sidney Road, Tram Road, and Jamil Road. Not to mention the profound and possibly devastating impact it would have on the neighborhood of Whitehall. Please spend taxpayer money on fixing the roads and bridges we already have, instead of creating new ones with no redeeming value or purpose. Thank you for your time and cooperation.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in early spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Tryon	Matthew	<p>This is regarding the proposed bridge linking Beatty Rd and Tram Rd over I-26. I left a voicemail, but wanted to submit an official comment. The bridge is a terrible idea. You are not alleviating the traffic problems at "Malfunction Junction" one bit, but you will instead create increased accidents as people speed down Tram Rd. It is 25 mph speed limit, I believe, and people tear through these now at 40 plus. They will be doing 50+ like on St. Andrews if the bridge is built. The first sharp turn in the road will no doubt result in fatalities. My parents live in Whitehall, and I am concerned as you will be linking a crime ridden area directly to their neighborhood. There is no point to this bridge. With all its effects, it will severely hurt property values in Whitehall, and a good bit in my neighborhood as well. In the years I've lived here, you all never fix the terrible parts of Sydney Rd, you just put bad patches on the holes. Now you want to build a bridge that brings additional crime into the area, creates extra traffic and increased speed, as well as drives down property values. Do you hate the community, or are you just incompetent?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Tryon	Roy H.	<p>I am writing in opposition to the proposed Tram Road! Beatty Road Bridge. I am a twenty-five year resident of 346 South Stonehedge Drive, just one street over from Tram Road. From my perspective, there are two real over-the-top winners in this proposal: the owners of land at the intersection of Tram and Jamil Roads and on Fernadina Road just across I 26 from Jamil/Tram Road, both of which will be impacted by bridge construction. There is already a long-vacant car dealership nearby on Fernadina Road and I understand that the Nissandalership, that is right in the way of proposed bridge construction, has plans to move. Who would buy the land vacated by Nissan? The possibilities are quite limited. Someone needs to take a look into this matter and determine if interested agents of project-targeted property influenced the DOT decision-making. In situations like this, where such large sums of public money is involved FOLLOW THE MONEY is in order in making sure decision-making is above board and full justified. I cannot understand why DOT would think that funneling more vehicles onto Tram Road is a prudent and reasonable solution to traffic congestion. The rationale for the project is very weak, in some cases laughable. I do not think, for instance, that I or anyone else in Whitehall would find the bridge a desirable trade-off in order to shorten our trips to Costco! Though this project offers a fine solution for a soon to be vacated car dealership, the Whitehall community, and especially those of us on and near Tram Road, will suffer greatly from extra traffic on a narrow and winding road (which already has its share of speeders), noise, opening up our neighborhood to an area already high in crime, and, most likely for those of us nearest Jamil and Tram Roads, lowered property values. DOT funds would be better used in dealing more regularly with the potholes on Tram Road (and Sydney Road as well) rather than increasing traffic that is just going to result in even more problems! Repurpose some of the money to take care of the potholes under current traffic conditions! It is a shame that DOT would even consider destroying the Whitehall environment in this crude and heavy-handed way, and with such flimsy and suspect justifications.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Turner	Chris	<p>I own the office building at 3790 Fernandina Rd, Columbia. It shows the highway taking over a large part of our property which will possibly deem our building unusable. A large portion of our parking lot will be eliminated as well as severely damaging our ability to lease space. I am very concerned about the financial impact this will have on my business. Please help! Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The South Carolina Department of Transportation (SCDOT) will secure a Design-Build Team to construct the Carolina Crossroads Project, with selection anticipated by early 2020. ROW acquisition will be accomplished in two phases. Phase one will start in 2019 with ROW acquisition performed directly by SCDOT on selected parcels. Phase two will begin in 2020 with ROW acquisition performed by the Design-Build Team for the remaining parcels. As described in the Draft Environmental Impact Statement (DEIS), property acquisitions would be based on third-party property valuations and conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646, as amended by 100-17; 49 CFR 24.205 (AF)).</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Turner	Chris	<p>Need to speak to someone to get details of how far the widening of I-26 by Fernandina Rd in Columbia will go. This will most likely make our 28000 office building unusable. 803-605-4192</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The South Carolina Department of Transportation (SCDOT) will secure a Design-Build Team to construct the Carolina Crossroads Project, with selection anticipated by early 2020. ROW acquisition will be accomplished in two phases. Phase one will start in 2019 with ROW acquisition performed directly by SCDOT on selected parcels. Phase two will begin in 2020 with ROW acquisition performed by the Design-Build Team for the remaining parcels. As described in the Draft Environmental Impact Statement (DEIS), property acquisitions would be based on third-party property</p>

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Tuttle	Sonia	<p>I live at US 1 and I26. To shop across the river my preferred route would be I26 and get off at Bush River Rd to AVOID malfunction junction. I believe I'm not the only one doing this. It would make more sense to me to leave the exit alone and just remove the on ramps from Bush River. That would solve the weaving and still give me access to the shops along Bush River and I could use the exit to get to the places I enjoy shopping at like Costco. Good plan right. By the way you need to fix WILTON RD you just seems to be bent on taking away our roads.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The spacing of the existing Bush River Rd entrance and exit ramps to the adjacent interchange ramps does not meet the operational design standards of today. Congestion and high crash rates on I-26 in the vicinity of the I-20/I-26 and I-26/Bush River Road interchange locations are attributed in part to abrupt driving maneuvers due to the multiple weaving movements that occur at these locations. After much evaluation, the best solution to improve the corridor is to relocate the access to Bush River Rd to a new full-access interchange at Colonial Life Blvd. Partial access interchanges are highly discouraged by the FHWA.</p> <p>Wilton Rd is outside the project limits of the Carolina Crossroads project. If there is an immediate maintenance need, you can submit that request at http://dbw.scdot.org/workrequest/. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Twohey	Nancy	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Twohey	Richard	Form Letter - Tram/Beatty Check List	
Umbarger	Robert	<p>I would like to express my opposition to the bridge that will connect Beatty Road to Tram in the Whitehall subdivision. Tram road is continually in need of repair and the increased load will only make the situation worse. I cannot see any advantage in a costly bridge which the citizens of Whitehall do not need and do not want. The residents of Whitehall have managed with the present crossings at Piney Grove and St. Andrews for many years. Please cancel the plans for this unnecessary and unwanted bridge.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Valk	Michael	<p>What would ever possess you to think about putting a main connector road thru a neighborhood. No one needs this connection that lives in Whitehall. This will be a direct link</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p>

		<p>between a quiet development and a higher crime area. Lets make it easier for the rowdies to access the neighborhood. The traffic that this will bring is unnecessary and we don't want it. Heaven knows what this will do to property values. It certainly won't raise the. I am opposed to this link. Whitehall doesn't want or need it.</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
VanBesien	Jacqueline	<p>Tram is a beautiful, entirely residential narrow road with no sidewalks, and a 25 mph speed limit on 85% of it! Residents do like to go for walks on it. There's a real curvy section that dips up and down at the same time, blocking views of approaching cars, and cars backing out of their driveways. Going more than 25 mph is asking for a crash! With all the beautiful trees and bushes, there is no long distance vision!</p> <p>There are 14 side roads off Tram that connect to the rest of our HUGE, all residential area called Whitehall! They largely account for Tram's high traffic numbers, as Tram is the area's only nearby connection to Jamil Rd (the frontage Rd at I-26) and the major connection to St Andrews Rd.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have</p>

		We need no more traffic!! Keep our area safe for walking!	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
VanBesien	Jacqueline	<p>1) Since the proposed expensive bridge, from Beatty Rd over 26 to Tram Rd, has only one slight possible purpose, but several damaging results to local residents, there is no reason to build it.</p> <p>2) If you are not sure if many people will use it, since the neighborhoods it will interrupt are many, why bother?</p> <p>3) People in a rush to "short-cut" are not liable to sustain our Tram Rd 25 mph speed limit!!!</p> <p>4) Both Beatty and Tram are basically residential!! (Not prone to heavy truck traffic: Even Piney Grove insists on no through truck traffic!)</p> <p>5) Destroying a perfect residential area (Whitehall) should not be considered, just to cheer up some commuters - who could move closer to their destination. We are NOT a shortcut!!</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Vasant	Martha S.	I am opposed to the proposal re I-26 overpass linking Beatty Road and Tram because of: 1) Increased traffic into Whitehall subdivision 2) Danger to walkers 3) Increased traffic noise and more late night/early morning traffic in area 4) Long delays in turns into and out of side streets 5) Create dangerous connection to high crime areas 6) Danger to children awaiting school buses or those walking to school 7) Placing the quality of life and property values at risk	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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Vinson	Tim	<p>The proposed new bridge over the interstate at Tram Road is a complete waste of time and money. I do not see how in any this will help eliminate congestion on I-26. Tram Road is a narrow 2 laned road with no sidewalks. There are several hills and sharp curves along this road. The speed limit is only 25 MPH. People who live in the neighborhood walk and ride bikes along this road. Travel through this road can take time when the mail carrier and trash trucks stop along the roadway. When will you see the fact that all of those who have the interstate all meet here in the same crossroads. People are even going across the dam to Lexington to avoid the construction traffic on I-20. We do not need to increase traffic flow here. (see attachment)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Wade	Carol	<p>The proposal for an overpass to connect Beatty Rd. and Tram Rd. is extremely poorly thoughtout, and one to which my husband and I are totally opposed. We have lived in Whitehall since 1988 and love our neighborhood. Reasons for our opposition are as follows:</p> <ol style="list-style-type: none"> 1. Whitehall is an old (in the good sense), well established and stable neighborhood. Channeling the kind of traffic that would result from such an overpass would essentially destroy the neighborhood. I have not heard one resident express any positive reaction to this proposal - just the opposite. 2. Tram Rd is narrow, winding, and hilly, passing through the center of the neighborhood. It is a totally inappropriate choice to become a major through road. It would destroy the value of the homes on Tram and roads close by, as well as creating unsafe conditions both for vehicles and for the people who live along it. The cost and disruption that would be necessary to make it more suitable is certainly not justified by the purported benefit. 3. St. Andrews Rd. and Piney Grove Rd. already provide perfectly adequate passage across the interstate. There is no justification for spending our tax payer dollars to build another overpass between the two. We travel these roads every day, deal with traffic conditions every day, and we are the folks who should be considered as the primary source for whether such an overpass is needed or practical. 4. This proposal was put forth as a part of the plan to address issues with malfunction junction. It has nothing to do with those issues and does not affect them in any way. Again, This proposal is without justification, is ill-planned, ill-thought out, and is contrary to the well-being of the Whitehall neighborhood and the people who live in it. It certainly does not alleviate issues with malfunction junction in any way. 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Walker	Franklin J.	<p>We respectfully express our opposition to the proposed I-26 overpass project linking Beatty and Tram roads. Like any other parents, our dream is to raise our children in a safe and crime-free neighborhood. The proposed project can potentially invite unwanted elements into our neighborhood. While we understand the advantages that the project may bring, we are also parents whose top priority is the safety of our kids. We appreciate your attention to our plea.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Walker	Laura	<ol style="list-style-type: none"> 1. The bridge proposal is a bad idea because it will not solve issues relating to Malfunction Junction. Wasting taxpayer money in this way is an extremely poor idea. Is this another example of pork-barrel, good ole boy politics that will enrich a few at the expense of an entire community? 2. The waste of money that the bridge represents should instead be used to repair existing roads filled with dangerous potholes. 3. The Tram/Beatty road bridge is so poorly planned as to be considered reckless. Tram Road is not designed for such traffic. It is not wide enough, it is a winding, hilly road in a totally residential area. The engineer who proposed this idea has not even visited Tram Road. A several-million dollar proposal is not even worthy of a site visit. 4. This would cause tremendous safety problems for not only residents of Whitehall, but also likely accidents resulting from poor design. This would lead to potential loss of life and lawsuits. Tram Road would also need costly repairs as there are already issues with the condition of the road. 5. This proposal has caused grave concern among not only residents of Whitehall, but also the residents of many other nearby neighborhoods. Reasons for concern include: <ol style="list-style-type: none"> a. Dangerous traffic. b. Increase in crime. This would present extreme issues for local law enforcement because of jurisdictional issues. 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website</p>

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Walker	Robert	<p>I believe the proposed bridge to connect to S-32-273 (known as Tram Road) in Whitehall, would be of little benefit to our community, as Tram Road is not capable of handling a lot of traffic, neither would it be able to help reduce traffic flow at the I-26/I-126/I-20 junction. Also, there would be a lot of money spent for a project that will provide little benefit to the community. I have worked in highway/road construction for 20+ years, and my personal opinion is, that it will not improve the traffic flow on S.C. roads.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Wallace	James	<p>I have been a resident of Whitehall for 42 years. I opposed the proposed construction of the Beatty Rd-Tram Rd connector for the following:</p> <ol style="list-style-type: none"> 1. No intelligent presentation has shown its necessity! 2. It would cut through the middle of a multi-family, peaceful neighborhood of over 45 years merely to relieve congestion on the east side of I-26. The added traffic would especially overload Sydney Rd and the St Andrews Rd intersection with I-26. 3. It would add considerably to traffic on Bush River Rd as well, both of which are arteries for school buses. 4. It would make a nightmare at St. Andrews and I-26 both AM and PM. 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Wallace	Stewart	<p>I live in Belmont Estates. My backyard faces I-20 East. We need a sound wall. Current plans do not show one. They show one on the westbound lanes by the apartments but not one on the eastbound lanes by the houses. Belmont Estates was there before I-20 was built. We should have had one when it was built. Please don't leave us out this time.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to sound barrier walls, SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. Results of the preliminary noise analysis on the eastbound side of I-20 indicated that a noise wall did not meet the cost effectiveness criteria; therefore it was not recommended in the DEIS. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Walsh	Sydney	<p>I am wondering when a preferred alternative is anticipated to be selected for the CarolinaCrossroads Project?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. RA1 is the Recommended Preferred Alternative and can viewed on our project website at www.SCDOTCarolinaCrossroads.com The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates</p>

			<p>publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Walters	Don	<p>TO WHOM IT MAY CONCERN:</p> <p>Should there be an ALTERNATIVE to the malfunction junction fix, we are in hopes that the alternate would be the choice.</p> <p>We oppose this for all obvious reasons.. i.e. traffic, quiet, danger to animals and children, property values, and the general devaluing of personal property.</p> <p>People work all their lives for home and hearth, and they should not be the ones that bear the brunt for shortsightedness of thoughtless engineering.</p> <p>I-20 , i-26 and 26 to Charleston all in one area is a blunder , and has been. It has been a nuisance , a danger and it has devalued property thusfar. PLEASE DO NOT ADD INSULT TO INJURY WITH THIS PLAN.</p> <p>The danger of the junction does need attention, but not at a community expense.</p> <p>Any other plans will hopefully be a consideration.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>
Walters	Don	<p>The goal of addressing the congestion at 1-26, 1-20 malfunction junction is long overdue, and a welcomed relief for the masses of travelers for years to come...</p> <p>HOWEVER THE TRAM ROAD OVERPASS CONNECTING WITH BEATTY ROAD DOES ABSOLUTELY NOTHING IN ADDRESSING THE CONGESTION ISSUE , OTHER THAN UPSET AND OLD AND ESTABLISHED NEIGHBORHOOD, ATTRACT TRAFFIC TO A COMMUNITY REGARDING SAFTEY ISSUES FOR THE RESIDENCE, CREATING UNWANTED NOISE, IMPACTING PROPERTY VALUES, AT THE SAME TIME ADDING TO THE CONSTRUCTION COST THAT DOES NOTHING TO ELIMINATE NOR ADDRES THE ORIGINAL INTENT OF BETTER TRAFFIC FLOW.</p> <p>This is not a responsible plan ,it is a financial burden for a needless project.</p> <p>Access as alternative is an irresponsible plan, as it</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

		<p>ADDS TRAFFIC TO the 1-26 roadway, while the intent was to create a better TRAFFIC FLOW. Please reconsider, as a Whitehall resident and a tax payer, I urge you to rethink this useless 'alternative'</p>	<p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Walters	Don & Lynne	<p>We have been residents of Whitehall since end of January 1980. Since we reside on Sandhurst Rd - we are definitely opposed to this I-26 overpass linking Beatty Rd (a high crime area) and Tram - as our street is directly off Tram. We have to now put up signs asking cars to "Slow Down" as these vehicles zoom off Tram (from St. Andrews Rd) onto Sandhurst Rd now. This traffic would increase tenfold if this overpass was built into our quiet residential neighborhood (Whitehall). We vote a big no to an overpass joining Beatty Rd and Tram Rd!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Walters	James	<p>Finally Malfunction Junction will be addressed by SCOOT making movement in the area more fluid and thus safer for all traffic. A welcome relief, indeed. However, the TRAM ROAD OVERPASS TO CONNECT WITH BEATIY ROAD does absolutely nothing to meet this traffic goal. In fact, as an entrance/exit as an alternative it would only add to congestion rather than reduce traffic flow. It seems that this does not accomplish ANYTHING OF VALUE to the Malfunction Junction addressing. It does however impact a neighborhood that does not want this project in their backyard, it is an expense that does not accomplish anything of significance, it is a tax dollar expense that could be better spent elsewhere. I ask you to please go back to the drawing board and look for solutions that are fitting to the traffic flow, and to the neighborhood that would be damaged with property values for an expensive project that no one needs nor wants. Thanks for the opportunity/a express my -----perspective.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

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Ward	Billy	<p>Waste of taxpayer's money. Tram Road not suitable for use by emergency vehicles. Tram Road has several school bus stops which would create unsafe conditions for through-traffic. Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Ward	Kyle	<p>Opposition to Proposed Overpass Linking Beatty and Tram Roads</p> <ol style="list-style-type: none"> 1. There is already too much traffic passing through the neighborhood on Tram and Sydney to get to St. Andrews. 2. Whitehall streets are already deteriorated over the last 10 years due to lack of maintenance. 3. Routes already exist to get to St. Andrews and Piney Grove via Fernadina or Jamil. 4. There are no sidewalks in our community, so increased traffic will further endanger people who are walking, jogging, or biking. 5. Tram is not a thoroughfare. It is a winding, twisting road, so more traffic makes it more dangerous. 	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Ward	Vincent & Rhea	<p>This will be more damaging than helpful. It's not worth the expense or the damage. The DOT document lists items that would justify canceling any alternatives within the Crossroads Project, rendering them "not reasonable and eliminated from further consideration." Namely: 1) "The alternative does not satisfy the purpose of and need for the project. 2) The alternative is determined to be not practical or feasible from a technical and/or economic standpoint. 3) The alternative substantially duplicates another</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these</p>

		<p>alternative." The Tram/Beatty bridge proposal meets 2 of the above criteria for "eliminating it from further consideration," namely items 1) and 2). It will not significantly reduce traffic congestion through the main arteries that cause it and on which it takes place. There is not a volume of traffic at Broad River/Beatty or Tram intersections large enough to make a difference. The expense of this project is "money for nothing." The choices in this proposal appear to be almost random. Where in the world did this cockamamie idea come from? Who imagined that increasing the ease of flow at these two points by making a bridge between them would contribute to straightening out "malfunction junction?"</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Washington	Albert	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

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Washington	Betty	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and</p>

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Watson	Christopher	<p>Thank you for your hard work overseeing a department with so many complex and expensive projects. Carolina Crossroads may be the most important project facing the state in past, present and future years. Please keep pressing forward to complete this long needed change. I would like to register my opposition to to the recently proposed addition to the project, specifically the overpass connecting Beaty and Tram Roads. I feel that this will significantly increase traffic on Tram Road to the detriment of the Whitehall subdivision, as Tram connects directly to Bush River Road. Changes in access to Bush River will lead to much more traffic on Tram. Tram Road is a narrow, curvy road that winds through a neighborhood with no sidewalks. Pedestrians walk on Tram and are already in some jeopardy due to drivers who exceed the posted 25 MPH speed limit. Please consider removing this connector from the Carolina Crossroads project</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

Watson	Christopher	Remove from the project the overpass from Tram Road to Beatty Road. This overpass will increase traffic on Tram Road. Tram Road is already a very dangerous road. Tram Road is narrow and winding and has many pedestrians. There is no sidewalk on Tram Road, which makes pedestrian traffic dangerous. Please don't build an overpass to connect Tram and Beatty Roads.	<p>affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Watson	Jim & Pat	Please do not build the underpass from Beatty Rd to Tram Rd. This is not a good idea.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this</p>

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Watson	Tim	<p>I strongly disagree with the proposal of building a bridge at Tram Rd. I believe widening Bower Pkwy and a right-hand turn lane from Jamil Rd onto Piney Grove Rd would be a much better use of our tax money! This bridge would create problems, expenses, and traffic - not solve them!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Wearing	Audrey	I would like to be involve in this Carolina Crossroads Project as it affects me on a daily basis.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Weatherford	David	This does not seem to be a very high priority project. Why not spend the tax payer money on something that is needed. About half of the drivers need to a drivers license & a good aid class. Most of the bridge need repairs. No need split up a (quiet neighborhood)	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

			Email Us: info@CarolinaCrossroadsSCDOT.com
Weaver	Harold	We would like to express an objection to the construction of the proposed I-26 overpass linking Beatty and Tram Roads. Among other issues, there are safety concerns by placing this overpass in this developed area.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Weeks	Katherine	<p>I am opposed to the bridge connecting Beatty Rd to Tram Rd. This will increase through traffic in a residential area, which is a safety concern. It connects a high-crime area to a low-crime area. No bridge! I welcome sound barriers, as my neighborhood, Woodland Hills, is between I-20 and I-26 - very noisy! The higher the barrier, the better so that it will give maximum relief to those in the interior of Woodland Hills, where it is still very loud. I welcome your acquisition of the now-closed club on Berryhill Rd as well as the Red Roof Inn on Berryhill Rd due to the crime involved in these locations.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the DEIS. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>
Weeks	Katherine	<p>1) I am in favor of the noise barriers that I viewed at the public meeting, which will block some of the highway noise from my neighborhood, Woodland Hills. 2) We need retention ponds along Berryhill Road and Jamil Road as Stoop Creek can no longer handle all the runoff during heavy rains. Both Whitehall and Woodland Hills have had flooding. I am in favor of the potential property acquisitions in those areas, which I viewed at the public meeting. 3) We do not want a bridge connecting Tram Road to Beatty Road, as this will bring unwanted through traffic, along with crime, into Whitehall and possibly nearby neighborhoods. This bridge will not improve Malfunction Junction and is a waste of money.</p>	<p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road</p>

			<p>Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Weeks, Jr	Thomas	I like the noise barriers I saw on I-26 and I-20 around the Woodland Hill neighborhood. Also, the retention ponds are needed to handle the extra water that the project will cause.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the Draft Environmental Impact Statement. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the</p>
Weeks, Jr	Thomas	1) I am opposed to the bridge connecting Tram Rd to Beatty Road, as it will bring more through traffic into a residential area. It will also give a direct link from the high-crime Broad River Road area to a low-crime residential area. 2) We need noise barriers. Woodland Hills currently hears too much interstate noise.	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>Relative to the sound barrier walls, SCDOT completed preliminary traffic noise analyses of the two alternatives presented in the Draft Environmental Impact Statement. Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the</p>

			<p>traffic noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Weinberg Davida	Sanders Jerry	<p>The proposal to turn Tram Rd into a through-street seems to have been made by someone sitting in an air-conditioned office looking at a map. What appears as a benign street on the map is actually very dangerous without added traffic. Between Brookshire and Tudor, especially, Tram Rd has big hills, blind curves, driveways on both sides, no shoulders, and limited lighting. That is presumably why the SCOOT has already seen fit to install large yellow signs with wiggly black arrows to warn drivers about dangerous curves -- yes? When we first moved to Whitehall in 2002, we walked our Golden Retriever exactly once on that stretch of Tram. It was so frightening, we have never done it again, even though we're on our 3rd Golden and we walk every single day.</p> <p>Rethink this! Better yet, get someone from DOT to actually drive the length of Tram Rd -- in the dark or in a rainstorm even -- before designating it as a reasonable through-street.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to</p>

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Wells	Jeanette	<p>Thank you for your communication to the public re: Carolina Crossroads Project. It is very appreciated.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Westbury	Donald S.	<p>1) For the 3-5 million dollars this Tram Rd to Beatty Rd bridge will cost, people can drive around. Use this money somewhere else. 2) We on Tram Rd feel it will increase traffic that this road is not meant to handle, it will decrease property values that the DOT should guarantee payment on if this happens. 3) It is the opinion that this connection will make it easier for a bad element of the Broad River Rd area to have easy access to this neighborhood. 4) Many people run and walk dogs on this road and more traffic increases the chance of someone getting killed in which case the team that came up with this idea should be opened to lawsuits. This road doesn't even have sidewalks we don't need more traffic. 5) This road is a narrow, hilly and curvy road that</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty</p>

		<p>does not need more traffic. 6) People that came up with this idea must be on crack! Could it be the same people that designed Malfunction Junction?</p>	<p>Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Westbury	Elizabeth	<p>I oppose the Tram-Beatty Rd. bridge proposed as part of the Carolina Crossroads Project. My primary concern is the increased traffic (and problems that come with it) when or if the bridge is built. With mobile apps providing maps and direction, it will take no time for people to find this new route between Broad River Road, St. Andrews Road, and Bush River Road. This route will be used by those wanting to circumvent construction zones while the new interchanges are built. Tram road is narrow, winding, and rolling. It is not constructed to serve as a through-way. Tram Road already has significant traffic volume making it difficult to safely walk, bike ride, run, and enjoy the neighborhood. Added traffic volumes will only compound the problems. As a resident of Tram Road. I do not find the benefits of the bridge sufficient to outweigh the risks of greater traffic volumes. The increased traffic may lead to lower property values, increased crime, and unwanted vehicles. Our current litter problem will grow worse. Instead of the Tram-Beatty bridge, I recommend funds be invested in improving the Piney Grove and St. Andrews Road interchanges. In particular, the intersection of Jamil Road, Piney Grove, and Bower Parkway needs improvement. I appreciate the SCDOT's</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this</p>

		<p>efforts to improve the roadways, specifically Malfunction Junction. I also commend the personnel I interacted with because they exhibited professionalism and patience in the face of some angry citizens. Excellent work. Thank you.</p>	<p>alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Westbury	Elizabeth	<p>I attended the public meeting Thursday August 23rd. At that meeting you had screens with interactive maps showing RA1. Are those maps on your website (I cannot find them). Or where can I go to see these maps and get close up views? Thank you.</p>	<p>(Responded to comment on September 20, 2018) Dear Ms. Westbury, Thank you for your interest in the Carolina Crossroads I-20/26/126 Corridor Improvement Project. You can find a map of the Recommended Preferred Alternative on the online meeting at http://www.scdotcarolinacrossroads.com/onlinemeeting5/. Click the "Open the Online Public Meeting" button and go to the "Recommended Preferred Alternative (RPA)" page where you can view the map or download a PDF version of the map. You may submit comments on the RPA and Draft Environmental Impact Statement until Monday, September 24, 2018. Following the Public Hearing, SCDOT will collect, respond to, and evaluate comments from the public for inclusion in the Final Environmental Impact Statement (FEIS) and ROD. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Westbury	Jane	<p>I strongly oppose the building of a connector bridge from Beatty to Tram Roads. It is a huge investment for little return. There is no big traffic issues which will be helped by this bridge. St. Andrews Road only gets congested at I-26, Tram and Harbison. There is no benefit. I live off of Beatty Road. The traffic on Fernandina is constant- almost an extra lane on the interstate. A bridge to Tram does not help anything. Put the money to better use. Build a Columbia by-pass from Newberry to Orangeburg. (Form letter attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Westbury	Ruth	<p>I have owned this property for over 60 years. Morningside Drive is now used as a connector from Bonnie Forest/Piney Woods to Beatty/Fernandina. Cars drive at alarmingly high speeds. Fortunately, we have few young children in this neighborhood any more. However, Whitehall still has children. Increased volume of traffic puts thier safety at risk. I wish the SCDOT would come to Morningside and put speed bumps in- especially in front of my house. That would make a positive impact. (form letter attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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White	Amy	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

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White	Jessica	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this. Will be more crime. The traffic flow it will not help a thing. All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no sense</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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White	John	<p>In reviewing the plans for the improvements to the I-26 corridor through malfunction junction, I find the plan for an overpass at Tram and Beatty Roads objectionable. The description of its purpose provides a tenuous justification at best. There is no quantification of the benefits but rather the use of terms like possible and possibly. While I do not take exception to some of the thinking such as providing a more direct route for Whitehall residents to Costco, I do object to Tram becoming a throughway from St. Andrews Road to Broad River Road. Moreover, I find it hard to believe the potential benefits outweigh the cost of the overpass. As a resident of Whitehall on the Tram side, I find my options to access Costco, Home Depot and Lowes more than adequate via either Nottingham and Piney Grove or Jamil and Piney Grove. The benefit of the overpass provides a marginal benefit. If the overpass must be done, I would hope that the DOT would design it in such a way that Tram will never become a through way from St. Andrews to Fernandina or Broad River.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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White	Paula	<p>Thank you for your EIS regarding the Carolina Crossroads project. The upgrades to I-26 and I-20 will be great. I do appreciate your hard work on this, and I know it is difficult if not impossible to please everyone. That being said, I have one major concern: the proposed shortcut between Beatty and Tram Road. We live on Leton Drive off from Tram Road. We have lived here for 10 years, and we love our neighborhood. We are always thanking God for our peaceful, friendly, and beautiful neighborhood. It is a place where we like to walk and ride our bikes, besides our daily comings and goings into town for work or worship.</p> <p>My office is located on Devine Street downtown, and my husband's office is located on Gervais. We are very familiar with the commute, and have always been able to manage it by planning around the busy times on the highway. Our church is also located downtown, and we are often going back and forth multiple times in a day. I will let my husband share his own thoughts; speaking for self, I am very much against the new bridge between Tram Road and Beatty Road. I believe it would significantly devalue the homes in our neighborhood by adding a great deal of traffic, and making the neighborhood a major thoroughfare instead of a quiet, safe, clean, and attractive neighborhood.</p> <p>I see that this bridge idea is in both proposals that made it into the final consideration, which is alarming to me as a homeowner. We have been remodeling our home for the past two years and with this major change, I fear our property value will be cut dramatically. People will not want to move into our beautiful neighborhood anymore because of how it will be drastically changed. In my opinion, this step should be excluded from the plan. It will cost too much in loss of property values, decreasing homeowner satisfaction in all of the St Andrews neighborhood.</p> <p>The proposed upgrades of the interchanges on the highways, together with added lanes of traffic, will be dramatic improvements to our transportation woes. Additional improvements to Broad River Road and St Andrews Road would be</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

		<p>beneficial without completely changing the flow of traffic by dumping it into our neighborhood. Why not improve the connections that already exist, such as the Piney Grove/Broad River and the Broad River/St. Andrews Road connections? When you look at the bird's eye view, the distance between Tram and St. Andrews is minimal, and therefore, will not save a great deal of time for people when they are commuting, however, if you add the bridge, the entire character of our neighborhood will never be the same again. The time savings will not be worth the devaluation of our beautiful neighborhood.</p> <p>I cannot express my opposition to this idea strongly enough. Thank you for your taking the time to consider my comments.</p>	
White	Sharyl	<p>Wasted tax payers money for a 2 lane bridge. Money needed for other repair on roads. Very much opposed to this.</p> <p>Will be more crime.</p> <p>The traffic flow it will not help a thing.</p> <p>All ready have 2 ways to access to and from Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews</p> <p>Lower property value</p> <p>Makes no sence</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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White	William	A through street like Bush River, St Andrews or Piney Grove I could see. But an inner neighborhood rd like Tram? We don't want it.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Whittle	Franklin	<p>Interested in knowing existing and anticipated noise levels. Please provide.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Whittle	John	<p>I am new to the neighborhood and admittedly don't know all the dynamics but what I do know is I specifically bought a home here to be in a safe neighborhood without the hustle and bustle of interstate traffic, commercial vehicles, and people who are not part of this community. What is being proposed - and not proposed - will have a tremendous negative impact to this community and the positive impact to the greater good is minimal at best.</p> <p>I vehemently oppose this redesign - and certainly will not call it an "improvement project." This is</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

		<p>not OK. Thank you in advance for reworking your redesign to keep this community safe.</p>	<p>proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wicker	Janis	<p>This project seems like a huge expenditure of money to solve traffic problems that only seem to exist during rush hours. Couldn't 1.4 billion be spread out more evenly to improve more areas in the state than just this corridor? Just a suggestion.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Wideman	Albert L.	I am strongly against a bridge connecting Tram Road in the renovation of Malfunction Junction. This would have a very negative effect on what is close to a model neighborhood. The increased traffic will surely bring more speeding, and crime, which I believe will lower property values. As a taxpayer and registered voter and homeowner in the Whitehall subdivision, I strongly urge all concerned to come up with a different plan.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wietecha	James V.	Issues on back of page need to be resolved in consultation with Whitehall residents. What is the long term plan for the Beatty Road/ Tram Road connection? Tram Road should not be made part of a through road from Broad River Road and St. Andrews Road. Tram Road is much too small, curvy and hilly to support an increase in traffic	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

		<p>without being improved from its current state (form letter attached)</p>	<p>comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wietecha	Susan P.	<p>I think the money designated for the Tram Road-Beatty Road bridge project could be spent more wisely. It appears to be the last choice as a plan for the improvement project and it appears to have more cons than pros. I really don't know of a single positive reason for its construction. As slated on the back of this paper, sidewalks starting at Leaphart Elementary and constructed down Piney Grove to the end of the road before the bridge makes more sense. Tram and Beatty roads are hilly, curvy, and not conducive to a safe route from A-B. It would present many and varied problems. (form letter attached)</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

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Wilcox		<p>I want to add my voice with the others to express opposition to the connector bridge over I26 from Beatty Road to Tram Road. Whitehall is a diverse neighborhood with young families with small children to older retired people. Both young and old want a quiet place to live, as it has been for over 50 years. I think the connector road would bring too many people speeding through the neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred</p>

			<p>Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wilkes	Joe	Project makes no sense! Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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William	Edenton	<p>This project introduces 2 plethora of problems in several areas. It's a complete waste of taxpayer dollars and more towards it increases traffic in the residential area otherwise.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

William	Oswald	<p>We travel quite a bit and have found when traveling from Horry County to Columbia the worst roads are I-20 from 321 to Bush River Road. The exit for I-26 is not only treacherous but in poor condition. If Horry County can make interstates more compatible with traffic why can't Richland and Lexington counties improve malfunction junction without causing more congestion in neighborhoods? When I see about a road and bridge from Beatty Road to Tran I wonder what that will accomplish except to destroy existing neighborhoods that have not been bombarded with interstate and Broad River traffic. If necessary widen Broad River and completely change the existing malfunction junction. There are frontage road to travel next to the interstate without going through established neighborhoods. Why bring more crime into family established communities? Someone is not looking at the whole picture- why put a bandaid on the problem instead of fixing the whole interstate malfunction problem?</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
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Williams		<p>We feel that the possibility of increase traffic on Tram Road is not acceptable. Tram Rd is a narrow, curvy road passing through a quiet neighborhood which can not handle the increased traffic flow. There is also the possibility that this bridge will provide a direct route to Whitehall from the high crime rate area in and around Beatty Rd. which is unacceptable to Whitehall residences.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Williams	Kenneth	<p>We feel that the possibility of increase traffic on Tram Road is not acceptable. Tram Rd is a narrow, curvy road passing through a quiet neighborhood which can not handle the increased traffic flow. There is also the possibility that this bridge will provide a direct route to Whitehall from the high crime rate area in and around Beatty Rd. which is unacceptable to Whitehall residences.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced</p>

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Williams	Lou Ella	<p>We have lived in the Whitehall subdivision for more than 20 years and we oppose the proposed I-26 overpass linking Beatty and Tram Road. This project would increase traffic, crime and change the composition of our family neighborhood as well as decrease the value of our homes.</p> <p>The proposed project would also put our children at the multiple school bus stops located on Tram at risk due to the increased traffic.</p> <p>My prayer is that this proposed project does not happen because it will clearly change the lives of the Whitehall home owners and their families.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not</p>

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Williams	Marcia	Please record another opposition vote to proposed bridge between Tram and Beatty Rds. Thank you	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Williams	Teddy	<p>We object to construction of an I-26 overpass connecting Beatty Road and Tram Road. Tram Road is a narrow winding two lane residential street. It has many driveways to and from adjoining residences. Additional traffic from the proposed crossover will likely be high speed and will endanger persons using these driveways. It will also likely increase random traffic throughout Whitehall which presently is a quiet residential neighborhood. Besides danger from increased traffic, it will reduce property values. Please do not go forward with this project.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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Williams	Fred and Judith	<p>The relief of these routes (I-26 /I-20) should go further north of Columbia to Chapin and relieve that traffic flow as well. We are sure that some of you planners are about to line your pockets with more money regardless of what is safer traffic flow. Law enforcement in traffic/highway flow in this state is outrageously poor- why would more highway flow than can be safely handled by what we have now! The way this is planned will utterly destroy thousands of homes in Whitehall, Hallmark, Palm Hill Courtyard, Gauderdale (!)? Also at St. Andrews and Bush River Road and Tram is going to lamper (!) St. Mary's Episcopal Church on that corner. The traffic on Bush River, Hallmark and Palm Hill is very fast- residents have a terrible time exiting. It will also destroy Mungo housee for families of very ill patients.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

<p>Willow Winds HOA</p>		<p>Please reconsider the Carolina Crossroads Project. This will effect our neighborhood along with Whitehall. This cut through will not help but ruin our neighborhoods. It will connect a high crime community with a low crime community. These neighborhoods have older people living in them...Retired...expecting to live without a house payment because they have worked and paid for their homes only to find out a highway connector that will not help our I-26 situation at all is coming through. Why not widen I-26 and/or put in a right turn lane from Frontage Rd to Piney Grove. All of this area has been growing for years. We are 50 yrs. behind in highway construction. We have pot holes on Sidney Road now, we won't be able to get in or out when these trucks and cars start coming through. Tram Road is so curvy, no one is going to use it. They will use Sidney Road to St. Andrews.. Buses pick up children and let off children. We have a lot of walkers on Sidney. There is a Nursing Home on Sidney. There has got to be another answer. St. Andrews Rd. and Piney Grove are not slammed with traffic, it is I-26 and Harbison Blvd. Tram Rd. has an elementary school near and a railroad track. If you can show how this will help our traffic situation that is one thing but just doing this to spend money because we have it is another. This will not help our I-26 or Harbison traffic. It will only hurt our established neighborhoods. Please reconsider.....WWHOA</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
<p>Wilson</p>		<p>Please do not destroy this quiet family-oriented neighborhood. Please reconsider looking at the designs of larger cities at how they have rerouted their congested traffic area above and further down their highways so as not to disturb thriving neighborhoods. My answer is relieve the congestion but not at the cost of our neighborhood. Think about putting your children in harms way. So please, please, please don't bring the bridge to our neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide</p>

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Wilson	Clyde	<p>This proposal regarding Tram Road seems to have been designed by someone with a map and a pencil and without any knowledge of the territory to be affected. Not clear why a bridge over the Interstate is needed at this point unless the intention is to channel traffic from a high crime area to a low crime area.</p> <p>As an alternative, why not consider putting the bridge at the dead end of Fernandina Rd by the Home Depot and steak house? That is already a commercial area and a bridge would be more useful to the area traffic and malfunction junction than at Tram Road. This might replace Malfunction Junction in a way more useful to traffic flow and commerce.</p> <p>Tram Road is a narrow, shaded, winding, hilly road through an unusually charming residential area, as well as the access to other residential areas. Tram Rd. is used a lot for school bus stops and is the home of wild geese that add much to the environment. To put a bridge at its end to</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

		<p>route heavy traffic will create more problems than it will solve. It is a non-starter.</p>	<p>to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wilson	Herb & Rachel	<p>My name is Herb Wilson. My wife, Rachel (included on this email), and our 2 children live in Whitehall. We have a concern with the proposed addition of a bridge over I-26 connecting Beatty Rd and Tram Rd. Whitehall is a quiet, well-established neighborhood that typically only sees traffic from residents of Whitehall and the greater Seven Oaks area. Can you please clarify what the purpose is of adding a bridge connecting Beatty Rd and Tram Rd? What specific problem is this addition solving?</p> <p>Today, there doesn't appear to be a significant amount of traffic traveling on either Beatty Rd or Tram Rd that are not residents of those areas. The addition of a bridge may now suggest that our connected road is a thru-road, which brings a concern of unnecessary traffic and safety concerns due to speeding.</p> <p>We understand that improvements are needed to the I-26/I-20 corridor, and we appreciate that improvements have been presented. However, we would like to better understand the purpose of the bridge connecting Beatty Rd and Tram Rd, and what problem this addition is solving.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Wilson	J. Clark	<p>Very much opposed to the bridge connecting Beatty and Tram Roads. Whitehall does not need the increased amount of traffic this bridge would bring. We do not need the increased high-speed traffic, increased noise, and lower property values this bridge would cause. A neighborhood should be a sanctuary from the high speed, noise, and traffic congestion this bridge would bring. Thank you!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further</p>

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Wilson	Lee	<p>I oppose the proposed “connector” bridge between Tram Road and Beatty Road. The proposal is so senseless and such a waste of taxpayer money that I can’t help but think its only purpose is to benefit some corporate entity that owns land in the area. DOT submitted this bridge as part of the Carolina Crossroads I-20/26/126 Improvement Project, which DOT bills as the “number one interstate priority for South Carolina.” I attended a Whitehall Homeowner’s Association (WHOA) meeting on August 21, 2018. DOT representatives attended the meeting. I left with the very clear understanding that the bridge is not intended to alleviate congestion on Malfunction Junction. Unfortunately, I did not gain an understanding of the purpose of the bridge. The DOT spokesperson said it was proposed in response to comments DOT received from unknown parties about the need to improve connectivity over the interstate. The DOT’s Draft Environmental Impact Statement says that the bridge will “improve Tram by providing overpass of I-26 to Beatty Road.” According to Google Maps, the distance between the intersection of Tram and Jamil Roads and Beatty and Fernandina Roads is 2.5 miles and requires a five (5) minute drive.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wilson	Lee	<p>I’ve lived in Whitehall since 1987. I can’t leave my neighborhood without traveling on Tram Road. Tram Road is a winding, hilly, shaded road that runs from one side of the neighborhood (Jamil Road) to the other (St. Andrews.) Flocks of geese amble around the road. The DOT representative said that Whitehall was only a destination for people who live there. That is true. However, if the bridge is built, Whitehall will become a thoroughfare for drivers that don’t live in Whitehall but find it a convenient way to avoid traffic on surrounding roads. There are five (5) school bus stops on Tram. When I drive on Tram in the morning, I pass children standing on the side of the road, senior citizens getting their exercise and neighbors walking their dogs. The speed limit is 25 miles per hour. The DOT representative said that the bridge would have no impact on homes. It most certainly will have a negative impact on our property values, quality of life and our safety. The bridge will bring more traffic, more litter,</p>	<p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

		<p>and a direct route from a high-crime area to a low-crime area. Homes in Whitehall that never flooded are now flooding with heavy rains. That is because almost the entirety of the area around Whitehall has been paved over in the name of "improvement." We do not need anything that might further interfere with our topography.</p> <p>Please abandon this part of the Carolina Crossroads proposal and find a better way to spend our money.</p>	
Wilson	Lee	<p>IDOT projects the bridge will cost between \$3 and \$5 million. That the DOT can't put a more exact estimate on the projected cost is a sign of how ill-planned this project is. It appears DOT wants to spend millions on a bridge to make a five (5) minute drive even shorter. The DOT representative advised that there was no plan to put a stoplight on the bridge, presumably because DOT doesn't expect much traffic on the bridge. However, DOT also told us that DOT had not conducted a traffic impact study on the bridge. So who knows?</p> <p>After attending the WHOA meeting and the public hearing on August 23, I still can't tell you who wants or needs this bridge. If anyone would benefit from this bridge or find this bridge convenient, it would be me and my neighbors. And we don't want it. Or need it. In the short time since the community became aware of the proposal, the DOT has heard from hundreds of my neighbors speaking out against the bridge. DOT has an obligation to spend public funds responsibly and in a way that best benefits South Carolina's citizens. If the DOT wants to spend \$5 million in tax payer dollars to improve the area, I can provide a number of alternatives to building this bridge. Address the traffic that builds up at the intersection of Piney Grove and Jamil Road. Address the long lines of traffic that block movement on Bower Parkway.</p>	
Wilson	Richard	<p>This is a mammoth problem that now has a reasonable plan to correct the existing situation. [Unintelligible]. The proposed changes avoid many problematic environmental areas and neighborhoods. The careful global examination appears to alter traffic flows effectively for many years to come. Thanks to everyone at DOT who has been involved.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>

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Wilson	Roland	<p>Please do not build the overpass linking Beatty road to Tram road in Whitehall. This will lower the property values we have worked so hard to maintain for most of our working lives. Also, the Beatty road area is a high crime area. DO NOT destroy our neighborhood. The overpass is a BAD idea. Our neighborhood is massively against it. Surely, you can find a better solution to malfunction junction!!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715</p>

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Windham	Ronald L. and Linda S.	I am opposed to the billion dollar project to connect Beatty Road to Tram Road. Tram and Beatty roads are not safe for excessive traffic and will do very little, if any, to alleviate the congestion at Malfunction Junction. There are too many children and pets on Tram with walkers and joggers day and night. The traffic is already too bus for the neighborhood and now will be excessive! The bridge is a damage to our lives! We do not want it or need it!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Winn	Susan	Please do not build the bridge/overpass. Do not spend money on that.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

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Wise	Arthur & Elsie	Please say no to the bridge at Tram Road!	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system</p>

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Wise	Susan	<p>Please reconsider the building of the bridge at Tram Road in Whitehall! I have lived in this community for over 34 years!</p> <ol style="list-style-type: none"> 1. A child is going to get hurt with this added traffic in a community that has many hidden driveways and yards! 2. We live in a very low crime area and do not want to be connected to a high crime area! 3. This is going to have an impact on our property value! 4. There is a small area of patio homes on Tram Road, just a few yards off of Jamil Road. It has a very limited view coming onto Tram Road. Additional traffic will certainly have an impact on their ability to pull out of their neighborhood safely! Someone is going to get hurt! <p>A MUCH BETTER way to use this money would be to add a right turning lane on Jamil Road turning onto Piney Grove Road! PLEASE do not continue with the Carolina Crossroads Bridge!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project</p>

Wise	Susan	<p>I am respectfully requesting that the DOT reconsider building the bridge at Tram Road! If you have ever driven in this area, you would know that there are lots of hidden drives, My parents were involved in an accident, which sent my mom to the hospital in this area! Someone from a hidden driveway pulled out in front of them and totaled their SUV! We have lots of elderly people, as well as children, who live in this area!</p> <p>The Cottages of Whitehall, small patio homes, are located just a few yards from Jamil Road! To put a bridge right at their neighborhood, would destroy their homes! A lot of elderly people and single people bought these homes under the impression that they were in a protected and SAFE neighborhood! What about them? What about their property? What about their safety?</p> <p>The area of Broad River Road is a known drug area! We do NOT want to have a connecting bridge to this high crime, drug area! Whitehall has been in existence for many many years and we remain a low crime area! Why would anyone consider destroying our community? We do NOT want or need a bridge at Tram Road!</p> <p>IF you decide to proceed with this project, we ask that you consider blocking off Tram Road at Jamil Road so that traffic from Broad River Road can NOT travel down Tram Road! This would prevent traffic, 18 wheelers, drugs, loud noises from traveling through into our neighborhood that WE love!</p>	<p>to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wise	Susan	<p>PLEASE consider adding a right turning lane from Jamil Rd turning onto Piney Grove Road!</p> <p>We do NOT want or need a bridge at Tram Road!</p> <p>There is a neighborhood just a few yards away from Jamil Road on Tram Road! This bridge is absolutely going to bring our property values down! I have lived in this community for 34 years. We have very little crime! Connecting us to a high crime area is NOT what our tight-knit community wants. There are lots of hidden driveways where children play! This is so very dangerous! Please do not continue with this project!</p>	
Wofford	Joseph Rufus	<p>Please recognize this as my strong opposition to the proposed Tram/Beatty Road bridge. I am a father to four children who regularly play in my backyard and I would prefer they not be playing in highway runoff as our house is on a hill. Furthermore, the increased traffic hazards and increased noise will result in decreased property values. Lastly, one of my children has special needs and the bus has to stop in front of our home.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

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Wofford	Melissa	<p>I strongly oppose the Tram Road/Beatty Road bridge. I am asking that the bridge be removed from the proposal for Carolina Crossroads improvement for the following reasons: 1) Our home is a special needs bus stop for our son and he receives door to door service. When the bus is stopped, cars have almost rear ended it coming around the bend 2) Our property value would drop 3) Increased crime from other areas traveling into Whitehall 4) Increased traffic hazardous traffic (I have 4 small kids) 5) Increased flooding and increase road issues (potholes) 6) Current lanes on Tram not wide enough to accommodate large vehicles- When tree trimming trucks come take up both lanes. Spend the money on other things!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the</p>

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Wolf	Charlotte	<p>Thank you for consulting with the United Keetoowah Band of Cherokee Indians in Oklahoma (UKB). Please accept this digital communication regarding: Carolina Crossroads 1-20/26/126 Corridor Improvement Project. Please be advised that the proposed undertaking lies within the traditional territory of the UKB. This opinion is being provided by Section 106 Projects Compliance Officer. The UKB is a Federally Recognized Indian Nation headquartered in Tahlequah OK. We have no concerns with this project. As the project moves forward we request the following conditions be followed:Condition 1: Inadvertent Discoveries - In the event that human remains burials funerary items sacred objects or objects of cultural patrimony are found during project implementation the proponent or his/her authorized agent shall cease work immediately within 200 ft of the find. They shall take steps to protect the find from further damage or disruption. They shall contact the THPO Sheila Bird at (918) 871 -2852 [desk] or (918) 207-7182 [cell] to report the find. The THPO shall contact the appropriate law enforcement authority if human remains are found. No further work shall be allowed on the project until the THPO has approved a plan for managing or preserving the remains or items.Condition 2: Post Review Discoveries - In the event that pre-contact artifacts (i.e. arrowheads spear points mortars pestles other ground stone tools knives scrapers pottery or flakes from the manufacture of tools fire pits culturally modified trees etc.) or historic period artifacts or features (i.e. fragments of old plates or ceramic vessels weathered glass dumps</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to historic resources, in the event of inadvertent or post-review discoveries, the FHWA and the SCDOT will ensure that your office and the appropriate state agencies will be notified immediately and all construction and ground disturbing activities within 200 feet of the discovery will be halted pending consultation with the concerned parties. Additionally, activities that have the potential to disturb cultural resources outside the areas specified in the reviewed documents are not approved and will not proceed until cultural resources review of the potential adverse effects in the new area have been completed. These commitments are included in the Draft Environmental Impact Statement (see Environmental Commitments and Chapter 3.10) and will be carried into the Final Environmental Impact Statement and Record of Decision.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring</p>

		<p>of old cans cabins root cellars etc.) are found during project implementation the proponent or his/her authorized agent shall cease work immediately within 200 ft of the find. They then shall contact the THPO Sheila Bird at (918) 871-2852 [desk] or (918) 207-7182 [cell] to report the find. No further work shall be allowed on the project until the THPO has approved a work plan for managing or preserving the artifacts or features. Condition 3: Activities that have the potential to disturb cultural resources outside the areas specified in the accompanying document(s) are not approved and will not proceed until cultural resources review of potential adverse effects in the new area has been completed. Please note that these comments are based on information available to us at the time of the project review. We reserve the right to revise our comments as information becomes available. If you have any questions or concerns please contact our Section I 06 Projects Compliance Officer Charlotte Wolfe at (918) 87 1-2753 or by email cwolfe@ukb-nsn.gov</p>	<p>2019. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wolfe	William	<p>As a resident of Rivers Edge being that we are already very close to interstate please install noise walls around our neighborhood.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>SCDOT completed a preliminary traffic noise analysis of the two alternatives presented in the Draft Environmental Impact Statement (DEIS). Those analyses adhered to the State's Traffic Noise Abatement Policy, which was approved by FHWA. In adherence with the Policy, SCDOT will complete a detailed traffic noise analysis on the recommended preferred alternative. That analysis will evaluate the need for noise mitigation measures and determine if noise walls can meet the reasonableness and feasibility requirements of the Policy, where traffic noise impacts are projected to occur. You can read more about the noise analysis and results in Chapter 3.5 of the DEIS.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website</p>

			<p>at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wood	Anne	<p>I oppose because: 1) This prjoect will drastically reduce our property value. 2) This project is not beneficial to Whitehall residents, only to others across the interstate at Beatty Road. No consideration is being given to Whitehall residents. 3) Increased undersirable and commercial traffic through Whitehall on Tram Road, not to mention more chance of accidents occurring. 4) Integrity of our neighborhood will demeaned. 5) I would like to see improvement at Jamil and Piney Grove Road. Maybe a roundabout or something to help traffic move. Or a 3rd lane turning right.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads</p>

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Wood	Willie	<p>I OPOSE the crossover bridge at Tram Rd and Beatty Rd. There will be no benefit for the crossover bridge for the residents of Whitehall and especially Tram Rd. This will cause an increase in traffic on Tram Rd and endanger our children and residents who walk on this road. We will also see an increase in foot traffic from people outside of our neighborhood who have no interest in our neighborhood except breaking into our homes and vehicles.</p> <p>I suggest using the money for the bridge to improve the intersection of Jamil Rd, Piney Grove Rd and Bower Parkway. This is something that really needs to be addressed. One suggestion would be a round about (a circle with exits), another suggestion create right turn only lanes. This intersection really need some attention.</p> <p>I am in favor of widening I-26 in both directions and having directional entrance and exit lanes.</p> <p>Thank you.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wood	Willie	<p>I oppose the crossover bridge at Tram Rd and Beatty Rd for the following reasons. 1) There will be no benefit for the crossover bridge for the residents of Whitehall and especially Tram Rd. 2) This will cause an increase in traffic on Tram Rd and endanger our children and residents who walk on this road. 3) We will also see an increase in foot traffic from people outside of our neighborhood who have no interest in our neighborhood except breaking into our homes and vehicles. I suggest using this money (crossover money)? to improve the intersection of Jamil, Piney Grove Rd and Bower Parkway. One suggestion would be a roundabout, another would be to create right turn on lanes on Jamil and Bower Parkway. I am in favor of widening I-26 east and west and have directional entrance and exit lanes. Thank you.</p>	
Woods	George	Form Letter - Tram/Beatty Check List	<p>Thank you for your interest and comment on the Carolina Crossroads I-</p>

			<p>20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Woodward	Jayne	<p>This project makes absolutely no sense and represents terrible use of taxpayer's money. It would destroy the Whitehall subdivisions and surrounding areas for absolutely no reason. Why would our state government even think of such a ludicrous project! After reading the DOT document for this bridge, it is even more evident that whoever is behind this project is not very intelligent. The reasons for this bridge are the flimsiest ones I have ever read. Who will benefit monetarily from this project? Example of government spending with no reason for it.</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this</p>

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Woodward	Steven	<p>This bridge is not needed or wanted. Please see Sheet 2. There is only a one-mile stretch between Piney Grove Rd and St. Andrews Rd so it will not positively effect traffic flow. I don't think we should spend five million dollars to help people get to Costco.</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the</p>

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Wracker	Chris	There will be an increase of traffic, crime, more people speeding, and an increase in noise and traffic.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>
Wracker	Chris	<p>I have lived here my whole life. I run on Tram. I bike on Tram. I drive to school and have to drive on Tram. I play sports and need my sleep. The bridge will make traveling for me unsafe. It will make it so I can't run or bike. It will make it hard for me to sleep because of the noise. My parents said the crime rate on the other side is extremely higher than in our subdivision and that scares me. I don't want the bridge! Why would anyone want to divide our subdivision?</p> <p>Form Letter – Tram/Beatty Checklist</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal</p>

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Wracker	Colleen	<p>I am not in favor of either option b/c of the Tram Bridge. Too many families will be impacted by the traffic on this road and our property value will go down and the crime will go up. I have lived here since 1991 and have seen the area slowly change. This will definitely expedite things. Why can't we utilize Ashland Road to connect to St. Andrews and Broad River? I fear the bridge will bring in unwanted traffic since people run, ride bikes and driveways back on to it.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of</p>

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Wracker	Nick	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Wracker	Tim	<p>I am very unhappy with the plans for Tram road. I have lived in Whitehall for the entire time I have lived in South Carolina, since 1991. My kids have grown up here. We chose Whitehall because it was quiet, friendly and we could be comfortable and safe in the community. Your plans change all of that. My kids will no longer be able to ride their bikes in our community. I walk 50 miles a week. At least 15 miles of that walking are on Tram road. Your change will make our current life style impossible.</p> <p>Currently we have very little crime and I feel my family is safe, since you have to go out of your way to come into the community. It is also very quiet and for the most part, the traffic consists of the people who live in the community.</p> <p>I think this decision is asinine and makes absolutely no sense. If this change is to take effect, it will force my family to look for a new home. It is sad that anyone feels that ripping straight through the heart of a community, makes sense.</p> <p>Please reconsider your plans. Increasing traffic on a road where people walk, run and ride their bikes daily makes no sense. Kids play on and around Tram on a daily basis. It will have an adverse effect on my family and all others in the community.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wracker	Tim	<p>I have lived in Whitehall since 1991. My kids have lived here their entire lives. I am completely against the bridge!! I bought my house because it was quiet with little traffic and the crime rate was non-existent. The Bridge will change that. You will be attaching us to an area with a crime rate more than 50x. I walk Tram daily. I also bicycle on Tram. This will make that unsafe. I will have to move!</p> <p>The sad part is, my home value will drop so dramatically, I will be taking a loss! This idea is asinine! I saw that someone feels that it will save travel time to Piney Grove. How stupid is that! It takes less than 5 minutes. The traffic will make it take longer! Cost to our state and taxes, destroys our wildlife, divides our subdivision.</p> <p>Form Letter – Tram/Beatty Checklist</p>	

Wright	Gary	<p>I saw the video of the changes that are going to done to make out interstates more deadlyI know that my Carolina public cannot be this stupidYou are not FIXING anythingYou are wasting more moneyMore people will die because of your uncommon sense approachWe dont need all this extra bridges and overpass/ off ramps simply because we do not knowhow to build themWe need outside help that are experienced in deals with traffic flowWe are not smart enough to cut down the Trees and landscaping blocking everyone view to beable to drive !!Great example is the expansion of I-26 being expanded to 3 lanes going to Charleston8 times as many people have died since it has been developed because no education on how todrive the freeway was done !Now we are going to do the same too I-20 because we cant learn from our own mistakesThis what happens when you have over educated fools who loss all common sense!!!We now will need a few more hospitals to be able to accept all the new injuries and deathscoming out way !!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com</p> <p>Call Us: 1-800-601-8715</p> <p>Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Wright	Irene	Form Letter – Tram/Beatty Checklist	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>
Wright	Irene	<p>Waste of money - "our" tax dollars to build this unneeded and unwanted bridge. A lot of roads could [?] and bridges that are unsafe. The road beds in some areas has been destroyed and fix what we have and maintain them is a lot better choice.</p>	<p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p>

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Wright	Marie	<p>I think its poor planning to even consider a new bridge for tram and beatty rd. How is that going to fix the problem with malfunction junction, the simple truth is , they don't know what to do with that problem so put a bandaid on it. would it not be better to spend that \$5 million repairing our bridges that are in need or our bad roads . thank you marie c wright</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p>

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Wright	Melissa	<p>SCDOT tells me the overpass on my road is included in this project but it is not on your plans. What else are you not telling us or are they wrong? Old Hilton Road overpass at I-26.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The Old Hilton Road overpass at I-26 is not included in the Carolina Crossroads project area. The overpass is a part of the I-26 Widening MM85 -101 Project. For more information on the I-26 Widening MM 85 - 101 Project and the overpass on Old Hilton Road (S-405) please visit https://www.scdot.org/business/i-26-widening.aspx.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Wright	Sandra	<p>To Whom it may Concern, I am a resident of the White Hall Subdivision. Tram Road passes right through our area. It is my understanding that the SCDOT is proposing an overpass across I-26 at Tram Road and over to Beatty Road. I am adamantly against this overpass. It is unnecessary and wasteful. Very close to where this overpass would be located is an overpass exit at Piney Grove Road and further down I-26 is an overpass/exit at St. Andrews Road. This proposed Tram/Beatty overpass/flyover is totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect that the other two roads are so close. This "overpass" would simply be connecting two subdivisions. It is not in any way connecting large commercial areas of businesses, hospitals, or factories. It would be reasonable, only if it were of great importance for people on one side, who desperately needed to get to the other. This is not the case. Again, it is a complete waste of money and time. This access would increase traffic in the White Hall area which is not wanted or needed. More traffic in either neighborhood would increase wear and tear on the already run down streets and roads in both areas. If there is money to waste, simply fix the roads in both neighborhoods on either side instead of wasting it on the proposed overpass. The roads in both neighborhoods are all in need of repairs. This access in no way would lighten the traffic on I-26 in this area. Those needing to get to the other side of the interstate would use either Piney Grove Road or St Andrews exits in any case. I have spoken with many in my neighborhood and none that I have spoken to see the value you seem to see in this endeavor.</p> <p>If you are thinking that building this would force traffic in our neighborhoods while you construct the huge intersections at I-26/I-20, you would then be liable for the increased deterioration of our neighborhood roads. We would then be able to sue for wear and tear on our vehicles because of the intent to increase this traffic on us.</p> <p>Do NOT do this overpass. We do not want it nor need it and it is a waste of money and time!</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Yancey	Juanita	<p>I don't think the Beatty Rd, Tram Rd plan is a bad idea because Whitehall is a residential area and it will bring to much traffic through the neighborhood. It was said that it would not cause to much more traffic. If that is the case use that 3 to 5 million dollars to help the traffic situation in another way. We have small children and old</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public</p>

		<p>people who like to walk in the neighborhood and this would cause to much traffic. Please give this more consideration and please do not run this traffic through Whitehall (Tram Rd) There must surely be another solution to this situation.</p>	<p>comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>
Yonke	Christopher	<p>Excited for these changes! I hope everything goes through and construction can start asap.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement</p> <p>The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project</p>

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York	Fred	<p>Connecting the two roads would result in major demographic changes as well as physical changes to neighborhoods that do not require or need the connector.</p> <p>I am definitely against this project now and in the foreseeable future.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>

Younger	Lee	<p>1.enforce speed limit (more troopers patrolling)1.(tie) add a metro rail linking chapin to downtown Columbia, Lexington to down town Columbia, and northeast to down town Columbia with park and ride lots. Why do none of the solutions include a proposal utilizing MASS TRANSIT ??????2.add more lanes to existing infrastructure3.build for 50 years out with 2018 dollars4.increase pavement markings5.add relevant signage way ahead of turn off6.remove signage that is confusing/too busy7.when accidents happen, police should use pop up barriers to screen accident as done in Atlanta.8.use electronic message boards to post the following "move vehicles to shoulder in case of accident"9.add green/red lights "one car per green" at on-ramps10.Add HOV lanes11.Utilize dual lanes that are one way in the morning and reversed in the afternoon12.increase frontage road lanes/capacity and reduce number of interchanges/conflict points13.keep it simple, solutions don't always have to include all the bells and whistles. We need a simple solution, not a complicated maze of flyovers and offramps that resemble a rollercoaster.14.Thank you for considering my ideas and comments, we appreciate the hard work that the SCDOT does and look forward to a solution to the issues at hand.</p>	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project.</p> <p>Relative to speed limit enforcement, electronic message boards, and ramp metering, during the alternatives development and screening process for the Carolina Crossroads, Transportation System Management/Transportation Demand Management (TSM/TDM) was one of the alternatives evaluated. TSM/TDM includes options that improve efficiency and safety through lower cost improvements. Traffic management techniques such as speed limit considerations is one example of TSM strategies. As described in Chapter 2 of the Draft Environmental Impact Statement (DEIS), given the current and future level of service, as well as safety concerns in the corridor, TSM/TDM improvements could not adequately improve the corridor and meet the purpose and need as a stand-alone alternative. However, elements of TSM and/or TDM could be incorporated into the recommended preferred alternative as design progresses. You can find more information about the evaluation of this alternative in Chapter 2 of the DEIS. Relative to mass transit, at the beginning of the project, several alternatives were identified to address the purpose and need of the Carolina Crossroads to reduce congestion and improve mobility with the corridor. Mass transit was one of the alternatives identified and considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads I-20/26/126 Corridor Improvement Project. The data gathered for the Carolina Crossroads I-20/26/126 Corridor Improvement Project showed that mass transit alone would not sufficiently meet the purpose and need of the project to reduce congestion and improve mobility within the corridor. See Section 2.1.3 in the DEIS (pages 2-14 and 2-15) for more detail. However, SCDOT realizes that mass transit is part of a larger mobility solution for the Midlands region. Therefore, as part of the Carolina Crossroads I-20/26/126 Corridor Improvement Project, a mobility</p>
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			<p>stakeholder group was established to provide input and ensure coordination on the project not only from a transit perspective but also for bicyclist and pedestrians. Based on the input from the mobility group the project team will study existing Park-and-Ride facilities throughout the Carolina Crossroads I-20/26/126 Corridor Improvement Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region. You can read more about this in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS.</p> <p>HOV lanes were also considered as part of the proposed improvements, and it was determined that the inclusion of HOV lanes is not warranted. The recommended preferred alternative would provide improved level of service, speeds, and travel times equal to or greater than those an HOV facility could provide. Additional information about this analysis is included in Chapter 2 of the DEIS (see pages 2-61 through 2-62).</p> <p>Relative to the addition of lanes, the recommended preferred alternative includes widening of I-26 with one additional lane in each direction from US 176/Broad River Road to I-126, as well as the addition of new collector-distributor lanes. Traffic modeling was completed for both the current year and future year of 2040 to determine which alternatives would best serve current and future traffic. You can read more about the alternatives, including the recommended preferred alternative in Chapter 2 of the DEIS. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads</p>
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Zimmerman	Jim	I can't find how to see all of the interchange proposals on the web.	<p>Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. You may view a map of the Recommended Preferred Alternative (RPA) and review the Draft Environmental Impact Statement (DEIS) on the DEIS online meeting at www.scdotcarolinacrossroads.com/onlineeting5.</p> <p>The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p> <p>To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com</p>