Appendix C: Comment Summary & Court Reporter Transcript

Last Name	First Name	Comment	Comment Response
	Anonymous	I would like to say that the expense of	Thank you for your interest and
		construction of a bridge over I-26 would then	comment on the Carolina Crossroads I-
		necessitate the expansion of Tram Road's size and	20/26/126 Corridor Improvement
		would be very expensive. Why not fix the poor	Project.
		roads in the neighborhoods all over Columbia?	In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the removal of this feature would not
			significantly 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
	Anonymous	With the limited funds of the State in the area of	Thank you for your interest and
		infastructure it seems ill-advised to build a bridge	comment on the Carolina Crossroads I-
		to connect Tram Road to St. Andrews Road and	20/26/126 Corridor Improvement
		cross I-26. We need other improvements so much	Project.
		more than this project. How about fixing the pot	In the early stages of the project, the
		holes? I live on Sandhurst and it is like driving a	South Carolina Department of
		dirt road almost.	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty

			Road bridge was added to provide
			connection between Fernandina and
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
	Anonymous	Bridge across to tramI strongly object to the	Thank you for your interest and
		proposal to build a bridge to tram road. This	comment on the Carolina Crossroads I-
		neighborhood has	20/26/126 Corridor Improvement
		been a quite one and if this goes through it will no	Project.
		longer be that way. With no disrespect	In the early stages of the project, the
		intendedput it in your	South Carolina Department of
		backyard not mine. Sinc	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
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			affect the ability of the Recommended
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Image: Second		in the past. For instance, the traffic circle on Piney Woods Rd. That was a waste of taxpayer	Call Us: 1-800-601-8715 Email Us:
Palmiotta & Rita HartRoad 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. Whever thought of this as a 		road for over 20 years and have yet to see an accident there. I hate to think what it cost. Thank	info@CarolinaCrossroadsSCDOT.com
To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com	Palmiotta & Rita Hart	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!	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
Clyde We request that you reconsider a bridge Thank you for your interest and connecting Beatty Rd and Tram Rd. We live in comment on the Carolina Crossroads I-	Clyde	· · · -	Thank you for your interest and
Connecting Beatty Rd and Tram Rd. We live in Comment on the Carolina Crossroads I- Whitehall and Tram Rd is one of the nice areas of 20/26/126 Corridor Improvement this development. To increase traffic through the Project. center of Whitehall will certainly harm our In the early stages of the project, the		Whitehall and Tram Rd is one of the nice areas of this development. To increase traffic through the	20/26/126 Corridor Improvement Project.

	wonderful neighborhood. It seems this will only help the people from Beatty Rd area to have better access to the business areas. Costco has	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced
	already increased traffic around our area. At present we have 3 bridges connecting the Beatty	connectivity across I-26. To address these comments, the Tram Road and Beatty
	Rd area to St. Andrews Rd. It would seem that another bridge would be overkill and a waste of	Road bridge was added to provide connection between Fernandina and
	taxpayer money. For these reasons we ask that you not build another bridge.	Jamil frontage roads. In addition, this proposed bridge would also have
		benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
		need of the project to improve system linkages. However, the bridge does not
		affect the ability of the Recommended Preferred Alternative to meet the
		primary purpose and need of the project to reduce congestion and improve
		mobility in the corridor. Since the removal of this feature would not
		significantly affect the ability of this alternative to meet the purpose and
		need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
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		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
Donald & Flexia	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
	Please reconsider.	In the early stages of the project, the South Carolina Department of
		Transportation (SCDOT) received public comments requesting enhanced
		connectivity across I-26. To address these comments, the Tram Road and Beatty
		Road bridge was added to provide connection between Fernandina and
		Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As
		proposed, the Tram Road and Beatty

		Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Jackie	The bridge connecting Tram and Beatty needs to be removed from the proposal. It will not help traffic and will be have a negative effect on the people in that area.	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
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			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
	James	To have a high speed overpass or high speed	Thank you for your interest and
		interstate running through an upscale	comment on the Carolina Crossroads I-
		neighborhood is so out of good sense or any sign	20/26/126 Corridor Improvement
		of sound reasoning is beyond even the very	Project.
		foolish mental ability of the people that propose this.	In the early stages of the project, the South Carolina Department of
		uns.	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
L			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
Janiece	I am looking forward to the fix. long time overdue.	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.
		To stay up to date on Carolina Crossroads
		project information, visit our project
		website
		at www.SCDOTCarolinaCrossroads.com
		Call Us: 1-800-601-8715
		Email Us:
		info@CarolinaCrossroadsSCDOT.com
Nancy	The purpose of this email is to oppose the	Thank you for your interest and
	planned bridge to connect Tram Rd to Beatty	comment on the Carolina Crossroads I-
	Road. I live just a few blocks from Tram Rd. and I fear that the construction of the bridge will bring	20/26/126 Corridor Improvement Project.
	more noise, disruption, and possible crime to the	In the early stages of the project, the
	area. It will most certainly lower the property	South Carolina Department of
	values of the houses in the area. Once the	Transportation (SCDOT) received public
	construction of the bridge begins, it will be very	comments requesting enhanced
	difficult to sell a home for a decent price. I know that all projects bring a certain amount of	connectivity across I-26. To address these comments, the Tram Road and Beatty
	disruption, but I don't think the benefit will be	Road bridge was added to provide
	worth the cost in this particular case.	connection between Fernandina and
		Jamil frontage roads. In addition, this
		proposed bridge would also have
		benefits for emergency response. As proposed, the Tram Road and Beatty
		Road bridge would fulfill a secondary
		need of the project to improve system
		linkages. However, the bridge does not
		affect the ability of the Recommended
		Preferred Alternative to meet the project primary purpose and need of the project
		to reduce congestion and improve

		mobility in the corridor. Since the removal of this feature would not significantly 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
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.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Walter	Maybe I missed it but is there somewhere I can go to see what the proposed changes are?	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/onlin emeeting5. The SCDOT project team is working to complete a 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:
Aanai	Naqia	To whom it may concern, I oppose the building of the bridge over malfunction junction due to the safety hazards to the neighborhood.	info@CarolinaCrossroadsSCDOT.comThank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor ImprovementProject.In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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			website
			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Abney	Franklin	We are very opposed to bridge coming thru TRAM- NO 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
Ackerman	Tony	I am against the Tram Rd/Beatty Rd Bridge being	Thank you for your interest and
	- 1	built. It is a waste of taxpayer's money. It will turn	comment on the Carolina Crossroads I-
		our quiet neighborhood into a dragstrip and	20/26/126 Corridor Improvement
		booming radio road. It will cause property value	Project.

		to go down. Higher crime in our low crime area. Please find another way.	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this
			proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve
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			at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Adair	Amanda	Please don't do this to our quiet, nice neighborhood. Waste of money.	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 Paad bridge was added to provide
			Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As

			proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Adair	Kirk	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.	info@CarolinaCrossroadsSCDOT.com 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:
Adair	Laura	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.	info@CarolinaCrossroadsSCDOT.com 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
Adair	Lolly	My parents told me about this and I was so sad. This will hurt our neighborhood. That money is needed to help people.	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

Addison	Joseph	Maybe I'm missing it but the only information I see is it would "improve Tram Road", which is absolutely not the case. 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!	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
Addison	Joseph	dollars. No bridge please! 314 Brookshire Dr I strongly oppose a bridge over !-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?	 Road bridge would fumily a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Addy	Paul & Doris	Not wise use of tax payer's money. Tram Road not suitable for through-traffic. 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

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

Allen	Danielle	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 tractortrailerscould travel on Tram	
		Road. Tractor-trailer trucks are not allowed on	
		Piney GroveRoad, which is wider than Tram Road,	
		has sidewalks and paved shoulders, and	
		isengineered for heavier vehicles. There is no plan	
		to improve the intersection that is the only exit	
		from the Cottagesof Whitehall. On Tram Road, at	
		the foot of the new bridge, the exit from the	
		Cottagesmight 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	
		TramRoad.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 lessthose throughout the	
		neighborhood, whose property values will also be	
		affected. There is a 30% difference between the	
		neighborhood on the Beaty rd and the Whitehall	
		subdivision.Our property values will be reduced as	
		homes on the Beaty rd side become	
		COMPARABLES.As I stated before, I Vehemently	
Amick	Carrell	Oppose the building of this bridge.	Thank you for your interact and
Amick	Carroll	Not needed - no purpose. Waste of money. Why	Thank you for your interest and
		build a bridge that has no purpose.	comment on the Carolina Crossroads I-
		Form Letter – Tram/Beatty Checklist	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
			significantly affect the ability of this alternative to meet the purpose and
			alternative to meet the purpose and

			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
Amick	Shirley	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	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
		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?	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As
Amick	Shirley	There are enough reasons this bridge should not be built. Our quality of life destroyed. Form Letter – Tram/Beatty Checklist	proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system
Amick	Shirley	Form Letter – Tram/Beatty Checklist	 linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Anders Alison	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	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

Anders	Elizabeth	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	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
Anders	Elizabeth	Form Letter – Tram/Beatty Checklist	
			To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

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.	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
Anders	Michael	Do not build the bridge. It is a foolish use of funds SC doesn't have enough of. Waste of resources! Use \$ where needed. Form Letter – Tram/Beatty Checklist	 Comments, the Fram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. Greystone Boulevard and Seminole Drive are outside of the Carolina Crossroads project area and were not included in the

Ange	Fred	A current problem with the corridor is traffic	development of alternatives. The I-
		backing up onto the interstate. At some point	20/26/126 Corridor is generally defined
		traffic flow on St Andrews Piney Grove and	as I-20 from the Saluda River to the
		Harbison (plus Broad River) need to be addressed.	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.
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			website at
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			info@CarolinaCrossroadsSCDOT.com

Arledge	William	Would like to voice my displeasure and opposition	Thank you for your interest and
-		to the Carolina Crossroads project. I have been a	comment on the Carolina Crossroads I-
		Whitehall resident for 31 years and enjoy living in	20/26/126 Corridor Improvement
		this community. I have recently added a deck to	Project.
		my home and done numerous renovations, spending a good bit of money. This proposed	In the early stages of the project, the South Carolina Department of
		project would devalue the price of my home and start the destruction of the Whitehall	Transportation (SCDOT) received public comments requesting enhanced
		neighborhood. Please DO NOT destroy this	connectivity across I-26. To address these
		beautiful longstanding Columbia neighborhood.	comments, the Tram Road and Beatty Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
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			mobility in the corridor. Since the
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			need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
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			website
			at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Armand	Sam	Not wise use of tax payer's money. Tram Road not	Thank you for your interest and
		safe for heavy traffic.	comment on the Carolina Crossroads I-
		Form Letter – Tram/Beatty Checklist	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
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			connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Armstrong	John and Elizabeth	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 stories 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.	info@CarolinaCrossroadsSCDOT.comThank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor ImprovementProject.In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the

Armstrong, Sr.	John D.	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	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		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 leven to hold back flood waters. (form letter attached)	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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			Email Us:
A alvin -	Anni-		info@CarolinaCrossroadsSCDOT.com
Askins	Annie	Form Letter – Tram/Beatty Checklist	Thank you for your interest and comment on the Carolina Crossroads I-
			20/26/126 Corridor Improvement
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			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:
Atwood	Anita	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.	
			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

Augsburger	Melissa	I am in favor of proposed improvement at the I-	Thank you for your interest and
0 0		20/26 intersection, but see no value in the	comment on the Carolina Crossroads I-
		Tram/Beatty Bridge. This is a residential area and	20/26/126 Corridor Improvement
		increasing the speed limit and traffic is dangerous	Project.
		to our community residents. The proposed plan does not explain why this bridge is critical. Please	In the early stages of the project, the South Carolina Department of
		do not include the bridge in any version of the final plan.	Transportation (SCDOT) received public comments requesting enhanced
		Form Letter – Tram/Beatty Checklist	connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide connection between Fernandina and
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Austin	Elizabeth	Please do not build a bridge over I-26. Not only	Thank you for your interest and
		would it create traffic on Tram Road that would	comment on the Carolina Crossroads I-
		destroy the peace in our neighborhoods it will	20/26/126 Corridor Improvement
		destroy our roads. Having a bridge connected to	Project.
		Beatty Road would bring the Broad River Road problems over to us. Foot traffic will also increase	In the early stages of the project, the South Carolina Department of
		bringing problems into our neighborhood. Thank	Transportation (SCDOT) received public
		you for your consideration in this matter.	comments requesting enhanced
			connectivity across I-26. To address these
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			connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Austin	Terry	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	info@CarolinaCrossroadsSCDOT.com 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
		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.	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project

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			to reduce congestion and improve
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Daglay	lacan	Form Lattor Tram (Poatty Charldist	
Bagley	Jason	Form Letter – Tram/Beatty Checklist	Thank you for your interest and
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			Highway Administration anticipates publishing an FEIS and a Record 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
Bailey	Carolyn	I am opposed to the Tram-Beatty bridge project.	Thank you for your interest and
		I'm concerned the bridge will make an already	comment on the Carolina Crossroads I-
		winding, hilly (sometimes taken too fast) road an	20/26/126 Corridor Improvement
		even more dangerous roads with more through	Project.
		traffic driving quickly. I also feel it does not really	In the early stages of the project, the
		fix the interstate problem, but is an additional	South Carolina Department of
		added road. Focus on the problem areas - the	Transportation (SCDOT) received public
		actual interstate.	comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
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			removal of this feature would not
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			Email Us: info@CarolinaCrossroadsSCDOT.com
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.	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 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.
			The SCDOT project team is working to complete a 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:
Bailey	Lessie	Form Letter – Tram/Beatty Checklist	info@CarolinaCrossroadsSCDOT.com 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

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 .	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended
			Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
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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.	info@CarolinaCrossroadsSCDOT.com 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
Bailey	William	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.	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 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 noad of the project to improve system
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		info@CarolinaCrossroadsSCDOT.com
Ballentine Jess	I am in adamantly opposed to any I-26 overpass	Thank you for your interest and
	connecting Tram Road to Beatty Road. This	comment on the Carolina Crossroads I-
	proposal benefits absolutely no one and can only	20/26/126 Corridor Improvement
	contribute to the degradation of both lifestyles	Project.
	and property values of the 1,400 residents of	In the early stages of the project, the
	Whitehall. This would be caused by the increased	South Carolina Department of
	traffic, increased traffic noise, increased non-local	Transportation (SCDOT) received public
	traffic and the higher-speed, heavier traffic on the	comments requesting enhanced
	narrow, hilly, winding Tram Road which is already	connectivity across I-26. To address these
	near its practical carrying capacity and where	comments, the Tram Road and Beatty
	speeders are already a problem. There is no plan	Road bridge was added to provide
	to make any change to Tram Road itself, other	connection between Fernandina and
	than the brief stretch where the new bridge	
	_	Jamil frontage roads. In addition, this
	comes to ground and the Jamil Road intersection	proposed bridge would also have
	is to be reconfigured, without a traffic light. There	benefits for emergency response. As
	is no plan to lower the contour of Jamil Road	proposed, the Tram Road and Beatty
	where it restricts sight lines for traffic trying to	Road bridge would fulfill a secondary
	turn from Tram Road onto Jamil Road. This	need of the project to improve system
	proposal is a complete waste of taxpayer	linkages. However, the bridge does not
	resources, jeopardizes the safety and security of	affect the ability of the Recommended
	local residents, and should be abandoned	Preferred Alternative to meet the
	immediately!	primary purpose and need of the project
Ballentine Jess	I am in adamantly opposed to any I-26 overpass	to reduce congestion and improve
	connecting Tram Road to Beatty Road. This	mobility in the corridor. Since the
	proposal benefits absolutely no one and can only	removal of this feature would not
	contribute to the degradation of both lifestyles	significantly affect the ability of this
	and property values of the 1,400 residents of	alternative to meet the purpose and
		need, SCDOT has elected to remove this
	Whitehall. This would be caused by the increased	-
	traffic, increased traffic noise, increased non-local	bridge from the Recommended Preferred
	traffic and the higher-speed, heavier traffic on the	Alternative.
	narrow, hilly, winding Tram Road which is already	The SCDOT project team is working to
	near its practical carrying capacity and where	complete a Final Environmental Impact
	speeders are already a problem. There is no plan	Statement (FEIS), and the Federal
	to make any change to Tram Road itself, other	Highway Administration anticipates
		I
	than the brief stretch where the new bridge	publishing an FEIS and a Record of
1	than the brief stretch where the new bridge	publishing an FEIS and a Record of Decision (ROD) concurrently in spring
	than the brief stretch where the new bridge comes to ground and the Jamil Road intersection	Decision (ROD) concurrently in spring
	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	Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road
	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	Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further
	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	Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.
	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	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
	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	Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.

		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"	Email Us:
			To stay up to date 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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		this is an unnecessary addition to the Cross Roads Project that is a waste of money and is not	In the early stages of the project, the South Carolina Department of

		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	Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and
		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	Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system
Bamonte	Mike and Terri	buy it. Just doesn't add up!! 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!	linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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Banfort	Martha	Ruin property values and neighborhood	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

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Banta	Deborah	Re: Tram Beatty Bridge 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." 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. Tram Road is dangerous enough as it is with hills and turns and speed limits - which no one pays attention.	proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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
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			website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us:
Barber	David	Form Letter – Tram/Beatty Checklist	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
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Barber	Jessica	Form Letter – Tram/Beatty Checklist	Thank you for your interest and
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Parbar	Saller	Form Lattor Tram /Deathy Charliet	info@CarolinaCrossroadsSCDOT.com
Barber	Sally	Form Letter – Tram/Beatty Checklist	Thank you for your interest and
			comment on the Carolina Crossroads I-

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			20/26/126 Corridor Improvement
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Barefoot	Martha	Form Letter – Tram/Beatty Checklist	
Dareiuut	ivial Uld	I OTTI LELLET – TTATI / DEALLY CHECKIISL	Thank you for your interest and comment on the Carolina Crossroads I-
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Barker	Max	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. 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 The use of Tram Road as a "connector" to St. Andrews-Bush River Roads is unnecessarily destructive to Property Values. Please delete this "Bridge" from the crossroads plan	Email Us: info@CarolinaCrossroadsSCDOT.com 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

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			Statement (FEIS), and the Federal
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			info@CarolinaCrossroadsSCDOT.com
Barklov	John	Form Letter - Tram/Poatty Chacklist	Thank you for your interest and
Barkley	JUIII	Form Letter – Tram/Beatty Checklist	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
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			Alternative. The SCDOT project team is working to
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			The SCDOT project team is working to complete a Final Environmental Impact

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			Call Us: 1-800-601-8715 Email Us:
			info@CarolinaCrossroadsSCDOT.com
Barley	Lynn	I am against the I-26 overpass linking Beatty and	Thank you for your interest and
		Tram Roads. Tram Road is already a dangerous	comment on the Carolina Crossroads I-
		area for drivers curving around and causing motor	20/26/126 Corridor Improvement
		vehicle collisions too frequently. What concerns	Project.
		me as a homeowner, is the tremendous increase in traffic - this is only going to take a dangerous	In the early stages of the project, the South Carolina Department of
		situation and make it worse. It is already difficult,	Transportation (SCDOT) received public
		due to the winding nature of Tram Rd, to try to	comments requesting enhanced
		merge onto Tram Rd to get out of Whitehall. This	connectivity across I-26. To address these
		is not a solution - it wll create danger to our	comments, the Tram Road and Beatty
		neighborhood. Property values will decrease - crime will increase.	Road bridge was added to provide
		crime will increase.	connection between Fernandina and Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
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			Email Us:
	l		info@CarolinaCrossroadsSCDOT.com

Barnes	Diane	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.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us:
Barnes	Nichola	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	info@CarolinaCrossroadsSCDOT.com 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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Barrett	Tyra	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.	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

Barroll	Leeds	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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.
Bart	Roland	lighting - please add led lighting throughout the	The SCDOT project team is working to complete a 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 Thank you for your interest and
		project barrow pits - our office sits next to barrow pit used when I-126 was built - consider using to add or substract - if needed	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

			(FFIC) and the Federal US-
			(FEIS) and the Federal Highway
			Administration anticipates publishing an
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Bartone	Linda	Form Letter – Tram/Beatty Checklist	Thank you for your interest and
			comment on the Carolina Crossroads I-
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			•
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			proposed bridge would also have
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Basser	Tiffany	Would be impractical for emergency vehicles to	Thank you for your interest and
		use Tram Road. Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
			Project.
			In the early stages of the project, the
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			Call Us: 1-800-601-8715 Email Us:
			info@CarolinaCrossroadsSCDOT.com
Batchelor	Kristin	I am in the process of purchasing a home in	Thank you for your interest and
		Whitehall. I only just recently learned about the	comment on the Carolina Crossroads I-
		proposal to build a bridge between Tram and Beatty Road. I am deeply concerned about this as	20/26/126 Corridor Improvement Project.
		the reason we are purchasing this home is	In the early stages of the project, the
		because of the fact that Whitehall is an	South Carolina Department of
		established, quiet neighborhood. The building of	Transportation (SCDOT) received public
		this bridge would completely change the	comments requesting enhanced
		neighborhood and would definitely be a motivator for me not purchasing this home. So	connectivity across I-26. To address these comments, the Tram Road and Beatty
		much of this area has already fallen into decay. I	Road bridge was added to provide

		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.	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not 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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Bayne	Keri	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	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

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			info@CarolinaCrossroadsSCDOT.com
Bayne Jr	Mack	Wasted tax payers money for a 2 lane bridge.	Thank you for your interest and
		Money needed for other repair on roads. Very	comment on the Carolina Crossroads I-
		much opposed to this. Will be more crime. The	20/26/126 Corridor Improvement
		traffic flow it will not help a thing.All ready have 2	Project.
		ways to access to and from Tram/Beatty/which	In the early stages of the project, the
		are 4 lanes; Piney Grove; and St. AndrewsLower	South Carolina Department of
		property valueMakes no sence	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
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			Highway Administration anticipates publishing an FEIS and a Record 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
Bazemore	Thomasine & Lavonne	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. 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.	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
Beaver	Alan	Where can I view a plan of the project prior to the public meeting?	(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/onlin emeeting5. 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.
			To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Bedell	Frank	Please find attached the positive input from a business owner who is impacted by the CarolinaCrossroads project. o Whom It May Concern Regarding: 1513 Morninghill Drive Columbia, SC 29210 Regarding: Carolina Crossroads Enhancement / Expansion From: Frank J. Bedell 1513 Morninghill Drive Columbia, SC 29210 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. 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	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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. The SCDOT project team is working to complete a 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

		Most change requires disruption and the new	Empil LIS:
		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. 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. Frank Bedell Owner of True Serenity LLC Frank Cell – 803-309-2702 Cc: Current Tennant – The Carolina Girls of Real	Email Us: info@CarolinaCrossroadsSCDOT.com
		Estate, Marti Bedell – 803-665-9400	
Bedell	Marti	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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. The SCDOT project team is working to complete a 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

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

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

sympathy cards to be circulated on the bus when	established to provide input and ensure
a member of a passenger's family passed	coordination on the project not only
away. While many opted to nap on the ride (me)	from a transit perspective but also for
others would hold extended conversations with	bicyclist and pedestrians. Based on the
each other about the community family events	input from the mobility group the project
etc. Ideally the seating on a new bus service	team will study existing Park-and-Ride
would continue to be conducive to this; the	facilities throughout the Carolina
Newberry Express bus seats were more like chairs	Crossroads I-20/26/126 Corridor
than benches with headrests to lean back on).4.	Improvement Project area and develop a
Having recently attended a Comet meeting in	plan to identify and address existing and
Chapin I understand that a stop in Lexington is	future needs to ensure a continuous and
being considered to help defray overall ridership	adequate supply of parking for rideshare
costs (assuming the city would pitch in to support	commuters. The efforts of the study,
the service). I completely understand this but by	coupled with efforts of other regional
the same token know that if a 45-60 min ride	mobility partners will help to provide
were to turn into a 90-120 min. ride then many	additional mobility options for the
, passengers are likely to opt out…especially since	Midlands region. Also, as noted in the
they have now been "spoiled― by riding in a	DEIS, the conclusion of several transit
carpool or even by themselves. To the extent	studies is that CMRTA (the primary
possible I would minimize stops to reduce travel	transit provider in the region) should
time.5. My stop was at the bus transfer station	focus on local transit (bus) route
(corner of Sumter and Laurel). Easy! Some	improvements. As such, SCDOT is
passengers however had to go to Palmetto Health	prepared to assist CMRTA efforts
or SCDOT out on Shop Rd. In the same vein as	through such measure as
item 4 if one gets into Columbia and then spends	accommodating transit (bus) stops at
another 45 min. getting to a final destination that	interchange locations.
might dissuade ridership. I once lived in Spain and	
they had two classes of bus service (one costing	HOV lanes were also considered as part
more than the other). Perhaps a separate	of the proposed improvements, and it
transfer service could be worked out for riders	was determined that the inclusion of
coming in on Express buses so that they could	HOV lanes is not warranted. The
reach their final destinations quicker without	recommended preferred alternative
delaying the ride of their fellow passengers who	would provide improved level of service,
were being let off on the [~] main route" (perhaps	speeds, and travel times equal to or
an additional transfer fee could be charged to	greater than those an HOV facility could
those passengers).6. Carpooling and mass transit	provide. Additional information about
is not that hard to arrange. Even if for only an	this analysis is included in Chapter 2 of
hour or so each morning reserving a lane (after it	the DEIS (see pages 2-61 through 2-62).
runs into 3 lanes) for HOV might "push―	
people to reconsider their current practices. Even	The SCDOT project team is working to
if this were scheduled at a non-rush hour time	complete a Final Environmental Impact
(say 6-7am) there would be those who would say	Statement (FEIS) and the Federal
Wow it only took me 15 min. to get to work	Highway Administration anticipates
unbelievable! Violation fines wouldn't hurt the	publishing an FEIS and a Record of
city coffers either. ??7. Rural cities need to be on	Decision (ROD) concurrently in spring
board. Comet should work with them to find win-	2019.
win situations that the city would clearly see as a	To stay up to date on Carolina Crossroads
benefit to them. Cities like Newberry have some	project information, visit our project
large employers (Samsung Komatsu CraftHeinz)	website
and it's possible that the cities can collaborate	at www.SCDOTCarolinaCrossroads.com
with those home industries to promote traffic into	Call Us: 1-800-601-8715
the city instead of dead heading the bus in one of	Email Us:
the directions.I suspect that these are not new	info@CarolinaCrossroadsSCDOT.com
thoughts to you but you at least know where one	
passenger is coming from. Thank you for this	
opportunity to voice my opinion. Scott	

Belser	Bonnie	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	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
			Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring
Bennett	Patricia C.	Form Letter - Tram/Beatty Check List	info@CarolinaCrossroadsSCDOT.com 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

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Berg	Chad	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	info@CarolinaCrossroadsSCDOT.com 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

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Berg	Gage	Wasted tax payers money for a 2 lane bridge.	Thank you for your interest and
Derg	Gage	Money needed for other repair on roads. Very	comment on the Carolina Crossroads I-
		much opposed to this.	20/26/126 Corridor Improvement
		Will be more crime.	Project.
		The traffic flow it will not help a thing.	In the early stages of the project, the
		All ready have 2 ways to access to and from	South Carolina Department of
		Tram/Beatty/which are 4 lanes; Piney Grove; and	Transportation (SCDOT) received public
		St. Andrews	comments requesting enhanced
		Lower property value	connectivity across I-26. To address these
		Makes no sence	comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
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Berkey	Paula	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. 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. 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.	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	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
Berry	Bryan	Form Letter – Tram/Beatty Checklist	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
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			Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
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

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

Berry	Judi	Hello,	need, SCDOT has elected to remove this
		I am opposed to the proposed Tram Rd bridge.	bridge from the Recommended Preferred
		The area does not need that bridgeway	Alternative.
		-the property values will drop	
		-it will introduce crime to a low-crime area	The SCDOT project team is working to
		-it will not lessen traffic, widening broad River	complete a Final Environmental Impact
		would.	Statement (FEIS), and the Federal
		-tram Rd can not sustain increased traffic.	Highway Administration anticipates
		Thanks	publishing an FEIS and a Record of
Berry	Judi	I am a resident of the Whitehall neighborhood. I	Decision (ROD) concurrently in spring
		reject the proposed work on Tram Rd	2019. The Tram Road and Beatty Road
		It will significantly devalue my home!!	Bridge will not be considered for further
		This was proposed bridge was an afterthought	evaluation in these documents.
		snuck into the proposal late.	
		I don't want to be robbed, raped and murdered	To stay up to date on Carolina Crossroads
		when I want to walk around my neighborhood	project information, visit our project
		because if those two areas are connected, crime	website
		rate will go through the ROOF! Do you want	at www.SCDOTCarolinaCrossroads.com
		to be responsible for my murder?	Call Us: 1-800-601-8715
		Tram CANNOT support increased traffic!	Email Us:
		There are already connectorspiney Grove, piney	info@CarolinaCrossroadsSCDOT.com
		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	
Berry	Judi	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.	
Berry	Judi	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	
	I		

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!!!

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Berry	Judi	I reject the proposed changes to Tram rd by way
		of a bridge for the following reasons: FIRSTthe
		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!!!
Berry	Judi	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!!!!

Berry	Judi	Hello,	
		I am a resident of the Whitehall neighborhood. I am very upset and concerned about the proposed Tram Rd bridge. 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. There are connecting streets from piney grove and st andrews. 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. I don't want to be afraid of being robbed, raped or murdered when walking through my neighborhood. 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??	
Berry	Judi	I REJECT THE TRAM RD PROPOSAL!!! 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!!	

Berry	Judi	I am emailing to express my severe opposition to	
berry	Juan	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.	
		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 outif 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!!!	
Biles	Louis	Do not waste tax payers money on a useless	Thank you for your interest and
		bridge extending from Tram Road over I-26. The	comment on the Carolina Crossroads I-
		flow can be fixed by fixing the lanes off of	20/26/126 Corridor Improvement
		Jamil/Temple Road at St. Andrews end and Piney	Project.
		Grove end. Fix the length of how long lights stay	
		red and widen for turn lanes for flow. An extra	In the early stages of the project, the
		bridge with no ON or OFF ramp is a waste to so-	South Carolina Department of
		called traffic flow on I-26. Do not increase traffic	Transportation (SCDOT) received public
		thru Whitehall with narrow roads and speed limits	comments requesting enhanced
		from 20-25 mph and hidden driveway to houses	connectivity across I-26. To address these
		who already have trouble trying to get on Tram	comments, the Tram Road and Beatty
		Road. AXE the Tram Road bridge section of this	Road bridge was added to provide
		project.	connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary

Biles	Louis	I am against this bridge from being built. There	need of the project to improve system
		are 2 main reasons that I see that won't help with	linkages. However, the bridge does not
		the relief of congestion on I26 or cause problems.	affect the ability of the Recommended
			Preferred Alternative to meet the
		There is no need for the bridge if you fix main 1	primary purpose and need of the project
		intersection. The Piney Grove Rd, Jamil Temple Rd	to reduce congestion and improve
		and Bower Parkway intersection needs to be	mobility in the corridor. Since the
		improved. I work at Academy Sports and	removal of this feature would not
		Outdoors and sometimes I have to leave my	significantly affect the ability of this
		house 30 minutes early on Friday's, Saturday's,	alternative to meet the purpose and need, SCDOT has elected to remove this
		and Sunday's to barley make it to work on time. On any other given day it takes me about 5-10	bridge from the Recommended Preferred
		minutes and the majority of that time is waiting at	Alternative.
		the Piney Grove Rd/Jamil Temple Rd/Bower	Alternative.
		Parkway light. The timing of this light is horrible	The SCDOT project team is working to
		when on Jamil Temple Rd. There also needs to be	complete a Final Environmental Impact
		a turn lane here. This will solve a major problem if	Statement (FEIS), and the Federal
		the reason for this bridge is for traffic control.	Highway Administration anticipates
		When you are on Jamil temple road and sitting at	publishing an FEIS and a Record of
		the red light, when it turns green, only 4 or 5 cars	Decision (ROD) concurrently in spring
		make the light and that's it. And cars are backed	2019. The Tram Road and Beatty Road
		all the way up to or past Car Max which is about	Bridge will not be considered for further
		1/4-1/2 mile down the road. The problem is that	evaluation in these documents.
		3 out of those 5 cars are making a right turn onto	
		Piney Grove Rd. So if there is a turn lane on Jamil	To stay up to date on Carolina Crossroads
		Temple Rd, this will relieve the congestion for	project information, visit our project
		everyone trying to skip/miss malfunction junction	website
		on I26. Another problem is that cars on the Piney	at www.SCDOTCarolinaCrossroads.com
		Grove Rd think that they have the right of way to	Call Us: 1-800-601-8715 Email Us:
		make a right turn on Bower Parkway. This is why only 4-5 cars on Jamil Temple make this light.	info@CarolinaCrossroadsSCDOT.com
		They are hesitant to go straight because the cars	Intole carolinaciossi badssebor.com
		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.	
		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.	
		These are seen at the second second	
		There are many other reasons why I am against	
		this bridge being built but these are the 2 main	

		reasons why I am against this bridge being built. It won't help with congestion, and more wildlife accidents will happen. Side note- it will be a big waste of tax payers money to get it built when little to no people will use it.	
Biles	Susan	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!	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
Bird	Emily	I am against the building of Tram Rd/Beatty Rd	Thank you for your interest and
		Bridge. Our property value will go down. It will	comment on the Carolina Crossroads I-
		increase the traffic. We will have people speeding.	20/26/126 Corridor Improvement
		Please find another way.	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
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			Call Us: 1-800-601-8715
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			Email Us: info@CarolinaCrossroadsSCDOT.com
Bishop	Houston	I fail to see how this will change malfunction? Tram Road already has heavy traffic.	info@CarolinaCrossroadsSCDOT.comThank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor ImprovementProject.In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty
			Email Us: info@CarolinaCrossroadsSCDOT.com
Blackwelder	James	We don't need to waste millions on something that no one wants or needs. Use the money to fix (pave) our neighborhods, 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)	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.

			comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not
			significantly 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
Blackwelder	Kim	I am adamantly opposed to this! Who would benefit from this? I see no benefits! Waste of taxpayer 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 Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended

Blackwell	Lester	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. Lyote no for a	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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 pronosed the Tram Road and Beatty
			website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715
Blackwell	Lester	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	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

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			complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates
			publishing an FEIS and a Record 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
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			Call Us: 1-800-601-8715
			Email Us: info@CarolinaCrossroadsSCDOT.com
Blake	Dan	Here are a few observations regarding the	Thank you for your interest and
		proposed bridge from Tram Rd to Beatty Rd.	comment on the Carolina Crossroads I-
		There is no consideration for the degradation of	20/26/126 Corridor Improvement
		both lifestyles and property	Project.
		values of the 1,400 residents of Whitehall. This would be caused by the increased traffic,	In the early stages of the project, the
		increased traffic noise, increased non-local traffic	South Carolina Department of
		and the higher-speed, heavier traffic on	Transportation (SCDOT) received public
		the narrow, hilly, winding Tram Road which is	comments requesting enhanced
		already near its practical carrying capacity and where speeders are already a problem.	connectivity across I-26. To address these comments, the Tram Road and Beatty
		There is no consideration for the concerns of	Road bridge was added to provide
		residents about creation of a direct	connection between Fernandina and
		connector to the upscale residential Whitehall	Jamil frontage roads. In addition, this
		neighborhood from Beatty Road,	proposed bridge would also have
		with its commercial areas, including an abandoned auto dealership, and its lower-income	benefits for emergency response. As proposed, the Tram Road and Beatty
		and higher-crime areas.	Road bridge would fulfill a secondary
		There is no plan to compensate even the	need of the project to improve system
		homeowners on Tram Road, much less	linkages. However, the bridge does not
		those throughout the neighborhood, whose	affect the ability of the Recommended
		property values will also be affected. There are ways to improve the Tram	Preferred Alternative to meet the primary purpose and need of the project
		Road/Whitehall neighborhood that should be	to reduce congestion and improve
		considered. Most of these suggested changes	mobility in the corridor. Since the
		could be completed for less than the cost of	removal of this feature would not
		the bridge project.	significantly affect the ability of this
		There is no plan to make any change to Tram Road itself, other than the brief stretch	alternative to meet the purpose and need, SCDOT has elected to remove this
		where the new bridge comes to ground and the	bridge from the Recommended Preferred
		Jamil Road intersection is to be	Alternative.
		reconfigured, without a traffic light.	
		There is no consideration for the impact of the	The SCDOT project team is working to
		commercial development which would almost certainly follow at the reconfigured	complete a Final Environmental Impact Statement (FEIS), and the Federal
		intersection.	Highway Administration anticipates
		There is no plan to lower the contour of Jamil	publishing an FEIS and a Record of
		Road where it restricts sight lines for	Decision (ROD) concurrently in spring
		traffic trying to turn from Tram Road onto Jamil Road.	2019. The Tram Road and Beatty Road
		There is no plan to re-engineer Tram Road to	Bridge will not be considered for further evaluation in these documents.
		support additional local traffic.	
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		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.	To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Blake	Dan	Form Letter – Tram/Beatty Checklist	
Boltin	Nicholas	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	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

		to loss of life and would be in general, dangerous to the public.	complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Boltin	Nicholas	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.	Email Us: info@CarolinaCrossroadsSCDOT.com

Boltin	Nicholas	This is even more ovident in the DEIS does not	
Boltin	Nicholas	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.	
Boot	Cyndi	I am VERY concerned about this proposal and it's	Thank you for your interest and
		negative effects it will pose on our community: 1)	comment on the Carolina Crossroads I-
		Degredation of property values 2) With more	20/26/126 Corridor Improvement
		outside traffic, it will be more difficult and	Project.
		DANGEROUS for those living on Tram Road to exit	In the early stages of the project, the
		their property safely 3) The roads in the Whitehall	South Carolina Department of
		Subdivision are ALREADY in need of repair, and	Transportation (SCDOT) received public
		the increased traffic will further compromise the	comments requesting enhanced
		roads 4) It will compromise and change the entire	connectivity across I-26. To address these
		community's safety and intimate feel 5) Most	comments, the Tram Road and Beatty
		important to me are the issues of safety and	Road bridge was added to provide
		property devaluation , along with greater	connection between Fernandina and
		potential for crime.	Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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

Borom	Barbara	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	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 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
_		their driveways now. Please DO NOT proceed with this proposal.	comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty
Borom	Barbara	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.	Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

Borom	James	We don't need to waste millions on something that no one wants or needs. Use the money to fix	Thank you for your interest and comment on the Carolina Crossroads I-
		(pave) our neighborhoods, Jamil Road, and others that really do move people around our section of	20/26/126 Corridor Improvement Project.
		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)	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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.
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			info@CarolinaCrossroadsSCDOT.com

Borom	James	Finally Malfunction Junction will be addressed by	
BOLOIN	James	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 myperspective.	
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
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.	comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project
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.	to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Borom	William	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.	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
Boryk	Courtney	I am completely opposed to a bridge going over	Thank you for your interest and
		tram road for the I-26 redesign project.	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
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Bosworth	Mary	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
Bosworth	Mary	Form Letter – Tram/Beatty Checklist	Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
			complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
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!	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

		P.S. Also, you can get to St. Andrews by exiting at Piney Grove.	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Bouknight	Linda	Form Letter – Tram/Beatty Checklist	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
			 rmank 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

Boulware	Wanda K.	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	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Draiest
		value will be affected in a negative way. Think how you would feel if this were happening to your neighborhood. Please reconsider this proposal.	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.

BouyerDorisUn-needed spending of tax dollars.Thank you for your interest a comment on the Carolina Cr 20/26/126 Corridor ImproveBouyerDorisForm Letter – Tram/Beatty Checklist. Un-needed spending of tax dollars.comment on the Carolina Cr 20/26/126 Corridor ImproveThe South Carolina Departm Transportation (SCDOT) proj team is working to complete Environmental Impact Stated and the Federal Highway Ad anticipates publishing an FEI Record of Decision (ROD) co	
spending of tax dollars. 20/26/126 Corridor Improve The South Carolina Departm Transportation (SCDOT) proj team is working to complete Environmental Impact States and the Federal Highway Ad anticipates publishing an FEI	ossroads I-
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Bowden Jean Form Letter – Tram/Beatty Checklist Thank you for your interest a comment on the Carolina Cr 20/26/126 Corridor Improve 20/26/126 Corridor Improve Project.	ossroads I- ement
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Transportation (SCDOT) rece	-
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Road bridge was added to pr	-
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Bowell	Judy	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

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Bowen	Bill	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!	info@CarolinaCrossroadsSCDOT.com 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.

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Bower	Sanm	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.	Into@cCarolinaCrossroadsSCDOT.comThank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor ImprovementProject. 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/onlin emeeting5.The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring2019.To stay up to date on Carolina Crossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Bowers	Sterling and Nancy	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!!	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
Bowers	Susan	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

Bowers	Susan	An engineer's dream and a resident's nightmare. Why disrupt a 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. 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.	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Bowles	Ruth	The proposed over highway 26 from Beatty road to Tram Rd would be detrimental to Whitehall and surrounding neighborhoods. This is a	Email Us: info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		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.	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

Bowles	Ruth	Wasted tax payers money for a 2 lane bridge.	Jamil frontage roads. In addition, this
		Money needed for other repair on roads. Very	proposed bridge would also have
		much opposed to this.	benefits for emergency response. As
		Will be more crime.	proposed, the Tram Road and Beatty
		The traffic flow it will not help a thing.	Road bridge would fulfill a secondary
		All ready have 2 ways to access to and from	need of the project to improve system
		Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews	linkages. However, the bridge does not affect the ability of the Recommended
		Lower property value	Preferred Alternative to meet the
		Makes no sence	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
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Due alle com	L. L. L. La		info@CarolinaCrossroadsSCDOT.com
Bradburn	J. Hugh	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.	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

Bramblett	Jeanette	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!	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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, the Tram Road and Beatty Road bridge was added to provide connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and
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Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Reatly Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads.com Call Us: 1400-01-2715 Email Us: Info@CarolinaCrossroads.COT.comBramlettRichard1) This will hurt and devalue Whitehall 2) It will increase crime on my street 3) My wife and hose lived and patient corsoradas.com Call Us: 1400-01-2715 Email Us: Info@CarolinaCrossroads.COT.comBramlettRichard1) This will hurt and devalue Whitehall 2) It will increase crime on my street 3) My wife and hose lived and paid taxes for 33- years for this atrocity 4) A third year civil engineer at USC, Clemson, Citadel, et: would have done a better job by farl 5) I will join any lingation that prevents it. 6) Who in the world is responsible for this sham.Thank you Gray ori interest and connectivity arcs I-25. To address these connectivity arcs I-25. To address these connection between Ferendian and Jamil forotage would also have benefits for energency response. As proposed, the Tram Road and Beatty Road bridge would also have benefits for energency response. As proposed, the Tram Road and Beatty Road bridge would also have benefits for energency response. As proposed, the Tram Road and Beatty Road bridge would also have benefits for energency response. As proposed, the Tram Road and Beatty				
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project information, visit our project website				
website				
at www.SCDOTCarolinaCrossroads.com				
				at www.SCDOTCarolinaCrossroads.com

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

		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.	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Brandt	Ron	I OPPOSE THE BRIDGE OVERPASS LINKING BEATTY ROAD TO TRAM ROAD BECAUSE: It will serve no purpose. SCDOT's resources will be divided with	Email Us: info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		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.	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
Brandt	Ron	Form Letter – Tram/Beatty Checklist	proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system

		linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Ginger	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	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
	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.	Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and
Ginger	I watched a video provided by SCDOT and I am extremely concerned about the proposed bridge over I-26 connecting Beaty 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	Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since 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.GingerI watched a video provided by SCDOT and I am extremely concerned about the proposed bridge over I-26 connecting Beaty 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

Brandt	Ginger	Good morning,	significantly affect the ability of this
		I wish to express my deep concern and opposition	alternative to meet the purpose and
		re the proposed bridge connecting the two above	need, SCDOT has elected to remove this
		roads. In Whitehall, which is one of the oldest	bridge from the Recommended Preferred
		subdivisions in the Columbia area, we are trying	Alternative.
		to keep our heads above water regarding the	
		urban blight encroaching the entire St. Andrews	The SCDOT project team is working to
		area. This connector will be devastating to our	complete a Final Environmental Impact
		neighborhood as it will bring traffic from a high	Statement (FEIS), and the Federal
		crime area of the city to our doorstep. Tram Road	Highway Administration anticipates
		residents already experience much of the criminal	publishing an FEIS and a Record of
		elements	Decision (ROD) concurrently in spring
		found in our neighborhood, and we feel the road	2019. The Tram Road and Beatty Road
		will become a conduit for more. My husband and I	Bridge will not be considered for further
		will be attending the scheduled meetings to voice	evaluation in these documents.
		our opposition, as we expect many of our	evaluation in these documents.
		neighbors also. This issue has brought together	To stay up to date on Carolina Crossroads
		our homeowner association and neighborhood as	project information, visit our project
		no other issue could.	website
Drandt	Cingor	Part of the Carolina Crossroads makeover for	at www.SCDOTCarolinaCrossroads.com
Brandt	Ginger	"Malfunction Junction" includes a new bridge to	Call Us: 1-800-601-8715
		be completed across I-26 to connect Tram Road to	Email Us:
		•	info@CarolinaCrossroadsSCDOT.com
		Beatty Road (off Fernandina Road). According to	IIIO@CarolinacrossroausschOr.com
		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	

r		
		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.
Brandt	Ginger	This bridge was an underhanded trick by SCDOT.
2.4.144	0	Waste of taxpayer money.
		Form Letter – Tram/Beatty Checklist
Brandt	Ginger	I am writing to express my deep opposition to the
branac	Ginger	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.

Brannon	Frances	I strongly disapprove of the proposed bridge over	Thank you for your interest and
Brannon		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	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		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	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Brannon	Frances	Rd. Form Letter – Tram/Beatty Checklist	Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.
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Breeland	Mark	No. 11 noticed on the more detailed drawings	Thank you for your interest and
Breeland	Mark	No. 11 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.	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). 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.
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Breland	Nancy G.	Concerns about getting where you need to go without backtracking if having to go to Colonial Life to get back to LMC exit.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
			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.
			The SCDOT project team is working to complete a 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
Brennan	John and Judy	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!	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

Brennan	John and Judy	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	need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
		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	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.
		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.	To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Brinkley	John	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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

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

Brown	Edward	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. 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
Brown	Edward	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.	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
		Please re-evaluate your plans to offer a more suitable and acceptable proposed answer the traffic problem.	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.
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Brown	Edward	Form Letter – Tram/Beatty Checklist	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
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			comments requesting enhanced
			connectivity across I-26. To address these
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			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
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			proposed, the Tram Road and Beatty
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			linkages. However, the bridge does not
			affect the ability of the Recommended
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			mobility in the corridor. Since the
			removal of this feature would not
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			The SCDOT project team is working to
			complete a Final Environmental Impact
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			Highway Administration anticipates
			publishing an FEIS and a Record of
			Decision (ROD) concurrently in spring
			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further
			evaluation in these documents.
			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
Brown	Katherine	Total waste of taxpayers money.	Thank you for your interest and
		Form Letter – Tram/Beatty Checklist	comment on the Carolina Crossroads I-
		Form Letter Frank Beatly checkist	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
Brown	Mac	I am OPPOSED to the Tram-Beatty crossiver. 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.	Email Us: info@CarolinaCrossroadsSCDOT.com 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:
Brown	Richard	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 Beaty 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.	info@CarolinaCrossroadsSCDOT.com 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
Brown	Richard	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!	Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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

Brown	Richard	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. Thank you for the opportunity to comment.	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
Brown	Richard	Form Letter – Tram/Beatty Checklist	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Brown	Susanne	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 pressue 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	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.

		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.	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Brown	Tim & Ophelia	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.	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
Brown	Troy	I have carefully reviewed the proposed plans, especially the leading alternative. It is clear thatcareful thought and planning has been put into solving this somewhat intractable issue. Whilel believe that most of the plan is sound and reasoned, I am somewhat perplexed about thecost/benefit of the Tram Road Overpass. The report indicated a careful analysis of trafficpatterns on Jamil Road and its counterpart across the Interstate and I understand the desire toreduce traffic loads on Piney Grove and St. Andrews. However, I am not sure that the reportmade 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 onTram through Whitehall would not be appreciably impacted. I would like to see the detailedthought and analyses that went into this comment. What the planners have completelydisregarded are the laws of unintended consequences. It is naive to believe that traffic flowwill not appreciable increase through Whitehall to get to the overpass, especially during highvolume times of the day and year, e.g., Nov-Dec, for the Holidays. Even a small increase intraffic on Tram road cannot be withstood on its narrow and winding path. In addition, it islikely that Nottingham Road and Brookshire Road will become pathways to Tram. These roadsare not capable of increased loads either. Finally, it is likely that Shadowbrook to Rhett willbecome 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 thevery least, present a detailed evaluation of the first, second, and third order effects of thisoverpass on Whitehall before proceeding with this phase of the project.	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
Brumbaugh	Linda	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	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:
Bryce	Suzanne	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	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		very little, if any, to alleviate the congestion at Malfunction Junction.	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
Buck	Bill	Good Morning, 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. If you would provide me with the justification for the 21940 construction I would greatly appreciate reading it.	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
Buisman	Annette	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	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.

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Buisman	Willem	Unnecessary project. Wasteful spending. Project irreconcilable with residential character of my neighborhood. 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 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

Bundrick	Robert	Can we prohibit the use of jake brakes from I-26 Chapin to I-26 at the airport? These brakes create	Thank you for your interest and comment on the Carolina Crossroads I-
		a lot of noise. Can we get a sound wall for Quail	20/26/126 Corridor Improvement
		Hollow Quail Hollow Village and Westover Acres	Project. In regards to your question
		areas?	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.
			To stay up to date on Carolina Crossroads
			project information, visit our project
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com

Burke	Anne	Opposition to Tram-Beatty Bridge I am writing to	Thank you for your interest and
		oppose the construction of the proposed Tram-	comment on the Carolina Crossroads I-
		Beatty Bridge which would span I-26 between	20/26/126 Corridor Improvement
		Jamil Road and Fernandina Road. These are the	Project.
		three justifications given for this construction	In the early stages of the project, the
		project. • Traffic with origins and destinations	South Carolina Department of
		located along Jamil Road and Fernandina Road.•	Transportation (SCDOT) received public
		Residential traffic located along Tram Road and	comments requesting enhanced
		Beatty Road near Jamil Road and Fernandina	connectivity across I-26. To address these
		Road. • Longer distance through-traffic	comments, the Tram Road and Beatty
		traveling between St. Andrews Road and Broad	Road bridge was added to provide
		River Road that would be provided with an	connection between Fernandina and
		alternative connection via Tram Road and Beatty	Jamil frontage roads. In addition, this
		Road.The first two justifications are essentially the	proposed bridge would also have
		same. For some reason, the SCDOT seems to	benefits for emergency response. As
		think that there is a big problem with people on	proposed, the Tram Road and Beatty
		Jamil Road urgently needing to get to Fernandina	Road bridge would fulfill a secondary
		Road and vice versa. Hmmmm – let's examine	need of the project to improve system
		that. What is on Fernandina Road that I need to	linkages. However, the bridge does not
		get to on a regular or even infrequent basis?	affect the ability of the Recommended
		NOTHING! There is NOTHING that I ever travel to	Preferred Alternative to meet the
		Fernandina Road for. And why? Because there is	primary purpose and need of the project
		nothing on Fernandina Road except some	to reduce congestion and improve
		apartments, some office buildings, a defunct car	mobility in the corridor. Since the
		dealership, and a large gun store. I even choose	removal of this feature would not
		to eschew travel on Fernandina Road in particular	significantly affect the ability of this
		because of the presence of the Palmetto State	alternative to meet the purpose and
		Armory. OK, let's look the other way. What is	need, SCDOT has elected to remove this
		there that would encourage people on the	bridge from the Recommended Preferred
		Fernandina side to travel to Jamil Road? An ATV	Alternative.
		dealer and a metal roofing company. Oh, and a	The SCDOT project team is working to
		fireworks store that is open twice a year. Maybe	complete a Final Environmental Impact Statement (FEIS), and the Federal
		sometimes people want to get to the Chefs' Store or the sushi restaurant on St. Andrews Road from	Highway Administration anticipates
		Fernandina Road, but surely the small amount of	publishing an FEIS and a Record of
		traffic this would create does not justify spending	Decision (ROD) concurrently in spring
		millions of dollars on a two lane bridge so that	2019. The Tram Road and Beatty Road
		those drivers could cross the interstate sooner.	Bridge will not be considered for further
		The example is given of a resident of Whitehall	evaluation in these documents.
		having an easier time getting to Costco if there	To stay up to date on Carolina Crossroads
		were a bridge. It is very touching that the SCDOT	project information, visit our project
		feels so strongly about making the travel time	website
		easier for that unknown number of Whitehall	at www.SCDOTCarolinaCrossroads.com
		residents who are supposedly being impeded in	Call Us: 1-800-601-8715
		their travel to Costco, which, after all, is a BULK	Email Us:
		SALES store which people do NOT tend to	info@CarolinaCrossroadsSCDOT.com
		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.	

Burke	Anne		
		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.	
		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.	
		Malfunction junction needs work, but this	
		proposed bridge is ABSURD as a remedy.	

Burke	Christine	I am writing as a lifelong resident of the Whitehall	Thank you for your interest and
		neighborhood to oppose the Tram/Beatty Road	comment on the Carolina Crossroads I-
		Bridge proposal, part of the Carolina Crossroads	20/26/126 Corridor Improvement
		project. My home is located on a quiet street	Project.
		directly off of Tram Road. I regularly walk or run	
		across Tram on evening jogs, and drive on it daily.	In the early stages of the project, the
		Tram is a winding and in some parts, very narrow	South Carolina Department of Transportation (SCDOT) received public
		and hilly residential road with blind turns, and no pedestrian sidewalks. A bridge with exits off of I-	comments requesting enhanced
		26 creating increased, speeding, noisy traffic	connectivity across I-26. To address these
		would be utterly devastating to safety and quality	comments, the Tram Road and Beatty
		of life in my neighborhood, and would be an	Road bridge was added to provide
		appalling waste of our tax dollars. My	connection between Fernandina and
		understanding of the Carolina Crossroads project	Jamil frontage roads. In addition, this
		is it aims to improve the safety and traffic flow of	proposed bridge would also have
		Malfunction Junction (I-26/I-20), where I drive	benefits for emergency response. As
		every day to and from work. However, from what	proposed, the Tram Road and Beatty
		I have seen of this Tram/Beatty Road Bridge	Road bridge would fulfill a secondary
		proposal, I am in no way convinced this proposed	need of the project to improve system
		bridge would improve traffic flow or decrease	linkages. However, the bridge does not
		traffic congestion on I-26. On the other hand, I	affect the ability of the Recommended
		firmly believe this bridge would devastate our	Preferred Alternative to meet the
		residential neighborhoods northwest of Columbia	primary purpose and need of the project
		(on both the Tram and Beatty sides), by bringing unwanted and dangerously fast and heavy traffic	to reduce congestion and improve mobility in the corridor. Since the
		without addressing real concerns of ours like	removal of this feature would not
		flooding, pedestrian safety, and road surface	significantly affect the ability of this
		quality. In your proposal, you do not address	alternative to meet the purpose and
		flooding. Flooding is, however, a serious concern	need, SCDOT has elected to remove this
		to our neighborhoods. My back yard floods with	bridge from the Recommended Preferred
		heavy rains, and building more paved roads	Alternative.
		without a proper plan for increased flooding is	
		irresponsible. I know that neighbors off of Beatty	The SCDOT project team is working to
		Road are concerned that the culvert for Stoop	complete a Final Environmental Impact
		Creek that flows under I-26 is not wide enough.	Statement (FEIS), and the Federal
		Their home flooded in 2015 when the creek	Highway Administration anticipates
		backed up because it could not flow through the	publishing an FEIS and a Record of
		culvert. We would much rather see our tax dollars	Decision (ROD) concurrently in spring
		used to address flooding concerns than towards unnecessary and unwanted bridges. In your	2019. The Tram Road and Beatty Road Bridge will not be considered for further
		proposal, you state one use of the bridge could be	evaluation in these documents.
		for emergency vehicles to move quickly across I-	
		26. However, in our neighborhood meeting, a lady	To stay up to date on Carolina Crossroads
		from Emergency Management Services said she	project information, visit our project
		would never choose a 2-lane road like Tram or	website
		Beatty when nearby 4-lane roads St. Andrews and	at www.SCDOTCarolinaCrossroads.com
		Piney Grove already exist. This seems like a weak	Call Us: 1-800-601-8715
		if not entirely invalid reason for the bridge. In	Email Us:
		your proposal, you also mention that traffic with	info@CarolinaCrossroadsSCDOT.com
		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	
	I	Tana reason to sana the shager mere are many	1

		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.	
Burke	Christine	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.	
Burke	Mary	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?	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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. The SCDOT project team is working to complete a 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
Burke	W. Lewis	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, 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	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

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	Grove Road. There are many more additional	Call Us: 1-800-601-8715
	concerns of the negative consequences of a	Email Us:
	project like this. In your proposal, you do not	info@CarolinaCrossroadsSCDOT.com
	address flooding. Flooding is, however, a serious	
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	.	
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the Tram and Beatty sides), by bringing unwanted and dangerously fast and heavy traffic without addressing real concerns of ours like flooding,		
and dangerously fast and heavy traffic without addressing real concerns of ours like flooding,	-	
addressing real concerns of ours like flooding,		
	pedestrian safety, and road surface quality.	

Burnside	Allen	No to Bridge. Waste of taxpayers money! Crime, traffic, flooding, very negative impact on	Thank you for your interest and comment on the Carolina Crossroads I-
		neighborhood, lower property values.	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:
Burnside	Julie	No to bridge. Makes no sense.	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
Barnsiae	June	Form Letter – Tram/Beatty Checklist	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
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			connectivity across I-26. To address these comments, the Tram Road and Beatty
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			connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Burroughs	Kari	This plan is "idealogically" 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	info@CarolinaCrossroadsSCDOT.com 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

		1	
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
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			publishing an FEIS and a Record of
			Decision (ROD) concurrently in spring
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			project information, visit our project
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Butler	Henry	I am certainly opposed to this unneeded bridge.	Thank you for your interest and
	,	Just is not needed or wanted!!	comment on the Carolina Crossroads I-
		Form Letter – Tram/Beatty Checklist	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
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			mobility in the corridor. Since the
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			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			need, sebor has elected to remove this
			bridge from the Recommended Proferred
			bridge from the Recommended Preferred
			Alternative.
			Alternative. The SCDOT project team is working to
			Alternative.

Butsu	P	The noise coming from large trucks using their jake brakes is very loud especially after 10pm. I-26	Highway Administration anticipates publishing an FEIS and a Record 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 Thank you for your interest and comment on the Carolina Crossroads I-
		from exit 110 toward the river - a sound barrier	20/26/126 Corridor Improvement Project The South Carolina Department
		would be nice. During the winter when the leaves are off the trees it is extremely loud.	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. To stay up to date on Carolina Crossroads project information, visit our project
			website
			at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715
			Email Us: info@CarolinaCrossroadsSCDOT.com

Byars	Ron & Linda	We have seen the online presentation for the	Thank you for your interest and
-,		Carolina Crossroads I-20/26/126 Corridor	comment on the Carolina Crossroads I-
		Improvement Project.	20/26/126 Corridor Improvement
		The RA1 selection is an option we like in general.	Project.
		However, there is one section we think would	In the early stages of the project, the
		NOT	South Carolina Department of
			-
		be acceptable in any formthat is the two lane	Transportation (SCDOT) received public
		bridge from Tram Road to Beatty Road.	comments requesting enhanced
		Regardless of	connectivity across I-26. To address these
		proposed restrictions we believe this construction	comments, the Tram Road and Beatty
		would be extremely detrimental to the St.	Road bridge was added to provide
		Andrews area. This community would be unable	connection between Fernandina and
		to tolerate this type of traffic.	Jamil frontage roads. In addition, this
		Please remove the bridge section from Tram Road	proposed bridge would also have
		to Beatty Road on the RA1 proposal.	benefits for emergency response. As
		Thanks for allowing input from citizens and we	proposed, the Tram Road and Beatty
		hope you will hear us!	Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			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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			Statement (FEIS), and the Federal
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			Decision (ROD) concurrently in spring
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			Bridge will not be considered for further
			evaluation in these documents.
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			info@CarolinaCrossroadsSCDOT.com
	1		

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

Calkins	Mike	I attended the 3 O clock session yesterday and	Thank you for your interest and
Caikilis	WIKE	would like to express my concerns over the	comment on the Carolina Crossroads I-
		proposed bridge between beatty rd and tram rd.	20/26/126 Corridor Improvement
		We have lived in Whitehall for 32 years. We	Project. The suggestion of improvements
		bought here for the convenience and value of the	to the Jamil Road at Piney Grove Road
		home(s) here. One of the features that we like is	intersection has been noted and is under
		the fact that other than Tram rd. there is not a	consideration for possible inclusion in the
		real good time saving cut through which keeps	project.
		traffic down and a safer place for our kids and	In the early stages of the project, the
		now grandkids to play. What I would love to see is	South Carolina Department of
		to expand the Jamil rd/Piney Grove intersection	Transportation (SCDOT) received public
		with the addition of right turn lanes heading to the mall. Coming from the mall on Bower Pkwy I	comments requesting enhanced connectivity across I-26. To address these
		believe adding an additional left turn lane to help	comments, the Tram Road and Beatty
		ease the backups which are a regular problem At	Road bridge was added to provide
		Christmas it is awful. Some improvement was	connection between Fernandina and
		done across I-26 when Costco located there. This	Jamil frontage roads. In addition, this
		could help ease some of the congestion. The	proposed bridge would also have
		bridge, as proposed, offers no solutions only	benefits for emergency response. As
		additional problems. Thanks for considering this in	proposed, the Tram Road and Beatty
		your plans.	Road bridge would fulfill a secondary
Calkins	Mike	I am opposed to the bridge from Beatty Road to	need of the project to improve system
		Tram. It makes no sense especially when you look	linkages. However, the bridge does not
		at what the cost is and what does it really	affect the ability of the Recommended
		accomplish? Why not add turn lanes (additional	Preferred Alternative to meet the
		on Bower Parkway) on Jamil and Fernandina. That	primary purpose and need of the project
		will take some of the pressure off Piney Grove and	to reduce congestion and improve
		St. Andrews roads. Adding the bridge only takes a	mobility in the corridor. Since the removal of this feature would not
		well established neighborhood and potentially ruins it! We bought here in July of 1986. This	significantly affect the ability of this
		neighborhood is convenient to everything but not	alternative to meet the purpose and
		overrun with outside traffic. Let's keep it that	need, SCDOT has elected to remove this
		way.	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.
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Calore	John S.	I am writing to oppose building a bridge over I-26	Thank you for your interest and
		at the end of Tram Road. Tram is in the center of	comment on the Carolina Crossroads I-
		an established neighborhood known as Whitehall.	20/26/126 Corridor Improvement
		1) The amount of traffic in the neighborhood (not	Project.
		just on Tram) would increase tremendously	In the early stages of the project, the
		making a safety issue over(?) all the roads 2) Front yards would decrease to nothing in order to	South Carolina Department of Transportation (SCDOT) received public
		yai us would decrease to nothing in order to	

		widen Tram 3) Safety would be an issue entering Tram from driveways 4) Property values would	comments requesting enhanced connectivity across I-26. To address these
		decrease greatly 5) Tram already has hills and curves and isn't easily navigated 6) The area of	comments, the Tram Road and Beatty Road bridge was added to provide
		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	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have
		River Road. #1 St. Andrews #2 Piney Grove #3 Harbison #4 Lake Murray Blvd #5 Broad River	benefits for emergency response. As proposed, the Tram Road and Beatty
		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	Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not
		decision and not destroy a safe, nice, and beautiful neighborhood!!!	affect the ability of the Recommended Preferred Alternative to meet the
			primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the
			removal of this feature would not 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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Calvert	Pat	Form Letter – Tram/Beatty Checklist	info@CarolinaCrossroadsSCDOT.com 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
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			connectivity across I-26. To address these
			comments, the Tram Road and Beatty Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary need of the project to improve system
			need of the project to improve system

Camille	Fallaw	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.	linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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
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		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
	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.	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
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		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
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			Email Us: info@CarolinaCrossroadsSCDOT.com
Cannon	Brian	Form Letter - Tram/Beatty Check List	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
Cannon	Kathy	Form Letter - Tram/Beatty Check List	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
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Email Us:
info@CarolinaCrossroadsSCDOT.com

Cantrell	Charlotte	To Whom it May Concern:	Thank you for your interest and
		PLEASE do not go through with the I-26 redesign	comment on the Carolina Crossroads I-
		project! I am a former resident of the	20/26/126 Corridor Improvement
		Whitehall subdivision, and my parents currently	Project.
		live there. It is one of the last decent neighborhoods in that area, and this would	In the early stages of the project the
		completely destroy it.	In the early stages of the project, the South Carolina Department of
		It would destroy property value, as well as cause	Transportation (SCDOT) received public
		safety concerns for the residents of	comments requesting enhanced
		Whitehall. I also believe it would create even	connectivity across I-26. To address these
		more traffic problems in the area.	comments, the Tram Road and Beatty
		Thanks for taking the time to read my comment.	Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
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			removal of this feature would not
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			Highway Administration anticipates
			publishing an FEIS and a Record of
			Decision (ROD) concurrently in spring
			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further evaluation in these documents.
			evaluation in these documents.
			To stay up to date on Carolina Crossroads
			project information, visit our project
			website
			at www.SCDOTCarolinaCrossroads.com
Cantrell	Charlotte	Please do not build the Tram Rd/Beatty Rd bridge	Call Us: 1-800-601-8715
		across I-26. It would serve no useful purpose and	Email Us: info@CarolinaCrossroadsSCDOT.com
		create many new problems for Whitehall	Into@carointacrossroadsscDO1.com
		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:	
		1. more traffic on streets which are already in dire	
		need of repair	

	1		1
		 noise from said traffic more speeders on Tram and Sidney Roads (of which I have seen many) possible additional danger for people who live on Tram Rd. by just checking their mailboxes and probable lower property values in lovely neighborhoods. Stop and rethink this entire project. Thank you. 	
Carlsson	Robert	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. 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. 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. Although I lack knowledge of the conditions affecting the Beatty Road area, I suspect my objections are applicable there as well.	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
Carlsson	Robert	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: 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? 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	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 Desicion (ROD) concurrently in spring
		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. 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	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

		 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. 5) Based on the information I have, I cannot see any net benefit to the community from an overpass and accordingly oppose it 	Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Carlton	Pamela	Looks good from what I can tell so far. Thanks!	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Carnes	Nathan	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

Carr	AI	Greetings,	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 Thank you for your interest and
			connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this

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Carr	AI	My nextdoor neighbor's car recentlywas struck by a speeding motorist. Nottingham and Tram are a danger to anybody walking orriding a bike. Tram, like Nottingham, is ill-equipped to handle any more traffic. The same canbe 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 reasonexpressed reason for the bridge was to give another access across the interstate! It negativelyimpacts the Whitehall neighborhood.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 affects our properties values. Furthermore, the bridge will not be limited to certain types of	proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
		vehicles so we will have 18 wheelers, city buses, and lots of vehicles rumbling through our already over burdened streets! 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	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:
		"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. In conclusion, I respectfully request that this proposed bridge connecting Tram and Beatty Roads not be implemented.	info@CarolinaCrossroadsSCDOT.com
Carrigg	John	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 it 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	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
		traffic headed to Fernandina where there is a lot of commercial activity. Tram Rd near St. Andrews	proposed, the Tram Road and Beatty Road bridge would fulfill a secondary

Carrigg	John	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 Challedon 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 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. After having reviewed the online presentation for the Carolina Crossroad	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

		Thanks for allowing input from citizens and we hope you will hear us!	
Carter	John	 Increased crime Lower property values Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood Dangerous for walkers, bikers, joggers, etc. on narrow streets Increased flooding Increased noise from traffic and no sound barriers Increased speeders (enough is enough)! It will destroy our quiet neighborhoods 	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
Carter	Tracey	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.	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.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadSSCDOT.com
Cashatt	Dawn O.	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	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

		the project progresses. There seems to be more questions than answers at this point in time.	comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Cason	Cindy	NO to Tram Road/Beattie Road overpass!!	Email Us: info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I-
		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.	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.
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			at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Caughman	George	We strongly oppose the Tram Rd/Beatty Rd Bridge + ask that it be removed from the proposals for the Carolina Crossroads improvements because: 1. Hazardous additional traffic on Tram Road. 2. Increased noise pollution. 3. Decrease to property	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
Couchases		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"!	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the
Caughman	George	Form Letter – Tram/Beatty Checklist	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Champion	G.A.	See attached pages.Thank you. (Attachment of Community Crime Map for the Whitehall, Tram & Beatty area)	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.

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Chorey	Mary	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 it's 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.	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

Christy	John & Cynthia	In regards to the proposal of a bridge linking Tram	Thank you for your interest and
•		Road to Beatty Road we would lik eto express our	comment on the Carolina Crossroads I-
		opposition to this proposal. Whitehall is a	20/26/126 Corridor Improvement
		neighborhood that has been and is currently	Project.
		referred to as "home" by many residents. This	In the early stages of the project, the
		proposal in our opinion is lacking in thought. Tram	South Carolina Department of
		Road is not in any shape to handle the increased	Transportation (SCDOT) received public
		traffic and speed. Neighbors on Tram already	comments requesting enhanced
		have difficulty at times getting out of their	connectivity across I-26. To address these
		driveways. Currently Whitehall residents see	comments, the Tram Road and Beatty
		enough cut through traffic to Piney Grove Rd	Road bridge was added to provide
		which brings with it speeders and increased wear	connection between Fernandina and
		on our roads. These roads have not been	Jamil frontage roads. In addition, this
		adaquately maintained and are not in any shape	proposed bridge would also have
		to handle increased traffic and larger vehicles	benefits for emergency response. As
		such as trucks. This proposed bridge will not just	proposed, the Tram Road and Beatty
		affect Tram Road and its residents but other as	Road bridge would fulfill a secondary
		well.	need of the project to improve system
		2. This bridge proposal is a total waste of taxpayer	linkages. However, the bridge does not
		money that is not going to solve any problems	affect the ability of the Recommended
		that are related to malfunction junction. They	Preferred Alternative to meet the
		money for this proposed bridge could be put to	primary purpose and need of the project
		better use repairing existing bridges that are in	to reduce congestion and improve
		need of repair, as well as repaving existing roads	mobility in the corridor. Since the
		that are in poor shape. Tram Rd is ot suited for	removal of this feature would not
		this due to it being narrow and hilly in areas.	significantly affect the ability of this
		3. No consideration has been taken into account	alternative to meet the purpose and
		for the degradation of both lifestyles and property	need, SCDOT has elected to remove this
		values of the 1400 residents that call Whitehall	bridge from the Recommended Preferred
		home. This would be caused by increased traffic,	Alternative.
		traffic noise, and heaiver vehicles using Tram	The SCDOT project team is working to
		Road.	complete a Final Environmental Impact
			Statement (FEIS), and the Federal
			Highway Administration anticipates
			publishing an FEIS and a Record 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

Church	Larry	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 amounted 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. I AM NOT IN FAVOR of any bridge that would directly dump traffic onto our roads in the Whitehall subdivision.	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 noad of the project to improve system
			need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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.
			project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Church	Laurs	NO bridges to St. Andrews Road near Whitehall Subdivision. Rethink this option!!!!!!	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

		an a stilling a second LOC. To a delegate the second
	would like to express my extreme objection to	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
		Highway Administration anticipates
		2019. The Tram Road and Beatty Road
		-
		To stay up to date on Carolina Crossroads project information, visit our project
		Thank you for your interest and
	building a bridge over I-26 from Tram Rd. in Whitehall. I have lived here since 1987 and now	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
	that I am retired and seeing such construction will	Project.
	have a dramatic effect on the value of homes in	In the early stages of the project, the
	Whitehall and increase traffic and danger throughout our neighborhood. To spend \$5	South Carolina Department of Transportation (SCDOT) received public
r	million on an unnecessary bridge that no one	comments requesting enhanced
	wants and	connectivity across I-26. To address these comments, the Tram Road and Beatty
	serves no purpose and will have no bearing on malfunction junction traffic is ridiculous.	Road bridge was added to provide
	-	connection between Fernandina and
		Jamil frontage roads. In addition, this proposed bridge would also have
		benefits for emergency response. As
		proposed, the Tram Road and Beatty
		Road bridge would fulfill a secondary
		need of the project to improve system

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			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
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			Statement (FEIS), and the Federal
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			at www.SCDOTCarolinaCrossroads.com
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Clamp	Ann	I am completely opposed to this project! This will	Thank you for your interest and
Clamp	~~~~	destroy home values and will not solve the I-20/I-	comment on the Carolina Crossroads I-
		26 congestion. Please don't destroy our	20/26/126 Corridor Improvement
		neighborhood. (Form letter attached)	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
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			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
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			Preferred Alternative to meet the
			primary purpose and need of the project
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			mobility in the corridor. Since the
			removal of this feature would not
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			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
Clamp	Joseph	This will not solve any traffic problems; it will only create more issues. (Form letter attached)	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
Clamp	Paul S.	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)	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

Clark	Maureen	Can you send me the direct link on the crossroads	Thank you for your interest and
		site to find the proposed locations of Noise Walls?	comment on the Carolina Crossroads I-
		Will there be walls at Exit 101 with the widening	20/26/126 Corridor Improvement
		of I-26? Thank you!	Project. You can find a map of the
			Recommended Preferred Alternative on
			the online meeting at
			http://www.scdotcarolinacrossroads.co
			m/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.
			To stay up to date on Carolina Crossroads
			project information, visit our project
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			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
Claul			info@CarolinaCrossroadsSCDOT.com
Clark	Maureen	I am going to become more involved since I found	Thank you for your interest and
		out about the plan to build an overpass connecting to Tram Road. I am totally opposed to	comment on the Carolina Crossroads I-
		this because I live on Tram and it makes no sense	20/26/126 Corridor Improvement Project.
		to take this thru a quiet residential neighborhood!	In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
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			benefits for emergency response. As
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			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended Preferred Alternative to meet the
			preferred Alternative to meet the primary purpose and need of the project
			primary purpose and need of the project

Clark Rebecca Form Letter – Tram/Beatty Checklist Clark Rebecca Form Letter – Tram/Beatty Checklist Clark Rebecca Form Letter – Tram/Beatty Checklist				
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Clark	Virgie	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 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
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

			
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			Email Us: info@CarolinaCrossroadsSCDOT.com
Clouthier	Terry	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.	info@CarolinaCrossroadsSCDOT.com 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. 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

		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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Madison	Form Letter - Tram/Beatty Check List	Info@CarolinaCrossroadsSCD01.comThank 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
	Madison	Madison Form Letter - Tram/Beatty Check List

			Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Coberly	Lotty	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?	info@CarolinaCrossroadsSCDOT.com 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

Coberly	Lotty	The Carolina Crossroads I-20/I-26/126	significantly affect the ability of this
		Improvement Project includes a proposal for an I-	alternative to meet the purpose and
		26 overpass connecting Beatty and Tram roads	need, SCDOT has elected to remove this
		with the stated purpose of improving connectivity	bridge from the Recommended Preferred
		between Fernandina and Jamil roads. This	Alternative.
		overpass should be removed from the project	
		plans, as it does not provide clear benefits that	The SCDOT project team is working to
		justify the cost and complexity of including it in	complete a Final Environmental Impact
		the project, it is not integral to the project, and it	Statement (FEIS), and the Federal
		would be extremely detrimental to the Whitehall	Highway Administration anticipates
		neighborhood and the surrounding area.	publishing an FEIS and a Record of
		Representatives from the South Carolina	Decision (ROD) concurrently in spring
		Department of Transportation (SCDOT) attended	2019. The Tram Road and Beatty Road
		the Whitehall Homeowners Association (WHOA)	Bridge will not be considered for further
		meeting on August 21, 2018 to explain the	evaluation in these documents.
		proposed overpass and answer our questions. At	To stay up to date on Carolina Crossroads
		this meeting, we learned that the projected cost for this overpass is \$3 to \$5 million, and the	To stay up to date on Carolina Crossroads project information, visit our project
		purpose is to provide increased connectivity	website
		between two frontage roads: Fernandina and	at www.SCDOTCarolinaCrossroads.com
		Jamil. The Draft Environmental Impact Statement	Call Us: 1-800-601-8715
		(DEIS) (Chapter 2, pp. 47-9) claims that three	Email Us:
		groups of traffic would benefit from this bridge:	info@CarolinaCrossroadsSCDOT.com
		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 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 raffic between St. Andrews Road and Broad River Road, it does so by reducing the safety and disrupting the quiet, peaceful
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If the bridge benefits traffic between St. Andrews Road and Broad River Road, it does so by reducing
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 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.
The above reasons I also share.
Don't waste taxpayer money for an unecessary
bridge. No benefit to community.
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.

Cole	Christine	Good morning,	Thank you for your interest and
cole	Christine	Please reconsider the Tram road overpass. It	comment on the Carolina Crossroads I-
		would be a waste of taxpayer money to have a	20/26/126 Corridor Improvement
		road going through a residential area to another	Project.
		road going to car dealerships. St Andrews and	In the early stages of the project, the
		Piney Grove are busy because of businesses	South Carolina Department of
		(restaurant and Costco for Piney Grove) and a	Transportation (SCDOT) received public
		main road connecting Irmo and Columbia (St	comments requesting enhanced
		Andrews). An overpass connecting Tram road	connectivity across I-26. To address these
		though a neighborhood to a non busy commercial	comments, the Tram Road and Beatty
		area would be a constant reminder of tax money	Road bridge was added to provide
		waste. That money would be better served as a	connection between Fernandina and
		buffer in the budget for the huge undertaking of	Jamil frontage roads. In addition, this
		the major restructuring of two major highways.	proposed bridge would also have
		Unless a deal is being made behind the scenes to	benefits for emergency response. As
		attract traffic to the area up for sale at the closed	proposed, the Tram Road and Beatty
		car dealership, it seems a waste. Thank you for	Road bridge would fulfill a secondary
		the opportunity to comment.	need of the project to improve system linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
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			mobility in the corridor. Since the
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			info@CarolinaCrossroadsSCDOT.com
Coleman	J Robert	It will decrease property values. Increased crime	Thank you for your interest and
		and flooding. Increased noise from traffic.	comment on the Carolina Crossroads I-
		Increased traffic. More speeders.	20/26/126 Corridor Improvement
			Project.
			In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
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Collins	Cornelia	Form Letter – Tram/Beatty Checklist	Thank you for your interest and
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			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
K	•		

Colucci Marti	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.	to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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
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Comer	Betsy	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!	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:
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	info@CarolinaCrossroadsSCDOT.com 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:
Comor Ir	Thomas	I am adamontly opposed to the Tram Dd /Deatty	info@CarolinaCrossroadsSCDOT.com
Comer Jr.	Thomas E.	I am adamently 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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		(reduce congestion and improve mobility) and I	In the early stages of the project, the
		have asked five and will continue to ask 2)	South Carolina Department of
		Increased traffic on Tram (and probably Beatty	Transportation (SCDOT) received public
		Rd) will cause a dramatic increase in safety, totally	comments requesting enhanced
		unacceptable 3)Whitehall is still recovering from	connectivity across I-26. To address these

		Oct 145 and decreasing the set of the set of the	and the Trans D. J. J.D
		Oct '15 and does not need negative impact of this	comments, the Tram Road and Beatty
		project. Thank you.	Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
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			Decision (ROD) concurrently in spring
			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Compfort	Nial	Ded monding of toy, dollars	
Comfort	Nick	Bad spending of tax dollars.	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
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			Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not
			significantly 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
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Connell	Shirley K.	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	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
		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.	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these
			comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have
			benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system
			linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project
			to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not
			significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
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			Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road
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			Call Us: 1-800-601-8715
			Email Us: info@CarolinaCrossroadsSCDOT.com
Cooper	Alan & Cheryl	We are strongly opposed to the overpass linking	Thank you for your interest and
cooper	A lan a cheryi	Beatty and Tram Roads. We do not want more	comment on the Carolina Crossroads I-
		traffic through our neighborhood and we certainly	20/26/126 Corridor Improvement
		do no want speed limits to increase. This will not	Project.
		fix the I-20/26/126 issue. It's just a bad proposal.	
			In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
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			The CODOT project toors is weathing to
			The SCDOT project team is working to complete a Final Environmental Impact
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			project information, visit our project
			website
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			info@CarolinaCrossroadsSCDOT.com
Cooper	Anderson	Who benefits from the sale of this property? This	Thank you for your interest and
		is absolutely crazy. Nuts! Stop this insanity! Don't	comment on the Carolina Crossroads I-
		let the predators from across the highway have	20/26/126 Corridor Improvement
		access to Whitehall and surrounding	Project.
		neighborhoods. No studies this needed. Improper	In the early stages of the project, the
		use of tax payer money. No justification for bridge. Who profits from this bridge?	South Carolina Department of Transportation (SCDOT) received public
		Form Letter – Tram/Beatty Checklist	comments requesting enhanced
		Form Letter – fram/ beatty checkist	connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
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			mobility in the corridor. Since the
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			need, SCDOT has elected to remove this
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			info@CarolinaCrossroadsSCDOT.com
Cooper	Julie	This proposal is ludicrous! Follow the money. Who	Thank you for your interest and
		is benefitting from this?	comment on the Carolina Crossroads I-
		Form Letter – Tram/Beatty Checklist	20/26/126 Corridor Improvement
			Project.

			In the early stages of the project the
			In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Cooper	Pohort	We hought our home in Whitehall in 2000. We	info@CarolinaCrossroadsSCDOT.com
Cooper	Robert	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	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

Cooper	Roxanne	I am a resident of Whitehall Subdivision and I am very concerned about the plan to add a bridge over 126 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.	proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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
		their lives to have & keep. We DO NOT need or want this bridge. I am strongly opposed to this	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As
			Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the
			removal of this feature would not significantly affect the ability of this

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		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
Corbott Kon	have concerns on how I will get downtown to	
Corbett Ken	I have concerns on how I will get downtown to work during construction.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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). The SCDOT project team is working to complete a 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
Corder Seliman and	I am opposed to the billion dollar project to	Thank you for your interest and
Aldrena	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.	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:
			Email Us: info@CarolinaCrossroadsSCDOT.com
Corley	Jeff	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.	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
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			bridge from the Recommended Preferred
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			info@CarolinaCrossroadsSCDOT.com
Corrie	Ben	The St Andrew's business corridor is bounded by	Thank you for your interest and
		Broad River road on the south and Lake Murray	comment on the Carolina Crossroads I-
		Blvd on the north. Piney Grove and Harbison Blvd	20/26/126 Corridor Improvement
		provide access to both these communities at	Project.
		intermediate points. These roads are 4 lane (Piney	In the early stages of the project, the
		grove has patches of single lane) thoroughfares. Both St Andrews and Broad river are sceduled to	South Carolina Department of
		be widened as part of the Carolina Crossroads	Transportation (SCDOT) received public comments requesting enhanced
		project.	connectivity across I-26. To address these
		The proposed TRAM-BEATTY bridge will	comments, the Tram Road and Beatty
		significantly increase traffic on Tram road. As	Road bridge was added to provide
		Tram road is a narrow winding single lane	connection between Fernandina and
		pathway with tight turns and steep inclines,	Jamil frontage roads. In addition, this
		increased traffic and unfamiliar drivers will	proposed bridge would also have
		increased trainc and uniaminar drivers will	proposed bridge would also have
1		increase accidents and put all households, cyclists,	benefits for emergency response. As
		increase accidents and put all households, cyclists, walkers and children on TRAM road at	benefits for emergency response. As proposed, the Tram Road and Beatty
		increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk.	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
		increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk. The proposed TRAM-BEATTY bridge would	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system
		increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk. The proposed TRAM-BEATTY bridge would terminate at the Tram-St Andrews-Bush river	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not
		increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk. The proposed TRAM-BEATTY bridge would terminate at the Tram-St Andrews-Bush river intersection which is major intersection for daily	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended
		increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk. 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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the
		increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk. 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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project
		increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk. 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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve
		increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk. 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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the
		increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk. 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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not
		increase accidents and put all households, cyclists, walkers and children on TRAM road at unwarranted risk. 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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the

		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. The TRAM-BEATTY bridge should not be approved.	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
Costa	Michael	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 1-26 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 1-26 would have any occasion to use this overpass rather than travel on 1-26, 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 1-26 at Saint Andrews road and Piney Grove road as people from either side of 1-26 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	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

		significantly the potential for tragic results for	evaluation in these documents.
		pedestrians and drivers. These comments also	To stay up to date on Carolina Crossroads
		apply for the already problematic intersection of	project information, visit our project website
		Tram and Jamil roads. Jamil road has significant traffic in both directions with most drivers driving	at www.SCDOTCarolinaCrossroads.com
		at least ten miles over the speed limit. If you are	Call Us: 1-800-601-8715
			Email Us:
		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	info@CarolinaCrossroadsSCDOT.com
		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	
Coval	Thomas	prune! SCDOT:First, I would like to thank you for the	Thank you for your interest and
Covar	momas	September 23 meeting at the Columbia	comment on the Carolina Crossroads I-
		Conference Centerregarding the Carolina	20/26/126 Corridor Improvement
		Crossroads projects. The graphics presentations	Project.
		were superb and yourrepresentatives were very	In the early stages of the project, the
		knowledgeable about the project. It would be nice	South Carolina Department of
		if you could presentthat level of graphics on your	Transportation (SCDOT) received public
		website so we could all benefit from the	comments requesting enhanced
		detail."Malfunction Junction" needs to be fixed	connectivity across I-26. To address these
		and it looks like your overall plan will address	comments, the Tram Road and Beatty
		thisquite adequately. Coming from an engineering	Road bridge was added to provide
		background, I can appreciate all the work	connection between Fernandina and
		andchallenges that had to be overcome in the	Jamil frontage roads. In addition, this
		design of this project, but will also bet it was a lot	proposed bridge would also have
		offun.However, I would like to express my	benefits for emergency response. As
		opposition to the overpass over I26 connecting	proposed, the Tram Road and Beatty
		Tram Rd.and Beatty Rd. I have been a resident of	Road bridge would fulfill a secondary
		Whitehall for 34 years and believe this connection	need of the project to improve system
		willbe very detrimental to our neighborhood for	linkages. However, the bridge does not
		the following reasons:1. There will be an increase	affect the ability of the Recommended
		of traffic on Tram Rd. through Whitehall. This is	Preferred Alternative to meet the
		basically aneighborhood road with many walkers	primary purpose and need of the project
		at all times of the day and night and is not meant	to reduce congestion and improve
		to be athoroughfare for traffic from Fernandina	mobility in the corridor. Since the
		Rd. to St. Andrews Rd. From what I understand,	removal of this feature would not
		therehas not been a Traffic Impact Study done for	significantly affect the ability of this
		and share seen a marie impact study done for	
		this scenario. 2. This connection will open up	alternative to meet the purpose and
		this scenario. 2. This connection will open up Tram Rd. to other types of commercial vehicular	alternative to meet the purpose and need. SCDOT has elected to remove this
		this scenario. 2. This connection will open up Tram Rd. to other types of commercial vehicular traffic from	alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred

Coval	Tom	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. 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 126. 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. Thanks, Thomas	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
Coval Craig	Tom George	It will cause bad traffic, noise, crime	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
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			publishing an FEIS and a Record of

Crain	Linda	I oppose the Beatt Rd Tram Rd bridge. It will	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 Thank you for your interest and comment on the Carolina Crossroads I-
		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 subdividision of Whitehall, more foot traffic in the area with the probability of bus stops along Tram, probable flooding	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
Crain	Linda	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 neigborhood. 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	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

Creech	Mary	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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		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	Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced
		that planned the Malfunction Junction has planned this too. I have not been convinced that this plan is for the good of the people.	comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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			Email Us: info@CarolinaCrossroadsSCDOT.com
Crisp	Joseph	I oppose the Tram-Beatty Bridge! Crime - increased, traffic - increased, dangerous for foot traffic, waste of taxpayers money, loss of value on all properties.	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

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Crisp	Mark	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.	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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
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Crook	Anne	Form Letter - Tram/Beatty Check List	Thank you for your interest and
CIUUK	Anne	Torm Letter - many beatty check list	comment on the Carolina Crossroads I-
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			Project.
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Crosby	Ed	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 ald aly 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.	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

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Crosby	Patricia	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?	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
Cross	H. Lane & Hettie W.	Tram Road not safe for emergency vehicles and heavy traffic.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

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Crout	Miranda	Form Letter - Tram/Beatty Check List	Thank you for your interest and
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Cumbee	Miriam	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.	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

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Cureton	John B.	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.	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.

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Dale	Cory	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	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
Dale	David	I am against the overpass linking Beatty Rd (Richland Co) and Tram Rd (Lexington Co) for	Thank you for your interest and comment on the Carolina Crossroads I-
		several reasons: Crime in Beatty Rd (Richland Co); traffic flow on	20/26/126 Corridor Improvement Project.

		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. Do not mess our residential community up!	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty
Dale	David	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	Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
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Daniels	Lucinda	Don't need bridge connecting Tram and Beatty Rd. Was this to help Walmart? Don't want cars going through Whitehall.	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

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Danko	Margaret	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.	Email Us: info@CarolinaCrossroadsSCDOT.com 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

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Dantzler Frank It simply does not improve anything but relieve Thank you for your interest and	
the poor engineering of Malfunction Junction. comment on the Carolina Crossroad	, I-
And by the time this project is complete, there 20/26/126 Corridor Improvement	
will exist (2) Malfunction Junctions.Project.Form Letter – Tram/Beatty ChecklistIn the early stages of the project, the	
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Darling	Christopher	I am opposed to the billion dollar project to	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
During	christopher	connect Beatty Road to Tram Road. Tram and	comment on the Carolina Crossroads I-
		Beatty roads are not safe for excessive traffic and	20/26/126 Corridor Improvement
		will do very little, if any, to alleviate the	Project.
		congestion at Malfunction Junction. Tram Road is	In the early stages of the project, the
		not wide enough for heavier traffic; especially below Tudor Road. Use the proposed	South Carolina Department of Transportation (SCDOT) received public
		overpass/bridge dollars on widening I-26.	comments requesting enhanced
			connectivity across I-26. To address these
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Darner	Tige	 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. 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? Alternative 1 (or 2), to confirm that the plans are showing no access from Bush River Road onto I-26 (either East or West)? 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. Just wanting to make sure I understand the designs. 	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. To stay up to date 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	To whom it may concern, It was brought to my attention that the Crossroads Connection has added a proposal for a bridge to connect Tram Rd with Beaty 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?	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
David	Carol	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	Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended

		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
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 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].	significantly 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
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 degredation 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. 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	
David	Linda	affected." 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.	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
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Email Us:
info@CarolinaCrossroadsSCDOT.com

Davis	Brian	My name is Brian Davis. I live at 125 Wilkshire dr.	Thank you for your interest and
		in Whitehall just off Tram Rd. I believe that	comment on the Carolina Crossroads I-
		building a bridge toconnect Tram Rd. and Beatty	20/26/126 Corridor Improvement
		Rd. is not a good idea.1). If the bridge were to	Project.
		connect Fernandina Rd. and Jamil Rd. it may	In the early stages of the project, the
		increase connectivity over the highway, butthat is	South Carolina Department of
		not the plan, the plan is to connect 2 residential	Transportation (SCDOT) received public
		streets. One of two things will result, either there	comments requesting enhanced
		will not beincreased connectivity because these	connectivity across I-26. To address these
		streets are only used by the people who live in the	comments, the Tram Road and Beatty
		two subdivisions or therewill be increased traffic	Road bridge was added to provide
		from Broadriver Rd. And St. Andrews/Bush River	connection between Fernandina and
		Rd. If the former is the case than thebridge is a	Jamil frontage roads. In addition, this
		waste of almost \$5 million that could be used to	proposed bridge would also have
		widen the intersection of Jamil, Bower Parkway,	benefits for emergency response. As
		andPiney Grove. If the later is the case then we	proposed, the Tram Road and Beatty
		are turning a narrow and winding residential road	Road bridge would fulfill a secondary
		into an artery toconnect 2 busy main roads. This	need of the project to improve system
		endangers lives as there are many residents of	linkages. However, the bridge does not
		Whitehall that walk along this roadand there are	affect the ability of the Recommended
		no sidewalks. It puts them in danger if we are	Preferred Alternative to meet the
		increasing traffic. If the plan is to increase	primary purpose and need of the project
		connectivity then by definition you must be	to reduce congestion and improve
		planning to increase flow. This bridge as it isdrawn	mobility in the corridor. Since the
		and as it has been described does not offer	removal of this feature would not
		that.2). Tram Rd. Services Seven Oaks Elementary,	significantly affect the ability of this
		Leaphart Elementary, Crossroads Intermediate,	alternative to meet the purpose and
		Irmo Middle, and Irmo High. All of these schools	need, SCDOT has elected to remove this
		have multiple student bus stops along Tram Rd.	bridge from the Recommended Preferred
		Adding more traffic increases thepossibility of	Alternative.
		danger to these students.3). Adding a bridge and	The SCDOT project team is working to
		additional roads will increase water run off. Parts	complete a Final Environmental Impact
		of Whithall sit low in flood plains. Duringthe	Statement (FEIS), and the Federal
		floods a few years ago several blocks of Whitehall	Highway Administration anticipates
		were flooded. Multiple houses were torn down	publishing an FEIS and a Record of
		because of thedamage. By adding this bridge we	Decision (ROD) concurrently in spring
		will add to water running off into an established	2019. The Tram Road and Beatty Road
		residential area. This bridge hasthe possibility of	Bridge will not be considered for further
		significantly increasing the amount of water that	evaluation in these documents.
		this residential area needs to deal with. It is	To stay up to date on Carolina Crossroads
		notworth the risk.4). It was explained to us that	project information, visit our project
		the bridge would be controlled by a stop sign, not	website
		a traffic light. We were told that theintersection	at www.SCDOTCarolinaCrossroads.com
		doesn't have enough traffic to justify a light. My	Call Us: 1-800-601-8715
		response to that is that if it doesn't have	Email Us:
		enoughvolume to justify a stop light (which I	info@CarolinaCrossroadsSCDOT.com
		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	
		Whithall by turning our neighbor hood into a	
		shortcut to St. Andrews and I20. Property	
		valuewill fall.	

Davis	Diana	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.	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
			complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Davis	Diane	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	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

		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!	comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Davis	Ken & Kathleen	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.	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

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			Email Us: info@CarolinaCrossroadsSCDOT.com
Davis	Linda	Both sides of Beatty Rd will be affected.	Thank you for your interest and
		Form Letter – Tram/Beatty Checklist	comment on the Carolina Crossroads I-
		Form Letter – Tram/Beatty Checklist	20/26/126 Corridor Improvement
		Form Letter – Tram/Beatty Checklist	20/26/126 Corridor Improvement Project.
		Form Letter – Tram/Beatty Checklist	20/26/126 Corridor Improvement Project. In the early stages of the project, the
		Form Letter – Tram/Beatty Checklist	20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of
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		Form Letter – Tram/Beatty Checklist	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
		Form Letter – Tram/Beatty Checklist	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
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			mobility in the corridor. Since the
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			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			bridge from the Recommended Preferred
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			Statement (FEIS), and the Federal
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			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Davis	Renee	I would like to see at least 2 lanes created for on	Thank you for your interest and
		and off ramps at the I-20/26 interchange and see	comment on the Carolina Crossroads I-
		all of the cloverleaf ramps eliminated which leads	20/26/126 Corridor Improvement
		to slower speeds causing larger delays in exiting one interstate and more traffic accidents. I am	Project.
		vehemently opposed to the proposed bridge	The Recommended Preferred Alternative
		being built between Beatty Road and Tram Road. I	design for the I-20/I-26 interchange
		am concerned about bus stops located along both	eliminates all the existing cloverleaf
		of these roads and increased risk due to higher	loops. Multilane exits will be provided
		traffic during morning hours that could lead to	from every exiting location from one
		injury and death of children. I also believe there is	freeway to the other.
		greater risk of crime increasing in Whitehall and along Tram Road	In the early stages of the project the
			In the early stages of the project, the South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
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			Jamil frontage roads. In addition, this proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the primary purpose and need of the project
1			

			to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
			To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715
Davis	Roger	Both sides of Beatty and Tram cannot accommodate the additional traffic. Waste of taxpayers money. Form Letter – Tram/Beatty Checklist	info@CarolinaCrossroadsSCDOT.com 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

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Davis	Ruth	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 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

Davis, IV	L. Jefferson	Please do not move forward with the plan to connect Tram Road to Beatty Road over 126 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	at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com 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
Davis, IV	L. Jefferson	Whitehall and I ask that you not build it. Please allow this email to convey my absolute	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As
Davis, IV	L. Jerrerson	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 or Tram and Jamil. The residents of Whitehall are against the bridge and I hope you do not follow through with the proposed plan.	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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.
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Dawson	Ann	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.	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. 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). The SCDOT project team is working to complete a 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
de Percin	Fernand & Eugenia	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	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

	appoint the section and the second destruction	nood of the president to increase and
Deatrick Joyce	accomplishes nothing except destroying neighborhoods. 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 ma 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. It is idiotic to think that opening Whitehall to another neighborhood/area will remedy existing conditions. Yes, let's take a predominantly elder neighborhood, where people have worked hard for these homes and make their property worthless!	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve
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			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:
Deatrick	William	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 Sherrif 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.	info@CarolinaCrossroadsSCDOT.com 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.

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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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
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	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Delong	James	Please add me to the mailing list for the Crossroads Corridor Improvement Project.	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.
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			Call Us: 1-800-601-8715
			Email Us: info@CarolinaCrossroadsSCDOT.com
Demko	Lorena A.	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 intinsified 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 numbe 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.	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
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	removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this

		intersection! Form Letter – Tram/Beatty Checklist	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:
Devlin	Ronnie	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 between Tram and Beatty Roads. That one is not needed but another bridge over the Broad River is.	info@CarolinaCrossroadsSCDOT.com 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.

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Dhotre	Kathy	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. (?)	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
Dickey	Jeffrey	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.

Dillord	Employ	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.	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Dillard	Emalee	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.	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

DiMaggio	Mark and Stephanie	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 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.	proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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 connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project
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			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
Dominick	Amanda	Form Letter	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

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			Bridge will not be considered for further
			evaluation in these documents.
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			website
			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Dominick	Graham	Form Letter	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
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			Road bridge was added to provide
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			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
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			primary purpose and need of the project
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			bridge from the Recommended Preferred
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			The SCDOT project team is working to
			complete a Final Environmental Impact
			Statement (FEIS), and the Federal
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			2019. The Tram Road and Beatty Road
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Don	Keating	Where are online maps like ones on back of the	Don,
		handout?	Attached is the Carolina Crossroads map
	1	1	

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
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?	us know if this works or if you have any other questions. Thank you, Jesica (Attached RPA PDF file from DEIS online meeting)
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	The Tram Road/Beatty Road Connection should	Thank you for your interest and
		be dropped from the proposals because it neither	comment on the Carolina Crossroads I-
		supports local community needs, increases risk to	20/26/126 Corridor Improvement
		the community and does not support the overall	Project.
		project purpose for Carolina Crossroads Corridor	In the early stages of the project, the
		Improvement. Proposed inclusion of Tram	South Carolina Department of
		Road/Beatty Road Connection in the Carolina	Transportation (SCDOT) received public
		Crossroads modified proposals RA1 and RA5 are	comments requesting enhanced
		unacceptable to residents in the Whitehall	connectivity across I-26. To address these
		community for the following reasons. A) As noted	comments, the Tram Road and Beatty
		in DEIS Chapter 6 Development for Alternatives,	Road bridge was added to provide
		the proposed bridge "is not likely to increase longer distance through traffic between St.	connection between Fernandina and Jamil frontage roads. In addition, this
		Andrews Road and Broad River Road along Tram	proposed bridge would also have
		Road and Beatty Road. Therefore, the per this	benefits for emergency response. As
		discussion argument the bridge only serves local	proposed, the Tram Road and Beatty
		community traffic access across I-26 and between	Road bridge would fulfill a secondary
		the frontage roads themselves. Discussion of the	need of the project to improve system
		proposal does not explain the need for this access	linkages. However, the bridge does not
		from one residential neighborhood to the other,	affect the ability of the Recommended
		or why cross traffic between the Jamil Road and	Preferred Alternative to meet the
		Fernandina Road would be necessary. Points of	primary purpose and need of the project
		interest lie along St. Andrews and Piney Grove	to reduce congestion and improve
		and not between, so additional access to local	mobility in the corridor. Since the
		Points of Interest would be negligible. Discussion	removal of this feature would not
		regarding the necessity of access across I-26 from	significantly affect the ability of this
		each residential community fails to justify	alternative to meet the purpose and
		disturbing current traffic patterns for local access	need, SCDOT has elected to remove this
		to commercial locations along Piney Grove and St. Andrews corridors. B) Both residential	bridge from the Recommended Preferred Alternative.
		communities that surround the proposed bridge	The SCDOT project team is working to
		are established without additional builds ongoing.	complete a Final Environmental Impact
		There is not an identifiable local community need	Statement (FEIS), and the Federal
		for increase of traffic, therefore all increased	Highway Administration anticipates
		traffic projections are relative to I-26 alternative	publishing an FEIS and a Record of
		paths and not local access. C) Development of	Decision (ROD) concurrently in spring
		Alternatives argues that the additional bridge for	2019. The Tram Road and Beatty Road
		local access across 1-26 will alleviate traffic when	Bridge will not be considered for further
		incident causes significant congestion along 1-26.	evaluation in these documents.
		Discussion fails to establish how a bridge across 1-	To stay up to date on Carolina Crossroads
		26 provides relief to frontage road traffic parallel	project information, visit our project
		to 1-26 when frontage roads (Jamil Road and	website
		Fernandina Road) are alternatives to 1-26 congestion. Additionally proposal states that the	at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715
		intermediary overpass would allow traffic to be	Email Us:
		rerouted onto local streets; therefore basis for	info@CarolinaCrossroadsSCDOT.com
		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 1-26, without a stated necessity to access the	
		residential community on the other side of 1-26,	
		neither community has expressed interest in	
		potential increased traffic from Jamil road or	
		Fernandina Road.	

Doyle	Douglas	E) Sidewalk connections are included in the	
Doyle	Douglas	proposed St. Andrews/1-26 and Piney Grove/I-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.	
Drayton	Brooks	Big waste of our money. Increased traffic, lower	Thank you for your interest and
		property values, crime. No to the bridge.	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
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			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
Drayton	Cubby	Lower property values, wasting taxpayers money, traffic. No to 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

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Drayton	O B	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."	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
Drayton	O B	No to bridge. Form Letter – Tram/Beatty Checklist	removal of this feature would not significantly 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

Drayton	Sarah	No to bridge.	Thank you for your interest and
		Form Letter – Tram/Beatty Checklist	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

Drozd	Charles	First, I want to say that I am so glad that a	Thank you for your interest and
		decision about a new design for Carolina	comment on the Carolina Crossroads I-
		Crossroads has finally been selected. I think that it	20/26/126 Corridor Improvement
		will help easy congestion along	Project.
		the I-26 and I-20 corridors.	In the early stages of the project, the
		The only thing I don't understand is why is there	South Carolina Department of
		now a bridge across I-26 to connect	Transportation (SCDOT) received public
		Tram and Beatty roads? I don't see how this	comments requesting enhanced
		bridge is an overall benefit. The only	connectivity across I-26. To address these
		supposed 'pro' is another way to get from Broad	comments, the Tram Road and Beatty
		River road to St Andrews road. But	Road bridge was added to provide
		really, how much of a benefit is this? From the	connection between Fernandina and
		corner of Tram and Jamil to either Pine Grove or St Andrew along Jamil is only 1.4 and 1.3	Jamil frontage roads. In addition, this
		miles respectively. Really? We	proposed bridge would also have benefits for emergency response. As
		are building a bridge so I can save less than 1.4	proposed, the Tram Road and Beatty
		miles?	Road bridge would fulfill a secondary
		I have lived in Whitehall for many years, and I still	need of the project to improve system
		have family and friends who live	linkages. However, the bridge does not
		there. Whitehall is a well establish community of	affect the ability of the Recommended
		large family homes. Why do you	Preferred Alternative to meet the
		want to run a major road through the middle of	primary purpose and need of the project
		it? Certainly the current roads will not	to reduce congestion and improve
		be able to handle the traffic, and any major	mobility in the corridor. Since the
		upgrades to the roads will decrease the	removal of this feature would not
		property values even further. The quite	significantly affect the ability of this
		neighborhood will have a noise corridor	alternative to meet the purpose and
		through the middle of it.	need, SCDOT has elected to remove this
		I am strongly against this bridge. It was added late	bridge from the Recommended Preferred
		to the design, and now needs to	Alternative.
		be removed. The negatives far exceeds to	The SCDOT project team is working to
		positives.	complete a Final Environmental Impact Statement (FEIS), and the Federal
			Highway Administration anticipates
			publishing an FEIS and a Record of
			Decision (ROD) concurrently in spring
			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further
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			project information, visit our project
			website
			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Drozd	Don	Having grown up in Whitehall, lived in Irmo and	Thank you for your interest and
		Lexington, I understand the need to upgrade	comment on the Carolina Crossroads I-
		malfunction junction to Carolina Crossroads. I	20/26/126 Corridor Improvement
		have traveled through this area my whole career. I	Project.
		have seen all the problems the current	
		configuration has caused. What will not solve	In the early stages of the project, the
		these issues is the Tram-Beatty bridge. It must be	South Carolina Department of
		stopped! Tram Road is a neighborhood road. It	Transportation (SCDOT) received public
		was not designed as a "public" through road.	comments requesting enhanced
		Connecting these roads with a bridge will destroy	connectivity across I-26. To address these
		the Whitehall community, devalue homes, be an	comments, the Tram Road and Beatty

		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.	Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Drozel(?)	Irene	No bridge wanted. Stop this waste of money. Please do not destroy my neighborhood.	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

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

		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 reporter: 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.	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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:
		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)	info@CarolinaCrossroadsSCDOT.com
DuBose	Elaine	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.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Dupuy	Kathy	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	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:
Dupuy	Robert	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	info@CarolinaCrossroadsSCDOT.com 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

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	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		a better use for DOT resources (ie - make repairs to existing streets in the area)!	Project.
Durant	Marjorie Marjorie	Form Letter – Tram/Beatty Checklist 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.	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Durity	Marlon	Tram Rd cannot support this kind of traffic (narrow, hills, and turns) 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 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

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

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.	
Concerns alleauy stateu.	
It is my understanding that an engine gring study	
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.	
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	
	240

		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. 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.	
Dwinnells	Pam	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. 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. 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	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

	 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. 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 	mobility in the corridor. Since the removal of this feature would not significantly 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
Eastergard Leisha	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? 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	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

		proposing to RUIN one of the loveliest neighborhoods in Columbia.	Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Eastergard	Leisha	I am emailing to express 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. SHAME on you for proposing to RUIN one of the loveliest neighborhoods in Columbia.	
Eastergard	Leisha	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	

			1
		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 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.	
Easterling	William	Generally pleased with plans but concerned that	Thank you for your interest and
Lasterning	vvillani	some form of mass transit should be planned now	comment on the Carolina Crossroads I-
		to be implemented in 10-20 years. In the short	20/26/126 Corridor Improvement
		run the bus system should be expanded to serve a	Project.
		wider area and have park & ride with express	FTOJECI.
		buses.	At the beginning of the project, several
		buses.	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
			mae racincies chroughout 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. 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).
			The SCDOT project team is working to
			complete a 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
Eddins	Carole	I live on Brookshire Dr but seldom use Tram Road between Brookshire and the frontage road. I have	Thank you for your interest and comment on the Carolina Crossroads I-
		lived here for 35 years and have often watched	20/26/126 Corridor Improvement
		police stationed on Tram issuing tickets for	Project.
		speeding, hardly anybody goes the speed limit.	In the early stages of the project, the
		With several curves and blind access streets, no curbs and a small hill kids speed over to get the	South Carolina Department of Transportation (SCDOT) received public
		"roller coaster" affect (while yelling out the	comments requesting enhanced
		windows of the car). I cannot imagine what a	connectivity across I-26. To address these
		disaster it could be to add the kind of traffic this bridge would create and for what? To spend our	comments, the Tram Road and Beatty Road bridge was added to provide
		tax dollars to build this bridge that seems to serve	connection between Fernandina and
		little purpose is a very bad waste of money and	Jamil frontage roads. In addition, this
		would create more problems than it would solve.	proposed bridge would also have
		Before a decision is made all of you should drive Tram Rd several times at the speed limit and at	benefits for emergency response. As proposed, the Tram Road and Beatty
		40/45 miles an hour. Then vote! It is not just a line	Road bridge would fulfill a secondary
		on a map!	need of the project to improve system
			linkages. However, the bridge does not affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve

			mobility in the corridor Since the
			mobility in the corridor. Since the removal of this feature would not
			significantly 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.
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			info@CarolinaCrossroadsSCDOT.com
Edenton	Stephanie	Whitehall cannot handle the increase in traffic -	Thank you for your interest and
		there will be a horrible traffic jam to add to	comment on the Carolina Crossroads I-
		existing traffic problems. This bridge is without	20/26/126 Corridor Improvement
		any merit if all. It is therefore a huge waste of	Project.
		taxpayer dollars in a state with crumbling roads	In the early stages of the project, the
		and dangerous bridges. If allowed to continue -	South Carolina Department of
		there will be an inevitable investigation into what	Transportation (SCDOT) received public
		back room deals led to this ridiculous proposal.	comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the removal of this feature would not
			significantly 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
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			Statement (FEIS), and the Federal
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Edenton	WIliam	This project introduces 2 plethora of problems in several areas. It's a complete waste of taxpaer dollars, and more towards it increases traffic in the residential area otherwise.	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:
<u></u>			
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 alrady 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).	Email Us: info@CarolinaCrossroadsSCDOT.com 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:
Edwards	lonnifor	Adamanthy appared to the Tram (Deatty Dead	info@CarolinaCrossroadsSCDOT.com
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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		and cannot safely handle the increased traffic. It	In the early stages of the project, the
		will negatively impact neighborhoods on either	South Carolina Department of
		end, with increased noise, traffic and flooding. I	Transportation (SCDOT) received public
		love my Whitehall neighborhood- please don't	comments requesting enhanced
		destroy it.	connectivity across I-26. To address these

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

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

		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.	complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Ehrenclou	Marjorie	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.	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

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

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 degredation of
		both lifestyles and property values of the 1,400
		residents of Whitehall. This would be caused by

-			
Т		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."	
Elam	Mary	Thank you for listening to my concerns on the	Thank you for your interest and
		bridge to Tram Road. As a nearly twenty year	comment on the Carolina Crossroads I-
		resident	20/26/126 Corridor Improvement
		of Whitehall, it's important to consider the impact	Project.
			-
		this project would have on the neighborhood and	
		this project would have on the neighborhood and the quality of life in the neighborhood. Children	In the early stages of the project, the
			In the early stages of the project, the South Carolina Department of
		the quality of life in the neighborhood. Children	
		the quality of life in the neighborhood. Children ride bikes, folks walk their dogs, neighbors walk	South Carolina Department of

Elam	Mary	 Whitehall will destroy the character of the neighborhood forever. 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. 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 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. 	comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Elliot	Hazel	 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: 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. 	info@CarolinaCrossroadsSCDOT.com 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

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			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
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			bridge from the Recommended Preferred
			Alternative.
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Ely	Mia	I want bus routes.	Thank you for your interest and
			comment on the Carolina Crossroads I-
			20/26/126 Corridor Improvement
			Project.
			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
1			2, Section 2.1.8.2 (pages 2-62 through 2-
			64) of the Draft Environmental Impact
			64) of the Draft Environmental Impact Statement (DEIS). However, SCDOT
			Statement (DEIS). However, SCDOT
			Statement (DEIS). However, SCDOT realizes that mass transit is part of a
			Statement (DEIS). However, SCDOT realizes that mass transit is part of a larger mobility solution for the Midlands
			Statement (DEIS). However, SCDOT realizes that mass transit is part of a

			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.
			The SCDOT project team is working to
			complete a 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:
Ely	Mike	This is a much needed project but we need a	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
		major emphasis on transit and shared ridership in	comment on the Carolina Crossroads I-
		order to reduce traffic congestion (the primary goal of the entire project). 1. HOV & express bus	20/26/126 Corridor Improvement Project.
		lanes2. Park & rides3. Space on roadway for	riojeci.
		future tolls / light railThe current plan will be obsolete in 20 years. Plan for 100 years and make	At the beginning of the project, several alternatives were identified to address
		a true change!	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. 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.

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).

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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
English	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	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.

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English	John	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.	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

English	Montez Rion	I have lived in Whitehall since August 1963. 1 have	Thank you for your interest and
	WOILEZ RIUH	lived in three different homes. I am aware ,of the	comment on the Carolina Crossroads I-
		many changes that have occurred through the	20/26/126 Corridor Improvement
		years. Not one of the changes concerning traffic	Project.
		have put a connector bridge right through the	In the early stages of the project, the
		very heart of an existing subdivision. (Your excuse:	South Carolina Department of
		1. Th.e distance between Piney Grove Rd. and St.	Transportation (SCDOT) received public
		Andrews Rd; 2. To move traffic off of I-26. 3. To	comments requesting enhanced
		facilitate the movement of emergency vehicles.	connectivity across I-26. To address these
		These are the excuses that I heard the Crossroads	comments, the Tram Road and Beatty
		Project is using to destroy a Beautiful and popular	Road bridge was added to provide
		subdivision.	connection between Fernandina and
		I personally know that for 58 years the current	Jamil frontage roads. In addition, this
		connector bridges work very well. Their only problem is these connector bridges need repairs.	proposed bridge would also have
		The \$5 million dollars to "build" a new connector	benefits for emergency response. As proposed, the Tram Road and Beatty
		could be better used to repair the existing	Road bridge would fulfill a secondary
		connectors.	need of the project to improve system
		We have looked at the map showing crimes	linkages. However, the bridge does not
		committed in the Tram Rd/ Jamil ,Rd. and Beatty	affect the ability of the Recommended
		Rd./Femandina Rd. areas. That map alone speaks	Preferred Alternative to meet the
		volurnes. This connector bridge being proposed	primary purpose and need of the project
		will bring significant crime from the Fernandina	to reduce congestion and improve
		Rd. area (where it has been) to the Jamil Rd. area	mobility in the corridor. Since the
		(where it is significantly less. Just think about the	removal of this feature would not
		Prisons on Broad River Rd. If individuals	significantly affect the ability of this
		incarcerated 1n these prisons escape (This	alternative to meet the purpose and
		happens regularly), this connector bridge gives	need, SCDOT has elected to remove this bridge from the Recommended Preferred
		the escapee an escape route right into the heart of a large subdivision. The result - neighbors who	Alternative.
		have never owned a gun will purchase one for	The SCDOT project team is working to
		their personal safety.	complete a Final Environmental Impact
		This proposed connector bridge might move some	Statement (FEIS), and the Federal
		traffic off of 1-26, but it will be very little. What it	Highway Administration anticipates
		will do is cause unreasonable harm to many	publishing an FEIS and a Record of
		neighbors of the Whitehall Subdivision. Traffic on	Decision (ROD) concurrently in spring
		Tram Rd. will increase. We were told that this	2019. The Tram Road and Beatty Road
		connector would not exclude 18 wheelers and	Bridge will not be considered for further
		other large delivery trucks. The Tram Road bed	evaluation in these documents.
		will not take this extra traffic. Our children being	To stay up to date on Carolina Crossroads project information, visit our project
		picked up for school and dropped off for school will be exposed to more traffic not abiding by the	website
		posted traffic signs (not to mention more large	at www.SCDOTCarolinaCrossroads.com
		trucks}. People do not seem to abide by traffic	Call Us: 1-800-601-8715
		signs now. So, what would make us think that	Email Us:
		more traffic going fast would be desirable. There	info@CarolinaCrossroadsSCDOT.com
		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	
		Fernandfna/ 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.	

		The fact that The Crosssroads Project has Not done traffic studies on these roads bespeaks the folly of this connector bridge. Just because your engineers SEE more distance between ,connectors, does not call for spending \$5 million just to break up this distance. The value of our lovely homes will drop substantially. People are already putting their homes on sale. Causing this chaos will turrn our neighborhood into a slum.	
English	Montez Rion	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. 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. 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.	
Enochs	James	Opposed. No benefit to people on either side of river. 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

	1		
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			bridge from the Recommended Preferred Alternative.
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Enochs	Jeanie	Very much opposed. No reason for this.	Thank you for your interest and
		Form Letter – Tram/Beatty Checklist	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
Essick	Mae	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. 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. Please confine your design effort and construction costs to changes that will provide a significant benefit. Thank you for your consideration.	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
Essick	Martin	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!!!	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

Etheridge	Tyrone	I think this project is unnecessary and a total	Thank you for your interest and
	,	waste of money. We can cross I-26 on St. Andrews	comment on the Carolina Crossroads I-
		and	20/26/126 Corridor Improvement
		Piney Grove, so why would another crossing be	Project.
		required? Doing this would benefit no one, as there is	In the early stages of the project, the South Carolina Department of
		very few reasons to cross over to the frontage	Transportation (SCDOT) received public
		road. I would recommend that the money be	comments requesting enhanced
		spent on fixing the pothole filled streets we already have.	connectivity across I-26. To address these comments, the Tram Road and Beatty
		Furthermore, I live on Tram Rd, and I certainly	Road bridge was added to provide
		don't	connection between Fernandina and
		want to see an increase in traffic in my	Jamil frontage roads. In addition, this
		community. Please find something more	proposed bridge would also have
		constructive to do with	benefits for emergency response. As
		the funds.	proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
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			mobility in the corridor. Since the removal of this feature would not
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			Email Us: info@CarolinaCrossroadsSCDOT.com
Eubanks, Jr	Mack G.	No need for Tram/Beatty bridge. Plus need much	Thank you for your interest and
- , • ·		more studies of impact to neighborhoods after	comment on the Carolina Crossroads I-
		Tram/Jamil. Live Williamsburg West. Thanks.	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.
Highway Administration anticipatespublishing an FEIS and a Record ofDecision (ROD) concurrently in spring2019. The Tram Road and Beatty RoadBridge will not be considered for furtherevaluation in these documents.To stay up to date on Carolina Crossroadsproject information, visit our project
website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

Fabrizio	Stephen	Whitehall is a multicultural family neighborhood	Thank you for your interest and
-		with a large number of families with children and	comment on the Carolina Crossroads I-
		also	20/26/126 Corridor Improvement
		elderly residents. Our community walks, runs and	Project.
		cycles for exercise and fun with easy access to the	In the early stages of the project, the
		Leaphart Elementary school and Seven Oaks Park	South Carolina Department of
		from the rear entrance to the park all without	Transportation (SCDOT) received public
		sidewalks. The extra traffic that this Tram Bridge	comments requesting enhanced
		Proposal would bring endangers the residents of	connectivity across I-26. To address these
		our	comments, the Tram Road and Beatty
		neighborhood old and young. We all know that	Road bridge was added to provide
		traffic laws are not followed and that the vehicles	connection between Fernandina and
		will	Jamil frontage roads. In addition, this
		be speeding on a hilly, curvy and narrow road	proposed bridge would also have
		(Tram Rd) as non-residents rush to other:	benefits for emergency response. As
		destinations.	proposed, the Tram Road and Beatty
		There are several blind spots that would endanger	Road bridge would fulfill a secondary
		residents accessing their homes on Tram and	need of the project to improve system
		other	linkages. However, the bridge does not
		homes in the neighborhood that are accessed	affect the ability of the Recommended
		from Tram Road. The intersection of Tram and St.	Preferred Alternative to meet the
		Andrews already has issues with vehicles running	primary purpose and need of the project
		the stop light because they don't want to wait for	to reduce congestion and improve
		the	mobility in the corridor. Since the
		traffic to cross from Bush River and Tram with the	removal of this feature would not
		traffic light. The roads in Whitehall were not built	significantly affect the ability of this
		for	alternative to meet the purpose and
		heavy traffic nor are they maintained as there are	need, SCDOT has elected to remove this
		pot holes throughout the neighborhood many	bridge from the Recommended Preferred
		that	Alternative.
		are tied into the poor maintenance of the City of	The SCDOT project team is working to
		Columbia water lines. There are multiple bus	complete a Final Environmental Impact
		stops on	Statement (FEIS), and the Federal
		Tram Rd and other roads that access Tram where	Highway Administration anticipates
		children sit and stand on the edge of this narrow	publishing an FEIS and a Record of
		road	Decision (ROD) concurrently in spring
		waiting for school buses. Non- resident traffic will	2019. The Tram Road and Beatty Road
		increase the risk to these children from speeding	Bridge will not be considered for further
		vehicles and "stranger danger". We already have	evaluation in these documents.
		to stop when two cars meet at some extremely	To stay up to date on Carolina Crossroads
		narrow areas on this road while people have	project information, visit our project
		vehicles parked on the side for landscaping, road	website
		repairs	at www.SCDOTCarolinaCrossroads.com
		and neighborhood events, etc This	Call Us: 1-800-601-8715
		proposal/option is expensive and will not solve	Email Us:
		anything in regards	info@CarolinaCrossroadsSCDOT.com
		to malfunction junction and it will be detrimental	
		to our property values and quality of life.	

Faile	Rosemary	I own a home right off of Tram road. This road is	Thank you for your interest and
		being used by residents of Whitehall to travel, but	comment on the Carolina Crossroads I-
		also for recreation and exercise. The residents	20/26/126 Corridor Improvement
		ride bikes and go for walks with their families.	Project.
		Our children play in the front yards with friends and walk to neighboring homes. A favorite	In the early stages of the project, the South Carolina Department of
		pastime of residents is to watch geese roam about the neighborhood, yes, this includes Tram road.	Transportation (SCDOT) received public comments requesting enhanced
		The inclusion of a bridge to Beatty road will	connectivity across I-26. To address these
		change the entire aesthetic of this peaceful	comments, the Tram Road and Beatty
		neighborhood, causing great harm to our	Road bridge was added to provide
		neighborhood and way of life. We as a	connection between Fernandina and
		neighborhood are naturally concerned over our	Jamil frontage roads. In addition, this
		property values, our physical safety and property	proposed bridge would also have
		safety.	benefits for emergency response. As
		Tram and Beatty roads are too narrow and much	proposed, the Tram Road and Beatty
		too curvy to support increased traffic. As it is, any large trucks performing work must park in the	Road bridge would fulfill a secondary need of the project to improve system
		streets causing traffic to navigate curves blind	linkages. However, the bridge does not
		causing caution for the neighbors. It is a daily	affect the ability of the Recommended
		activity for residents to have to stand on Tram	Preferred Alternative to meet the
		road to check their mail and gather their trash	primary purpose and need of the project
		cans. Adding to the traffic to our neighborhood	to reduce congestion and improve
		road is only adding to our residents' dangers.	mobility in the corridor. Since the
		When attending the public meeting I asked	removal of this feature would not
		several DOT representatives if they themselves	significantly affect the ability of this
		had driven the roads being affected. I was	alternative to meet the purpose and
		astounded they had only driven the roads once	need, SCDOT has elected to remove this
		and that was the night prior to the meeting. I find	bridge from the Recommended Preferred
		it not only disheartening but a bit sickening that	Alternative.
		government representatives would take such a	The SCDOT project team is working to
		relaxed view on disrupting hundreds of lives without deep consideration and exploration of	complete a Final Environmental Impact Statement (FEIS), and the Federal
		the people and the environment of which they are	Highway Administration anticipates
		wanting to impose such a large impact.	publishing an FEIS and a Record of
			Decision (ROD) concurrently in spring
		A bridge at Tram and Beatty roads is a truly	2019. The Tram Road and Beatty Road
		dangerous idea.	Bridge will not be considered for further
			evaluation in these documents.
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			project information, visit our project website
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Fairchild	Bonnie	Bridge will ruin our neighborhood!	Thank you for your interest and
			comment on the Carolina Crossroads I-
			20/26/126 Corridor Improvement
			Project.
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Fairchild	Clyde	Traffic, lower property values. This is ridiculous!	Thank you for your interest and
Tanciniu	Ciyue		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
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			primary purpose and need of the project
	•		

			to reduce congestion and improve
			mobility in the corridor. Since the
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Fairchild	Heather	This bridge is a waste of tax payer money. I don't	Thank you for your interest and
Fairciniu	neather		comment on the Carolina Crossroads I-
		shop at Costco, which is one of the many asinine	
		reasons given for the bridge. Save the money and	20/26/126 Corridor Improvement
		fix the potholes on Tram aa	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
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			benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.

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

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.The Malfunction Junction problem deserves real solutions, not late, poorly-considered additions	
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solutions, not late, poorly-considered additions	
such as this bridge. The inettectiveness of this	
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.	
2. The Tram/Beatty road bridge proposal is so	
poorly planned as to be considered reckless. This	
late	
addition to the plan is irresponsible.	
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.	
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:	
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.	
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.	
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.	

	https://docs.google.com/presentation/d/1QHGS3	
	P9OtcD0GliBbxfKDnxs1UHedAeZELwgwccoB1M/e	
	dit?	
	usp=sharing	
	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)	
	https://www.youtube.com/watch?v=8jsu9B02YFs	
	&feature=share	
	Evening:	
	https://youtu.be/PFgP65O2VBc	
	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.	
	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	
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	ic a	
	is a	
	larger problem than may have been considered	
	up to now (or may not have been considered at	
	all.)	
	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.	
	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.	
	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.	
	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).	
	Existing infrastructure is also not being taken care	
	of and maintained; why should taxpayers foot the	
	bill for more projects? Examples:	
	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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Fallaw Cami Image: Second s	 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! 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. 	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
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			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
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Faller	George	To whom it concerns, I am troubled by the	Thank you for your interest and
runer	deorge	proposal to build a connector between Tram Road	comment on the Carolina Crossroads I-
		and Beatty Road. I think that this connector will	20/26/126 Corridor Improvement
		bring heavy traffic into the Whitehall	Project.
		neighborhood on a road that is narrow and	In the early stages of the project, the
		winding. This will necessitate the widening and	South Carolina Department of
		straightening of Tram Road, which will destroy	Transportation (SCDOT) received public
		yards and homes and lower property values while	comments requesting enhanced
		chopping up a beautiful and vibrant residential	connectivity across I-26. To address these
		area filled with family homes, wildlife and athletic	comments, the Tram Road and Beatty
		parks. The proposed connector will also bring	Road bridge was added to provide
		noise and and air pollution to accompany the	connection between Fernandina and
		inevitable increase in traffic.	Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
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			website
			at www.SCDOTCarolinaCrossroads.com
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			Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Fant	Luther	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,	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
Fernandez	Jordi	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.	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

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.	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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. To stay up to date on Carolina Crossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroads.com
Filbey	Caroline	Form Letter	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
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need of the project to improve system
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Fillman	Sara	We want our Bush River Road exit.	Thank you for your interest and
		This is an alternative to those who have previously	comment on the Carolina Crossroads I-
		miss their St. Andrews /Irmo exits. This serves as	20/26/126 Corridor Improvement
		the last alternative before our hospital exit,	Project.
		placing thousands of lost or confused drivers	
		between us and our emergency services.	The spacing of the existing Bush River Rd
		Unless there is a clear specific, separate, direct	entrance and exit ramps to the adjacent
		entrance into the hospital from the highway this is not an acceptable solution. We have lived off of	interchange ramps does not meet the
		Bush River Road for 60 years and have seen the	
		changes of Malfunction junction which was fixed	operational design standards of today. As
		many years ago.	noted in Chapter 2 of the Draft
		The new bridge designer explained with his design	Environmental Impact Statement (DEIS),
		there simply was not 'room' for the Bush River	congestion and high crash rates on I-26 ir
		exit. Then a bridge should be altered to allow	the vicinity of the I-20/I-26 and I-26/Bush
		proper access for the local residents.	River Road interchange locations are
		We were also told it was being moved or as an	attributed in part to abrupt driving
		addition to the already over run. Olinial Life Blvd	maneuvers due to the multiple weaving
		exit as a service for those employees to have both	movements that occur at these locations.
		entrance and exit.	After much evaluation, the best solution
		An entrance and exit at Colonial Blvd as an	to improve the corridor is to relocate the
		addition makes perfect sense. To remove a currently utilized exit for hundreds of cars every	access to Bush River Rd to a new full-
		day does not.	access interchange at Colonial Life
		Their are many business' that when this area was	Boulevard. As noted in the DEIS, a signing
		deteriorating invested on Bush Road or remained	
		when others abandoned this area and moved to	plan would be evaluated during final
		Harbison.	design to notify commuters of the new
		(Harbison is now a complete mess with traffic.)	traffic patterns, including access to Bush
		Those business's	River Road (see page 3-128).
		The Villa, City Gas, Walmart, Hamricks,	To us do not and the transfer of a state of a
		Schlotskys Deli, etc will be instrumentally	To understand the travel patterns on
		affected. May we add the very high percentage if	Bush River Road and how businesses may
		not ALL are minority owned.	be affected by the relocation of the Bush
		The SkyView Terrace neighborhood most directly	River Road interchange, the project team
		affected is for the first time a high minority area with clean yards and well behaved children.	analyzed origin-destination (O-D) data.
		The people most effected in this meighborhood	Origin is where a trip begins, and
		are seniors, minorities and minority owned	destination is where a trip ends. As
		property along with those who are disabled.	detailed in Chapter 3.3 of the DEIS (see
		NOW for the first time it is being taken away.	pages 3-107 through 3-110), the majority
		We do believe this is a minority crime against	of the traffic on Bush River Road is local
		those groups.	traffic that is not coming from or going to
		Seniors, disabled and various races.	I-26 via the I-26/Bush River Road
		It seems Quail Hollow was saved because there	interchange. However, while businesses
		was moneyanother discrimination.	at the existing I-26/Bush River Road
		Please respond on this public forum.	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
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			fearmed an the boots are the second
			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).
			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.
			The SCDOT project team is working to
			complete a Final Environmental Impact
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Finch	Terry	I'm writing in reference to the proposed I-26	Thank you for your interest and
		overpass from Beatty rd to tram rd. While I	comment on the Carolina Crossroads I-
		understand the need to reduce congestion on I-26	20/26/126 Corridor Improvement
		and the roads around "malfunction junction,"	Project.
		connecting two major streets, with typically heavy	In the early stages of the project, the
		traffic, through two residential communities is not	South Carolina Department of
		an acceptable solution. I live in Whitehall and	Transportation (SCDOT) received public
		frequently see dog-walkers and bicyclists using	comments requesting enhanced
		our quiet streets for their enjoyment. Rerouting	connectivity across I-26. To address these
		through-traffic into our neighborhood would have a detrimental effect on property values and	comments, the Tram Road and Beatty Road bridge was added to provide
		overall quality of life, therefore, I am strongly	connection between Fernandina and
			Jamil frontage roads. In addition, this
			Jumin nontage roads. In addition, tills

		opposed to the proposed bridge over 1.20	proposed bridge would also have
		opposed to the proposed bridge over I-26 connecting tram rd and Beatty rd. Thank you	proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Fisher	Carolyn	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. 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."	Email Us: info@CarolinaCrossroadsSCDOT.com 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

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website at				
				website at

			www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Fleming	Van	Form Letter	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:
Floud	Dill	1) Lunderstand vou plan any religitations	
Floyd	Bill	1) I understand you plan several intersections similar to the one atI-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!!!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!!!	Email Us: info@CarolinaCrossroadsSCDOT.com 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 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

			Chapter 3.13 (Construction) for additional details. 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. 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
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	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. Also, across 26 on Beatty Rd there are more drug and crimes reported. The traffic will be horrific, please do not ruin a nice, quiet neighborhood.	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

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Fogelgren	Sandy	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!! 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 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
Forbes	Ray	2. Lower property values	Thank you for your interest and comment on the Carolina Crossroads I-
		3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads	20/26/126 Corridor Improvement
		throughout neighborhood	Project.
		7. Increased speeders (enough is enough)! Form	In the early stages of the project, the
		Letter – Tram/Beatty Checklist	South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			bridge from the Recommended Preferred
			Alternative.
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			complete a Final Environmental Impact Statement (FEIS), and the Federal
			Highway Administration anticipates
			publishing an FEIS and a Record of
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			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
Ford	Betty	The stated purpose of a new bridge connecting	Thank you for your interest and
		Tram Road and Beatty Road is to make local travel	comment on the Carolina Crossroads I-
		easier and more convenient for the	20/26/126 Corridor Improvement
		neighborhood, and to facilitate emergency vehicle	Project.
		response time. The redesign would make only the	In the early stages of the project, the
		most minor change in travel time anywhere, and	South Carolina Department of
		would insert complicated turns at stop signs at	Transportation (SCDOT) received public
		each end of the bridge. The neighborhood did not request this bridge. It is not needed for this	comments requesting enhanced connectivity across I-26. To address these
		purpose. No other justification was given for this	comments, the Tram Road and Beatty
		last-minute addition to the I-26 redesign plan. The	Road bridge was added to provide
		plan has no consideration for the degradation of	connection between Fernandina and
		both lifestyles and property values of the 1,400	Jamil frontage roads. In addition, this
		homes in Whitehall. The increased traffic and	proposed bridge would also have
		traffic noise, increased through-traffic and higher-	benefits for emergency response. As
		speed traffic would be the most obvious	proposed, the Tram Road and Beatty
		detrimental factor. Tram Road is narrow, hilly, and winding. It has no shoulders or sidewalks,	Road bridge would fulfill a secondary need of the project to improve system
		although many pedestrians use the road, and	linkages. However, the bridge does not
		there are several school-bus stops along the	affect the ability of the Recommended
		length of it. Tram Road is already near its practical	Preferred Alternative to meet the
		carrying capacity and speeding is already a	primary purpose and need of the project
		problem. Even if Tram Road were completely re-	to reduce congestion and improve
		engineered to flatten, straighten and widen it, the	mobility in the corridor. Since the
		problems would only worsen. More traffic would	removal of this feature would not
		travel on Tram Road, at even higher speeds, as a	significantly affect the ability of this
		through-highway. The road would be even more dangerous for children and for adult pedestrians.	alternative to meet the purpose and need, SCDOT has elected to remove this
		The stated purpose of a new bridge connecting	bridge from the Recommended Preferred
		Tram Road and Beatty Road is to make local travel	Alternative.
		easier and more convenient for the	The SCDOT project team is working to
		neighborhood, and to facilitate emergency vehicle	complete a Final Environmental Impact
		response time. The redesign would make only the	Statement (FEIS), and the Federal
		most minor change in travel time anywhere, and	Highway Administration anticipates publishing an FEIS and a Record of
		would insert complicated turns at stop signs at each end of the bridge. The neighborhood did not	Decision (ROD) concurrently in spring
		request this bridge. It is not needed for this	2019. The Tram Road and Beatty Road
		purpose. No other justification was given for this	Bridge will not be considered for further
		last-minute addition to the I-26 redesign plan. The	evaluation in these documents.
		plan has no consideration for the degradation of	To stay up to date on Carolina Crossroads
		both lifestyles and property values of the 1,400	project information, visit our project
		homes in Whitehall. The increased traffic and	website
		traffic noise, increased through-traffic and higher-	at www.SCDOTCarolinaCrossroads.com
		speed traffic would be the most obvious	Call Us: 1-800-601-8715 Email Us:
		detrimental factor. Tram Road is narrow, hilly, and winding. It has no shoulders or sidewalks,	info@CarolinaCrossroadsSCDOT.com
	<u> </u>		201

		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.	
Ford	Betty	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	

		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	
C a wal	D - +++	property immediately across the intersection.	
Ford	Betty	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 benefitsfor 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-	
	1	26, which in any case is not stated as a supporting	

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

There is no consideration for the concerns of area	website
residents about creation of a direct	at www.SCDOTCarolinaCrossroads.com
connection between Beatty Road, with its	Call Us: 1-800-601-8715
intensive commercial areas (including an	Email Us:
abandoned auto dealership) and higher-crime	info@CarolinaCrossroadsSCDOT.com
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	
e ,	
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 residential zoning and the	
lifestyle it supports?	
<i>There is no plan</i> 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	
<i>plan</i> 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.	

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		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.	
		At the other end of Tram Road, where all the new	
		traffic would funnel to, there is no	
		<i>plan</i> 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 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.	
Foreman	Austin	Form Letter - Tram/Beatty Check List	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:
Foreman	Doug	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.	info@CarolinaCrossroadsSCDOT.com 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

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			Preferred Alternative to meet the
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Foreman	Karen	Form Letter	Thank you for your interest and
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			South Carolina Department of
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			need SCDOT has elected to remove this
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			Email Us:
Forman	Carl	Waste of taxpayer's money.	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
1 official	Curr	Form Letter – Tram/Beatty Checklist	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
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			at www.SCDOTCarolinaCrossroads.com
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Forman	Rita	Waste of taxpayer's money.	Thank you for your interest and
		Form Letter – Tram/Beatty Checklist	comment on the Carolina Crossroads I-
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			info@CarolinaCrossroadsSCDOT.com
Foster	Beth	I reject the tram road bridge proposal. I don't	Thank you for your interest and
		think it's beneficial to anyone in either	comment on the Carolina Crossroads I-
		neighborhood and there are already enough	20/26/126 Corridor Improvement
		options for the traffic on broad river.	Project. In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
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comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have
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Foster, PE	J. Brell	My comments are about the proposed bridge	Thank you for your comment regarding
		linking Tram Road and Beatty Road. In August or	the Carolina Crossroads I-20/26/126
		September of 2017, the DOT had a presentation showing all of the possible changes for the	Corridor Improvement Project.
		Carolina Crossroads project.	In the early stages of the project, the
		1. Out of the 30 to 40 proposals, the Tram-Beatty	South Carolina Department of
		bridge was not one of the proposals. Most of the	Transportation (SCDOT) received public
		Whitehall residents did not know of this bridge	comments requesting enhanced
		proposal until the week of 13 August. To sneak	connectivity across I-26. To address thes
		this in at the eleventh hour is not right or fair.	comments, the Tram Road and Beatty
		2. At a DOT presentation to the Whitehall	Road bridge was added to provide
		residents on 21 August, it was stated that the	connection between Fernandina and
		distance between the St. Andrews Road bridge	Jamil frontage roads. In addition, this
		and the Piney Grove Road bridge was the longest	proposed bridge would also have
		distance without a crossing over the interstate in	benefits for emergency response. As
		the project. The distance between these two bridges has not changed in 60 years. If it is so	proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
		important now to have this crossing, why was it	need of the project to improve system
		not presented in the August 2017 meeting at	linkages. However, the bridge does not
		Seven Oaks Elementary.	affect the ability of the Recommended
		3. This proposed bridge will greatly increase the	Preferred Alternative to meet the
		traffic on Tram Road. Tram Road is dangerous in	primary purpose and need of the projec
		that there are sharp curves, large elevation	to reduce congestion and improve
		changes in short distances, and many blind	mobility in the corridor. Since the
		driveways. If you had to build Tram exactly as it is	removal of this feature would not
		today, you could not get it permitted. Increasing	significantly affect the ability of this
		the traffic will increase accidents, decrease	alternative to meet the purpose and
		property values, and affect the neighborhood in a negative way. If this is built, within five years	need, SCDOT has elected to remove this bridge from the Recommended Preferre
		there will be a great need to improve Tram by	Alternative.
		widening, straightening out sharp curves, taking	Alemative.
		out large hills. This will destroy Whitehall.	Relative to water runoff, stormwater
		Other comments on Carolina Crossroads: 1. The	runoff would be mitigated by dischargin
		widening of 1-26 will take more green space and	stormwater into detention basins and/o
		pave it. In Whitehall, we already have flooding	vegetated swales before it is released
		problems that it seems have no solution.	into receiving waters and the project
		Increasing the paved areas, especially in the mile	would be designed to be consistent with
		east of Piney Grove Road, will increase the water	local floodplain development plans. You
		runoff rate, increasing the flooding in Whitehall during heavy rains. What is being done to prevent	can also read more about the indirect and cumulative effects of the proposed
		the rate of water runoff into the Whitehall	project in Chapter 3.15 of the DEIS (see
		neighborhood.	Sections 3.15.1 and 3.15.2).
		Thank you, J. Brell Foster PE	
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			Email Us: info@CarolinaCrossroadsSCDOT.com
Fowler	Laura	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!	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

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Fowler	Marian	I visit my mother-in-law at a retirement	Thank you for your interest and
		community on Sidney Road and saw the signs	comment on the Carolina Crossroads I-
		about a bridge at Tram Road! I am totally against	20/26/126 Corridor Improvement
		this bridge! The traffic on that road would be a	Project.
		disaster for older people coming and going out of this retirement community! Say no to the bridge!	In the early stages of the project, the South Carolina Department of
		this retirement community: say no to the bridge:	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
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			Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Fowler	Steve	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!	Thole Carolina Crossious Science in 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
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.	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
Frady	C. Ray	Form Letter	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

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			connectivity across I-26. To address these
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			connection between Fernandina and
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			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
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			5
			Alternative.
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Frady	Gale	Form Letter	Thank you for your interest and
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			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
1		1	linkages. However, the bridge does not

Francis	Ernest	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 interupt water flow which is now very bad in some areas -	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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, the Tram Road and Beatty Road bridge was added to provide connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project
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			The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Franklin	Janis	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	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

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Fraser	James	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	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

Fraser	James and	My husband, family and I are totally opposed to	Thank you for your interest and
	Joann	the plan that will cause our Tram Road to become	comment on the Carolina Crossroads I-
		a major traffic-clogged thoroughfare. Tram is a	20/26/126 Corridor Improvement
		road that winds lazily with many curves through a	Project.
		completely residential neighborhood with	In the early stages of the project the
		children walking and on bicycles, skates, rollerblades, etc. We must have sidewalks,	In the early stages of the project, the South Carolina Department of
		walking/biking trails etc. And obviously these are	Transportation (SCDOT) received public
		NOT included in your plan. Which will no doubt	comments requesting enhanced
		eventually kill children and elderly seniors who	connectivity across I-26. To address these
		also use our lanes as walking trails. Your plan has	comments, the Tram Road and Beatty
		obviously given no thought to the wicked, evil	Road bridge was added to provide
		destruction it will cause. As a well established, diverse community. We completely object.	connection between Fernandina and Jamil frontage roads. In addition, this
		diverse community. We completely object.	proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
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			Email Us:
Fred	\\/illiama	The valief of these values (1.20, (1.20) should be	info@CarolinaCrossroadsSCDOT.com
Fred	Williams	The relief of these routes (I-26 /I-20) should go further north of Columbia to Chapin and relieve	Thank you for your interest and comment on the Carolina Crossroads I-
		that traffic flow as well. We are sure that some of	20/26/126 Corridor Improvement
		you planners are about to line your pockets with	Project.
		more money regardless of what is safer for traffic	In the early stages of the project, the
		flow. Law enforcement in traffic/highway flow in	South Carolina Department of
		this state is outrageously poor- why would moe	Transportation (SCDOT) received public
		highway flow than can be safely handled by what	comments requesting enhanced

			,
		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.	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Free	Christian	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	info@CarolinaCrossroadsSCDOT.com 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

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			info@CarolinaCrossroadsSCDOT.com
Free	Jordan	A corridor to another frontage road. Not needed.	Thank you for your interest and
11ee	Jordan	SCDOT needs to be better stewards of our tax	comment on the Carolina Crossroads I-
		dollars. Waste of money resources.	20/26/126 Corridor Improvement
		Form Letter – Tram/Beatty Checklist	
		Form Letter – fram/ beatty checkist	Project. In the early stages of the project, the
			South Carolina Department of
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Free	Letitia	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	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

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

French	Arlene	I live near the Whitehall community, the	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
		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.	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

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Freshwater	Donley	Form Letter – Tram/Beatty Checklist	

Freshwater	Donley &	It is utterly outrageous that SCDOT intends to	Thank you for your interest and
	Theresa	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	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		property values to definitely be impacted negatively from a real estate standpoint with the	In the early stages of the project, the
		added problem of bringing higher crime areas access to this neighborhood. The negative impact	South Carolina Department of Transportation (SCDOT) received public
		to our neighborhood/subdivision is so great it cannot be stated here. It is a cruel decision which	comments requesting enhanced connectivity across I-26. To address these
		impacts the taxpayers and your fellow citizens. It is a callous decision which lowers our home value,	comments, the Tram Road and Beatty Road bridge was added to provide
		while introducing higher crime areas into the heart of our neighborhood. We emphatically	connection between Fernandina and Jamil frontage roads. In addition, this
		"VOTE NO" to the bridge/overpass proposal performed by you. As residents of Whitehall since	proposed bridge would also have benefits for emergency response. As
		1974, we ask you to delete this portion of your plan.	proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
		P.S. Widen Bush River Rd!	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended
			Preferred Alternative to meet the primary purpose and need of the project
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			Email Us: info@CarolinaCrossroadsSCDOT.com

		Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these
		comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this
		proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not
		affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not
		significantly 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
Sara	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	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
	Sara	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

1			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Fuge	Mark	The bridge connecting Beaty and Tram Rd crossing	Thank you for your interest and
Tuge	IVIAIK	over I-26 is a bone of contention with a lot of	comment on the Carolina Crossroads I-
		residents in the area. Please explain what the	20/26/126 Corridor Improvement
		need is for this bridge or kindly remove it from the	Project.
		plan.	In the early stages of the project, the
1			South Carolina Department of Transportation (SCDOT) received public
1			comments requesting enhanced
1			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
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encroaching of interstate noise to what will be the and/or engineering constraints) and	
	I
two remaining houses on Luster Lane and reasonable (based on noise reduction	
Morninghill Drive. Using my own decibel meter at design goals and cost-effectiveness)	
current house location I am getting regular under alternative RA5 but not under	
readings in mid 70's and low 80's. These numbers alternative RA1. Additional details about	out
are well over the recommended limits already set the definition of reasonableness and	
in place and recommended by SCDOT. Surely they feasibility can be found in Chapter 3.5	
will now be increased with the additional (page 3-226) of the Draft Environmental	al
expansion. These homeowners are in the 80's and Impact Statement (DEIS). In addition,	
have lived in these same homes for nearly 60 Appendix I of the DEIS includes the more	
years. That is when I-20 was first created. Further detailed Noise Analysis Technical Report	ort.
noise levels will only go to greatly reduce current The traffic noise mitigation analysis	
property values and diminish their quality of life. results reported in the DEIS are based or	
Looking forward to any additional information you a preliminary noise analysis. Noise walls	
may provide. FYI I have looked at each proposed are evaluated for performance and cost.	st.
interchange upgrade for the entire project and am The cost effectiveness portion of the	.
in full support of each. They will accomplish the assessment takes into consideration the	
task charged to SCDOT for many decades to come. number of receivers that were projected	
But I do have concerns with noise intrusion in to experience certain amounts of noise	
residential areas. reduction from the modeled traffic noise	· · · ·

Fusco	Pete	Concern is why there is no sound barrier on the	walls. So if there are different numbers
		Gale Road side of I-20 improvements. Looks to be	of receivers on each side of the corridor,
		a proposed sound barrier on the more	noise wall cost effectiveness
		commercial side of I-20. Luster Lane-Morninghill	determinations could vary for walls on
		Statler	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.
			The SCDOT project team is working to
			complete a 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
Gable	Rick	Carolina Comfort Solutions We are located at	Thank you for your interest and
		2006 Rockland Rd. Columbia SC. The drain under	comment on the Carolina Crossroads I-
		the road adjacent to our property is not capable of handling all the rainwater generated by the	20/26/126 Corridor Improvement Project. Increases to impervious surfaces
		Double Treehotel parking lot during a heavy rain. I	and associated runoff has been
		am concerned the proposed road work in our area	considered for both reasonable
		will increase demand on the drain and flood our	alternatives. As noted in Chapter 3.6 of
		property. Is this issue being addressed as part of	the Draft Environmental Impact
		this proposed project?	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
	1		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 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:
Galardi	Christina	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.	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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. 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

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

		interstates specifically legal traffic	wohcito
		interstates specifically local traffic. I propose that a bridge be built to cross the Broad	website at www.SCDOTCarolinaCrossroads.com
		River.	Call Us: 1-800-601-8715
		Currently, I-20 crosses the Broad River. There is	Email Us:
		no other location to cross until you almost reach	info@CarolinaCrossroadsSCDOT.com
		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.	
		Let's look for ways the beautify our city and create	
		jobs!	
		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.	
		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.	
		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.	
Galloway	Kelli Rush	I am strongly opposed to the "bridge to nowhere".	Thank you for your interest and
		It is a detriment to the established	comment on the Carolina Crossroads I-
		neighborhoods. Tram Road is in a family-oriented	20/26/126 Corridor Improvement
		neighborhood. Children are playing. There are	Project.
		school bus stops along the route. The increased	In the early stages of the project, the
		traffic along a curvy road will hurt our	South Carolina Department of
		neighborhood! The Cottages of Whitehall is	Transportation (SCDOT) received public
		between Tram and Jamil. This nice neighborhood	comments requesting enhanced
		will be destroyed. Please do no use money to	connectivity across I-26. To address these
		build something that is not needed!	comments, the Tram Road and Beatty
		salla something and is not needed:	Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			-
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system linkages. However, the bridge does not

			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
Gamble	Helen	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
	1		linkages. However, the bridge does not
			initiages. nowever, the bridge does not
			affect the ability of the Recommended
			affect the ability of the Recommended Preferred Alternative to meet the
			affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project
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			affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and
			affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this
			affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and

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

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	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
Garren	Judy	This will divide our neighborhood! No! Walkers in danger, no sidewalks, waste of taxpayers money. Form Letter – Tram/Beatty Checklist	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Garrick	Samuel	Not needed. Waste of tax payers money.	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
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			mobility in the corridor. Since the
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			Highway Administration anticipates
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			Decision (ROD) concurrently in spring
			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further
			evaluation in these documents.
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			Call Us: 1-800-601-8715
			Email Us:
Camil	Chink	Not a productor for the state of the state o	info@CarolinaCrossroadsSCDOT.com
Garrick	Shirley	Not a good plan for anyone. We will no longer be	Thank you for your interest and
		a neighborhood.	comment on the Carolina Crossroads I-
		Form Letter – Tram/Beatty Checklist	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
L	1	1	J

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.	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement. The South Carolina Department of Transportation (SCODT) does not intend to rename the interstate as part of this
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	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-
		eliminate confusion.	126 and remain straight to continue on I- 26. SCDOT project team is working to complete a 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

Gasque	Mary	I am opposed to have Beatty Road and Tram Road	Thank you for your interest and
		linked. Whitehall is a residential community and	comment on the Carolina Crossroads I-
		creating this corridor will increase traffic to the	20/26/126 Corridor Improvement
		area and will connect our neighborhood with an	Project.
		area that is known for crime.	In the early stages of the project, the South Carolina Department of
		Traffic is the main reason I oppose the	Transportation (SCDOT) received public
		connection. You don't want major corridors	comments requesting enhanced
		running through residential communities. It decreases property values.	connectivity across I-26. To address these comments, the Tram Road and Beatty
			Road bridge was added to provide connection between Fernandina and
			Jamil frontage roads. In addition, this proposed bridge would also have
			benefits for emergency response. As proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system linkages. However, the bridge does not
			affect the ability of the Recommended Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
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			2019. The Tram Road and Beatty Road Bridge will not be considered for further
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			Email Us: info@CarolinaCrossroadsSCDOT.com
Geffen/Gavin	Charles/Gayne	We do not see how traffic flow will be improved	Thank you for your interest and
Certeny Guvin	ll	by this project. It appears this flow could more	comment on the Carolina Crossroads I-
		effectively controlled by strategic placement of	20/26/126 Corridor Improvement
		entrance and exit ramp traffic lights, like these	Project.
		widely used in the Denver-Boulder, CO area.	In the early stages of the project, the
		While this plan's benefits are dubious, its	South Carolina Department of
		drawbacks are clear. They include: increase noise,	Transportation (SCDOT) received public
		-	
		traffic, and speeding in residential neighborhoods	comments requesting enhanced
		-	

		in residential areas; depressed property values;	connection between Fernandina and
		and potential for more flooding and crime. (Form	Jamil frontage roads. In addition, this
		letter attached)	proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
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			mobility in the corridor. Since the
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			Email Us:
Castas	Deela		info@CarolinaCrossroadsSCDOT.com
George	Becky	I am a resident of Whitehall and wanted to submit	Thank you for your interest and
		my comments regarding the proposed bridge	comment on the Carolina Crossroads I-
		between Tram and Beatty Roads. I am very	20/26/126 Corridor Improvement
		concerned about this proposal. First, it does not	Project.
		seem to be solving the problem. The problem is	In the early stages of the project, the South Carolina Department of
		'malfunction junction', where commuters need to	
		switch from interstate I-20 to I-26 and vice versa.	Transportation (SCDOT) received public
		No one trying to get on another interstate would	comments requesting enhanced
		have a need for the proposed bridge.	connectivity across I-26. To address these
		Second, have you seen Tram Rd? I live close to it	comments, the Tram Road and Beatty
		and travel on it everyday. It's narrow. It's winding.	Road bridge was added to provide
		It has potholes. It has residents walking their dogs	connection between Fernandina and
		or kids playing in their yard right next to it. You	Jamil frontage roads. In addition, this
		have to travel it fairly slowly to be safe. It's not	proposed bridge would also have
		the right kind of road to use as a "shortcut".	benefits for emergency response. As
		Third, money- this proposed project would use	proposed, the Tram Road and Beatty
		millions of dollars of taxpayer money. And for	Road bridge would fulfill a secondary
		what? So a few people can have a "shortcut" on a	need of the project to improve system
		winding, hilly, narrow road? It would be quicker to	linkages. However, the bridge does not
		use St. Andrews Rd or Piney Grove Rd to get from	affect the ability of the Recommended
		A to B than this proposed bridge. The taxpayers	Preferred Alternative to meet the
1	1	need to see this money going towards solving the	primary purpose and need of the project

		biggest road problem in our state, and that	to reduce congestion and improve
		problem is at malfunction junction. That	mobility in the corridor. Since the
		interchange affects so many people, the need is	removal of this feature would not
		there. So let's put the money there.	significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			bridge from the Recommended Preferred
			Alternative.
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Gerard	Jasinski	This project should be re-thought. The residential	Thank you for your interest and
		areas being affected will result in minimal	comment on the Carolina Crossroads I-
		improving traffic flow but significant complete	20/26/126 Corridor Improvement
		traffic in Whitehall and Willow Winds. Please	Project.
		reconsider!!! Do not spend this great amount of	In the early stages of the project, the
		money just because you have it available from the	South Carolina Department of
		gas tax increase. Thank you	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
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			connection between Fernandina and
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			complete a Final Environmental Impact
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			Statement (FEIS), and the Federal

			Highway Administration anticipates publishing an FEIS and a Record 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
Gibbons	Denny & Diana	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. Traffic will zip through a quite neighborhood. Thus home values will be decreased. Also water runoff is an issue in Whitehall and this is not taken into consideration.	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
Gibbons	Denny & Diana	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.	Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have
Gibbons	Denny & Diana	Not cost effected. Tram/Beatty Form Letter Checklist	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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Gibbons	Kenny	1. Increased crime2. Lower property values3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood4. Dangerous for walkers, bikers, joggers, etc. on narrow streets5. Increased flooding6. Increased noise from traffic and no sound barriers7. Increased speeders (enough is enough)!8. It will destroy our quiet neighborhoods9. Other: Not cost effective	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

Gilbert	Mary	Hello! I work for Westpark Property Owner's	Thank you for your interest and
Silvert		Association. See snip below taken from Google	comment on the Carolina Crossroads I-
		Maps for approximate area of Westpark. I have	20/26/126 Corridor Improvement
		heard from a property owner in the Westpark	Project.
		subdivision that by Right of Way laws he will lose	You spoke with Carolina Crossroads
		a large portion of his parking lot and that SCDOT	project team member, Berry Still, on
		will be taking land all the way up to the side of his	September 19, 2018 via telephone and
		building. See snip below - marked in red. Since I	received additional information on the
		am the Administrator for Westpark I am contacting you in reference to our Sewer Lift	right-of-way process. As a reminder, the
		Station that is located on this property. In the snip	South Carolina Department of Transportation (SCDOT) will secure a
		below I show the property from the above picture	Design Build Team to construct the
		but I have circled where our Main Sewer Lift	Carolina Crossroads project and we
		Station is on that property for all of the businesses	anticipate a Team will be selected by late
		in Westpark. See red circle below. Red line	2019. One of the duties of the selected
		denotes what we believe to be the Right of Way	Design Build Team will be to acquire the
		line. We have two Sewer Lift Station in Westpark.	necessary right-of-way to construct the
		The Main (#1) Lift station is on Fernandina Road	project and they will determine the
		and the Second (#2) LS is on Maggie Hip. Both	extent of impacts, if any, to the sewer lift
		circled in white in the snip below. The #2 LS	station. We anticipate the Design Build
		pumps its sewer up to #1 and out to Palmetto	Team to commence the property
		Wastewater/Alpine/NiAmerica. Please tell me what this means for the Association in refernce to	acquisition phase of the project mid to late 2020.
		these two lift stations. Who is responsible for	The SCDOT project team is working to
		moving the lift station? Does this mean that we all	complete a Final Environmental Impact
		will have to connect to public sewer? Since the #2	Statement (FEIS), and the Federal
		pumps to #1 what work will be done by SCDOT to	Highway Administration anticipates
		reroute this sewer?	publishing an FEIS and a Record of
			Decision (ROD) concurrently in spring
			2019.
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Gilligan	Jan	Thank you for discussing with us. Our concerns	Thank you for your interest and
		about your projects affecting our daily access and	comment on the Carolina Crossroads I-
		smooth flow of traffic through our neighborhoods	20/26/126 Corridor Improvement
		as well as interstates. We all need to have better	
		and safer access and driving on our roads and	The South Carolina Department of
		highways.	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
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			Call Us: 1-800-601-8715
			Email Us: info@CarolinaCrossroadsSCDOT.com
Glass	Linda	To whom it may concern: 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? We do not want this connection and will go forward to our local state government politicians to stop this from happening.	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
Glass	Linda	No Beatty Road to Tram connection wanted!!!	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended
Glass	Linda	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. Please voice our concerns and we, in the Whitehall district will stand firm in fighting this ludicrous proposal.	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

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the ability of this
t the purpose and
lected to remove this
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team is working to
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ation anticipates
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Glenn	Janet M.	Object to connection of Beatty Rd to Tram Rd. Do not need added traffic through neighborhood!	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
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!	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
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Glymph	Carolyn	The widening of I-20 west at Broad River Ex. will cause more noise to neighborhood in Emerald	Thank you for your comment regarding the Carolina Crossroads I-20/26/126
		Valley Subdivision. There needs to be sound proof wall to cut down /out noise from I-20 interstate.	Corridor Improvement Project.
		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.	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.
			In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As
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			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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Godfrey	Darrell	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.	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
Goodyear	Elizabeth	Need to see map through Whitehall that you are talking about. 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. 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.	Info@CarolinaCrossroadsSCDD1.com 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 DEIS online meeting at http://www.scdotcarolinacrossroads.co m/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. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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.com Call Us: 1-800-601-8715

			Email Us: info@CarolinaCrossroadsSCDOT.com
Gordon	Paul	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.	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
Gordon	Robert	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.	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

Gosselin	Keith	My comments echo what Christina Galardi wrote	Thank you for your interest and
		as feedback earlier –· Transportation demand	comment on the Carolina Crossroads I-
		management (TDM) needs to be an integral part	20/26/126 Corridor Improvement
		of the Carolina Crossroads planning process with dedicated funding. Following the basic	Project.
		transportation planning principle of triple	As described in Chapter 2 of the Draft
		convergence additional lanes will fill with	Environmental Impact Statement (DEIS),
		additional cars and expanded or reconfigured	several alternatives were identified to
		roadways will ultimately not solve congestion.	address the purpose and need of the
		Further any road construction in the corridor will	Carolina Crossroads to reduce congestion
		make safety and congestion worse before it gets better. TDM will make sure that alternatives to	and improve mobility within the corridor. Transportation System Management /
		driving are encouraged and our systems are	Transportation Demand Management
		better balanced. For Carolina Crossroads to be an	(TSM / TDM) was one of the alternatives
		effective improvement SCDOT must think more	identified. It considered options that
		broadly than fixing" Malfunction Junction with	would improve efficiency and safety
		road redesign."	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.
			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.
			The SCDOT project team is working to
			complete a 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
Goulet	Carmen	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.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

Graham	Mary	Please do not let this proposal to connect Beatty	Thank you for your interest and
		Road with Tram Road. We do not need any more	comment on the Carolina Crossroads I-
		crime. Sheriff Koon has his hands full already. You	20/26/126 Corridor Improvement
		will be escorting the Broad River Road and that	Project.
		end of Piney Grove Road Crime straight to our doorsteps.	In the early stages of the project, the South Carolina Department of
		Suraly, there are other entions that would be	Transportation (SCDOT) received public
		Surely, there are other options that would be better solutions.	comments requesting enhanced connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			bridge from the Recommended Preferred
			Alternative. 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
Graham	Mary	Please do not re-route traffic that currently stops	relocated approximately 0.7 miles to the southeast to an improved, full access
		off at Bush River Road from I-26 and I-20. These	interchange at Colonial Life Boulevard
		small businesses deserve to flourish. We need	under both RA1 and RA5 Modified. To
		them. We don't want the empty store fronts that	further understand the travel patterns on
		will be left. That only brings blight and crime.	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.

			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
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			Highway Administration anticipates
			publishing an FEIS and a Record of
			Decision (ROD) concurrently in spring 2019.
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Gray	Bill	My wife and I have lived in the Williamsburg West	Thank you for your interest and
		subdivision for over 28 years. Having worked	comment on the Carolina Crossroads I-
		downtown for a majority of those yearss the	20/26/126 Corridor Improvement
		expansion and planned relief of the congestion at	Project.
		"Malfunction Junction" is most welcomed, though	In the early stages of the project, the
		we are going to have to put up with years of	South Carolina Department of
		roadwork. But thats okay. My concerns and	Transportation (SCDOT) received public
		comments are several. Our house is very close to	comments requesting enhanced
		the interstate and noise is awful. Trucks	connectivity across I-26. To address these
		downshifting, motorcycles roaring up the I, emergency vehicles with sirens blaring at all	comments, the Tram Road and Beatty Road bridge was added to provide
		hours; the suggested sound barriers are an	connection between Fernandina and
		excellent idea and one I totally approve of.	Jamil frontage roads. In addition, this
		Hopefully this gets implemented. The suggested	proposed bridge would also have
		bridge connection Beatty to Tram is not needed	benefits for emergency response. As
		and is a waste of the finances. I have for 28 plus	proposed, the Tram Road and Beatty
		years made trips over the South Carolina High	Road bridge would fulfill a secondary
		School League office numerous time yearly. Never	need of the project to improve system
	1		
		have I encountered any kind of delay going either	linkages. However, the bridge does not
		have I encountered any kind of delay going either to Piney Grove or to St Andrews to get to the	affect the ability of the Recommended
1		to Piney Grove or to St Andrews to get to the office. As to relieving traffic on PG or SA; you are	affect the ability of the Recommended Preferred Alternative to meet the
		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	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project
		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	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve
		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	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the
		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	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not
		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	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this
		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	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and
		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	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this

	the traffic lights and ho of them. With the expa highway right of way p clearing of land, specifi homeowners, are going to our properties. Is the to keep the value of ou Thank you all for allowi	want to relieve the ws and Piney Grove look at w to better use the timing nsion or moving of the robably means a lot of cally trees. We, as to lose the secluded look ere any effort being made r homes where it is today? ng this "comment sheet". I if there are question or	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
Gray William	is awful. Trucks downsh	I totally approve of.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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. The SCDOT project team is working to complete a 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

Green	John	Can you add me to an e-mail list if you have one?	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.
			To stay up to date on Carolina Crossroads project information, visit our project website
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Greenwood	Tara	Please take bike/ped facilities into consideration during the planning and construction of Carolina Crossroads. Specifically, the Saluda River Ped Bridge.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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

			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
Grego	John	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.	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. 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).

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

		addressed.
		The SCDOT project team is working to complete a 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
Griffin Jim	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	IntegrationThank 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
Griffin	Lou	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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		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	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these
		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	comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have
		solution is widening I-26 or widening the bridges that we already have. Please reconsider this project and find another way. Thank you	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
Griffin	Lou	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 126 trying to get in and out of Columbia. Please do not continue with the Carolina Crossroads Bridge. Thank you!	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Grindstaff	Jack F.	The proposed overpass on I-26 connecting Tram Road with Beatty Road will create a throughway through a peaceable community, Whitehall, every	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement

		homeowner purchased their property because it	Project.
		was not on a traffic throughway. We ask that this	In the early stages of the project, the
		project be DISAPPROVED. Do not destroy our	South Carolina Department of
		neighborhood.	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Groover	Dave	Waste of taxpayer's money.	Thank you for your interest and
		Form Letter – Tram/Beatty Checklist	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.
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			complete a Final Environmental Impact
			Statement (FEIS), and the Federal
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			Bridge will not be considered for further
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			project information, visit our project
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Groover	Judy	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
	1		primary purpose and need of the project
			to reduce congestion and improve
			to reduce congestion and improve mobility in the corridor. Since the
			to reduce congestion and improve

	Γ		significantly offert the shills of the
			significantly 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
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			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further
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Grove	Dennis	I think the bridge would be very detrimental to	Thank you for your interest and
		this community. It will definitely lower property	comment on the Carolina Crossroads I-
		values. Secondly crime would increase in this	20/26/126 Corridor Improvement
		community . Also there would be an unwanted	Project.
		increase in traffic flow. I just don't see how this	In the early stages of the project, the
		would benefit this neighborhood in the slightest.	South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			_
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
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			primary purpose and need of the project
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			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
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			2019 The Tram Poad and Poatty Poad
			2019. The Tram Road and Beatty Road Bridge will not be considered for further
			evaluation in these documents.
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			project information, visit our project
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Grove	Michelle	I don't believe the bridge is a good idea due to the	Thank you for your interest and
		fact that you will be connecting a high crime area	comment on the Carolina Crossroads I-
		to a low crime residential area. The building of	20/26/126 Corridor Improvement
		this bridge will directly affect the property values	Project.
		of our homes in a negative way by lowering them.	In the early stages of the project, the
		And we don't want all the increased traffic coming	South Carolina Department of
		through our quiet residential neighrborhood.	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			-
			connection between Fernandina and
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			proposed, the Tram Road and Beatty
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			need, SCDOT has elected to remove this
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			complete a Final Environmental Impact
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Grove	Patti Jo	1. Property values will decrease	Thank you for your interest and
		 It will ruin a nice, quiet neighborhood. Crime will increase. 	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		4. Bring so much unwanted traffic.	Project.
		5. There are so many children and bus stops, it	
		will become unsafe for them.	In the early stages of the project, the
		6. It's just a terrible idea for a nice community.	South Carolina Department of
		7. How many people on this project would want	Transportation (SCDOT) received public
		this to happen in their neighborhood?	comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
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			Jamil frontage roads. In addition, this proposed bridge would also have
			benefits for emergency response. As
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Grove	Pendleton	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?	 (Already responded - 11/6/2018)Dear Mr. Grove, 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. 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. If you have any questions concerning the process or your request, please contact me at KlaukBD@scdot.org or (803) 737- 5051. To stay up to date on Carolina Crossroads project information, visit our project website at
			project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us:
Guerry	Art	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.	info@CarolinaCrossroadsSCDOT.com 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
Gunter	R	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.	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

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

		large area affected. • 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.	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
Hagberg	Richard	 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 concentration of children at play. Tram Road has no breakdown lanes, hard 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. 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 	

		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. 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!	
Hale	Diana	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	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 20199. 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
Hall	Brett	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!	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.

Hall	Brett	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.	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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:
Hall	Penny	 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 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. 	info@CarolinaCrossroadsSCDOT.com 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
Hall	Penny	 A bridge at Tram and Beatty will negatively impact neighborhoods. 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 incresaed 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 	removal of this feature would not significantly 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
Halyak	Lauren	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.	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
Halyak	Lauren	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.	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the
Halyak	Lauren	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	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Halyak	Lauren	backups?As concerned citizens of the Whitehall andWilliamsburg West neighborhoods,what can we do to prevent this road from beingbuilt? What other options havebeen presented?I, and others in these neighborhoods, support Mr.Hagberg's (WilliamsburgWest HOA President) position and concern aboutthis plan. Please advise whatactions we can take to oppose and prevent thisconnector from beingconstructed and instead considering a right turnlane on Piney Grove from	complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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

		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	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:
Hankings	Travia		
Hankinson	Travis	1. Increased crime2. Lower property values3. Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood4. Dangerous for walkers, bikers, joggers, etc. on narrow streets5. Increased flooding7. Increased speeders (enough is enough)!8. It will destroy our quiet neighborhoods9. Other: Waste of tax dollars	info@CarolinaCrossroadsSCDOT.com 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
Hansen	Martha	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	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
		changes to get through. Also, how would Tram Road traffic get onto Jamil? Tram is a narrow, winding road and already has significant traffic	Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these

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	into all parts of Whitehall. This plan has not been	comments, the Tram Road and Beatty
	very well thought out and will create many more	Road bridge was added to provide
	problems than it will solve. I doubt anything good	connection between Fernandina and
	will come from this utter waste of SCDOT money!	Jamil frontage roads. In addition, this
		proposed bridge would also have
		benefits for emergency response. As
		proposed, the Tram Road and Beatty
		Road bridge would fulfill a secondary
		need of the project to improve system
		linkages. However, the bridge does not
		affect the ability of the Recommended
		Preferred Alternative to meet the
		primary purpose and need of the project
		to reduce congestion and improve
		mobility in the corridor. Since the
		removal of this feature would not
		significantly 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:
		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

Hanson	John	I recently attended a public meeting with the	Thank you for your interest and
		Whitehall Home Owner's Association to hear a	comment on the Carolina Crossroads I-
		presentation on the Tram Road bridge connecting	20/26/126 Corridor Improvement
		Tram Road with Beatty Road. Overall I	Project.
		support the Carolina Crossroads project but as a homeowner on Tram Road, I am adamantly	In the early stages of the project, the South Carolina Department of
		opposed to this portion of the project. My	Transportation (SCDOT) received public
		objection to this is based on a few different	comments requesting enhanced
		comments	connectivity across I-26. To address these
		that were made during the meeting. First, Mr.	comments, the Tram Road and Beatty
		Klauk stated that there would be no increase in	Road bridge was added to provide
		traffic on Tram Road as a result of the bridge. His	connection between Fernandina and
		reasoning was that both Tram Road and	Jamil frontage roads. In addition, this
		Beatty Road have around 2000 trips per day so	proposed bridge would also have
		connecting these roads would not increase traffic. This reasoning fails to recognize the increase in	benefits for emergency response. As
		traffic that will result by this road now becoming	proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
		a cut through road. It also fails to recognize the	need of the project to improve system
		commercial and truck traffic that will now use	linkages. However, the bridge does not
		this road. A full traffic impact study has not been	affect the ability of the Recommended
		done on this proposal. One should be done	Preferred Alternative to meet the
		and presented to the community before any	primary purpose and need of the project
		decision is made about installing this bridge.	to reduce congestion and improve
		Secondly, Mr. Klauk stated that there would be no	mobility in the corridor. Since the
		improvements made to Tram Road as a result	removal of this feature would not
		of this project. Tram Road is already substandard.	significantly affect the ability of this
		It has a couple of dangerous curves. It has	alternative to meet the purpose and
		numerous bus stops. There are numerous	need, SCDOT has elected to remove this
		pedestrians, and children that bicycle on this	bridge from the Recommended Preferred
		road.	Alternative.
		Yet, SCDOT thinks it's a good idea to increase	The SCDOT project team is working to
		traffic without offering any improvements such	complete a Final Environmental Impact
		as curb and gutter sidewalks, or site line	Statement (FEIS), and the Federal
		improvements? This seems short sighted and adds	Highway Administration anticipates
		to	publishing an FEIS and a Record of
		the economic cost that the community will incur if	Decision (ROD) concurrently in spring
		this bridge is installed. Finally, the purpose of the Carolina Crossroads	2019. The Tram Road and Beatty Road Bridge will not be considered for further
		project is to improve traffic on I-26. Mr. Klauk	evaluation in these documents.
		provided absolutely no argument on how	To stay up to date on Carolina Crossroads
		including this bridge would help to accomplish	project information, visit our project
		this	website
		objective. His only argument to install this road is	at www.SCDOTCarolinaCrossroads.com
		that it would help residents reach Cosco. I	Call Us: 1-800-601-8715
		did not know that I had a problem getting to	Email Us:
		Cosco.	info@CarolinaCrossroadsSCDOT.com
		The Tram Road bridge seems to be an ill-	
		conceived idea that has not been properly	
		studied. Mr.	
		Klauck 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.	
		Thank you for your consideration.	
		John Hanson	

Hardaway	Lori	My name is Lori Hardaway and I live at 279	Thank you for your interest and
		Middlesex Road, Columbia, SC and my phone	comment on the Carolina Crossroads I-
		number is 803-727-8894. While I believe the	20/26/126 Corridor Improvement
		Carolina Crossroads Project as a whole is a benefit	Project.
		to our community, I am completely against the bridge connecting Beatty Road and Tram Road.	In the early stages of the project, the South Carolina Department of
		It is a complete waste of taxpayer dollars, provides an avenue for higher crime rates in the	Transportation (SCDOT) received public comments requesting enhanced
		Whitehall neighborhood and will increase traffic	connectivity across I-26. To address these
		with no vehicle restrictions on already	comments, the Tram Road and Beatty
		deteriorated residential roads. It's already	Road bridge was added to provide
		dangerous for walkers and joggers on the narrow streets of these neighborhoods but the increased	connection between Fernandina and Jamil frontage roads. In addition, this
		traffic would all but prohibit recreation in our	proposed bridge would also have
		neighborhoods. I've heard that representatives	benefits for emergency response. As
		from the SCDOT said that there would not be	proposed, the Tram Road and Beatty
		increased traffic due to this bridge but then what	Road bridge would fulfill a secondary
		is the point of spending \$5 million on	need of the project to improve system
		something you don't think anyone will use? There	linkages. However, the bridge does not
		are already flooding problems in this area and	affect the ability of the Recommended
		this bridge would only increase the likelihood of	Preferred Alternative to meet the
		future flooding issues. There are so many	primary purpose and need of the project
		negatives to building this bridge and I honestly	to reduce congestion and improve
		can't think of a single positive reason to continue	mobility in the corridor. Since the
		with it in your plan. Please do not build the bridge	removal of this feature would not
		connecting Beatty Road and Tram Road.	significantly 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
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Hardaway	Paul	[In reference to DEIS, Environmental	Thank you for your interest and
,		Consequences, 5.1.3 Mobility, Access and	comment on the Carolina Crossroads I-
		Safety]:There are very few businesses along this	20/26/126 Corridor Improvement
		corridor. This first group would seem a low	Project.
		priority at the time of the proposal. Of the	In the early stages of the project, the
		persons who require access to either side of the	South Carolina Department of
		highway, there are very little gains to be made in	Transportation (SCDOT) received public
		reducing time or traffic between the side access	comments requesting enhanced
		roads of the highway. Please provide any	connectivity across I-26. To address these
		complaints from local residents or business that	comments, the Tram Road and Beatty
		would benefit from adding a third bridge in the	Road bridge was added to provide

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	2.5 mile corridor of I-26. Currently access is served	connection between Fernandina and
	by both St Andrews and Piney Grove roads.	Jamil frontage roads. In addition, this
	Stating this first group is a benefit appears	proposed bridge would also have
	misleading. The great majority traffic having	benefits for emergency response. As
	destinations or origins located along Jamil and	proposed, the Tram Road and Beatty
	Fernandina roads are not local residents in the	Road bridge would fulfill a secondary
	surrounding neighborhoods. As such, they would	need of the project to improve system
	most likely access the corridor in question via an	linkages. However, the bridge does not
	exit off I-26. Since the proposed bridge would only	affect the ability of the Recommended
	appear to help at that point persons wishing to	Preferred Alternative to meet the
	directly access Jamil from Fernandina or vice	primary purpose and need of the project
	versa. As a resident of Whitehall on the Jamil side,	to reduce congestion and improve
	I do have to directly access Fernandina 2-3 times a	mobility in the corridor. Since the
	year to service my vehicle. It is quick and easy	removal of this feature would not
	from Piney Grove or St Andrews. Adding this	significantly affect the ability of this
	bridge would leave outside traffic utilizing the	alternative to meet the purpose and
	proposed bridge. Again, outside traffic would only	need, SCDOT has elected to remove this
	be able to access the bridge from the highway	bridge from the Recommended Preferred
	negating the need for the bridge, or through our	Alternative.
	neighborhood which is undesirable for the	The SCDOT project team is working to
	residents of Whitehall.Residents stand to gain	complete a Final Environmental Impact
	very little from the bridge. Residents are typically	Statement (FEIS), and the Federal
	not driving from Beatty to Tram or Fernandina to	Highway Administration anticipates
	Jamil on any type of frequent basis. Not in the	publishing an FEIS and a Record of
	numbers that would justify the cost of adding a	Decision (ROD) concurrently in spring
	bridge. In addition there is the possibility of	2019. The Tram Road and Beatty Road
	adding traffic through the Whitehall	Bridge will not be considered for further
	neighborhood along Tram Road. This road is a	evaluation in these documents.
	25mph zone which already has a bit of trouble	To stay up to date on Carolina Crossroads
	keeping outside traffic at or under the speed limit.	project information, visit our project
	There are many residents who walk along Tram	website
	and the added traffic this proposal would bring	at www.SCDOTCarolinaCrossroads.com
	will increase the safety hazard of the residential	Call Us: 1-800-601-8715
	neighborhood. This decrease in safety is at no	Email Us:
	appreciable gain for the residents of Whitehall or	info@CarolinaCrossroadsSCDOT.com
	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.	

Hardaway	Paul	It is my opinion that the desire to reroute traffic	
naluaway	Paul	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	
		problemafter the other changes are made.	
		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 dat. 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.	
Hardy	Angela	Joining Tram Rd to Beatty over I-26 has to be the	Thank you for your interest and
		dumbest idea I've heard in a long time. It will not	comment on the Carolina Crossroads I-
		alleviate traffic from the interstate. That is	20/26/126 Corridor Improvement
		ridiculous. It will just be a cut through for people	Project.
		too lazy to use St Andrews Rd. Tram road is a	In the early stages of the project, the
		small road that winds through a tight	South Carolina Department of
		neighborhood. It already receives too much	Transportation (SCDOT) received public
		traffic. The road is currently in terrible shape with	comments requesting enhanced
		cracks and potholes. The neighborhood it goes	connectivity across I-26. To address these
		through is Whitehall. Whitehall is an older	comments, the Tram Road and Beatty
		established neighborhood. It's quiet. Extra traffic	Road bridge was added to provide
		would be dangerous for the numerous residents	connection between Fernandina and
		that walk and bike. It would further destroy the	Jamil frontage roads. In addition, this
		roads and lower the property values for everyone	proposed bridge would also have
		here. No one wants to live with a dangerously	benefits for emergency response. As
		here. No one wants to live with a dangerously busy street running through the center of their	benefits for emergency response. As proposed, the Tram Road and Beatty
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this
		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	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not

			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
Hardy	Ashley	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 live and lawsuits. Tram Road would also need costly repairs as there are already issues with the condition of the road.	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.

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Hardy	Kevin	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.	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
Hardy	Kevin	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.	 primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

Harmon	Virginia	I am very opposed to the Tram Beatty Road	Thank you for your interest and
	Virginia	Crossover. Currently Tram Road is very well	comment on the Carolina Crossroads I-
		traveled and will only add more traffic, speeding	20/26/126 Corridor Improvement
		and safety issues. Noise will be a factor for	Project.
		neighbors. Sa factor for children. Tram Road is not	In the early stages of the project, the
		in good repair. More traffic added more	South Carolina Department of
		problems. Widening of this (?) will disrupt	Transportation (SCDOT) received public
		residents. Some of which have planned to stay	comments requesting enhanced
		here for the long run.	connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			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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			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further
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			info@CarolinaCrossroadsSCDOT.com

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.	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
			need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended
Harper	Douglas	Form Letter - Tram/Beatty Check List	 Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Harrell	Christopher Aaron	Form Letter - Tram/Beatty Check List	Email Us: info@CarolinaCrossroadsSCDOT.com 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

		Ι	
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
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			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
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			Alternative.
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			Bridge will not be considered for further
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			Call Us: 1-800-601-8715
			Email Us:
L La mar II	C	Laborate contenent at the second state of the	info@CarolinaCrossroadsSCDOT.com
Harrell	Sue	I don't understand the reason you want to build a	Thank you for your interest and
		bridge in our neighborhood. Beatty Road is	comment on the Carolina Crossroads I-
		already dangerous to the many pedestrians who	20/26/126 Corridor Improvement
		walk the road. More traffic will be a bad problem	Project.
		for our residents. There is a problem of flooding in	In the early stages of the project, the
		our neighborhood due to Stoops Creek which	South Carolina Department of
		crosses Beatty Rd. As you are heling with traffic of	Transportation (SCDOT) received public
		malfunction junction, this will be of no help.	comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
1	1		
			need of the project to improve system linkages. However, the bridge does not

		affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
	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	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
Harrelson	Joshua	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	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
Harrelson	Melody	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	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

Harrelson	William	Wasted tax payers money for a 2 lane bridge.	Thank you for your interest and
		Money needed for other repair on roads. Very	comment on the Carolina Crossroads I-
		much opposed to this.	20/26/126 Corridor Improvement
		Will be more crime.	Project.
		The traffic flow it will not help a thing. All ready have 2 ways to access to and from	In the early stages of the project, the South Carolina Department of
		Tram/Beatty/which are 4 lanes; Piney Grove; and	Transportation (SCDOT) received public
		St. Andrews	comments requesting enhanced
		Lower property value	connectivity across I-26. To address these
		Makes no sence	comments, the Tram Road and Beatty Road bridge was added to provide
			connection between Fernandina and Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary need of the project to improve system
			linkages. However, the bridge does not
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Harris	Andrew	As a resident of Whitehall subdivision for 53	Thank you for your interest and
		years, I am opposed to the I-26 overpass linking	comment on the Carolina Crossroads I-
		Beatty Road and Tram Road, thereby creating a	20/26/126 Corridor Improvement
		thorough-fare for traffic that will affect our home	Project.
		values, etc. Obviously, the individuals responsible	In the early stages of the project, the
		for this proposal have not observed the beautiful	South Carolina Department of
		one-family dwellings along Tram Road. Every day I	Transportation (SCDOT) received public
		watch walkers on my street coming from Tram	comments requesting enhanced
		Road strolling with and without their pets. Has it	connectivity across I-26. To address these
		even been considered as to how this additional	comments, the Tram Road and Beatty
		traffic could impact lives on Tram Road?	Road bridge was added to provide

		Eventually, that traffic will find another route to	connection between Fernandina and
		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!	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Harris	Elizabeth	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.	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

Harris	Elizabeth	Form Letter - Tram/Beatty Check List	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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Harris	Ryan	Form Letter - Tram/Beatty Check List	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
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			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
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.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

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

		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.	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not
			affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Hacto	Matthew	As a resident of the Whitehall community I am	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
Haste	Matthew	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!	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
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Heizer	Deborah	I want to express my disapproval of the Tram Rd- Beatty Rd Connector Bridge over I-26. Tram Rd is	Thank you for your interest and comment on the Carolina Crossroads I-
		the heart of a nice, quiet neighborhood-Whitehall.	20/26/126 Corridor Improvement
		We moved to Whitehall 4 1/2 years ago after	Project.
		living over 35 years in Irmo. Tram Rd is a narrow,	In the early stages of the project, the
		winding, hilly road that is completely residential	South Carolina Department of
		from one end to the other. By making it a	Transportation (SCDOT) received public
		cutthrough from Broad River Rd to St. Andrews	comments requesting enhanced
		Rd, you will be destroying our neighborhood and devaluing our property greatly. People who live in	connectivity across I-26. To address these comments, the Tram Road and Beatty
		Whitehall, especially on or near Tram will be	Road bridge was added to provide
		adverseley affected by the increased traffic,	connection between Fernandina and
		inclusing cars, large trucks a possibly (?) in the	Jamil frontage roads. In addition, this
		future. Walkers, joggers, children waiting on the	proposed bridge would also have
		school bus, our neighborhood wildlife (geese +	benefits for emergency response. As
		deer) will be in danger that traffic. Please do not	proposed, the Tram Road and Beatty
		build the bridge.	Road bridge would fulfill a secondary need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
	1	1	bridge from the Decommended Dreferred
			bridge from the Recommended Preferred Alternative.

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			info@CarolinaCrossroadsSCDOT.com
Helmer	Robert S. &	We are both vehemently opposed to this Beatty	Thank you for your interest and
	Ann W.	Rd/Tram Road Bridge Project. Traffic in and out of	comment on the Carolina Crossroads I-
		this subdivision can not and should not be	20/26/126 Corridor Improvement
		required to handle the additional in-flux of traffic	Project.
		and potential crime. I believe the SCDOT is simply looking for a "shortcut" or bypass through our	In the early stages of the project, the South Carolina Department of
		subdivision once the "Malfunction Junction"	Transportation (SCDOT) received public
		project starts. This is simply a "Bad Idea and Plan."	comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary need of the project to improve system
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website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com	Hendrix	Betty	due to the reasons on the attached page. (Form	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:

Henson	Amanda	1. Increased crime	Thank you for your interest and
		3. Increased traffic with NO vehicle restrictions	comment on the Carolina Crossroads I-
		(18 wheelers, etc.) on already deteriorated roads	20/26/126 Corridor Improvement
		throughout neighborhood	Project.
		4. Dangerous for walkers, bikers, joggers, etc. on	In the early stages of the project, the
		narrow streets	South Carolina Department of
		6. Increased noise from traffic and no sound	Transportation (SCDOT) received public
		barriers	comments requesting enhanced
		7. Increased speeders (enough is enough)!	connectivity across I-26. To address these
		8. It will destroy our quiet neighborhoods	comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
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Hess	Craig	Map shows noise barrier on west side of I-26	Thank you for your interest and
		between 378 and Bush River Rd. This will reflect	comment on the Carolina Crossroads I-
		noise into neighborhood on east side Westover	20/26/126 Corridor Improvement
		Acres (WA). Additionally WA is very close to I26	Project.
		and will be impacted by project. Therefore a noise	
		barrier should be on east side of I26 between 378	The South Carolina Department of
		and Bush River Road (between I26 and Westover	Transportation (SCDOT) completed a
		Acres).	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
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			Email Us:
Hoss	Karl	Vour are going to open up are paighborhood to	info@CarolinaCrossroadsSCDOT.com
Hess	Karl	Your are going to open up are neighborhood to sub culture people and highway for thugs to ride	Thank you for your interest and comment on the Carolina Crossroads I-
		threw the quite streets of white hall. The people	20/26/126 Corridor Improvement
		of broad River are welfare Reliant people. Look	Project.
		at how they treat there side of 26 and then look	In the early stages of the project, the
		at ours. Two different worlds. While at tram and	South Carolina Department of
		Jamil Road at 9: 45 p. M. I've heard gun fire and	Transportation (SCDOT) received public
		cars spinning their tires. Motorcycles reving	comments requesting enhanced
		their motor to the point the Rev limiter was all	connectivity across I-26. To address these
		you can hear. I personally will not go to that side of town in fear of discrimination or being robbed	comments, the Tram Road and Beatty Road bridge was added to provide
		I've lived 27 years in this area and I've watched	connection between Fernandina and
		Broad River change into a total shit hole. We have	Jamil frontage roads. In addition, this
		nice things here and pay taxes and vote.	proposed bridge would also have
		Please don't open this gate to hell into are	benefits for emergency response. As
		peaceful quiet community.	proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system

		linkagan Hawayan the bridge deep set
hessmajr	As a Whitehall resident for more than 32 years, I must voice my opposition to the Tram/Beatty Bridge. 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.	linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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
		removal of this feature would not significantly affect the ability of this alternative to meet the purpose and
		need, SCDOT has elected to remove this bridge from the Recommended Preferred
		398

			Alternative.
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Hester	Dennis	To Whom it may Concern:	Thank you for your interest and
		I implore you to reconsider the bridge connecting	comment on the Carolina Crossroads I-
		Tram and Beatty Rd. We purchased this home 1 yr	20/26/126 Corridor Improvement
		and 9 months ago - out first home in a nice	Project.
		neighborhood (Whitehall). Connecting our side of	In the early stages of the project, the
		I-26 to the Beatty Rd side is extremely concerning	South Carolina Department of
		due to the exponentially higher crime rate and presence of drugs which would ruin our	Transportation (SCDOT) received public comments requesting enhanced
		neighborhood. Not to mention the higher volume	connectivity across I-26. To address these
		of traffic in our nice neighborhood. I have told my	comments, the Tram Road and Beatty
		wife that should you proceed with this we WILL	Road bridge was added to provide
		BE MOVING!! Granted this project will cause my	connection between Fernandina and
		property value to plummet and I will take a loss	Jamil frontage roads. In addition, this
		on the first home I have ever purchased. This	proposed bridge would also have
		alone absolutely infuriates me. I was aware of the	benefits for emergency response. As
		improvements to I-26 when we purchased by had	proposed, the Tram Road and Beatty
		no clue of the propostion to connect Tram/Jamil	Road bridge would fulfill a secondary
		to Beatty Rd. If I wanted to live amongst	need of the project to improve system
		gangbangers and thugs I would have bought a	linkages. However, the bridge does not
		house there. Please reconsider the mistake you	affect the ability of the Recommended Preferred Alternative to meet the
		would be making.	primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
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			project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Hester	Kayla	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.	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
Hicks	Jo Ann	Form Letter – Tram/Beatty Checklist	Thank you for your interest and comment on the Carolina Crossroads I-

	r		
			20/26/126 Corridor Improvement
			Project.
			In the early stages of the project, the South Carolina Department of
			Transportation (SCDOT) received public
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			connectivity across I-26. To address these
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Hicks	Tam	No Beaty Rd to Tram Rd bridge! That reroutes	Thank you for your interest and
		traffic through a neighborhood with small children	comment on the Carolina Crossroads I-
		playing on it!	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
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			Jamil frontage roads. In addition, this

			proposed bridge would also have
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Hicks	William	SCDOT proposes to "Improve Tram Road by	Thank you for your interest and
		providing overpass of I-26 to Beatty Road,"	comment on the Carolina Crossroads I-
		according to the SCDOT's Draft Environmental	20/26/126 Corridor Improvement
		Impact Statement (DEIS). On Tuesday night,	Project.
		August 21, we learned what that means. The	In the early stages of the project, the
		stated purpose of this new bridge is to divert local	South Carolina Department of
		traffic away from the nearby I-26 interchanges at	Transportation (SCDOT) received public
		Piney Grove Road and at St. Andrews Road,	comments requesting enhanced
		reducing congestion at the interchanges. Defying	connectivity across I-26. To address these
		its own logic, SCDOT says that this will not result	comments, the Tram Road and Beatty
		in an increase in traffic on Tram Road (Correction	Road bridge was added to provide
		August 24: SCDOT confirms that diversion of	connection between Fernandina and
		traffic is not a purpose of the bridge. The purpose,	Jamil frontage roads. In addition, this
		according to SCDOT, is to provide better access	proposed bridge would also have
		between Tram Road and Fernandina Road.)	benefits for emergency response. As
		Another stated purpose is to make travel easier	proposed, the Tram Road and Beatty
		and more convenient for the neighborhood, and	Road bridge would fulfill a secondary
		to facilitate emergency vehicle response time. The	need of the project to improve system
		redesign would make only the most minor change	linkages. However, the bridge does not
		in our travel time anywhere, and would insert	affect the ability of the Recommended
1			
		complicated turns at stop signs at each end of the	Preferred Alternative to meet the
		complicated turns at stop signs at each end of the bridge. There is no consideration for the	Preferred Alternative to meet the project primary purpose and need of the project
		complicated turns at stop signs at each end of the	Preferred Alternative to meet the

		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	removal of this feature would not significantly 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
Hicks	William	Form Letter – Tram/Beatty Checklist	project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Higbe	Lloyd	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 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
Hill		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.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Himes	Jeff	1. Increased crime2. Lower property values4. Dangerous for walkers, bikers, joggers, etc. on narrow streets5. Increased flooding6. Increased noise from traffic and no sound barriers8. It will destroy our quiet neighborhoods	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
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			info@CarolinaCrossroadsSCDOT.com
Hix	Chris	We have lived in Whitehall since 1970 and have	Thank you for your interest and
		enjoyed the privilege of a prestigious	comment on the Carolina Crossroads I-
		neighborhood to live and grow up in. I am	20/26/126 Corridor Improvement
		concerned and disappointed at the current	Project.
		direction the SCDOT is going in by proposing an	In the early stages of the project, the
		overpass link. This is a bizarre attempt to divert cars into a peaceful normal neighborhood that	South Carolina Department of Transportation (SCDOT) received public
		has been a stable growth point in Irmo for a long	comments requesting enhanced
		time. This link is not needed and will erode a	connectivity across I-26. To address these
		peaceful place to live. I am against anything that	comments, the Tram Road and Beatty
		suggest we will go in this direction to improve	Road bridge was added to provide
		Malfunction Junction. Our neighborhood will push	connection between Fernandina and
		back and Irmites will stand together to fight this!	Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
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			info@CarolinaCrossroadsSCDOT.com
Hodak	Doug and	The bridge would be a devastaion to our	Thank you for your interest and
	Lindsay	community. It would allow heavy traffic to pass	comment on the Carolina Crossroads I-
		through a small and neighborhood street. There	20/26/126 Corridor Improvement
		are many homes on Tram Road and thi swould e a	Project.
		huge interference to a peaceful place. The Tram	In the early stages of the project, the
		Road is narrow, winy and in bad repair and could	South Carolina Department of
		not sustain heavy traffic. We had friends who	Transportation (SCDOT) received public
		looked at a home to buy on Tram Road. They will	comments requesting enhanced
		not buy now knowing of a proposed bridge. There	connectivity across I-26. To address these
		is a great understanding by putting in the bridge	comments, the Tram Road and Beatty
		that property value will greatly decrease. Also,	Road bridge was added to provide
		there is great concern of increased crime due to	connection between Fernandina and
		the fact it will connect to a 'high-crime" section of	Jamil frontage roads. In addition, this
		Columbia. There are plenty of elderly, children	proposed bridge would also have
		and families who would like to keep this a safe,	benefits for emergency response. As
		peaceful and friendly neighborhood.	proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
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			Call US. 1-000-001-0/15

			Email Us: info@CarolinaCrossroadsSCDOT.com
Hodge	Joseph	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.	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
Hodge	Joseph	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	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

Hodges	Ann	To Whom It May Concern: For over fifty years, I	Thank you for your interest and
		have been a resident of White Hall. I have	comment on the Carolina Crossroads I-
		watched this area grow to its maximum potential.	20/26/126 Corridor Improvement
		I no longer have children who ride the school bus	Project.
		to and from Tram Road. However, I see children	In the early stages of the project, the
		get on and off the bus and worry about the traffic	South Carolina Department of
		as it is now. I cannot imagine how dangerous it would be with the increased amount of traffic	Transportation (SCDOT) received public comments requesting enhanced
		that this project would bring. My driveway is on	connectivity across I-26. To address these
		Tram Road and the amount of traffic would	comments, the Tram Road and Beatty
		increase the danger for everyone on Tram Road.	Road bridge was added to provide
		Please consider the above statements when	connection between Fernandina and
		making your decision concerning this project.	Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
1			bridge from the Recommended Preferred Alternative.
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			info@CarolinaCrossroadsSCDOT.com
Hodges	Linda	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
			Road bridge was added to provide

Hodgin Vicki Weed I am very concerned with this asinine idea of creating an L36 association of the trans Road and Beatty Road bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would shift a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Roommended Preferred Alternative to meet the primary purpose and need of the project to improve system constraints and alternative to meet the primary purpose and need of the project to improve system constraints and alternative to meet the purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 Edecord of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Dirige will not be considered for further evaluation in these documents. To stay up to deal on Carolina Crossrods com Creating an L36 overgas linking Beatty Rd and comment on the Carolina Crossrods i finally or finally oriented, quiet and sate neighborhood. The inflax of traffic will increase a thread will be ability and the corolina Crossrods i finally oriented, quiet and sate neighborhood. The inflax of traffic on Tram Rd. How has this additional traffic ben Encounted for, which usid lace context will destroy a family oriented, quiet and sate neighborhood. The inflax of traffic on the metas and back to provide connective areas and back to provide the project, the soutdes conducted and the results to there areas and back to provide there be any vehicle counts/click in place to the project, the Soutde Carolina Crossrods i frame the results of three register ananalone and theat the sou				
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HodginVicki WeedI am very concerned with this asinine idea of rram Rd. for improve mathing safety of harding constroads.com a first the solution of rom rank H, how has this additional rossroads.com Call Us: 1400-61715Read bridge would fulfill a secondary need of the project to rorfouce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 competed a final Environmental impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Rod and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads.com Call Us: 1400-61715 Email Us: Info@CarolinaCrossroads.com Call Us: 1400-61715HodginVicki WeedI am very concerned with this asinine idea of creating an 1-26 overpass linking Beatty Rd and Tram Rd How has this addition for improvement of the interstue, it will destroy af family oriented, quiet and safe neighborhood. The influx of traffic Weil increase arm to all pedestrins (joggers, waikes). How were the studies conducted and the results of thaser studies and what are the studies based on? Whitehall is already having an influx of traffic there bean any wehice courts/(citics in places). How were, the bridge does no affect the ability of the Recommended Preferet alternative to meet the entremover. Be. Project to improve system linking an influx of traffic from Piney Grove Rd with the placement of this haread What are the studies based on? Whithehall is already having an				
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I mis is a double whammy of influx with Tram and primary purpose and need of the project				
			This is a double whammy of influx with Tram and	primary purpose and need of the project

		Nottingham Rds. This is a major concern with	to reduce congestion and improve
		more weat and tear of our roads with increase	mobility in the corridor. Since the
		flooding. This overpass will decrease our property	removal of this feature would not
		values and life styles. I am asking SCDOT and	significantly affect the ability of this
		whoever else involved in this matter to ask	alternative to meet the purpose and
		yourself and answer truthfully: "Would I want this	need, SCDOT has elected to remove this
		in my neighbor?"	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
Holden	Rick and Denis	There is no need for the bridge connecting Tram	Thank you for your interest and
		and Beatty. There are no businesses on either side	comment on the Carolina Crossroads I-
		busy enough to need more routes. Any traffic	20/26/126 Corridor Improvement
		issue can be solved by adding a right turn lane	Project.
		from Jamil onto Piney Grove.	In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
<u>.</u>			

			Highway Administration anticipates publishing an FEIS and a Record 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
Holland	Curtis	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.	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
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.	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

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

			 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
Holmes	Bruce D.	Well thought out project!! Long overdue!!	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 Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement The South Carolina Department of
			connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this

			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Holmas	Milton	Lonporo the Carolina gradero de 1.20/20/120	Thank you for your interact and
Holmes	Willton	I oppose the Carolina crossroads 1-20/26/126	Thank you for your interest and comment on the Carolina Crossroads I-
		Bridge at Jamil and Tram Road. I have been a resident of Whitehall for the past six years. The	20/26/126 Corridor Improvement
		proposed bridge diversion route will ignore the	Project.
		fact that this is aresidential area will have an	In the early stages of the project, the
		increase of vehicles which will mean an increase	South Carolina Department of
		the volume of traffic inWhitehall. This raises	Transportation (SCDOT) received public
		issues of road safety, health and air quality. The	comments requesting enhanced
		proposed development has the potential to	connectivity across I-26. To address these
		residents being exposed to noise and vibration	comments, the Tram Road and Beatty
		atvarious times during construction. There are	Road bridge was added to provide
		also concerns caused by the re-routing of traffic	connection between Fernandina and
		onto otherroads causing an increase in road traffic	Jamil frontage roads. In addition, this
		noise levels for residents along those routes. Parts	proposed bridge would also have
		of Whitehallhave flooding issues which will	benefits for emergency response. As
		worsen during construction and the new influx of	proposed, the Tram Road and Beatty
		traffic adds weight anddeteriorate the roads. The	Road bridge would fulfill a secondary
		increased volume of cars will cause an increase in	need of the project to improve system
		exhaust fumes polluting the air and decreasing the	linkages. However, the bridge does not
		quality. The increased traffic will pose a safety	affect the ability of the Recommended
		issue for our residents and their children walking	Preferred Alternative to meet the
		or running onthe roads. Insufficient detail on	primary purpose and need of the project
		whether there will be an impact on how School	to reduce congestion and improve
		busses will be affected inschedule and the safety	mobility in the corridor. Since the
		of the child disembarking from the bus. Will there	removal of this feature would not
		be a traffic light at thebridge? There is no detail	significantly affect the ability of this
		given on how additional vehicles on Tram road	alternative to meet the purpose and
		will be controlled. There will be more accidents on	need, SCDOT has elected to remove this
		Tram Road which has hills, it's curvy and winding	bridge from the Recommended Preferred Alternative.
		and at night parts ofTram Roaddoes not have adequate lighting. This is a cut through to St.	The SCDOT project team is working to
		Andrews Road. The route from Beatty Road has	complete a Final Environmental Impact
		the potential to bring a higher crime rate to	Statement (FEIS), and the Federal
		Whitehall.Woodland Area: There is no study of	Highway Administration anticipates
		how this impacts the ecosystem. A small area of	publishing an FEIS and a Record of
		broad leavedwoodland on the corner of Jamil and	Decision (ROD) concurrently in spring
		Tram Road would be lost as a result of the	2019. The Tram Road and Beatty Road
		proposed works. Thiswoodland area of trees	Bridge will not be considered for further
		which do harbor a family of deer, foxes and	evaluation in these documents.
		birds. There are no details to the extent that such	To stay up to date on Carolina Crossroads
		routes will cause increased on road wait times for	project information, visit our project
		Whitehallresidents.What justifies the construction	website
		of this Bridge? The 1-20/26/126 crossroads	at www.SCDOTCarolinaCrossroads.com
		corridor improvement projectwill not be	Call Us: 1-800-601-8715
		improved by adding a bridge at Jamil and Tram	Email Us:
		Roads. This will only bring more traffic,	info@CarolinaCrossroadsSCDOT.com
		noise, crime and safety issues to Whitehall and our	
		residents. The drivers on 1-26 (malfunction	
		function) willstill have accidents due to the design	
		of 1-26 ie the entrance and exit ramps being near	
		to each other andit will not improve driver	
		mobility.	

Holt	Tenae	Form Letter - Tram/Beatty Check List	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
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			Alternative. The SCDOT project team is working to
			complete a Final Environmental Impact
			Statement (FEIS), and the Federal
			Highway Administration anticipates
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			Decision (ROD) concurrently in spring
			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further evaluation in these documents.
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1			project information, visit our project
			website
			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
Hooks	Dorothy	I am opposed to The Carolina Crossroads I-	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
	Dorotiny	26/20/126 Corridor Improvement Project. This	comment on the Carolina Crossroads I-
		project would divert heavy traffic through a large	20/26/126 Corridor Improvement
		residential neighborhood creating hazardous	Project.
		conditions. A large percentage of this traffic	In the early stages of the project, the
		would take Sidney Road to St. Andrews Road. That	South Carolina Department of
		would impede residents of Willow Winds Patio	Transportation (SCDOT) received public
		Homes neighborhood entering and exiting their homes.	comments requesting enhanced connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide

	Т		
			connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Hooks	Marshall	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.	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

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			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
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			Decision (ROD) concurrently in spring
			2019. The Tram Road and Beatty Road
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			info@CarolinaCrossroadsSCDOT.com
Hoskins	Leslie	Hello	Thank you for your interest and
		I really am PERPLEXED as to how this proposal	comment on the Carolina Crossroads I-
		would accomplish any of the current needs for 1-	20/26/126 Corridor Improvement
		26.	Project.
		Tram Road is NOT a safe or convenient feature	In the early stages of the project, the
		and SAFETY for pedestrians has NOT been	South Carolina Department of
		addressed as sidewalks are now n existent.	Transportation (SCDOT) received public
		I want to be supportive of well thought out	comments requesting enhanced
		proposals but the SCDOT has not provided any	connectivity across I-26. To address these
		which makes one wonder if a business	comments, the Tram Road and Beatty
		development of some kind is influential in this	Road bridge was added to provide
		bridge proposal- NOT CONDUCIVE TO THIS	connection between Fernandina and
		COMMUNITY.	Jamil frontage roads. In addition, this
		I Vote NO!!!	proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
Hoskins	Mike	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, nut 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!	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
Hucks	Genise	Waste of taxpayer's money. Not practical for emergency vehicles to use Tram 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 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
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.	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

		3) The 25 mph speed limit will increase	connectivity across I-26. To address these
		congestion.	comments, the Tram Road and Beatty
		4) The "stop and go traffic" such as mail trucks,	Road bridge was added to provide
		garbage trucks, and school buses will add to the	connection between Fernandina and
		congestion and road rage.	Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			bridge from the Recommended Preferred
			Alternative.
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Hudson	James	As a Disabled Veteran who has lived in the	Thank you for your interest and
		Whitehall neighborhood (adjacent to	comment on the Carolina Crossroads I-
		proposedoverpass) for the past 45 years; I am	20/26/126 Corridor Improvement
		deeply concerned regarding what I see as only	-
		problemsyour overpass brings to me and others	Project.
		off Tram Road. One stated purpose of the new	In the early stages of the project, the
		bridge is tomake travel easier and more	South Carolina Department of
		convenient for the neighborhood, and to facilitate	Transportation (SCDOT) received public
		emergency vehicle response time. The redesign	comments requesting enhanced
		would make only the most minor change in our	connectivity across I-26. To address these
		travel time anywhere, and would insert	comments, the Tram Road and Beatty
		complicatedturns at stop signs at each end of the	Road bridge was added to provide
		bridge.No other justification was given for this	connection between Fernandina and
		last-minute addition to the I-26 redesign	Jamil frontage roads. In addition, this
		plan. There is no consideration for the degradation	_
		of both lifestyles and property values of the 1,400	proposed bridge would also have
		residents of Whitehall. This would be caused by the increased traffic, increased traffic noise,	benefits for emergency response. As
		increased non-local traffic and thehigher-speed,	proposed, the Tram Road and Beatty
		increased non-local trainc and thenigher-speed,	

Hudson	James	heavier traffic on the narrow, hilly, winding Tram Road which is already near its practical carryingcapacity and where speeders are already a problem.There is no consideration for the concerns of residents about creation of a direct connector to the upscaleresidential 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 comesto 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 atthe reconfigured intersection.There is no plan to lower the contour of Jamil Road where it restricts sight lines for traffic trying to turn fromTram 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 compensate even the homeowners on Tram Road, much less those throughout the neighborhood, whose property values will also be affected. For reasons cited above I am totally opposed to this proposal.	Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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Huggins	Chip	I strongly oppose the Tram Rd/Beatty Rd bridge & ask that is be removed from the proposals for Carolina Crossroads improvements for the various reasons: 1) Flooding concers 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.	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
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.	proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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! 	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

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

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

			website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Hunter	F Jeffrey & Deborah B	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	Thank you for your interest and comment on 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Hunter	Jeanine	No to the bridge: 1) Traffic and noise in our subdivision 2) Property values to go down 3) It makes no sense	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

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Hunter	Jeff	The flyover between Beaty 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 -a- bouts 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.	info@CarolinaCrossroadsSCDOT.com 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

Hunter	Jeff	The proposed flyover between Tram an Beatty	primary purpose and need of the project
		seems to be a zoo. It serves no purposed, so what are you diverting our attention from? There is	to reduce congestion and improve mobility in the corridor. Since the
		something else that you don't want our attention	removal of this feature would not
		on. We were told that 200 people asked for this	significantly affect the ability of this
		bridge but you can not verify it. The widening of	alternative to meet the purpose and
		St Andrews will also be drawing a large amount of	need, SCDOT has elected to remove this
		attention. You need to double check your wildlife	bridge from the Recommended Preferred
		impact studies. Sound walls are a must, the noise	Alternative.
		from the existing interstate is a constant roar.	
		Speaking with your people at the last meeting	The SCDOT project team is working to
		convinced me that you have not done your	complete a Final Environmental Impact
		homework. Just remember, your are trying to fix	Statement (FEIS), and the Federal
		what you have created. Whitehall is the only	Highway Administration anticipates
		section on your 14 mile project that has trees that	publishing an FEIS and a Record of
		front Jamil Rd and so far we kept the ugly away	Decision (ROD) concurrently in spring
		and we will fight very hard to keep it that way.	2019. The Tram Road and Beatty Road
		With the way the DOT has maintained our exits at	Bridge will not be considered for further
		St Andrews and Piney Grove is the past is nothing	evaluation in these documents.
		but ugly, I'm surprised that anyone would want to	
		exit to buy anything from our local businesses.	To stay up to date on Carolina Crossroads
		Whitehall is mad, let's have another meeting	project information, visit our project website
		without all the propaganda, we are not impressed.	at www.SCDOTCarolinaCrossroads.com
Hunter	Jeff	The proposed flyover between Tram an Beatty	Call Us: 1-800-601-8715
nunter	1911	seems to be a zoo. It serves no purposed, so what	Email Us:
		are you diverting our attention from? There is	info@CarolinaCrossroadsSCDOT.com
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		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	
11	Time a the s	impressed.	Theolesses for some internet and
Hurd	Timothy	I oppose to the building of this bridge.	Thank you for your interest and
		Form Letter – Tram/Beatty Checklist	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

			and the Trans Dead ID II
Hurst	Jackson	Hi I would like to be added to the mailing list for the Carolina Crossroads Corridor Improvements Project.	comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
Hurst	Jackson	the Carolina Crossroads Corridor Improvements	Thank you for your interest and comment on the Carolina Crossroads I-

comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.			Call Us: 1-800-601-8715
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comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.	Hust	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.	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
			comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement

			Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Isbell	LouAnn	Form Letter	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
Isert	Marie	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	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

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Jackson	Lauren	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.	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

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			at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Jackson	Linda	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.	info@CarolinaCrossroadsSCDOT.com 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

Јасо	Thomas	Own apt. in area.	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.
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			Call Us: 1-800-601-8715
			Email Us: info@CarolinaCrossroadsSCDOT.com
James	Frances	It will divide our neighborhood which we do not want. 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 Alternative. The SCDOT project team is working to

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			info@CarolinaCrossroadsSCDOT.com
Jarrett	Steven	Jarrett & Hart Goldsmiths are concerned about	Thank you for your interest and
		the hardship that would be upon out business and	comment on the Carolina Crossroads I-
		personal welfare due to the current right of way.	20/26/126 Corridor Improvement
		We have been at this location 34 years and our	Project.
		customer base knows how to find us. If you take	
		our business and home where and how do we do	SCDOT will secure a Design Build Team to
		business and live.	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.
			The SCDOT project team is working to
			complete a Final Environmental Impact
			Statement (FEIS) and the Federal
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-			

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Jasinski	Gerard and Linda	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	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.

JEHKIIIS	Decker	community to fix a highway problem that was caused by bad engineering in the first place.	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
Jenkins	Decker		20/26/126 Corridor Improvement
Jefferson	Vivian	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)	To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com 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

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			primary purpose and need of the project
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			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
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			Alternative.
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			info@CarolinaCrossroadsSCDOT.com
John	Gregory	Representing client who owns corners of Tram +	Thank you for your interest and
		Jamil both raw land parcels. Interested in Final	comment on the Carolina Crossroads I-
		Preferred Alternative Design. Thanks so much.	20/26/126 Corridor Improvement
			Project.
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			proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Johnson	Corbin	Please add me to the list of updates for the I-20/I-	Email Us: info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
		26 corridor updates. Thanks, Corbin	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

Johnson	Cynthia	To SCDOT,	Thank you for your interest and
		I am writing because I oppose SCDOT's plan to	comment on the Carolina Crossroads I-
		build an overpass across I-26 connecting Tram Rd.	20/26/126 Corridor Improvement
		to	Project.
		Beatty Rd to alleviate congestion at Malfunction	In the early stages of the project, the
		Junction. This proposal would be a total DISASTER	South Carolina Department of
		for both neighborhoods due to the overflow of	Transportation (SCDOT) received public
		impatient, careless drivers. We are already risking	comments requesting enhanced
		our lives every time we leave and return to our	connectivity across I-26. To address these
		homes on/off of Beatty Rd. Everyday cars and trucks	comments, the Tram Road and Beatty Road bridge was added to provide
		speed up and down Beatty Rd. Already there is an overflow of traffic on Beatty Rd. due to so many	connection between Fernandina and Jamil frontage roads. In addition, this
		cars	proposed bridge would also have
		detouring from both Fernandina Rd and Broad	benefits for emergency response. As
		River Rd. through our neighborhood.	proposed, the Tram Road and Beatty
		Unfortunately,	Road bridge would fulfill a secondary
		drivers have been using Beatty Rd. as an alternate	need of the project to improve system
		route for many years whenever there is an accident	linkages. However, the bridge does not affect the ability of the Recommended
		on I-26. AND NOW SCDOT WANTS TO BUILD AN	Preferred Alternative to meet the
		OVERPASS CONNECTING TRAM RD. TO BEATTY RD!!	primary purpose and need of the project to reduce congestion and improve
		Currently, Beatty Rd. becomes backed up at	mobility in the corridor. Since the
		Fernandina Rd. because non-residents are using	removal of this feature would not
		Fernandina Rd. to get to and from Piney Grove Rd.	significantly affect the ability of this
		It's worse during holidays. At times, residents who	alternative to meet the purpose and
		live on side streets off of Beatty Rd. have to wait	need, SCDOT has elected to remove this
		several minutes before being able to leave or	bridge from the Recommended Preferred
		return to	Alternative.
		our homes. Daily, we have to quickly pull onto	The SCDOT project team is working to
		Beatty Rd. in order to avoid getting hit by cars speeding	complete a Final Environmental Impact Statement (FEIS), and the Federal
		through our neighborhood. Everyday our	Highway Administration anticipates
		children's lives are in harms way when they walk	publishing an FEIS and a Record of
		to the bus	Decision (ROD) concurrently in spring
		stop and when they walk home from school. There are no sidewalks and the children have to	2019. The Tram Road and Beatty Road Bridge will not be considered for further
		dodge cars	evaluation in these documents.
		whenever they ride their bikes or walk to visit	To stay up to date on Carolina Crossroads
		their friends. If an accident occurs, cars could easily hit our	project information, visit our project website
		homes or even worse, our love ones. AND NOW	at www.SCDOTCarolinaCrossroads.com
		SCDOT WANTS TO BUILD AN OVERPASS	Call Us: 1-800-601-8715
		CONNECTING TRAM RD. TO BEATTY RD!!	Email Us:
		We are hardworking tax payers who do not need the added stress of being held up by traffic while	info@CarolinaCrossroadsSCDOT.com
		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.	
		Salety. FLEASE CONSIDER AN ALTERINATE ROUTE.	<u> </u>

Johnson	Lindsay	Why modify the current way of free-flowing traffic	Thank you for your interest and
		onto Harbison from 26W? Would a better fix not	comment on the Carolina Crossroads I-
		be adding a third lane in both directions from the	20/26/126 Corridor Improvement
		interchange to the mall entrance or Columbiana	Project. The proposed design of the
		Blvd. Also with the addition of a third lane, a dual	Harbison Blvd interchange is a diamond
		turn lane from the mall direction onto 26E	interchange that would improve the
		(example Ashley Phosphate onto 26 from Ashley	operations on I-26, improve the
		Heights direction). Will there be lighting included	connection to and from I-26, reduce
		in this project for the added "safety" that this project is supposed to help? Even Jackson, MS has	existing geometric deficiencies of the system, and provide for adequate traffic
		lights on its interstate and has a very nice design	capacity in the design year. Widening
		with the Texas style freeways. Would another	Harbision Boulevard by adding a third
		design like entrance and exit ramps only not help	lane is outside of the Carolina Crossroads
		instead of ramps that force you into and off of	project area and would not be included
		travel lanes?	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.
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Johnson	Mike	I'm writing to express my opposition to the Tram	Thank you for your interest and
		Rd/ Beatty Rd bridge that would go over I-26. The	comment on the Carolina Crossroads I-
		bridge wouldserve No useful purpose and be a	20/26/126 Corridor Improvement
		waste of tax dollars. Those monies would be better spent on extending the StAndrews Rd	Project. In the early stages of the project, the
		entrance ramp to I-26W to the Piney Grove Rd.	South Carolina Department of
		Exit. The Piney Grove Rd. Entrance ramp to I-	Transportation (SCDOT) received public
		25Ecould also be extended to the St. Andrews Rd.	comments requesting enhanced
		Exit.	connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
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			significantly 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:
Jones	Cindy	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	info@CarolinaCrossroadsSCDOT.com 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
Jones	Cindy	you 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	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

		needed. I will work with the homeowners to oppose this!!! Thank you.	 Highway Administration anticipates publishing an FEIS and a Record 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
Jones	Cindy	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.	website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

Jones	David	I am a longtime resident of the Whitehall	Thank you for your interest and
		Community and live about two or three "blocks"	comment on the Carolina Crossroads I-
		from I-26 and just off Tram Road. I have attended	20/26/126 Corridor Improvement
		probably part or all of each of the Public	Project.
		Forums/Presentations that there have been for	
		the Carolina Crossroads Project. I have never seen	In the early stages of the project, the
		an overpass bridge connecting Tram Road and	South Carolina Department of
		Beatty Road as part of any of the plans. But now	Transportation (SCDOT) received public
		that seems to be part of the final plan.	comments requesting enhanced
			connectivity across I-26. To address these
		It is presented as an "Improvement" to Tram	comments, the Tram Road and Beatty
		Road. I have no idea how this overpass will	Road bridge was added to provide
		improve Tram Road in any way. First, where are	connection between Fernandina and
		you trying to channel traffic? We already have	Jamil frontage roads. In addition, this
		Piney Grove Road and St Andrews Road to	proposed bridge would also have
		connect the neighborhoods on the east side of the	benefits for emergency response. As
		Interstate with those on the west side. Why do we	proposed, the Tram Road and Beatty
		need another connection? Secondly, Tram Road is	Road bridge would fulfill a secondary
		a neighborhood street. It is lined with attractive	. .
			need of the project to improve system
		homes with mostly very well kept lawns. I see	linkages. However, the bridge does not
		absolutely no need to suddenly divert more traffic onto this road.	affect the ability of the Recommended Preferred Alternative to meet the
		onto this road.	
		Frenkly, Leve just styre ad that SCDOT is taking this	primary purpose and need of the project
		Frankly I am just stunned that SCDOT is taking this	to reduce congestion and improve
		step. You are not going to affect the value of a	mobility in the corridor. Since the
		few homes. You are affecting the value of every	removal of this feature would not
		house on Tram Road and the MANY streets off of	significantly affect the ability of this
		it.	alternative to meet the purpose and
			need, SCDOT has elected to remove this
		I fully support the needed improvements of the	bridge from the Recommended Preferred
		Carolina Crossroads project as we seek to help	Alternative.
		traffic move more smoothly through the	
		Interstate corridor. I see absolutely no reason to	The SCDOT project team is working to
		add an overpass bridge from Tram Road to Beatty	complete a Final Environmental Impact
		Road. What is the point? What will it do to	Statement (FEIS), and the Federal
		improve traffic flow? Push unnneeded traffic onto	Highway Administration anticipates
		a neighborhood road? Why?	publishing an FEIS and a Record of
			Decision (ROD) concurrently in spring
		Thank you for your consideration. And please	2019. The Tram Road and Beatty Road
		remove this overpass from your proposal.	Bridge will not be considered for further

Jones	David	Mr. Gibson,	evaluation in these documents.
		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.	To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us:
		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.	info@CarolinaCrossroadsSCDOT.com
		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.	
		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.	
		Please reconsider this sudden addition to the Carolina Crossroads Project. It seems like an afterthought and seems unneeded and unnecessary.	

Jones	David	1) I fully support the broad concepts of	
101162	Daviu	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.	
Jones	Jessica	I, like many others in this community, am	Thank you for your interest and
		absolutely against the plans to widen Tram Rd and	comment on the Carolina Crossroads I-
		other roads in the community of Whitehall. There	20/26/126 Corridor Improvement
		are more efficient methods to improve the I-	Project.
		20/26/126 corridor. Has the possibility of a fly-	In the early stages of the project, the
		over been explored? If not, I believe it should. The	South Carolina Department of
		-	-
		current plan would destroy the neighborhood and	Transportation (SCDOT) received public
		hardly rectify the issues with "malfunction	comments requesting enhanced
		junction". To put a major roadway through this	connectivity across I-26. To address these
		community would be a dreadful hazard to the	comments, the Tram Road and Beatty
		inhabitants, and I would like to see the other	Road bridge was added to provide
		options SCDOT has considered.	connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			proposed, the fram road and beatly

			Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Jones	Јоуе	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 Beaty Rd I think you all at DOT have good enough minds to see this would be a waste !!	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

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Jones	Kimberly	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. 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 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

Jones	Laura	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	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 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
		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.	comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and
Jones	Laura	To Whom It May Concern, 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. Please reconsider this proposal.	Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Jones	Laura	Form Letter – Tram/Beatty Checklist	Highway Administration anticipates publishing an FEIS and a Record 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

Jones	Melissa	Form Letter - Tram/Beatty Check List	Thank you for your interest and
501105	in chood		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
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			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
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			removal of this feature would not
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Jones	Riley	Form Letter - Tram/Beatty Check List	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 botween Forner-directed
			connection between Fernandina and Jamil frontage roads. In addition, this
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			benefits for emergency response. As
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Jones-	Marie	As a long-term resident of the Whitehall	Thank you for your interest and
McCollum		community (31 years) I strongly oppose that the	comment on the Carolina Crossroads I-
		proposed highway addition not be routed through	20/26/126 Corridor Improvement
		our quiet, well-established neighborhood. I	Project.
		believe that a re-configuration of the existing I-	In the early stages of the project, the
		20/I-26 junction can be accomplished without	South Carolina Department of
		destroying our area. Many cities use "fly-over"	Transportation (SCDOT) received public
		highways to improve traffic flow when two major	comments requesting enhanced
		highways come together. Please look into other	connectivity across I-26. To address these
		options.	comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this proposed bridge would also have
			proposed bridge would also have benefits for emergency response. As
			proposed, the Tram Road and Beatty
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			need of the project to improve system
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			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
	1	1	

	1		
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
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			info@CarolinaCrossroadsSCDOT.com
Jordan	Bryan	No bridge on Tram. A simple roundabout at Piney	Thank you for your interest and
Jordan	Diyan	G. and Broad R. would be a simple but effective	comment on the Carolina Crossroads I-
		improvement.	20/26/126 Corridor Improvement
		improvement.	Project.
			FTOJECI.
			In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
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Jordan	Bryan & Vickie	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.	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

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Jordan	Dawn Smith	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.	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

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Jordan	Vickie	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.	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

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Joseph	Jennie	Form Letter	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

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			Call Us: 1-800-601-8715
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laasah	Michael	Formul address	info@CarolinaCrossroadsSCDOT.com
Joseph	wiichaei	Form Letter	Thank you for your interest and comment on the Carolina Crossroads I-
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			Call Us: 1-800-601-8715
			Email Us: info@CarolinaCrossroadsSCDOT.com

Jowers	Cindy	We do not need this 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
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Joye	Lay	I have lived in the Whitehall subdivision for 36	Thank you for your interest and
		years. I am very concerned about the Carolina	comment on the Carolina Crossroads I-
		Crossroads I-20/26/126 Corridor Improvement	20/26/126 Corridor Improvement
		Project. I feel the negative impacts that this	Project.
		project would have on our neighborhood far out	In the early stages of the project, the
		way any possible benefits from this project. Some	South Carolina Department of
		of the negative issues are 1) This would connect a	Transportation (SCDOT) received public
		high crime area to a low crime subdivision	comments requesting enhanced
			connectivity across I-26. To address these comments, the Tram Road and Beatty
			Road bridge was added to provide
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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.com Call Us: 1800-601-8715 Email Us: info@CarolinaCrossroadSCDOT.comJuddNorvelle S.Ladies and Gentlemen: I have lived in the Whitehall community for over 50 years and have enjoyed it's quiet and peaceful atmosphere. As the neighborhood has transitioned over the year, 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 1-26. This sems like an enterested in the ariv stages of the project, the Statemely 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 word 12. Statemely winding road with a speed limit of 25 mph. It is sometime solowed just by Whitehall residents going to be excited about a bridge to row two your website. Tram Road an Beatty Road with a speed limit of 25 mph. It is sometime solowed just by Whitehall residents going to det mere a minute or two quicksr project.Thank excommended project, being does not affect the ability of the Recommended prefered Alternative to meet the				
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likely is trying to get somewhere in a hurry and primary purpose and need of the project	1			

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

			Statement (FEIC) and the Fadame
			Statement (FEIS), and the Federal
			Highway Administration anticipates
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			evaluation in these documents.
			To stay up to date on Carolina Crossroads
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Karen	Swaim	I'm glad about this whole project and I like what	Thank you for your interest and
		has been explained to me. I'm especially happy	comment on the Carolina Crossroads I-
		about the new bridge connecting Beatty and Tram	20/26/126 Corridor Improvement
		Roads. We need more ways to get from one side	Project.
		of I-26 to the other. Someday I'd like to see	In the early stages of the project, the
		another exit off I-26 between 97 (Peak) and 102	South Carolina Department of
		(Lake Murray Rd) perhaps near Koon.	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
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			website
			at www.SCDOTCarolinaCrossroads.com
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			Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Kass		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."	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Кеа	Blake	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 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
Kea	David	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 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

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			website
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			info@CarolinaCrossroadsSCDOT.com
Kea	DJ	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. 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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			Call Us: 1-800-601-8715 Email Us:
			Email US: info@CarolinaCrossroadsSCDOT.com
Kellum	F.L.	Please don't destroy our neighborhood. If the 5	Thank you for your interest and
		million dollar bridge is built, it will be devastating to my parents and many homeowners who've	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement

		made their homes here for almost 50 years. In	Project
		made their homes here for almost 50 years. In	Project.
		addition to danger for walkers, joggers, and	In the early stages of the project, the
		bikers, it will not be a solution to fixing increased traffic in other areas near Malfunction Junction.	South Carolina Department of
			Transportation (SCDOT) received public comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty Road bridge was added to provide
			connection between Fernandina and
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Kendall	Jean & Ronald	We request a review to see if there is a possibility	
		of a road to replace Gale Drive which now	Thank you for your interest and
		connects three streets, Morninghill, Luster Lane,	comment on the Carolina Crossroads I-
		and Fairhaven Dr. This would be much better than	20/26/126 Corridor Improvement
		having the three roads dead end when the project	Project.
		is completed. Thank you.	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.

			The SCDOT project team is working to complete a 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
Kendall	Ronald	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 for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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. The SCDOT project team is working to complete a 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
Keown	Ashley	 Increased crime Lower property values Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood Dangerous for walkers, bikers, joggers, etc. on narrow streets Increased flooding Increased noise from traffic and no sound barriers Increased speeders (enough is enough)! It will destroy our quiet neighborhoods Other: Spend money on road repair. Will make area unsafe for me and my daughter who are legally blind (disabled). 	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

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Keown	Joshua	1. Increased crime	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
Reowin			
		 Lower property values Increased traffic with NO vehicle restrictions 	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		2. Lower property values	comment on the Carolina Crossroads I-
		 Lower property values Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood 	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. In the early stages of the project, the
		 Lower property values Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood Dangerous for walkers, bikers, joggers, etc. on 	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of
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			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
Keown	Russell	 Increased crime Lower property values Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood Dangerous for walkers, bikers, joggers, etc. on narrow streets Increased flooding Increased noise from traffic and no sound barriers Increased speeders (enough is enough)! It will destroy our quiet neighborhoods Other: Spend the money on road repairs 	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

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Kimes	Carol	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	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

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

	1		
		much for lessening overall traffic congestion. 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.	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Koon	Dan	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.	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
Krakoff	William	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
			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.
			The SCDOT project team is working to complete a 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:
Kramar	Brenda	Hi, I tried to access the information on the	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
		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?	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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

			http://www.scdotcarolinacrossroads.co m/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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us:
Kroenke	Rokuzan	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.	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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))

Kroenke	Rokuzan	I don't see anything allowing pedestrian and	Relative to sound barrier walls, SCDOT
		bicycle access across I-126 at Colonial Life Blvd. I	completed a preliminary traffic noise
		really hope that that will be available to access	analysis of the two alternatives
		the new River Walk. Thank you.	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.
			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.
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Kush	Joe	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.	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

			The SCDOT project team is working to complete a Final Environmental Impact
Laborde	Frances	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!	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
Laborde	Frances	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!	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 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
			mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this

			Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Lacey	Kathleen	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 of killed with all of the extra thru traffic! This is my home (?) family's first and reroute your traffic elsewhere.	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

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Land	Nathaniel	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 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	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) 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
			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). 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

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.

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.co m/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.

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Lander	Laura	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.	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

Lander	Laura	While the latest attempt to correct the	primary purpose and need of the project
		boondoggle (to use a more polite term) that is	to reduce congestion and improve
		Malfunction Junction and I-26 traffic mess is	mobility in the corridor. Since the
		admirable, there is one aspect of it that I find	removal of this feature would not
		unconscionable: the overpass from Tram Rd to	significantly affect the ability of this
		Beatty Rd. Access between the two frontage	alternative to meet the purpose and
		roads now is not difficult and adjustments to the	need, SCDOT has elected to remove this
		plan to the Piney Grove and St. Andrews Rd	bridge from the Recommended Preferred
		interchanges could prevent any further problem.	Alternative.
		Tram Rd is a curvy, hilly residential road that	
		already transfers many vehicles per day. Providing	The SCDOT project team is working to
		access that doesn't involve interstate exchange	complete a Final Environmental Impact
		traffic (as this proposal would do) will only	Statement (FEIS), and the Federal
		increase traffic on Tram. This is the proverbial	Highway Administration anticipates
		nightmare waiting to happen. School buses drive	publishing an FEIS and a Record of
		children on Tram - how will increased traffic make	Decision (ROD) concurrently in spring
		a bus stops safer? What changes to Tram (bumps,	2019. The Tram Road and Beatty Road
		humps, stop signs, etc.) are planned to slow traffic	Bridge will not be considered for further
		on Tram? And how does DOT plan to protect	evaluation in these documents.
		residents' investments in their property? It is my	
		understanding that no impact studies have been	To stay up to date on Carolina Crossroads
		done vis-a-vis Tram Rd and these issues. This is	project information, visit our project
		beyond negligent. In addition, access from Tram	website
		to Jamil is not slated for improvement. As it is	at www.SCDOTCarolinaCrossroads.com
		currently, a hill on the Piney Grove Rd side of	Call Us: 1-800-601-8715
		Jamil tops out right at Tram, making it an already	Email Us:
		dangerous intersection. The plans I have seen do	info@CarolinaCrossroadsSCDOT.com
		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.	
anders	Alvin	We are opposed to the bridge because of a	Thank you for your interest and
		number of reasons.	comment on the Carolina Crossroads I-
		1. Our home is only 60 ft from Tram Rd. 2 traffic	20/26/126 Corridor Improvement
		accidents in our yard because of wreckless drivers	Project.
		not making the turn at Tram and Brookshire.	In the early stages of the project, the
		2. Property values of Whitehall will decrease!!	South Carolina Department of
		3. Crime would increase in our area.	Transportation (SCDOT) received public
		4. Large trucks would be very disturbing causing	comments requesting enhanced
		danger to anyone in its path (walkers, children,	connectivity across I-26. To address these
		bikes, etc.).	comments, the Tram Road and Beatty
		5. We moved here in a quiet, peaceful	Road bridge was added to provide
		neighborhood - 42 years - at 80 years of age we	connection between Fernandina and
		hope this is not going to happen to us.	Jamil frontage roads. In addition, this
		Thank you for helping us!!	proposed bridge would also have
			benefits for emergency response. As
			proposed the Tram Boad and Boatty
			proposed, the Tram Road and Beatty Road bridge would fulfill a secondary

Landers	Amy	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 neighborhoodmany of whom have beem there for 20 plus years. Not only will this bridge lower	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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
		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.	comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the remeval of this feature would net
		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	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this
		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	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not

		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:
Landers Audrey	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.	 info@CarolinaCrossroadsSCDOT.com 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

			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
Landers	Jason	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	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

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Landers-Helms	Pamela	I am writing to strongly oppose connecting Tram and Beatty roads with a new bridge over interstate 26. Please reconsider this proposol 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. 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. 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.	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

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Lane	Neal	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! 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 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.

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Lane	Rebecca	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. 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.	
Lane	Rebecca	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! Form Letter – Tram/Beatty Checklist	 primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

Lane	Robert	Please allow this email to convey my absolute	Thank you for your interest and
Lane	Kubert	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	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		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	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not
Lane	Robert	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	significantly 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.
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Langley	Carlos	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.	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
Langley	Carlos	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.	 Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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.
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Langley	Sharon	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!	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
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			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
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			need, SCDOT has elected to remove this
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			Call Us: 1-800-601-8715
			Email Us:
Langston	Martin	We are your much opposing your plane for the	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
Langston	ivial (III)	We are very much opposing your plans for the	comment on the Carolina Crossroads I-
		future of your plans for Malfunction Junction. We	
		want to save our neighborhood Whitehall.	20/26/126 Corridor Improvement
			Project.
			In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
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			connectivity across I-26. To address these
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1			
			need of the project to improve system linkages. However, the bridge does not

Lantry	Cindy	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.	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroads.com
Lantry	Cindy	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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.

larman	Bailey	1. Increased crime 1. Increased crime	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Larman	Bailey	 Increased crime Lower property values Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood Dangerous for walkers, bikers, joggers, etc. on narrow streets Increased noise from traffic and no sound barriers Increased speeders (enough is enough)! It will destroy our quiet neighborhoods 	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:
Larson	Margaret	would like the information on the update	info@CarolinaCrossroadsSCDOT.com 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

Lawson	Pearline	Since this project will go on for about 5 years will	Thank you for your interest and
		you consider putting the wall up first along I-20 before some of the other construction.	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 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.
			To stay up to date on Carolina Crossroads
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			Email Us: info@CarolinaCrossroadsSCDOT.com
Lay	Joye	I have lived in the Whitehall subdivision for 36	Thank you for your interest and
Lay	Joye	years. I am very concerned about the Carolina	comment on the Carolina Crossroads I-
		Crossroads I-20/26/126 Corridor Improvement	20/26/126 Corridor Improvement
		Project. I feel the negative impacts that this	Project.
		project would have on our neighborhood far out	In the early stages of the project, the
		way any possible benefits from this project. Some	South Carolina Department of
		of the negative issues are 1) This would connect a high crime area to a low crime subdivision which	Transportation (SCDOT) received public comments requesting enhanced
		would also 2)decrease the property values in	connectivity across I-26. To address these
		Whitehall. 3)My other big concern is the increase	comments, the Tram Road and Beatty
		traffic this would place on Tram road. Tram Rd	Road bridge was added to provide
		already has 2200 cars that travel on it daily. This	connection between Fernandina and
		corridor I feel would double if not triple the traffic	Jamil frontage roads. In addition, this
		flow and there is nothing in this proposal to repair or change traffic flow on Tram Pd. Since Lbave	proposed bridge would also have
		or change traffic flow on Tram Rd. Since I have been in Whitehall 3 subdivisions/areas have been	benefits for emergency response. As proposed, the Tram Road and Beatty
		added, The Cottages at Whitehall, New Whitehall	Road bridge would fulfill a secondary
		and a cul-de-sac off Tram Rd with numerous	need of the project to improve system
		homes that the only way they can get out of these	linkages. However, the bridge does not
		neighborhoods is by Tram Rd. Tram Rd is very	affect the ability of the Recommended

curvy and hilly and I feel anymore traffic would	Preferred Alternative to meet the
definitely impact the safety of the residents that	primary purpose and need of the project
live on Tram Rd.4) Whitehall also has a water	to reduce congestion and improve
pressure problem and another concern is that the	mobility in the corridor. Since the
increase traffic on Tram Rd and through the	removal of this feature would not
neighborhood would put increase wear and tear	significantly affect the ability of this
on the roads and could possibly further	alternative to meet the purpose and
impact/damage the underlying water pipe system.	need, SCDOT has elected to remove this
5) The expense of this project is expensive and I	bridge from the Recommended Preferred
do not feel this is the best use of taxpayer money	Alternative.
when so many of the roads in SC are in such bad	The SCDOT project team is working to
shape and this money would be better spent	complete a Final Environmental Impact
repairing the existing roads instead of on a project	Statement (FEIS), and the Federal
like this that the negative issues far out way any	Highway Administration anticipates
possible benefits.	publishing an FEIS and a Record 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
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	Email Us:
	info@CarolinaCrossroadsSCDOT.com

Leaphart	Malcolm	The stretch of interstate from Columbia to Chapin	Thank you for your interest and
		(I126 and I26) has been essentially taken over as a	comment on the Carolina Crossroads I-
		commuter route in the past few decades,	20/26/126 Corridor Improvement
		complete with clogged rush hour traffic jams with	Project.
		full stoppages. The 'fixes' applied to the	
		Crossroads stretch since the 1970s have not kept	During the alternatives development and
		up with the steadily increasing traffic in the years	screening process for the Carolina
		since; and, further 'fixes' are not likely to either	Crossroads, several alternatives were
		and should not be further pursued. The needed	developed and evaluated, including a
		solution now is not another 'band aid' to the	new transportation corridor that would
		Crossroads stretch, but movement of traffic from	connect I-26 to I-77, also known as the
		this stretch as set out in the 2040 Long Range plan	"Northern Alignment." The Northern
		on the website for the Central Midlands Council of	Alignment was included in the Range of
		Governments. Beginning with a connector	Alternatives due to public desire as
		beltway to the Columbia Metropolitan Airport,	evidenced through public comments
		the diversion of traffic from the Charleston	during project scoping. Additionally, the
		direction away from the Crossroads stretch with a	Northern Alignment has been included in
		new beltway to the airport and then on to I20	previous regional planning studies.
		near Lexington is the needed solution now, not	
		2040, based on the current traffic congestion.	However, the Northern Alignment
		Only beltways to divert traffic from the	alternative would meet the purpose and
		Crossroads stretch will provide meaningful	need of improving mobility and reducing
		improvements to midlands traffic as should be	congestion on the I-26 corridor and was
		obvious from the effects of opening 177. Diverting	thus eliminated as a solution for this
		vehicles via 177 for those travelling 126 from the	project. Specifically, traffic analysis
		Charleston direction towards I20 to Florence or on	indicated the construction of the
		to Charlotte, eliminated having to drive I26 to the	Northern Alignment alternative, either as
		current I20 interchange. It's hard to imagine how	an expressway or an
		bad the Crossroads traffic would be without 177,	arterial, would have the potential to
		which is only one of the four quadrants around	attract over 30,000 vehicles per day from
		Columbia. Lake Murray certainly presents a	the surrounding local network in the
		problem with a beltway in that quadrant, but a	2040 design year. However, the South
		limited access greenway highway through that	Carolina Statewide Model (SCSWM)
		area, and also one connecting I26 in the Chapin to	predicts that most of the traffic would be
		Irmo stretch to I77 beyond the 277 interchange	diverted from Broad River Road, and that
		would provide other needed movements of traffic	only approximately four percent of the
		away from the Crossroad stretch.	traffic would be
		Costs and financing are certainly a factor, but	diverted from I-26. If a comparable
		applying funding and planning efforts now to the	amount of traffic that would be diverted
		needed long range solutions should be the current	from Broad River Road were diverted
		goal, not more fixes to the Carolina Crossroads	from I-26, then approximately nine
		stretch of interstate.	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

			noted that the Northern Alignment may be reviewed and further evaluated under other SCDOT projects and/or studies. 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 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
Lee	Bob	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!	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; 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Leonardi	Lynda	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 unncessary bridge. I highly oppose the Tram Rd/Beatty Rd 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.

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Lester	Jr.	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.	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
Lewis	Jeremy and Holly	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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.

		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 aroung the turns on Tram Road.Thank you.	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty
Lewis	Jeremy and Holly	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 aroung the turns on Tram Road.Thank you.	Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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.
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Liles	Blakely	My name is Blake Liles, registered voter, and I	Thank you for your interest and
Lifes	Diancery	grew up and live in Whitehall; a 38 yr resident. I	comment on the Carolina Crossroads I-
		oppose the Beatty-Tram Bridge. Tram Rd is a	20/26/126 Corridor Improvement
		residential street, not a thoroughfare. I question	Project.
		your logic in trying to turn it into one. The road is windy and curvy, with children	In the early stages of the project, the South Carolina Department of
		playing/walking/joggers, walkers, and others.	Transportation (SCDOT) received public
		Reasons I oppose this: 1. The safety of pedestrians	comments requesting enhanced connectivity across I-26. To address these
		2. Mail, garbage, and emergency services access	comments, the Tram Road and Beatty
		(Tram clogged in both directions, how do people	Road bridge was added to provide
		leave their driveways? What if a resident requires	connection between Fernandina and
		ambulance services??? Are the emergency	Jamil frontage roads. In addition, this
		vehicles to drive through yards??? MedEvac	proposed bridge would also have
		helicopter: where does it land?)	benefits for emergency response. As
		3. Noise - The interstate noise is unbearable	proposed, the Tram Road and Beatty
		already. Add honking horns.	Road bridge would fulfill a secondary
		4. Neighborhood streets not designed as a detour	need of the project to improve system
		5. Whitehall residents do not need another route	linkages. However, the bridge does not
		to the east side of the interstate. Piney Grove and	affect the ability of the Recommended
		St Andrews Rd both provide access.	Preferred Alternative to meet the
		6. The sneaky, underhanded last minute	primary purpose and need of the project to reduce congestion and improve
		announcement of this plan is suspect and reeks of corruption.	mobility in the corridor. Since the
		7. Whitehall floods. Added run-off from a bridge	removal of this feature would not
		will exacerbate this problem.	significantly affect the ability of this
		8. This will collapse our property values, resulting	alternative to meet the purpose and
		in less tax money to the County.	need, SCDOT has elected to remove this
		9. Crime will increase in a crime-free area.	bridge from the Recommended Preferred
		10. Will make children riding on school buses and	Alternative.
		waiting at bus stops less safe.	The SCDOT project team is working to
		11. Blind curves and the chance of drivers	complete a Final Environmental Impact
		unfamiliar with the street to run off the road,	Statement (FEIS), and the Federal
		resulting in property damage.	Highway Administration anticipates
		12. The \$5 million price tag is a waste of money.	publishing an FEIS and a Record of
		Instead of building a bridge to nowhere, spend	Decision (ROD) concurrently in spring
		the money on fixing the potholes in our	2019. The Tram Road and Beatty Road
		neighborhood. 13. We are united in Whitehall and will fight this	Bridge will not be considered for further evaluation in these documents.
		every step of the way with every means at our	To stay up to date on Carolina Crossroads
		disposal.	project information, visit our project
			website
			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Liles	Lori	We residents of the old, quiet neighborhood of	Thank you for your interest and
		Whitehall absolutely beg you not allow this	comment on the Carolina Crossroads I-
		project to move forward. People move here for	20/26/126 Corridor Improvement
		the quiet, winding roads, the huge old established	Project.
		trees, and the safety that allows us to walk, even in the evening If this project moves forward,	In the early stages of the project, the
		many of these beautiful trees will have to be cut	South Carolina Department of
		down, and that will destroy the beauty that	Transportation (SCDOT) received public
		surrounds us. It will obviously increase traffic	comments requesting enhanced
		tremendously, which will increase the noise and	connectivity across I-26. To address these
		decrease safety.	comments, the Tram Road and Beatty
		acticuse survey.	somments, the maninoud and beatty

Liles	Lori	Lam a registered voter and have been a resident	Road bridge was added to provide
LIIES	Lori	I am a registered voter and have been a resident of Whitehall since 1998. I have never in my life	Road bridge was added to provide connection between Fernandina and
		seen a more ridiculous proposal for wasting my	Jamil frontage roads. In addition, this
		tax dollars! Have you thought about what	proposed bridge would also have
		happens on garbage pick up days? Tram is only	benefits for emergency response. As
		two lanes; there is no way to get around the	proposed, the Tram Road and Beatty
		garbage trucks. Same problem every day with the	Road bridge would fulfill a secondary
		mail trucks. How do you propose drivers go	need of the project to improve system
		around these vehicles? Tram is a windy road with	linkages. However, the bridge does not
		numerous blind turns that will most certainly lead	affect the ability of the Recommended
		to an increase in traffic accidents. How will	Preferred Alternative to meet the
		emergency personnel get to people in need when	primary purpose and need of the project
		both lanes are filled? We have people who walk in	to reduce congestion and improve
		the neighborhood for exercise and to walk their	mobility in the corridor. Since the
		dogs, and there is no room for error! PEOPLE WILL	removal of this feature would not
		DIE!! (see attachment)	significantly 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
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			Intole carolina crossioaussed or .com

Lilly	Todd	My concern is with the widening of i-26 along the	Thank you for your interest and
		Rivers Edge neighborhood in West Columbia. Will	comment on the Carolina Crossroads I-
		it infringe upon our HOA property along the river	20/26/126 Corridor Improvement
		which is a huge influence on our property values? Is it possible to instead use land on the other side	Project. As noted in Chapters 3.5 and 3.13 of the
		of I-26 where there currently are no developed	Draft Environmental Impact Statement
		properties? Will sound barriers be installed	(DEIS), nighttime construction may occur.
		between I-26 and the Rivers Edge neighborhood	To mitigate for the noise disturbance,
		early enough to curtail the noice of construction?	noise reduction techniques may be used
		What will the sound barriers look like? Will night	during construction and could include
		construction during our sleeping hours be	measures such as not operating
		conducted?	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.
			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.
			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
Lindler	Elizabeth	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.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

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

		hear from DOT regarding the timing and impacts ton our property.	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)).
			The SCDOT project team is working to complete a 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
Little	Кау	I am against the overpass that is projected from Tram Road in Whitehall over I-26 to Beatty Road.	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

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			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
Little	Tom	I am not in favor of the overpass project from	Thank you for your interest and
		Tram Road in Whitehall subdivision to Beatty	comment on the Carolina Crossroads I-
		Road across I-26.	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
	1		
			Alternative.
			Alternative. The SCDOT project team is working to

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

Loftin	Mildred	This will impede the safety, value of homes and	Thank you for your interest and
		the safety of leaving out of our driveways and also	comment on the Carolina Crossroads I-
		the children getting on and off of the bus (I	20/26/126 Corridor Improvement
		believe) the 4-5 buses that go through the	Project.
		neighborhood. Also the roads are not equipped to be able to have the traffic. There are other	In the early stages of the project, the South Carolina Department of
		reasons of the other area may not be safe for our neighborhood. Thank you.	Transportation (SCDOT) received public comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the removal of this feature would not
			significantly 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
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Logan	Sharon	Would like to be on the noise reduction advisory	Thank you for your interest and comment on the Carolina Crossroads I-
		board or whatever your community group is for noise walls.	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.
			The SCDOT project team is working to
			complete a Final Environmental Impact
			Statement (FEIS) and the Federal

			Lighway Administration anti-in-to-
Long	Brian	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. 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	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 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
		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.	Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

Long	Sandie	I am opposed to the proposed bridge connecting Tram Rd. to Beatty Rd. for the following reasons: 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. 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. 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. 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.	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
Looney	Dave	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!	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Loveday	Taylor	Would like to request noise canceling wall be built.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
			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. The SCDOT project team is working to complete a 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

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

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	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.	
	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.	
	In summon, the present Death, Death Trans	
	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	

or proven purpose.	
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.	

Lovelady	Jack	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	
		areaon St. Andrews Road and on Bush River	
		Roadboth 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.	
		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 peaksalready 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 lifeand, consequently, lawsuits.	
		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 expenditurebuilding 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	

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. 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. 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 or proven purpose. I	
perior to round reason of proven purpose. 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.	

Lowe	Dr. Letitia	I am a resident of Willow Winds subdivision on	Thank you for your interest and
		Sydney Rd. and strongly oppose the	comment on the Carolina Crossroads I-
		Tram Beatty Road bridge. There is no need for a	20/26/126 Corridor Improvement
		bridge. In the nine years I have lived here, I have	Project.
		never considered it an inconvenience to take	
		Jamil Rd. to Piney Grove, Harbison, St. Andrews or	In the early stages of the project, the
		Broad River Road. Piney Grove and St. Andrews	South Carolina Department of
		Roads are easily reached using the current	Transportation (SCDOT) received public
		configuration of Jamil and Fernandina Roads and	comments requesting enhanced
		the 1-26 interchanges. Most residents of these	connectivity across I-26. To address these
		areas do not consider it a major inconvenience to	comments, the Tram Road and Beatty
		use these arteries to cross I-26. For those living on	Road bridge was added to provide
		either side of I-26,	connection between Fernandina and
		there is little reason to cross the highway midway	Jamil frontage roads. In addition, this
		to get to the opposite frontage road because	proposed bridge would also have
		there are no major shopping areas, grocery stores	benefits for emergency response. As
		or restaurants on either Fernandina or Jamil	proposed, the Tram Road and Beatty
		Roads between these interchanges or on Beatty	Road bridge would fulfill a secondary
		Rd. or Tram Rd. Most frontage road businesses-	need of the project to improve system
		car dealership, pool service, medical offices,	linkages. However, the bridge does not affect the ability of the Recommended
		offices etc. are not of a nature to have heavy visitor traffic, and they are easily reached from	Preferred Alternative to meet the
		Piney Grove or St. Andrews Rd. in minutes. Most	primary purpose and need of the project
		traffic from our	to reduce congestion and improve
		neighborhoods are either needing to enter I-26	mobility in the corridor. Since the
		or are going to shopping areas in Harbison, St.	removal of this feature would not
		Andrews, or Broad River, thus the frontage roads	significantly affect the ability of this
		lead directly to those areas. A bridge serves no	alternative to meet the purpose and
		purpose. As a short cut between Broad River and	need, SCDOT has elected to remove this
		St. Andrews Roads, the bridge would bring heavy	bridge from the Recommended Preferred
		traffic into a quiet, stable residential	Alternative.
		neighborhood. Tram Road is narrow and curvy.	
		Used daily by	The SCDOT project team is working to
		bicyclists, joggers, pet owners and walkers, it is	complete a Final Environmental Impact
		already hazardous because people on foot have to	Statement (FEIS), and the Federal
		use the street because there are no sidewalks.	Highway Administration anticipates
		Rather than use Tram Rd., vehicles wanting a	publishing an FEIS and a Record of
		short cut from to /from Broad River and St.	Decision (ROD) concurrently in spring
		Andrews Rd. are more likely to use Sydney Road,	2019. The Tram Road and Beatty Road
		which is also heavily used by bicyclists, walkers	Bridge will not be considered for further
		and joggers. Like Tram Rd., it is narrow, has no	evaluation in these documents.
		sidewalks and is already dangerous for foot traffic.	
		It is used daily by employees of Brian Center	To stay up to date on Carolina Crossroads
		Nursing Care on Sydney road and local residents	project information, visit our project
		of Whitehall and Willow Winds subdivisions and	website
		Landmark Apartments walking to and from the	at www.SCDOTCarolinaCrossroads.com
		bus stop at St. Andrews and Sydney Rd, who	Call Us: 1-800-601-8715
		already face hazards walking either on the heavily	Email Us:
		trafficked street or on the uneven ground at	info@CarolinaCrossroadsSCDOT.com
		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.	

		Increased traffic will greatly increase the danger of vehicular-pedestrian accidents and even	
		deaths. Increased traffic would increase these	
		hazards.	
		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 J amil 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.	
Lowe	Dr. Letitia	Dear sir or madam:	
LOWE	DI. Letitia		
		I appreciate all the hard work that went into the	
		I appreciate all the hard work that went into the Open House about the project on August 23. It	
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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, 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, and the frontage roads and main roads lead directly to those areas. A bridge serves no purpose for local residents.	
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 shoulders. 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. Increased traffic will greatly increase the danger of vehicular-pedestrian accidents and even deaths. Increased traffic would increase these hazards. With the exception of holiday periods such as the three weeks before Christmas, and rush hour	

Lowe	Tish	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. 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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor ImprovementThe 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
Luca	Marie F.	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	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

[]		law onforncoment needs have ensught to de	connection between Fornending and
		law enforncement people have enought to do. Thank you!	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Lucat	A		info@CarolinaCrossroadsSCDOT.com
Lyerly	Ann	A colossal waste of tax money! Other improvements are needed in area. 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

1			to reduce congestion and improve
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Lyorly	Lindsov	Tram (and Poatty) Bd are too parrow, hilly, and	Thank you for your interest and
Lyerly	Lindsey	Tram (and Beatty) Rd are too narrow, hilly, and	comment on the Carolina Crossroads I-
		curvy to accommodate increased traffic. Criminals escape Richland County, speed over bridge into	
			20/26/126 Corridor Improvement
		Lexington County jurisdiction and escape!Form	Project.
		Letter – Tram/Beatty Checklist	In the early stages of the project, the South Carolina Department of
			-
			Transportation (SCDOT) received public
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MacCullum	Jess	The DEIS states twice: "Improve Tram Rd. by providing overpass" – 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. I strenuously object to driving more thru-traffic into the heart of an established neighborhood like Whitehall.	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

Mahon	Carl & Edwin	Over the course of years we have had multiple	Thank you for your interest and
		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	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		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".	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the
Mahon	Carl & Edwin	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	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
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Mahoney	Robert	To whom it may concern,	Thank you for your interest and
Manoney	KUDEIL	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. 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? 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.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Malinowski	Bill	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 whenthe development took place as well as the ultimate purchaser in the development. They certainly knew there would be noise from the highway and their propertyâ€ [™] 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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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,

		MalinowskiVice ChairRichland County CouncilDistrict 1PO 535Chapin SC 2903621808	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Maloney Maloney	Felicia	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.	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
		Rd. The traffic is already terrible when there is an accident on 126. 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.	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.co m/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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Mandeville	Garrett	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.	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

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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.	 Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement Project. 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). The SCDOT project team is working to complete a 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

Mangum	Tom	I as a resident, who lives on Tram Road about 3 blocks from where the proposed bride is be, I am totally against this project. SPEED 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	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
		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,	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this
		 what assurance do we have it will be with the new bridge. TRAFFIC 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 	proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended
		neighborhoods. 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	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this
		problem. 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.	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
Mangum	Tom	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.	Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further
		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 ovit from the Cettages of Whitehall	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:
		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.	info@CarolinaCrossroadsSCDOT.com
		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	

		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, anintersection 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 planto create a right turn lane on Jamil Road where it meets Piney Grove Road to alleviate the trafficcongestion that occurs daily due to no turning lane onto Piney Grove Road and a traffic lighttiming 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 flowshave to deal with numerous potholes and patches. PROPERTY VALUESProperty values will decrease as this bridge will downgrade the neighborhood. Who is going tocompensate homeowners for this drop in property values? I am concerned about creation of adirect connector to the upscale residential Whitehall neighborhood from Beatty Road, with itscommercial 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

			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
Marano	John	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	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
Marr	Sue	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: - 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 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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. The proposed interchanges at 1-26 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.co m/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
Marr	Sue	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.	Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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.

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Mars	Jabe	 Increased crime Lower property values Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood Dangerous for walkers, bikers, joggers, etc. on narrow streets Increased flooding Increased noise from traffic and no sound barriers Increased speeders (enough is enough)! It will destroy our quiet neighborhoods 	info@CarolinaCrossroadsSCDOT.com 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

Mars	Susa	1. Increased crime	Thank you for your interest and
		2. Lower property values	comment on the Carolina Crossroads I-
		3. Increased traffic with NO vehicle restrictions	20/26/126 Corridor Improvement
		(18 wheelers, etc.) on already deteriorated roads	Project.
		throughout neighborhood	In the early stages of the project, the
		4. Dangerous for walkers, bikers, joggers, etc. on	South Carolina Department of
		narrow streets	Transportation (SCDOT) received public
		5. Increased flooding	comments requesting enhanced
		6. Increased noise from traffic and no sound barriers	connectivity across I-26. To address these comments, the Tram Road and Beatty
		7. Increased speeders (enough is enough)!	Road bridge was added to provide
		8. It will destroy our quiet neighborhoods	connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
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			Bridge will not be considered for further
			evaluation in these documents.
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			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
	_		info@CarolinaCrossroadsSCDOT.com
Marshall	Hooks	I am opposed to the above project. This project	Thank you for your interest and
		would route heavy traffic through a large	comment on the Carolina Crossroads I-
		residential neighborhood creating hazardous conditions. A large percentage of this traffic	20/26/126 Corridor Improvement
		would take Sidney Road to St. Andrews Road. That	Project. In the early stages of the project, the
		would impede residents of the Willow Winds	South Carolina Department of
		Patio Homes neighborhood that must enter and	Transportation (SCDOT) received public
		exit onto Sidney Road.	comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
	<u> </u>		Road bridge was added to provide

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

		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 drainedinto the creek. PLEASE consider using the lands at Berry Hill Road as retention ponds to help the residents' plight against future flooding.	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. The SCDOT project team is working to complete a 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
Martin Ali	ice	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.	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

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Martin	Brenda	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. 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.	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
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.	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
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!!!	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

Mary	Monroe	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!	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
			South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

			Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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.	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.

			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. 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
Maunz	William	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.	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

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Maxwell	Brenda &	We lived at 125 Stratton Ct off of Sidney Road,	Thank you for your interest and
	Mack	which connects to Tram Road, for 16 years. We	comment on the Carolina Crossroads I-
		still have many friends on Stratton Court, on	20/26/126 Corridor Improvement
		Willow Winds, and in Whitehall. This is a	Project.
		residential area and a bridge over I-26 connecting	In the early stages of the project, the
		Tram Road to Beatty is bad for the neighborhoods	South Carolina Department of
		on both sides of the bridge. Please do not build	Transportation (SCDOT) received public
		this bridge and destroy these residential areas.	comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
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McAnally	Jimmie &	The bridge proposal is a bad idea because it will	Thank you for your interest and
	Christina	not solve issues to Malfunction Junction. Wasting	comment on the Carolina Crossroads I-
		taxpayer money in this	20/26/126 Corridor Improvement
		way is an extremely poor idea.	Project.
		The Tram/Beatty road bridge is sp poorly planned	In the early stages of the project, the
		as to be considered reckless. Tram road is not designed for such traffic. It	South Carolina Department of Transportation (SCDOT) received public
		is not wide enough, it is a winding, hilly road in a	comments requesting enhanced
		totally residential area. The engineer who	connectivity across I-26. To address these
		proposed this idea has not even	comments, the Tram Road and Beatty
		visited Tram Road (quote from first neighborhood	Road bridge was added to provide
		meeting.) A several-million dollar proposal is not	connection between Fernandina and
		even worthy of a site	Jamil frontage roads. In addition, this
		visit?	proposed bridge would also have
		This would cause tremendous safety problems for	benefits for emergency response. As
		not only residents of Whitehall, but also likely	proposed, the Tram Road and Beatty
		accidents resulting from	Road bridge would fulfill a secondary
		poor desig. this would lead to potential loss of life	need of the project to improve system
		and lawsuits. Tram road would also need costly	linkages. However, the bridge does not
		repairs as there are	affect the ability of the Recommended Preferred Alternative to meet the
		already issues with the condition of the road. This proposal has caused grave concern among	
		not only residents of Whitehall, but also the	primary purpose and need of the project to reduce congestion and improve
		residents of many other nearby	mobility in the corridor. Since the
		neighborhoods. Reason for concern include:	removal of this feature would not
		1. Dangerous traffic	significantly affect the ability of this
		2. Increase in crime. This would present extreme	alternative to meet the purpose and
		issues for local law enforcement because of	need, SCDOT has elected to remove this
		jurisdictional issues.	bridge from the Recommended Preferred
		3. Reduction in property values, which will	Alternative.
		weaken the tax base	The SCDOT project team is working to
		4. Flood Issues	complete a Final Environmental Impact
		5. There are a number of school bus stops on	Statement (FEIS), and the Federal
		Tram road, increasing traffic on Tram increases	Highway Administration anticipates
		potential danger to students going to and coming form school.	publishing an FEIS and a Record of Decision (ROD) concurrently in spring
			2019. The Tram Road and Beatty Road
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			550

McCarter	Bobby	I am against the building of the Tram Rd/Beatty	Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
		Rd Bridge. It will connect to a higher crime area. It will decrease property value. Speeding cars and 18 wheelers. Please find another way.	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

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McCarter	Dale	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 ImprovementProject.In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

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McClary	Brian	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 Transportation (SCDOT) received public comments requesting enhanced
McClary	Fran	Form Letter	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

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MaClarry In	Debert	Form Lattor	info@CarolinaCrossroadsSCDOT.com
McClary Jr	Robert	Form Letter	Thank you for your interest and
			comment on the Carolina Crossroads I-
			20/26/126 Corridor Improvement
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			South Carolina Department of
			Transportation (SCDOT) received public
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McCleary	Billy	Not needed.	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
1	1		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
McClure	Doug & Kelli	Great job. Beatty Road Bridge is great idea. It will help with local traffic.	Thank you for your interest and comment on the Carolina Crossroads I-
McClure	Doug & Kelli	help with local traffic. Great job. Beatty Road Bridge is great idea. It will help with local traffic.	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
McCoy	Debbie	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.	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

McCutcheon	Crystal	How will traffic be maintained during	Thank you for your interest and
		construction? What if any alternative routes from Chapin to downtown will be available at peak	comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		construction?	Project.
			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.
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			info@CarolinaCrossroadsSCDOT.com
McCutcheon	George	This property is currently on the market for sale.	Thank you for your interest and
		Is there any way to expedite the purchasing	comment on the Carolina Crossroads I-
		process for this parcel? Currently this parcel is heavily effected by the crossroads project. With	20/26/126 Corridor Improvement Project.
		potential buyers not associated with this project	
		we would like to see if it could qualify for	The South Carolina Department of
		expedited purchase. Thank you for your	Transportation (SCDOT) will secure a
		consideration.	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). 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

			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.
			The SCDOT project team is working to
			complete a Final Environmental Impact
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MaD av ald			info@CarolinaCrossroadsSCDOT.com
McDonald	Alexander	I am writing to ask DOT to reconsider the	Thank you for your interest and comment on the Carolina Crossroads I-
		proposed bridge over the highway from Tram Rd. Our 120 year old house faces Tram Rd., and the	20/26/126 Corridor Improvement
		historic oaks that grace the property are	Project.
		irreplaceable. Whitehall is a peaceful and lovely	In the early stages of the project, the
		community that risks being terribly affected, if not	South Carolina Department of
		destroyed, by this useless bridge. Tram is a very	Transportation (SCDOT) received public
		hilly, winding, two lane road ,especially as it	comments requesting enhanced
		approaches St Andrews Rd totally unsuitable for	connectivity across I-26. To address these
		any additional traffic, especially large trucks. The	comments, the Tram Road and Beatty
		road cannot be widened without destroying all of	Road bridge was added to provide
		the properties that line it. The stated rationale for	connection between Fernandina and
		the bridge makes little sense. We were told that	Jamil frontage roads. In addition, this
		the bridge would provide valuable access for	proposed bridge would also have
		emergency responders to cross the highway. But	benefits for emergency response. As
		Piney Grove Rd. and St. Andrews Rd cross the	proposed, the Tram Road and Beatty
		highway about a mile apart! This costly project	Road bridge would fulfill a secondary
		does nothing to "improve" anything, and would	need of the project to improve system
		certainly ruin the our property values and our	linkages. However, the bridge does not
		peaceful neighborhood. Sound barriers would be	affect the ability of the Recommended
		an improvement, not a bridge to nowhere.	Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
McDowell	Phil	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.	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

McDowell	Phil	The St. Andrews Rd. bridge is only 2.1 miles from	bridge from the Recommended Preferred
		 the Piney Grove Rd. bridge. Is an additional bridge within that distance really necessary at a cost of a million dollars or more? 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. 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. 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. 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. 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. 	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
		in the work that has already been done toward	
		that goal!	
McEntire	Paul	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.	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

			
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			Highway Administration anticipates
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			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further
			evaluation in these documents.
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			Email Us:
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McGehee	James	This bridge will ruin our neighborhood.	Thank you for your interest and
		Form Letter – Tram/Beatty Checklist	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
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			removal of this feature would not
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			alternative to meet the purpose and
			need, SCDOT has elected to remove this
1			bridge from the Recommended Preferred
			bridge nom the necommended richerted
			Alternative.

McGriff	Brenda	Harbison Blvd/I-26 is a great proposal for traffic flow and safety for our area. Thank you for your	complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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 Thank you for your comment regarding the Carolina Crossroads I-20/26/126
		success in planning and making community aware and allowing our input.	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
McGriff	Brenda	I-20 and I-26 is a great proposal and benefit for the life of this area and is greatly needed to live.	Decision (ROD) concurrently in spring 2019.
McGriff	Brenda	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.	To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

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

		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.	Highway Administration anticipates publishing an FEIS and a Record 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
McLean	Scott	Tram Road has school bus stops thereby creating unsafe conditions for through-traffic. 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 Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

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McLean	Tom	Waste of taxpayer's money. Tram Road not feasible for use by emergency vehicles. 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 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:
McNeely	Jewel (?) B.	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.	info@CarolinaCrossroadsSCDOT.com 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

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McNish	Eleanor	RE: Crossover between Beatty Road and Tram	Thank you for your interest and
		Road. What a terrible waste of money to run that	comment on the Carolina Crossroads I-
		crossover through a well-established	20/26/126 Corridor Improvement
		neighborhood. One mile along the Frontage Roads	Project.
		in either direction gets one across I-26 on St.	In the early stages of the project, the
		Andrews Road or Piney Grove Road. I strongly oppose this project!	South Carolina Department of Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
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			need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
McNish	Robert	RE: Crossover between Tram Road and Beatty Road. Based on the way that area is constructed, I strongly oppose this project.	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

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McPherson	Kim	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 throughWhitehall from St Andrews Rd at 3AM hit our cars in our driveway. Total my husband's GMCtruck and my \$3000.00 damage to our Infinity. The SC Highway Trooper that responded tothe 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 handlemore traffic. There are hills and curves in our neighborhood streets already pose a danger todrivers. 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 thatbought in the neighborhood for the peaceful SAFE community that is convenient to everythingWITHOUT the 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.

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McPherson	Lisa	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 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

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McTeer	Connie	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!	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)
McTeer	Connie	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	at http://www.scdotcarolinacrossroads.co m/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.

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Melnyk	David	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.	info@CarolinaCrossroadsSCDOT.com 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

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Mestey	Brandon	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. Corridor lighting is proposed to be a part
			of this project.
			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).
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Meyers	Karen	Instead of spending millions reduce the speed limit to 45 and enforce it.	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 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

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Miler	GJ	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. The neighborhood feeling will be diminished with increased traffic and decreased security. The neighborhood will become less desirable. Values will decrease and	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. The DEIS is located at http://www.scdotcarolinacrossroads.co m/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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com 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
			anticipates publishing an FEIS and a
			info@CarolinaCrossroadsSCDOT.com
Miler	GJ		
			-
			-
		-	
		-	-
		the neighborhood will begin a downward spiral if	Road bridge was added to provide
		the bridge is built.	connection between Fernandina and
		The bridge is unnecessary and a waste of money.	Jamil frontage roads. In addition, this
		Spend the money elsewhere.	proposed bridge would also have benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
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Miler	Nj	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. 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!	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

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Miller	Bradley	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.	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. . 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715

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Miller	Mike	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	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

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Miller	Patty	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.	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.
			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.
			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.
			The SCDOT project team hopes that this response helps answer your question and helps provide some insight into the goals

			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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Milligan	Lewis	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.	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

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			info@CarolinaCrossroadsSCDOT.com
Minor	Helen B.	We do not need a bridge in this neighborhood	Thank you for your interest and
		because it will bring: 1) High volumes of traffic 2)	comment on the Carolina Crossroads I-
		Disrupts the neighborhood 3) Housing (market	20/26/126 Corridor Improvement
		value) will decrease 4) Disturbs the peace	Project.
		and quiet of this peaceful neighborhood 5) It will	In the early stages of the project, the
		bring crime to our community	South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
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			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
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			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Mintz	Sally	Why isn't SC pursuing completion of belt loops"	Thank you for your interest and
		way out (like Peak and Ridgeway) to connect 26 to 77 and 77 to 20?"	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
Mintz	Sally	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 cityoften causing locals to ask why highways would be built "in the middle of nowhere" only to have housingfill 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 fromI-26 to I-77. It was deemed that that would only remove 4% of the traffic now pouring into malfunctionjunction.How stupid can you all be? To be effective the "beltway" would need to connect not just from I-26 to I-77but 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 largeportion 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 byimplementing 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	need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. 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

		Crossroads) disasterand what were they thinking?At a time when my opinion of SCDOT is not very great (nepotism bribes shady dealings etc.) it wouldhave 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 bethe true cost.Shame on you all!Sally S. MintzPS I think the only people who were happy today were the two guys from a towing company. They'reprobably buying new trucks and hiring more staff because they know what a mess you are making!"	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
Mintz	Sally	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!"	
Mitchell	Jeanne	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!	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

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Monaca	I am deeply opposed to the proposed bridge	Thank you for your interest and
	connecting Tram and Beatty Roads over I-26. This	comment on the Carolina Crossroads I-
	would add more traffic to a residential area and	20/26/126 Corridor Improvement
	would endanger lives. Please reconsider and	Project.
	delete this bridge from the Carolina Crossroads	In the early stages of the project, the
	project. Thank you.	South Carolina Department of
		Transportation (SCDOT) received public
		comments requesting enhanced
		connectivity across I-26. To address these
		comments, the Tram Road and Beatty
		Road bridge was added to provide
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		proposed, the Tram Road and Beatty
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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!	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
Montgomery	Pamela	Form Letter - Tram/Beatty Check List	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

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Mooney	Tom & Linda	We own a house in Whitehall subdivision. 500 Brookshire Drive, Columbia, SC 29210.	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
			alternative to meet the purpose and
			bridge from the Recommended Preferred
			Statement (FEIS), and the Federal
			-
			project information, visit our project
Mooney	Tom & Linda	We own a house in Whitehall subdivision. 500	
		We object to the bridge over I-26 connecting Beatty Road to Tram Road.	20/26/126 Corridor Improvement Project.
			In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
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			proposed bridge would also have benefits for emergency response. As
			benefits for emergency response. As proposed, the Tram Road and Beatty
			benefits for emergency response. As

Moore	Ariana	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. Please consider this a STRONG OPPOSTION to this idea.	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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.
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Moore	Carrie	St. Andrews Rd with signal will be very good. We need it.	Thank you for your interest and comment on 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
Moore	Carrie	Traffic is that I am in favor, base on the fact traffic will flow better on I-26 to Broad River Rd.	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
Moore	Laura	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 Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project

	to reduce congestion and improve
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Moore Randy Waste of taxpayer's money.	Thank you for your interest and
Form Letter – Tram/Beatty Checklist	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
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Moore	Scott and Julia	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!	Email Us: info@CarolinaCrossroadsSCDOT.com 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
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 us 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.	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
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 unnessary) bridge will bring. 3) The contention that emergency vehicles can more	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

		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 acess 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.	comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the
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			website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us:
Moran Ste	ephen	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)	info@CarolinaCrossroadsSCDOT.com 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

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			Email Us:
Manaan	Chara	The proceed builded is not a coord idea in that it	info@CarolinaCrossroadsSCDOT.com
Morgan	Stan	The proposed bridge is not a good idea in that it will create more traffic on Tram Road that is not	Thank you for your interest and comment on the Carolina Crossroads I-
		designed for high volume and does nothing to	20/26/126 Corridor Improvement
		ease the issues of I-20/I-26 interchange. Not	Project.
		building the bridge is far smarter than building it.	In the early stages of the project, the
		Use the money and improve Fernadina and Jamil	South Carolina Department of
		roads as they feed St. Andrews and Piney Grove.	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
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			connection between Fernandina and
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			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
Morhard	Michael	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?	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
Morris	Catherine	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.	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
Morris	Catherine	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.	removal of this feature would not significantly 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

Morris	Jelene	I received information today about the proposed	Thank you for your interest and
		project for the connecting bridge from Beatty	comment on the Carolina Crossroads I-
		Rd. to Tram Rd. I feel that this is a terrible idea.	20/26/126 Corridor Improvement
		I live in Whitehall at 419 Leton Drive, and having a	Project.
		connecting road from the other side of the	In the early stages of the project, the
		highway will decrease the value of all our	South Carolina Department of
		properties. It just doesn't make any sense as to	Transportation (SCDOT) received public
		why	comments requesting enhanced
		someone thought this would be a good idea. Also	connectivity across I-26. To address these
		the thought of having an easier connection for the crime ridden side off Broad River Rd. would	comments, the Tram Road and Beatty Road bridge was added to provide
		make our neighborhood an easier target.	connection between Fernandina and
		I am against the Beatty Rd. And Tram Rd. bridge	Jamil frontage roads. In addition, this
		idea for Carolina Crossroads Project.	proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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.
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			project information, visit our project
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com

Morris	Joe	My name is Joe Morris. My wife, daughter and I	Thank you for your interest and
		live at 419 Leton Drive in Whitehall. I	comment on the Carolina Crossroads I-
		have also built several houses in this	20/26/126 Corridor Improvement
		neighborhood, and our kids grew up here. We've been living in this neighborhood since the	Project. In the early stages of the project, the
		early 70's.	South Carolina Department of
		We are disappointed to hear about the bridge	Transportation (SCDOT) received public
		proposal that would be connecting	comments requesting enhanced
		Whitehall's Tram Rd and Beatty Rd. across the	connectivity across I-26. To address these
		highway. We think this idea would be detrimental to our neighborhood, bringing in tons	comments, the Tram Road and Beatty Road bridge was added to provide
		of traffic into a family neighborhood.	connection between Fernandina and
		There is already is a lot of traffic that goes up and	Jamil frontage roads. In addition, this
		down Tram, connecting Jamil and St. Andrews and this bridge proposal would just	proposed bridge would also have benefits for emergency response. As
		add to that traffic. This would also	proposed, the Tram Road and Beatty
		cause our property values to plummet drastically.	Road bridge would fulfill a secondary need of the project to improve system
		We are opposed to the Tram and Beatty Rd. bridge project.	linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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.
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			Email Us:
:			info@CarolinaCrossroadsSCDOT.com
Motley	Rob	The Tram Rd / Beatty Rd Bridge as it currently is	Thank you for your interest and comment on the Carolina Crossroads I-
		designed would disrupt the Cottages at Whitehall neighborhood. I'm the HOA president and the	20/26/126 Corridor Improvement
		residents are comprised of a lot of elderly couples	Project.
		who would find it even harder to get out of their	In the early stages of the project, the
		neighborhood. Not to mention the bridge ends	South Carolina Department of
		right in front of Fredericksburg Rd and also has	Transportation (SCDOT) received public
		the entrance to Jamil Rd. access starting at that	comments requesting enhanced
		spot that would create a four way intersection	connectivity across I-26. To address these
		that could cause congestion where there wasn't	comments, the Tram Road and Beatty
		any to begin with. We would rather have that tax	Road bridge was added to provide

	1		
		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.	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Mubarak	Carl	I own land and buildings in Lexington and Richland counties.	info@CarolinaCrossroadsSCDOT.com 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715

			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Mulliken	Salena	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 1- 26.3. I don't see noise walls for our neighborhoods sound protection. These are imperative.	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. 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 recommeded 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Murphy	Anita	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.	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
Murphy	Curtis	I object to the bridge between Tram Rd and Beaty Rd. I think it will serve little purpose and certainly would not be cost justified. 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.	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 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

			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
Murphy	Nancy	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 	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
		 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. 	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

Murphy	Nancy	I am voicing my absolute opposition to the Tram	2019. The Tram Road and Beatty Road
- 1- 7	/	Road Bridge Project. I am extremely concerned for	Bridge will not be considered for further
		my safety and the safety of my family! children	evaluation in these documents.
		and for the dangerous traffic, crime and	
		deterioration of my neighborhood property and	To stay up to date on Carolina Crossroads
		family lifestyle that this SCDOT plan will absolutely	project information, visit our project
		directly cause. In addition, Whitehall residents will	website
		experience increased traffic, more traffic flow	at www.SCDOTCarolinaCrossroads.com
		issues than afready exist now (e.g. the Jamil	Call Us: 1-800-601-8715
		intersection is already a traffic issue, etc.), school	Email Us:
		bus safety issues, increased non-local traffic,	info@CarolinaCrossroadsSCDOT.com
		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)	
Murphy	Tim	SC DOT Mega Projects Division, I am very much	Thank you for your interest and
		opposed to any plan to creating a bridge or	comment on the Carolina Crossroads I-
		other connection to Tram Road and the Whitehall	20/26/126 Corridor Improvement
		neighborhood where my family lives!	Project.
		Your proposed I-26 bridge connecting Beatty Road	
		four proposed i-26 bridge connecting beatty Road	
		to Tram Road will create a very dangerous	In the early stages of the project, the
			In the early stages of the project, the South Carolina Department of
		to Tram Road will create a very dangerous	
		to Tram Road will create a very dangerous traffic situation for my neighborhood. Tram Road	South Carolina Department of
		to Tram Road will create a very dangerous traffic situation for my neighborhood. Tram Road has several blind curves and no pedestrian	South Carolina Department of Transportation (SCDOT) received public
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this
		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,	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As
		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!	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not
		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	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended

Murphy	Tim	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)	mobility in the corridor. Since the removal of this feature would not significantly 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:
Murphy	Trevor	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.	info@CarolinaCrossroadsSCDOT.com Thank you for your interest in the Carolina Crossroads I-20/26/126 Corridor Improvement Project. 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. The SCDOT project team is working to complete a 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
Murrell	Faye	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!	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
Myers	Linda and Keith	I want to voice my displeasure for the upcoming project. Our property values will drop and more	Email Us: info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I-
		crime will come to this very safe community. This should not be done without complete approval from tenants in Whitehall like myself. Thank you.	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

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			linkages. However, the bridge does not
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			Call Us: 1-800-601-8715
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			info@CarolinaCrossroadsSCDOT.com
Nagy	Joanne	Waste of taxpayer's money.	Thank you for your interest and
		Form Letter – Tram/Beatty Checklist	comment on the Carolina Crossroads I-
			20/26/126 Corridor Improvement
			Project.
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			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
Nagy	Tom	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 Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Najirm Claire	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	info@CarolinaCrossroadsSCDOT.com 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

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

			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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us:
Nelson	Larry	Waste of taxpayer's money. Form Letter – Tram/Beatty Checklist	info@CarolinaCrossroadsSCDOT.com 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

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Newman	Scott	No night work that would impact our homes and	Thank you for your interest and
		families' rest during construction.	comment on the Carolina Crossroads I-
		Noise walls around our neighborhood perimeter.	20/26/126 Corridor Improvement
		These are not currently included in the plans.	Project.
		Current plans have the widening occurring closer	As noted in Chapters 3.5 and 3.13 of the
		to our neighborhood. Why is the widening not happening on the other side where no homes are	Draft Environmental Impact Statement (DEIS), nighttime construction may occur.
		located?	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.
			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
	1		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. 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Nichols	Donna	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 unecessary traffic, speeders and potential crime through a nice quiet neibhorhood that has been in the area for many years. Please consider other plans for the 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.

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Nunamaker	James A.	We were told at H.O.A meetings that there is a	Thank you for your interest and
		planned beautification for the St. Andrews Road	comment on the Carolina Crossroads I-
		corridor from Piney Grove to Broad River. Putting	20/26/126 Corridor Improvement
		this proposed bridge through one of the oldest and loveliest neighborhoods on Tram Road is	Project. In the early stages of the project, the
		shameful. Every year this area as well as	South Carolina Department of
		Woodland Hills where we live has deteriorated	Transportation (SCDOT) received public
		from increased crime filtering from Broad River	comments requesting enhanced
		Road. It is so sad because these subdivisions were	connectivity across I-26. To address these
		the best in this area! Now our property values (we've lived here 40 years!) is falling every year.	comments, the Tram Road and Beatty Road bridge was added to provide
		This proposed "bridge" will make it worse! No one	connection between Fernandina and
		we know goes to Beatty Road for anything! We	Jamil frontage roads. In addition, this
		are registered voters! (see attachment)	proposed bridge would also have
			benefits for emergency response. As proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
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			website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Nyikos	Leila	 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. 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. 	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
Nyikos	Leila	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	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

Nyikos	Peter	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	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
		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.	comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
			need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

Nyikos	Sarah	To whom it may concern, I am a Whitehall	Thank you for your interest and
		resident who has lived in this area since the early	comment on the Carolina Crossroads I-
		1990s, and I am writing to oppose construction of	20/26/126 Corridor Improvement
		the bridge over I-26 that would connect Tram and	Project.
		Beatty Roads, for several reasons. 1. The bridge	In the early stages of the project, the
		would connect Whitehall and other residential	South Carolina Department of
		areas nearby with neighborhoods and commercial	Transportation (SCDOT) received public
		areas near Beatty Rd. This is highly problematic	comments requesting enhanced
		for the following reasons: Beatty Rd. and the	connectivity across I-26. To address these
		neighborhoods immediately in its vicinity have	comments, the Tram Road and Beatty
		significantly higher crime rates and are lower	Road bridge was added to provide
		income than Whitehall. The frontage road in that	connection between Fernandina and
		area is also more commercial, containing for	Jamil frontage roads. In addition, this
		example numerous car dealerships (including an	proposed bridge would also have
		abandoned one), than Jamil Rd., which is primarily	benefits for emergency response. As
		residential and forested, with limited businesses.	proposed, the Tram Road and Beatty
		Creating the proposed bridge would not only	Road bridge would fulfill a secondary
		increase commercial traffic on Tram Rd. and	need of the project to improve system
		through Whitehall, but connecting our residential	linkages. However, the bridge does not
		area with the less desirable one on the other side	affect the ability of the Recommended
		of the interstate would cause property values in	Preferred Alternative to meet the
		Whitehall to drop significantly, and increase crime	primary purpose and need of the project
		rates by providing a direct connection to that	to reduce congestion and improve
		area. Construction of the bridge would also	mobility in the corridor. Since the
		increase commercial property development on	removal of this feature would not
		Jamil Rd, which would further lead to increased	significantly affect the ability of this
		commercial traffic in Whitehall, increased noise, and likely increased crime and safety	alternative to meet the purpose and need, SCDOT has elected to remove this
		issues.2.Tram Road and other nearby Whitehall	bridge from the Recommended Preferred
		roads were never designed to and are not	Alternative.
		equipped to handle the increased volume of	The SCDOT project team is working to
		traffic that will inevitably result from the	complete a Final Environmental Impact
		proposed bridge. The DEIS contained no site	Statement (FEIS), and the Federal
		assessment of Tram Rd, nor any description of	Highway Administration anticipates
		impacts to residents following bridge	publishing an FEIS and a Record of
		construction, even though Tram Rd would	Decision (ROD) concurrently in spring
		become a major thoroughfare as a result. Tram Rd	2019. The Tram Road and Beatty Road
		was never designed as a through road or major	Bridge will not be considered for further
		thoroughfare for traffic, commercial or otherwise;	evaluation in these documents.
		it is a neighborhood's interior connector road,	To stay up to date on Carolina Crossroads
		solely contained inside one neighborhood,	project information, visit our project
		Whitehall. It is already currently experiencing	website
		higher speed traffic than it was designed for, with	at www.SCDOTCarolinaCrossroads.com
		traffic driving at speeds well exceeding the posted	Call Us: 1-800-601-8715
		speed limits, and at larger volumes than even a	Email Us:
		decade ago; I suspect it is already being used as a	info@CarolinaCrossroadsSCDOT.com
		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	
		complified with residents backing out of driveways	1

		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.	
Nyikos	Sarah	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.	

Nyikos	Sarah	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.

O'Brien	Brad	It has recently come to my attention that part of	Thank you for your interest and
		the plans for improving "Malfunction Junction"	comment on the Carolina Crossroads I-
		include an overpass connecting Beatty Road and	20/26/126 Corridor Improvement
		Tram Road. I understand that this overpass was	Project.
		added to the proposal as a result of requests to	
		improve mobility across I-26. However, building	In the early stages of the project, the
		this overpass risks creating several new problems	South Carolina Department of
		in the St. Andrews Road area. As a resident of	Transportation (SCDOT) received public
		Whitehall, my primary concerns relate to the	comments requesting enhanced
		impact this overpass would have on my	connectivity across I-26. To address these
		neighborhood. The proposed overpass would	comments, the Tram Road and Beatty
		greatly increase the amount of through traffic in	Road bridge was added to provide
		our neighborhood. We already have a problem	connection between Fernandina and
		with non-Whitehall residents speeding down	Jamil frontage roads. In addition, this
		Tram while using it as a connection between	proposed bridge would also have
		Jamil, Bush River, and St. Andrews roads. The	benefits for emergency response. As
		proposed overpass would make the problem	proposed, the Tram Road and Beatty
		much worse. Dozens of nice homes line this road,	Road bridge would fulfill a secondary
		and the proposed overpass risks making them less	need of the project to improve system
		desirable places to live, as residents will be	linkages. However, the bridge does not
		negatively impacted by congestion and the fear	affect the ability of the Recommended
		that speeding cars will harm their children and	Preferred Alternative to meet the
		pets. Moreover, most residents of Whitehall	primary purpose and need of the project
		would be impacted in a similar way, as we drive	to reduce congestion and improve
		on Tram daily and walk on Tram to access other	mobility in the corridor. Since the
		parts of the neighborhood. I, for example, access	removal of this feature would not
		Tram every night when I take my dog for a walk.	significantly affect the ability of this
		With significantly increased traffic, I will be much	alternative to meet the purpose and
		less likely to walk on Tram, and I'm sure other	need, SCDOT has elected to remove this
		residents would have the same response. This	bridge from the Recommended Preferred
		risks disrupting the strong sense of community we	Alternative.
		have in Whitehall, as it will discourage us from	
		walking through the neighborhood, creating a	The SCDOT project team is working to
		feeling of disconnection and isolating us to our	complete a Final Environmental Impact
		own streets and courts. I would be reduced to a	Statement (FEIS), and the Federal
		resident of Tyborne Circle rather than belonging	Highway Administration anticipates
		in a meaningful way to the broader Whitehall	publishing an FEIS and a Record of
		community. The increased traffic would have a	Decision (ROD) concurrently in spring
		similar impact on other neighborhoods in our	2019. The Tram Road and Beatty Road
		area: Pine Glen, Gardendale, Woodland Hills, etc.	Bridge will not be considered for further
		Another concern is a potential increase in crime,	evaluation in these documents.
		as the overpass would directly connect Whitehall,	To story up to date on Constitut Concern
		a low-crime area, with areas that have higher	To stay up to date on Carolina Crossroads
		crime rates, as illustrated here:	project information, visit our project
		http://communitycrimemap.com/?address=Colu	website
		mbia%20SC. I know there is an interest in	at www.SCDOTCarolinaCrossroads.com
		revitalizing the St. Andrews area	Call Us: 1-800-601-8715
		(https://www.coladaily.com/2017/04/19/st-	Email Us:
		andrews-corridor-revitalization-public-meeting-	info@CarolinaCrossroadsSCDOT.com
		630-p-m-thursday/;	
		https://www.wltx.com/article/news/local/residen	
		ts-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	

	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.	
	on whitehan and the surrounding area.	
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O'Brien	Brad	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.	
		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	

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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	
ofthe 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 wm 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.	
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O'Brien	Brad	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	

	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.	
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O'Brien	Vicki	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.	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
O'Brien	Vicki	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:	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
		 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 fourlane 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. 	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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

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		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.	
		• 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	While I understand + have actually been in your	Thank you for your interest and
		current shoes in Colorado, I would like to suggest	comment on the Carolina Crossroads I-
		an alternative to Beatty-Tram Connections. The	20/26/126 Corridor Improvement
		suggestion is Evelyn to Landmark. Reasoning -	Project.
		There is open land behind the theater, no	
		residents impacted, cost of the bridge approx the	In the early stages of the project, the
		same. Ingress/Egress of Landmark can be	South Carolina Department of
		improved. Sydney could be "stobbed" (?) causing	Transportation (SCDOT) received public
		traffic to use the new "Landmark Rd" on Jamile.	comments requesting enhanced
		Why not Tram Rd - No improvements planned,	connectivity across I-26. To address these
		there are no sidewalks, 15 bus stops; blind curves	comments, the Tram Road and Beatty
		+ hills; can not accommodate current traffic much	Road bridge was added to provide
		less increased traffic. Those of us that face Tram	connection between Fernandina and
		must be careful just to cut our grass along the	Jamil frontage roads. In addition, this
		road +/get our mail. I believe the overall	proposed bridge would also have
		neighborhood impact would be less if we connect	benefits for emergency response. As
		Evelyn + Landmark. I understand it might be a bit	proposed, the Tram Road and Beatty
		more expensive to develop a road where there is	Road bridge would fulfill a secondary need of the project to improve system
		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	linkages. However, the bridge does not affect the ability of the Recommended
		must adimately disagree with using Tram Rd.	Preferred Alternative to meet the
		Elderly + childrens safety, no sidewalks, no	primary purpose and need of the project
1	1	Enerry - childrens surcey, no sluewalks, no	primary purpose and need of the project
		improvement must be considered.	to reduce congestion and improve

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

O'Neal Tim The bridge proposed at Tram road is a disaster waiting to happen. It is also a huge waste of task or to date on Carolina Crossroads.com Call US: 1 200-601.8715 Email US: Infrastruction in place is not fit to handle the increased volume. It is narrow and windy with numerous drivews. This increases the potential for more MVA's as residents tradit. Tran Evaluation in the carolina Department Project. In the Carolina Department Project. The South Carolina Prosense As property values in Whitek II: There is no meaning/ul high traffic Commercial on Jamil Fondage would also have benefits for energency response. As prosposed bridge would also have benefits for energency response. As propased bridge would also have benefits for energency response. As propased bridge would fulfil a secondary minutes of the planning phases to reveal. With hide It's south part and take this as high as it needs to go. No Bridge at Tram Road. Significantly affect the ability of this alternative to meet the project to improve system hinde set or southes th				
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project information, visit our project website				
website				
at www.SCDOTCarolinaCrossroads.com				
				at www.SCDOTCarolinaCrossroads.com

			Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Orr	Faun	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!	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Oswald	William R & Marjorie	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	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

at the whole picture- why put a bandaid on the	linkages. However, the bridge does not
problem instead of fixing the whole interstate	affect the ability of the Recommended
malfunction problem?	Preferred Alternative to meet the
	primary purpose and need of the project
	to reduce congestion and improve
	mobility in the corridor. Since the
	removal of this feature would not
	significantly 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/
	The SCDOT project team is working to
	complete a Final Environmental Impact
	Statement (FEIS), and the Federal
	Highway Administration anticipates
	publishing an FEIS and a Record of
	Decision (ROD) concurrently in spring
	2019.
	2015.
	To stay up to date on Carolina Crossroads
	project information, visit our project website
	at www.SCDOTCarolinaCrossroads.com
	Call Us: 1-800-601-8715
	Email Us:
	info@CarolinaCrossroadsSCDOT.com

Ottinger	Richard	Please accept the attached document as my	Thank you for your interest and
		official opposition to the Tram Road-Beatty Road	comment on the Carolina Crossroads I-
		Connector Bridge. I would like to respectfully	20/26/126 Corridor Improvement
		submit my opposition to the Tram Road-Beatty	Project.
		Bridge project that is part of the Carolina	In the early stages of the project, the
		Crossroads Improvement Project. Tram road was	South Carolina Department of
		built back in the late 1960s as a subdivision road	Transportation (SCDOT) received public
		and not a thoroughfare road. The road is narrow	comments requesting enhanced
		with several sharp, narrow curves as you	connectivity across I-26. To address these
		approach Saint Andrews Road. The speed limit is	comments, the Tram Road and Beatty
		25 and that tells me it should not be	Road bridge was added to provide
		thoroughfare. The homes are close to Tram Road	connection between Fernandina and
		and it would be dangerous to increase traffic on	Jamil frontage roads. In addition, this
		the road. There are two major highways 2 miles	proposed bridge would also have
		apart, Saint Andrews Road and Piney Grove Road	benefits for emergency response. As
		that is designed to carry traffic between the east	proposed, the Tram Road and Beatty
		and west side of I-26. That is what these 5 lane	Road bridge would fulfill a secondary
		roads were designed to do is carry large traffic	need of the project to improve system
		volume. Tram road is not designed for large	linkages. However, the bridge does not
		amounts of traffic and this is exactly what will	affect the ability of the Recommended
		happen if the two roads are connected by a	Preferred Alternative to meet the
		bridge. I applaud the improvements being made	primary purpose and need of the project
		to the Interstate connectors. I just ask that you do	to reduce congestion and improve
		not create a solution to a problem that doesn't	mobility in the corridor. Since the
		exist. The Crossroads project is a solution to an	removal of this feature would not
		interstate that was built many years ago. If you	significantly affect the ability of this
		build a bridge that connects Tram Road to Beatty	alternative to meet the purpose and
		Road then a new problem will be created due to	need, SCDOT has elected to remove this
		the roads not being designed to carry the	bridge from the Recommended Preferred
		increased traffic volume that is sure to come. It	Alternative.
		would create a very dangerous situation for the	The SCDOT project team is working to
		homeowners in the Whitehall subdivision. Also,	complete a Final Environmental Impact
		the great quality of life would be severely	Statement (FEIS), and the Federal
		infringed upon by connecting the roads. Thank	Highway Administration anticipates
		you!	publishing an FEIS and a Record of
		you:	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:
Delus: - ++	Dett	1 final is bound in the Barris Marketon (1971) 1	info@CarolinaCrossroadsSCDOT.com
Palmiotto	Ray	I find it hard to believe that we are willing to make	Thank you for your interest and
		the same mistake that other places have made	comment on the Carolina Crossroads I-
		and learned from. In many towns and villages it is	20/26/126 Corridor Improvement
		illegal to use residential streets during rush hours.	Project.
		So how does SC think this is a good idea. The	In the early stages of the project, the
		bridge plan will bring commuters right into the	South Carolina Department of
		middle of this residential neighborhood. Once this	Transportation (SCDOT) received public
		area is changed as it is proposed we will forever	comments requesting enhanced
		lose a part of what makes this area special. Clearly	connectivity across I-26. To address these
		I am opposed to the bridge over I26 at Tram Road;	comments, the Tram Road and Beatty Road bridge was added to provide

r			
Pantsari	Coconut	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	to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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
		and land to expand Why bring intense traffice into an old established neighborhood that is only two lanes. 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)	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and
Pantsari	Coconut	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!	Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

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Pantsari	Eric	It's just not a needed or wanted project. Spend the money elsewhere. 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 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
Pantsari	Erica Faye	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 126. Jamil Rd and Fernandina Rd currently provide access to both interchanges arlready. 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 waist of money. Please do not proceed with its construction	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
Pantsari	Erica Faye	construction. Definitely oppose this bridge. Form Letter – Tram/Beatty Checklist	Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
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Pantsari	Pat	Can't imagine why Whitehall residents want a	Thank you for your interest and
i antsan	1 01	bridge to Broad River – easier to go to Bush River	comment on the Carolina Crossroads I-
		to Dutch Sq Area or St Andrews to Harbison. Use	20/26/126 Corridor Improvement
		this money to repair other bridges that	Project.
		desperately need repairing – If bridge crosses	In the early stages of the project, the
		both frontage roads – have to either travel	South Carolina Department of
		narrow, narrow, narrow neighborhood roads or	Transportation (SCDOT) received public
		somehow come off the bridge, make a u turn, to	comments requesting enhanced
		get back to Jamil or other frontage rd. – NOT TIME	connectivity across I-26. To address these
		SAVINGS -	comments, the Tram Road and Beatty
			Road bridge was added to provide connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
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			primary purpose and need of the project
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			Call Us: 1-800-601-8715
			Email Us:
Pantsari	Russell	I just reviewed the Crossroads plans. Extremely	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
ranisan	11035011	complex but I understand the need for the	comment on the Carolina Crossroads I-
		complexity. Only one negative comment, Why put	20/26/126 Corridor Improvement
		an overpass connecting Tram and Beatty. This	Project.
		makes absolutely no sense, serves no real	In the early stages of the project, the
		purpose and would only serve to make both	South Carolina Department of
		roads, formerly residential, narrow, quiet roads to	Transportation (SCDOT) received public
		(potentially) heavily used commercial highways	comments requesting enhanced
		negatively affecting the subdivisions on both sides of the interstate. I foresee 18 wheelers getting	connectivity across I-26. To address these comments, the Tram Road and Beatty
		lost in Whitehall trying to make tight turns in	Road bridge was added to provide
		iost in whitehall trying to make light turns in	noad bridge was added to provide

		· · · · · · · · · · · · · · · · · · ·	
		neighbors yards. Too many children to be put into that danger. Bad idea.	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Papajohn I	Pete	Can you link me to a map of the planned route? Thanks	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.co m/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. To stay up to date on Carolina Crossroads project information, visit our project website

Specifically bought in this neighborhood and have heard wonderful things about how quiet is and family friendly. We would NEVER have bought here if we knew this road was ever a consideration. It will destroy our neighborhood.20/26/126 Corridor Improvement Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public commettivity across 1-26. To address these commettivity across 1-26. To address these to address these the project address these to address the abi	Parisher	Darci P.	I have seven family members that live here and we do NOT want this project to go through. We	at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I-
Parker Barbara I strongly oppose the Tram Road bridge and ask Thank you for your interest and			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	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:
	Parker	Barbara		Thank you for your interest and

Sidney cannot take the extra traffic that the bridge would allow.20/26/126 Corridor Im Project.	
In the early stages of the	ne project, the
South Carolina Departr	
Transportation (SCDOT	
comments requesting e	
connectivity across I-26	
comments, the Tram R	
Road bridge was added	-
connection between Fe	•
Jamil frontage roads. Ir	
proposed bridge would	
benefits for emergency	
proposed, the Tram Ro	
Road bridge would fulf	-
need of the project to i	
linkages. However, the	
affect the ability of the	-
Preferred Alternative to	
primary purpose and n	
to reduce congestion a mobility in the corridor	•
removal of this feature	
significantly affect the	
alternative to meet the	
need, SCDOT has elected	
bridge from the Recom	imended Preferred
Alternative.	
The SCDOT project tea	-
complete a Final Enviro	
Statement (FEIS), and t	
Highway Administratio	
publishing an FEIS and	
Decision (ROD) concurr	
2019. The Tram Road a	
Bridge will not be cons	
evaluation in these doo	
To stay up to date on C	
project information, vis	sit our project
website	
at www.SCDOTCarolina	
Call Us: 1-800-601-871	5
Email Us:	
info@CarolinaCrossroa	
Parker Dalton A. Tram Road intersect with Sidney and I live in Thank you for your inte	
Willow Winds (Patio Home) where we have "one" comment on the Caroli	
(the same) is used as an exit. A lock in would 20/26/126 Corridor Im	provement
occur there. I can see why traffic will be above the Project.	
community, Whitehall capacity for an increase In the early stages of the	
level whre safety factor will certainly reach a South Carolina Departr	
threshold where without proper width for Transportation (SCDOT	
pedestrians to walk, ride bikes are going to be comments requesting e	enhanced
heavily affected. Tram Road is a winding course of connectivity across I-26	5. To address these
deep elevating descending routes. Piney Grove comments, the Tram R	oad and Beatty
Road has heavy traffic as it is already dangerous Road bridge was added	l to provide
level- Note school population and added traffic connection between Fe	ernandina and
from this proposal of a bridge overpass. Piney Jamil frontage roads. Ir	n addition, this

		Crove Road door have some sidewalks. The	proposed bridge would also have
		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.	proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Parker	Lawrence	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. 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. 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. Thank you for taking on this Project.	Email Us: info@CarolinaCrossroadsSCDOT.com 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

Parrott	Don	Wasted tax payers money for a 2 lane bridge.	removal of this feature would not significantly 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
		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	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

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Parrott	Leata	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	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.

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Pastor	Jennifer	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.	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
Pastor	Joel	I am concerned about increasing danger to	Thank you for your interest and comment on the Carolina Crossroads I-
		pedestrians along roads that are already ill- adapted - no sidewalks, etc. To make this area	20/26/126 Corridor Improvement Project.

even more "trafficked" will turn a neighborhood	In the early stages of the project, the
into a thoroughfare!	
	South Carolina Department of
	Transportation (SCDOT) received public
	comments requesting enhanced
	connectivity across I-26. To address these
	comments, the Tram Road and Beatty
	Road bridge was added to provide
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Patel	Jay	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!)	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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. The SCDOT project team is working to complete a 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
Patel	Suki	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	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. 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). The SCDOT project team is working to complete a 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
Paul	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!	info@CarolinaCrossroadsSCDOT.com 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
Payne	Carl	Where can we see a map of this proposal?	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/onlin emeeting5.
			The SCDOT project team is working to complete a 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
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.	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
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.	Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project

Peek	Andrew	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.	removal of this feature would not significantly 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 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 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
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Peek	Andrew	I have multiple points I'm trying to wrap my head	In the early stages of the project, the
		around on this project. There are several	South Carolina Department of
		questions I have about different parts of the	Transportation (SCDOT) received public
		project that can be found that I'd like to	comments requesting enhanced
		understand. (Attached illustration)	connectivity across I-26. To address these
		Thoughts foe the Carolina Crossroads Committee:	comments, the Tram Road and Beatty
		The current proposal for 1-26 West onto Bush	Road bridge was added to provide
		River Road (from West Columbia) would be too	connection between Fernandina and
		far out of the way. Furthermore, as it is now, traffic on Bush River Road between Colonial Life	Jamil frontage roads. In addition, this
		Boulevard and Morninghill Drive is congested as it	proposed bridge would also have benefits for emergency response. As
		is and this would further add to it. Consider	proposed, the Tram Road and Beatty
		leaving direct access onto Bush River Road from	Road bridge would fulfill a secondary
		this direction.	need of the project to improve system
		Harbison Boulevard between St. Andrews Road	linkages. However, the bridge does not
		and 1-26 has 8 traffic signals and they need to be	affect the ability of the Recommended
		synched together better as the way they are now	Preferred Alternative to meet the
		leaves things congestion prone.	primary purpose and need of the project
		While Harbison Boulevard and 1-26 needs to be	to reduce congestion and improve
		upgraded, concerns for the impact of The Home	mobility in the corridor. Since the
		Depot as well as Applebee's and Hooter's need to	removal of this feature would not
		be considered with regards to plans for	significantly affect the ability of this
		Fernandina Road. Also be sure it doesn't intersect	alternative to meet the purpose and
		Woodcross Road at a tricky angle (regardless of	need, SCDOT has elected to remove this
		what you do) . Whatever is done, this business of	bridge from the Recommended Preferred
		one lane on the Parkridge side of Harbison over 1-	Alternative.
		26 needs to go. Hopefully the signal will remain at	
		Woodcross Drive but the two be better synched	During the alternatives development and
		(ditto with the several towards near St. Andrews).	screening process for the Carolina
		The intersection of Tram Road and Jamil Road	Crossroads, several alternatives and
		needs a visibility upgrade from what it is now but	interchange designs were developed and
		the proposed bridge to Beaty Road is not the	evaluated. You can find more
		answer. Traffic studies about this impact need to	information about the evaluation of
		be examined further. As it is now, several	alternatives in Chapter 2 of the Draft
		intersections on Tram Road are tricky to deal with	Environmental Impact Statement (DEIS).
		and several wouldn't meet today's design requirements. Several of them could stand	Input from EMS and other stakeholders
		overhauls. Not to mention concerns about the	has been solicited throughout the design
		traffic volume pushing capacity limits of both	process.
		roads.	The Piney Grove Road, Jamil Road and
		The Turbine style interchange for 1-26 & 1-20 is	Bower Parkway intersection is outside
		the best possible option of the alternatives	the Carolina Crossroads project limits
		considered. The cloverleafs can't go fast enough.	and improvements were not included in
		Broad River Road & 1-20 does need an overhaul	the Recommended Preferred Alternative
		to better accommodate traffic as it does get	(RPA) design. The RPA will have a signal
		congested as far as Arrowood Road on one side	at the St Andrews Road and Woodland
		and St. Andrews Road on another and a study on	Hills intersection.
		DDI vs. SPUI should be considered.	
		Berryhill proposed bridge over 1-20: I need to	The SCDOT project team is working to
		understand the purpose of such bridge. First and	complete a Final Environmental Impact
		foremost, what will the intersection of Bush River	Statement (FEIS), and the Federal
		Road and Berryhill Road look like once the DDI	Highway Administration anticipates
		goes in? Furthermore, the traffic signals at Bush	publishing an FEIS and a Record of
		River and 1-20 the way they are now lead to	Decision (ROD) concurrently in spring
		traffic congestion and considerations for how to	2019.
		alleviate such congestion should be explored. If	
		the Berryhill bridge does go in the traffic is likely	To stay up to date on Carolina Crossroads

		to result in the need for a traffic signal at Bush River and Rockland Road. 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). 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	project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Dook	David	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. 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??	Thank you for your interact and
Peek	David	Both sides of the bridge will be affected in a negative way. 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 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
Pelenski	John	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.	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

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Pelenski	Roger	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.	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 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). The SCDOT project team is working to complete a 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
Pelham	Dee	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.	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
Pelham Reg	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 Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended

Pelster	Carol	As you move and alter Jamil Road please also add a pedestrian/bike lane. Residents in the area	Thank you for your interest and comment on the Carolina Crossroads I-
		including apartments Willimasburg West neighborhood Whitehall neighborhood and more	20/26/126 Corridor Improvement Project.
		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.	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). 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.
			The SCDOT project team is working to complete a 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

Pemberton	Roger	We very much oppose putting an overpass over I-	Thank you for your interest and
		26 connecting Tram Road and Beatty. This would	comment on the Carolina Crossroads I-
		not be good at all for us as residents of Whitehall. We live in a quiet neighborhood with very little	20/26/126 Corridor Improvement
		crime or other disturbances. Thi move, we	Project. In the early stages of the project, the
		believe, would have a negative affect on our	South Carolina Department of
		Whitehall Community by increasing traffic	Transportation (SCDOT) received public
		through our neighborhood and possibly bringing	comments requesting enhanced
		in more crime and possibly putting our quality of	connectivity across I-26. To address these
		life and property value at risk! We definitely vote	comments, the Tram Road and Beatty
		NO to this idea!!	Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary need of the project to improve system
			linkages. However, the bridge does not
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			Preferred Alternative to meet the
			primary purpose and need of the project
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Devedersite			info@CarolinaCrossroadsSCDOT.com
Pendarvis	Phyllis W.	I am opposed to the proposed overpass from Tram Road to Beatty Road. It is unnecessary and	Thank you for your interest and comment on the Carolina Crossroads I-
		will only cause problems on the curvy, narrow	20/26/126 Corridor Improvement
		Tram Road side of the project. It will bring traffic,	Project.
		congestion, and strife into what is now a quiet	In the early stages of the project, the
		neighborhood. I have lived here more than 48	South Carolina Department of
		years and have never needed to cross the	Transportation (SCDOT) received public
		interstate at Tram Road. We don't need this! We	comments requesting enhanced
		can easily go to St. Andrews or Piney Grove roads	connectivity across I-26. To address these
		to cross. (Form letter attached)	comments, the Tram Road and Beatty
			Road bridge was added to provide

			connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Pendarvis	Zonnie	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)	info@CarolinaCrossroadsSCDOT.com 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

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			mobility in the corridor. Since the
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Perdue-Shupe	Diane	Thanks for the presentation on this project.	Thank you for your interest and
		I do not agree with the Tram-Beatty Bridge	comment on the Carolina Crossroads I-
		proposal.	20/26/126 Corridor Improvement
		That will increase traffic tremendously for	Project.
		residents of the communities off of beatty &	In the early stages of the project, the
		Tram.	South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
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			publishing an FEIS and a Record 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
Phibbs	Elizabeth	I am writing on behalf of the South Carolina	Thank you for your interest and
		Association of School Administrators (SCASA) and	comment on the Carolina Crossroads I-
		the South Carolina Foundation for Educational	20/26/126 Corridor Improvement Project
		Leadership with respect to our building which is	
		located at 1 Fernandina Court which we just	You spoke with Carolina Crossroads
		purchased in December 2016. For the reasons set	project team member, Brian Klauk, in
		forth below I am urging those involved in the	October 2018 via telephone and received
		decision-making and design for the Carolina	additional information on the right-of-
		Crossroads 1-20/26/126 Improvement Project to	way (ROW) process. As a reminder, the
		ensure that our building at 1 Fernandina Court	acquisition of any needed ROW from the
		access to and from the building and our parking	property located at 1 Fernandina Court
		area are not adversely affected by the Project. I	would be conducted accordance with the
		received a letter dated September 12 2018 from	Federal Uniform Relocation Assistance
		the law firm of Williams and Walsh informingme	and Real Property Acquisition Policies Act
		that our building may be in jeopardy of being	of 1970, as amended (P.L. 91-646, as
		acquired under the Eminent Domain Act pursuant	amended by 100-17; 49 CFR 24.205 (AF)).
		to the Carolina Crossroads 1-20/26/126	amenaca by 100-17, 45 CH (24.205 (AF)).
		Improvement Project. Just in the past three years	SCDOT will secure a Design Build Team to
		our Foundation and Association have completed a	construct the Carolina Crossroads
		large-scale fundraising effort to acquire and	Project, and we anticipate that a Design
		renovate this building located at 1 Fernandina	Build Team will be selected by early
		Court. After recovering from the initial shockfrom	2020. ROW acquisition will be
		the information provided by Williams and Walsh I	accomplished in two phases. Phase one
		started immediately seriously considering and	will start in 2019 with ROW acquisition
		investigating the possibility of our Foundation and	performed directly by SCDOT on selected
		Association losing our new home. Unfortunately I	parcels. Phase two will begin in 2020
		discovered that it was a very real possibility and	with ROW acquisition performed by the
		that I should immediately send my comments to	Design-Build Team for the remaining
		the above address as to why we are urging that	parcels.
		our buildingaccess to and from the building and	
		our parking area are not adversely affected by the	The project has been developed in
		Project. The SCASA is comprised of over 4300	accordance with the National
		school leaders from all over South Carolina. Our	Environmental Policy Act (NEPA).
		membership consists of all superintendents	Through this public process, The South
		district level leaders elementary middle and	Carolina Department of Transportation
		secondary principals as well as personnel	(SCDOT) has sought to achieve the
		directors adult education career and	optimal balance of transportation
		technologydirectors and education college deans.	improvements with minimized impacts to
		Prior to establishing occupancy in April 2018 for	the human and natural environment,
		two decades we were renting office space and	which includes any potential property
		paying enormous rental fees to house our	impacts.
		leadership development classes and meetings.	
		Because of the escalating expense we started	The SCDOT project team is working to
		researching the possibility of purchasing our own	complete a Final Environmental Impact
L	I		661

	buildingin the fall of 2014. We looked at many	Statement (FEIS) and the Federal
	buildings hired an outside marketing company to	Highway Administration anticipates
	conduct a feasibility studyand held statewide	publishing an FEIS and a Record of
	focus groups to gauge our ability to raise private	Decision (ROD) concurrently in spring
	funds since we could not afford a building	2019.
	otherwise. At the conclusion of the study we	To stay up to date on Carolina Crossroads
	knew that in order to make our dream a reality	project information, visit our project
	we needed to raise at least \$L25M. At the time we	website
	were the only educationnonprofit in the State to	at www.SCDOTCarolinaCrossroads.com
	not own our own building. Fortunately we found	Call Us: 1-800-601-8715
	our perfect building. It was easily accessible to the	Email Us:
	interstate which was good for our members and it	info@CarolinaCrossroadsSCDOT.com
	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. Allin 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 campaignand in	
	November 2016 we launched the silent phase of	
	our â€ [~] 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	
	inDecember 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 tenantswe	
	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	
	inkinddonations 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 helpingus	
	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	
	mechanicalengineer and electrical engineer	
	donated their expertise for drawing the	
	mechanical and electrical plans for the project.	
	meenamear and electrical plans for the project.	

They also would stop by the site from time to time and inspect the work. We had companies from across South Carolina donate paint carpet lighting furniture flooring and cabinets. All of these people came together to renovate a building that would be a dedicatedspace to develop current and future school leaders in South Carolina because they believed in our mission. Education is the backbone of economic development in South Carolina and we need strong leaders to lead our schools. Our goal is to develop high-quality school and school district leaders who can capably run successful åčœeducation businessesåe that increase and sustain academic achievement for students in South Carolina. Though most tenets of effective leadership areuniversal their application is different depending on the setting. Rural schools high poverty schools highly successful schools high poverty schools highly successful schools and those currently underperforming must have leaders who understand what it will take to affect the change needed in that setting. CEEL based in South Carolina and cognizant of our student needs and the workforce needed for our cenomic future can garner and deploy best resources from local regional and national sources and customize leadership dewelopment to meet our unique leadership development to meet our deverse	
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accomplished with our building which houses the	
Center for Executive Education Leadership is	
nothing short of a miracle. While we will have	
invested \$2.4M with the purchase and renovation	
the price would be considerably higher if we had	
not gotten most of the building materials	
furniture (all furniture was donated) and human	
resource expertise donated. As a private nonprofit	
who is dedicated todeveloping the individuals	
who will lead public schools in our State. I urge	
you not to acquire the building and instead 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 am happy	
to meet with any individuals involved in the	
decisions regarding the Improvement Project or	
the Project's design to express the importance	
of our building to our State and topublic	
education in our State. I am also happy to provide	
any additional information that you may need or	
that would be helpful to you in your review of the	
construction options. (see attachments)	

Phillips	Steve	I agree that the I-20- and I-26 area known as	Thank you for your interest and
		malfunction junction needs work. I strongly	comment on the Carolina Crossroads I-
		disagree with the proposed bridge to be built	20/26/126 Corridor Improvement
		linking Beatty Road to Tram Road. I have lived in	Project.
		Whitehall for over 30 years. It is a family friendly and a well established neighborhood. It sees many	In the early stages of the project, the South Carolina Department of
		people walking, jogging, or even children	Transportation (SCDOT) received public
		maneuvering through the area. The infrastructure	comments requesting enhanced
		and even the literal pathway itself on Tram Road	connectivity across I-26. To address these
		does not lend itself to anything more than neighborhood traffic. The vehicles and traffic that	comments, the Tram Road and Beatty Road bridge was added to provide
		would be routed through one of Columbia's most established neighborhoods would simply be a	connection between Fernandina and Jamil frontage roads. In addition, this
		catastrophe. We do not have any problem getting	proposed bridge would also have
		to any location from Whitehall as it is. In fact one	benefits for emergency response. As
		of the greatest assets of Whitehall is the easy	proposed, the Tram Road and Beatty
		access to many areas of Columbia. A bridge with enhanced traffic would make it more difficult and	Road bridge would fulfill a secondary need of the project to improve system
		would certainly diminish the neighborhood. A	linkages. However, the bridge does not
		bridge from Beatty to Tram would bring negative	affect the ability of the Recommended
		impact to the 1,400 homes in Whitehall as well as	Preferred Alternative to meet the
		many others from surrounding communities,	primary purpose and need of the project
		while serving no real purpose. While I appreciate	to reduce congestion and improve
		all of the work that is being done to correct	mobility in the corridor. Since the
		malfunction junction, I strongly oppose the bridge	removal of this feature would not
		to connect Beatty to Tram. This is more than just	significantly affect the ability of this
		cement and structures, this is about families and	alternative to meet the purpose and
		their homes and their lives that would be	need, SCDOT has elected to remove this
		negatively impacted by this bridge.	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
Pierce	Christopher	Form Letter	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
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website
at www.SCDOTCarolinaCrossroads.com
Call Us: 1-800-601-8715
Email Us:
info@CarolinaCrossroadsSCDOT.com
1110@cdi01112c1053102d55cD01.c011

Pitts	Monetta &	As residents of Whitehall, we are greatly	Thank you for your interest and
	Lloyd	concerned about the negative impact of a bridge	comment on the Carolina Crossroads I-
		across I 26 to join Beatty and Tram Roads. Our	20/26/126 Corridor Improvement
		greatest concerns are an increased noise level	Project.
		(currently extremely loud), flooding (already an	
		issue on this street), traffic and safety. Please	In the early stages of the project, the
		remove this proposal from the plan.	South Carolina Department of
		Thank you for this opportunity to express my total	Transportation (SCDOT) received public
		and complete opposition to the proposal to place	comments requesting enhanced
		a bridge over 1-26 which would connect Tram	connectivity across I-26. To address these
		Road and Beatty Road. As was evident this past	comments, the Tram Road and Beatty
		Tuesday evening at the meeting of the Whitehall	Road bridge was added to provide
		Homeowners Assn all homeowners in attendance	connection between Fernandina and
		are equally opposed to this proposed bridge.	Jamil frontage roads. In addition, this
		There is no need for such a bridge. You have	proposed bridge would also have
		stated some possible improvements such a bridge	benefits for emergency response. As
		might bring; however the detriment to all 1400	proposed, the Tram Road and Beatty
		homeowners in Whitehall far outweighs any and	Road bridge would fulfill a secondary
		all of your stated possible benefits as each	need of the project to improve system
		homeowner will be irreparably harmed by your	linkages. However, the bridge does not
		actions. The loss of property value alone which	affect the ability of the Recommended
		will result from such an added burden on the	Preferred Alternative to meet the
		already deteriorating surface of the streets in	primary purpose and need of the project
		Whitehall. The increased traffic on a two-lane	to reduce congestion and improve
		neighborhood road alone will be a hazardous	mobility in the corridor. Since the
		situation to all from day one and will only	removal of this feature would not
		continue to increase as traffic flow increases over	significantly affect the ability of this
		a period of time. FOLLOW THE DOLLARS. The only	alternative to meet the purpose and
		beneficiaries of such a bridge will be the owners	need, SCDOT has elected to remove this
		of the properties which are contiguous to both	bridge from the Recommended Preferred
		Tram Road and Beatty Road. The contiguous	Alternative.
		property along Jamil Road which intersects with	
		Tram Road has been for sale for quite some time	The SCDOT project team is working to
		now with no potential for change in ownership.	complete a Final Environmental Impact
		The property contiguous to Beatty Road which	Statement (FEIS), and the Federal
		was Hampton Pontiac has been abandoned for	Highway Administration anticipates
		years and shows no signs of any effort on the part	publishing an FEIS and a Record of Decision (ROD) concurrently in spring
		of any estate or person to divest. Now along	
		comes SCOOT after so many months of not including such a bridge in any published	2019. The Tram Road and Beatty Road Bridge will not be considered for further
		documents to now including it in the preferred	evaluation in these documents.
		alternative which is being advanced by this public	evaluation in these documents.
		hearing. Quite honestly this REEKS of good ole1	To stay up to date on Carolina Crossroads
		boy politics" as this is obviously a blatant hidden	project information, visit our project
		attempt to reach an agreement between SCOOT	website
		and one or all of the four entities who own the	at www.SCDOTCarolinaCrossroads.com
		contiguous properties along both Jamil Road and	Call Us: 1-800-601-8715
		Fernandina Road. Only those four owners will	Email Us:
		benefit to the total and complete detriment of the	info@CarolinaCrossroadsSCDOT.com
		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."	
		winteriali.	<u> </u>

Player	Reba	Destroys our lovely neighborhood. Form Letter – Tram/Beatty Checklist	Thank you for your interest and comment on the Carolina Crossroads I-
		Torm Letter Train, Beatly checkist	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
Player	Reba	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	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
		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 defeaning! 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	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.
		better solution". I don't know who came up with this solution but you are wrong!! We will not go quietly!!	To stay up to date on Carolina Crossroads project information, visit our project

Plaver	Reba	Lam a resident of Whitehall subdivision and have	website
Player	Reba	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! 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 defeaning! 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!!	website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Plyler	Harry & Jean	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.	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.

			complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Pontikas	Lou	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.	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

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Pough	Luther	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.	The caroine of control of the project of the project of the project of the project, the south Carolina Department ofTransportation (SCDOT) received publiccomments requesting enhancedconnectivity across I-26. To address thesecomments, the Tram Road and BeattyRoad bridge was added to provideconnection between Fernandina andJamil frontage roads. In addition, thisproposed bridge would also havebenefits for emergency response. Asproposed, the Tram Road and BeattyRoad bridge would fulfill a secondaryneed of the project to improve systemlinkages. However, the bridge does notaffect the ability of the RecommendedPreferred Alternative to meet theprimary purpose and need of the projectto reduce congestion and improvemobility in the corridor. Since theremoval of this feature would notsignificantly affect the ability of thisalternative to meet the purpose andneed, SCDOT has elected to remove thisbridge from the Recommended PreferredAlternative.The SCDOT project team is working tocomplete a Final Environmental ImpactStatement (FEIS), and the FederalHighway Administration anticipatespublishing an FEIS and a Record ofDecision (ROD) concurrently in spring2019. The Tram Road and Beatty RoadBridge will not be considered for furtherevaluation in these documents.To stay up to date on Carolina Crossroads.comCall Us: 1-800-601-8715Email Us:info@CarolinaCrossroadsSC

Powers	Wildred	Please tell me how this will affect homes backing up to Colonial Life Blvd. a block from Bush River Road.	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.co m/onlinemeeting5/. 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Pratt	Doug	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.	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:
Preussner	Dionne	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.	info@CarolinaCrossroadsSCDOT.com 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
Preussner	Dionne	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 adversly 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)	primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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.

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Priester	Walker and Danni	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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
			As we do anticipate water and sewer conflicts with this project (as well as other utilities), the actual relocation design in 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.
			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

			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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Propst	John W.	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.	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

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ProTow	Buddy	Want to be added to the mailing list	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Pukl	Gail	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	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
Pukl	Joseph	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	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

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Purvis	Hyon	Title: Against the proposal I-26 overpass linking 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.	Thow CarolinacrossidadsScbOrt.com 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:
Purvis	Lee	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.	info@CarolinaCrossroadsSCDOT.com 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

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

			connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Rathburn	Brian	I am a resident of the Whitehall subdivision and	info@CarolinaCrossroadsSCDOT.com Thank you for your interest 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.	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

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			mobility in the corridor. Since the
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			significantly affect the ability of this
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			bridge from the Recommended Preferred
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			project information, visit our project
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Ray	Sandra	Form Letter – Tram/Beatty Checklist	Thank you for your interest and
пау	Saliula	Form Letter – fram, beatty checkist	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
			Noau bridge was added to provide
			connection between Fernandina and
			connection between Fernandina and Jamil frontage roads. In addition, this
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			Highway Administration anticipates publishing an FEIS and a Record 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
Raybon	Ada	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.	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
Raybon	James	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!	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

Raymond	Patricia	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	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. The SCDOT project team is working to complete a 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
Reid	George	Form Letter	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:
Reid	Marsha	 Increased crime Lower property values Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood Dangerous for walkers, bikers, joggers, etc. on narrow streets Increased flooding Increased noise from traffic and no sound barriers Increased speeders (enough is enough)! It will destroy our quiet neighborhoods 	info@CarolinaCrossroadsSCDOT.com 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
Remm	Alejandro	Form Letter	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
Renedo	Rita	Totally oppose Tram Road/Beatty Road bridge! Unnecessary, waste of taxpayers money. Who really benefits? (Landowner?!)	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

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

		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.	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed the Tram Road and Roatty
			proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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			Email Us: info@CarolinaCrossroadsSCDOT.com
Reparaz	Laura	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. 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.	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

Reparaz	Laura	I submitted a comment last month that I am	linkages. However, the bridge does not
		particularly concerned about the lack of a sound	affect the ability of the Recommended
		barrier wall on Jamil Road to protect the	Preferred Alternative to meet the
		communities and homes from excessive freeway	primary purpose and need of the project
		noise. I would also like to comment that I am very	to reduce congestion and improve
		concerned about the proposed bridge/overpass	mobility in the corridor. Since the
		from Beatty to Tram Road. Tram Road does not	removal of this feature would not
		have the capacity to handle more traffic it is a	significantly affect the ability of this
		residential road, and children play along there.	alternative to meet the purpose and
		Moreover, Jamil Road is already too congested.	need, SCDOT has elected to remove this
		The lights at both Jamil Road/Piney Grove, and	bridge from the Recommended Preferred
		Jamil Road/St Andrews are very poor at	Alternative.
		maintaining a good traffic flow on the Jamil Road	Relative to the sound barrier walls,
		side. The lines at those lights get incredibly long,	SCDOT completed preliminary traffic
		and I have sat at each of those lights on separate	noise analyses of the two alternatives
		occasions in excess of 10 minutes waiting to be	presented in the DEIS. Those analyses
		able to get through. I would lastly like to add that	adhered to the State's Traffic Noise
		Jamil Road needs some kind of pedestrian	Abatement Policy, which was approved
		shoulder for safety reasons. People speed along	by FHWA. In adherence with the Policy,
		Jamil, and there are often pedestrians nearly right	SCDOT will complete a detailed traffic
		in the road it's very dangerous. Please consider	noise analysis on the recommended
		improvements to Jamil Road including a sound	preferred alternative. That analysis will
		barrier, improvements to the lights at Piney	evaluate the need for noise mitigation
		Grove/Jamil and St Andrews Jamil, and some kind	measures, and determine if noise walls
		of pedestrian shoulder. Please do not make an	can meet the reasonableness and
		overpass from Beatty to Tram Road. It will only	feasibility requirements of the Policy,
		worsen an already difficult traffic situation in my	where traffic noise impacts are projected
		neighborhood.	to occur. You can read more about the
			traffic 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.
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com

Rhett	Eddist	My name is Eddist Rhett I have shared property at	Thank you for your interest and
		130 Steward , 29210, near City Columbiawater	comment on the Carolina Crossroads I-
		tower off Fernandenia Rd, which will be effected	20/26/126 Corridor Improvement
		by this project. I attended the meeting08/23/18	Project.
		and listen to a lot comments about the purposed	In the early stages of the project, the
		Bridge at Beatty and Tram Roads.Most comments	South Carolina Department of
		or concerns were for those living on or near the	Transportation (SCDOT) received public
		Tram Road side, or White Halldivision. Some not	comments requesting enhanced
		all talked of property value, crime rate on the	connectivity across I-26. To address these
		"other side", know one spoke ofall the families on	comments, the Tram Road and Beatty
		Beatty road side and how the traffic with touch	Road bridge was added to provide
		the older residents living inthat area for not 20 or	connection between Fernandina and
		40 but 60 and on years. I'm not saying their	Jamil frontage roads. In addition, this
		concerns were wrong, but Igrew up in Piney	proposed bridge would also have
		Grove, in 1958 before White Hall and Tram Rd,	benefits for emergency response. As
		our community was dividedby the BRIDGE on	proposed, the Tram Road and Beatty
		Piney Grove and Interstate. This bought more	Road bridge would fulfill a secondary
		traffic ,businesses, White Halland more.We still	need of the project to improve system
		have not a side walk in that community. Progress	linkages. However, the bridge does not
		move over and into our area, God waswith us and	affect the ability of the Recommended
		we lived on. I'm sure the developer will be as	Preferred Alternative to meet the
		caring and concern for both side of thatbridge if it	primary purpose and need of the project
		happens. I have family that live on Rhett Rd, and	to reduce congestion and improve
		the that road is unpaved, driversfrom WHITE Hall	mobility in the corridor. Since the
		drive through at a high speed, and children and	removal of this feature would not
		seniors are walking on thatStreet. Trash is	significantly affect the ability of this
		dumped on that Road by people that do not live in	alternative to meet the purpose and
		that Rhett Rdcommunity (the divided part of	need, SCDOT has elected to remove this
		Piney Grove) those families care for their children and Grandsas much as the Tram Road	bridge from the Recommended Preferred Alternative.
		residents!We need help from all the new Homes,	The SCDOT project team is working to
		business, etc that has built in and around this	complete a Final Environmental Impact
		area, we arepacked with many cars, buses all	Statement (FEIS), and the Federal
		modes of Transportation and relief is needed.	Highway Administration anticipates
		There should besome type of zoning rules about	publishing an FEIS and a Record of
		how many Housing development can be placed in	Decision (ROD) concurrently in spring
		an area?I pray this will be a positive project going	2019. The Tram Road and Beatty Road
		forward and everyone's concerns are met	Bridge will not be considered for further
		andaddressed. Thank you for providing me the	evaluation in these documents.
		opportunity to comment.	To stay up to date on Carolina Crossroads
			project information, visit our project
			website
			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com

Rice	Barbara	First, thank you to the staff for being available at not only the DOT "open	Thank you for your interest and comment on the Carolina Crossroads I-
		house", but at our HOA meeting. While we are thrilled by the prospect of an	20/26/126 Corridor Improvement Project.
		improved Malfunction Junction, we	In the early stages of the project, the
		are quite distressed by the proposed bridge	South Carolina Department of
		linking Tram Rd (where we live) with Beatty Rd. My protest is more than the expected	Transportation (SCDOT) received public comments requesting enhanced
		"not in my backyard"	connectivity across I-26. To address these
		mentality. As has been mentioned numerous	comments, the Tram Road and Beatty
		times, Tram Road is very hilly, narrow and winds around quite a bit. There are no	Road bridge was added to provide connection between Fernandina and
		sidewalks and many blind driveways,	Jamil frontage roads. In addition, this
		making Tram an unsafe road to begin with. To add	proposed bridge would also have
		extra traffic is ludicrous. Despite no studies being done as to how much	benefits for emergency response. As proposed, the Tram Road and Beatty
		more traffic could be expected on Tram, common sense says it WILL increase.	Road bridge would fulfill a secondary need of the project to improve system
		Otherwise, what is the purpose of	linkages. However, the bridge does not
		building a multi-million bridge over the highway?	affect the ability of the Recommended
		Thanks to GPS and apps like	Preferred Alternative to meet the
		Waze, all it will take is a slow down on I26, Jamil and/or Fernadina for people to	primary purpose and need of the project to reduce congestion and improve
		choose Tram to avoid being stuck in traffic.	mobility in the corridor. Since the
		There are already two ways to go over the	removal of this feature would not
		highway-St. Andrews and Piney	significantly affect the ability of this
		Grove. While they may get busy during certain times, people who are traveling	alternative to meet the purpose and need, SCDOT has elected to remove this
		those roads with the sole purpose of getting to	bridge from the Recommended Preferred
		the other side are not greatly	Alternative.
		impacted by the cars entering or exiting the	The SCDOT project team is working to
		freeway or those traveling Bower Parkway.	complete a Final Environmental Impact Statement (FEIS), and the Federal
		Please scrap the plans to build a bridge that will add nothing and will be very	Highway Administration anticipates publishing an FEIS and a Record of
		detrimental to our area.	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
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			info@CarolinaCrossroadsSCDOT.com
Rice	Doug	Gentlemen:	Thank you for your interest and
		I am against having the bridge constructed for the	comment on the Carolina Crossroads I-
		following reasons:	20/26/126 Corridor Improvement
		 Tram Road is a narrow curving 2 lane road not designed for arterial traffic; 	Project. In the early stages of the project, the
		2. There are no sidewalks. Bicyclists and	South Carolina Department of
		pedestrians would be put in increased danger;	Transportation (SCDOT) received public
		3. School buses have 5 stops on Tram Road. Again,	comments requesting enhanced
		increased danger for the children. 4. I've seen numerous accidents at the Tram	connectivity across I-26. To address these comments, the Tram Road and Beatty
		Road/St. Andrews Road intersection. The rate of	Road bridge was added to provide

		accidents could only increase;	connection between Fernandina and
		5. Speed limit on Tram Road is 25 - 30 mph. My	Jamil frontage roads. In addition, this
		concern is motorists trying to cut time off their	proposed bridge would also have
		commute trip arguably would ignore the posted	benefits for emergency response. As
		speed.	proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
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Rice	James	I do not want the flyover on Tram Rd. Tram Rd is	Thank you for your interest and
Nice	James	too busy now. Over 2000 cars per day. Tram Rd is	comment on the Carolina Crossroads I-
		a narrow, crooked road. We do not want it	20/26/126 Corridor Improvement
		widened to a 4 lane road. This is a family	Project.
		community. We do not want it divided into two.	In the early stages of the project, the
		This will cause our property values to drop. It is	South Carolina Department of
		hard enough to get on Tram Rd during peak times.	Transportation (SCDOT) received public
		Stay out of our backyard. Put your road on Piney	comments requesting enhanced
		Grove or St Andrews.	connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
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Rice	Noelle	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	to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		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 interstatewhere no homes are located?	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. 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. 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
Richardson	Frances	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.	Email Us: info@CarolinaCrossroadsSCDOT.com 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

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			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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Riley	Frederick	Tram/Beatty bridge should be removed from	Thank you for your interest and
		project. Will direct much more traffic onto Tram,	comment on the Carolina Crossroads I-
		Sidney and possibly Brookshirre and Nottingham	20/26/126 Corridor Improvement
		connecting to Piney Grove. There are no side	Project.
		walks for any of these roads with the exception of	In the early stages of the project, the
		Piney Grove. Increased traffic means more noise	South Carolina Department of
		and danger to pedestrians especially children and	Transportation (SCDOT) received public
		loose pets.	comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
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			Road bridge would fulfill a secondary
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			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
Riley	Roger	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.	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

Riley	Teresa S.	Im opposition to bridge over I26 from Tram Road	Thank you for your interest and
		to Beatty Road. Tram Road is too narrow and	comment on the Carolina Crossroads I-
		winding, also does not have sidewalks. More	20/26/126 Corridor Improvement
		traffic poses safety risk to children and animals.	Project.
		Increased traffic cutting thru neighborhood of Whitehall. Increased noise for residents of Tram	In the early stages of the project, the South Carolina Department of
		and Sidney. Also big waste of taxpayer money.	Transportation (SCDOT) received public
		and stately. Also big waste of taxpayer money.	comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and need, SCDOT has elected to remove this
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Dittanar			info@CarolinaCrossroadsSCDOT.com
Rittman	Carl and	It would bring down propery values. It would bring too much unwanted traffic and possible	Thank you for your interest and comment on the Carolina Crossroads I-
	Stephanie	drug traffic.	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
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			connection between Fernandina and Jamil frontage roads. In addition, this
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Rivers	Michael	Wasted tax payers money for a 2 lane bridge.	Thank you for your interest and
		Money needed for other repair on roads. Very	comment on the Carolina Crossroads I-
		much opposed to this. Will be more crime.	20/26/126 Corridor Improvement Project.
		The traffic flow it will not help a thing.	In the early stages of the project, the
		All ready have 2 ways to access to and from	South Carolina Department of
		Tram/Beatty/which are 4 lanes; Piney Grove; and St. Andrews	Transportation (SCDOT) received public comments requesting enhanced
		Lower property value	connectivity across I-26. To address these
		Makes no sence	comments, the Tram Road and Beatty
			Road bridge was added to provide connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
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			primary purpose and need of the project

			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
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Rlutto	Betty	I am against the building of the Tram Rd/Beatty	Thank you for your interest and
Matto	Detty	Rd Bridge. It is a waste of taxpayer's money. It will	comment on the Carolina Crossroads I-
		increase our low crime area to a high crime area.	20/26/126 Corridor Improvement
		There has got to be another way.	Project.
		There has got to be another way.	In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
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Roberts	Stephen	Very well done meeting. Knowledgeable staff, friendly, great graphics, movie, etc.	 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
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!!!	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
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Rodgers	Christina	Form Letter	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
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			connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and
			connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide
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			connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have
			connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
			connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system
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			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
Rodgers	Christopher Shawn	Form Letter	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

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Rogers	James	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.	info@CarolinaCrossroadsSCDOT.comThank 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. 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
			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)). 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

			concerning if your request was accepted or denied. The SCDOT project team is working to complete a 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
Rogers	Linda	Not needed. Total waste of 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 Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Rogers	William	Not needed. Waste of money. Form Letter – Tram/Beatty Checklist	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor ImprovementProject.In the early stages of the project, theSouth Carolina Department ofTransportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and BeattyRoad bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and BeattyRoad bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

Romero	Jessica	To whom this may concern:Our office received the attached notice regarding proposed improvements Carolina Crossroads. Areboth notices regarding the same project? If so will the improvements be installed within the City'sexisting right away or will they extend onto private property? Are there plans available that you canprovide? Any additional information you might have would be helpful.I look forward to your response.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.
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Roshto	Richard and Diane	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.	info@CarolinaCrossroadsSCDOT.com 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

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Rosser	Laura	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 Community 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. Attached form - Reasons for Opposing Tram Road/Beatty Road Bridge Lower property values - from Nashville TN experience I walk with rolator Very concerned with increased flooding Increased noise from traffic and no sound barriers - extreme impact on neighborhoods Now you can hear I-26 traffic when outside. 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.	info@CarolinaCrossroadsSCDOT.com 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

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Rouse	Ernest	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.	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
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?	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. 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.
			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

			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!	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
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?!!	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

Russell	Maxine	My name is Maxine Russell and I have a questionI 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 a 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.	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 Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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). The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Wichere A duscention endered and the proferential 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
Russell	Norma	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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement

		tax money! The money would be much better	Project.
		spent on a right turn lane at the Jamil Road and	In the early stages of the project, the
		Piney Grove Road intersection.	South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
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			benefits for emergency response. As
			proposed, the Tram Road and Beatty
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Russell	Rusty	I am against the building of the bridge at Tram	Thank you for your interest and
		Road! A better solution would be to put a right	comment on the Carolina Crossroads I-
		turn lane at Jamil Road/Piney Grove Road	20/26/126 Corridor Improvement
		intersection!	Project.
		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

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!	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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
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			To stay up to date on Carolina Crossroads
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			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Sallee	Katie	Frankly, Costco is NOT that important, also	Thank you for your interest and
		Nobody's time is more important than another!!	comment on the Carolina Crossroads I-
		STUPID! (Form Letter - Tram/Beatty Check List	20/26/126 Corridor Improvement
		attached)	Project.
			In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
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			Decision (ROD) concurrently in spring
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			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
Salter	Karin	I am opposed to the Tram/Beatty Rd overpass. Tram Rd is avery 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 int the creeks can be catastrophic. Thank you for reconsidering this part of the crossroads project.	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

Salter	William L.	This "bridge to nowhere" is a needless waste of	Thank you for your interest and
		tax dollars. It will serve NO necessity! Your project	comment on the Carolina Crossroads I-
		will destroy Whitehall's quality of life and lead to	20/26/126 Corridor Improvement
		a loss to many people of their biggest investment.	Project.
		Additionally, the overpass would destroy the tax	In the early stages of the project, the
		base for schools and Lexington County. (form	South Carolina Department of
		letter attached)	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
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			Statement (FEIS), and the Federal
			Highway Administration anticipates
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			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
Sanders	Ann	I oppose the bridge across I-26 from Beatty Road	Thank you for your interest and
		because it would bring traffic from a crime area	comment on the Carolina Crossroads I-
		directly into our neighborhood (Whitehall). It	20/26/126 Corridor Improvement
		would also increase the noise level with no	Project.
		restrictions of vehicles on the bridge. It would disrupt our way of life which is living in a quiet	In the early stages of the project, the South Carolina Department of
		neighborhood. It would be unsafe for bikers,	Transportation (SCDOT) received public
		walkers, and joggers. We have lived in Whitehall	comments requesting enhanced
		48 years and we don't want heavy traffic going	connectivity across I-26. To address these
		through it. This proposed bridge would be a waste	comments, the Tram Road and Beatty
		of the state's money. We already have the Piney	Road bridge was added to provide

	1 1
Grove Road bridge. A new bridge across I-26 from	connection between Fernandina and
Beatty Road would not help the problems at	Jamil frontage roads. In addition, this
Malfunction Junction. The money for the bridge	proposed bridge would also have
should be used to repair existing roads.	benefits for emergency response. As
	proposed, the Tram Road and Beatty
	Road bridge would fulfill a secondary
	need of the project to improve system
	linkages. However, the bridge does not
	affect the ability of the Recommended
	Preferred Alternative to meet the
	primary purpose and need of the project
	to reduce congestion and improve
	mobility in the corridor. Since the
	removal of this feature would not
	significantly affect the ability of this
	alternative to meet the purpose and
	need, SCDOT has elected to remove this
	bridge from the Recommended Preferred
	Alternative.
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	complete a Final Environmental Impact
	Statement (FEIS), and the Federal
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	2019. The Tram Road and Beatty Road
	Bridge will not be considered for further
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	Email Us:
	info@CarolinaCrossroadsSCDOT.com

Sandvig	Sandy & Hall	As a longtime resident of Whitehall subdivision,	Thank you for your interest and
Januvig		we are very unhappy with the proposed addition	comment on the Carolina Crossroads I-
		of	20/26/126 Corridor Improvement
		a bridge across I-26 connecting Tram Road to	Project.
		Beatty Road. Whitehall is an old established	In the early stages of the project, the
		neighborhood that has withstood the changing	South Carolina Department of
		dynamics of our area and the flight to newer	Transportation (SCDOT) received public
		neighborhoods away from the city. It has been an	comments requesting enhanced
		enclave of well-maintained homes with quiet	connectivity across I-26. To address these
		residential streets and an almost serene country	comments, the Tram Road and Beatty
		setting centered around the 4 lakes of Whitehall.	Road bridge was added to provide
		Recently we have seen younger families moving	connection between Fernandina and
		into the neighborhood and it's been reassuring to	Jamil frontage roads. In addition, this
		see our neighborhood continue to thrive and hold	proposed bridge would also have
		its property values which has not been the case of	benefits for emergency response. As
		many neighborhoods in our area. Tram Road is	proposed, the Tram Road and Beatty
		already a well-traveled road and it does allow	Road bridge would fulfill a secondary
		traffic	need of the project to improve system
		to filter to Piney Grove and St. Andrews Roads via	linkages. However, the bridge does not
		Jamil Road. I believe with the improvements to	affect the ability of the Recommended
		the exits at Piney Grove and St. Andrews roads	Preferred Alternative to meet the
		there should be no need to increase traffic	primary purpose and need of the project
		through a	to reduce congestion and improve
		residential area at a considerable cost to	mobility in the corridor. Since the
		taxpayers not to mention the environmental	removal of this feature would not
		impact it will	significantly affect the ability of this
		have on our neighborhood. Tram Road is a narrow	alternative to meet the purpose and
		road with hills and turns and is already traveled	need, SCDOT has elected to remove this
		enough without adding an additional reason to	bridge from the Recommended Preferred
		zoom through our neighborhood. Not only will all of	Alternative.
			The SCDOT project team is working to complete a Final Environmental Impact
		the old established homes on Tram be affected, the noise level throughout the neighborhood will	Statement (FEIS), and the Federal
		be	Highway Administration anticipates
		greatly increased. People now can jog, walk, walk	publishing an FEIS and a Record of
		their pets on Tram Road. There are also several	Decision (ROD) concurrently in spring
		school bus stops on Tram as it is the central road	2019. The Tram Road and Beatty Road
		through our neighborhood and a lot of the smaller	Bridge will not be considered for further
		loops and enclaves of the neighborhood feed into	evaluation in these documents.
		Tram for access to the major roads. Increasing	To stay up to date on Carolina Crossroads
		non residential traffic will affect the entire	project information, visit our project
		neighborhood very negatively. I would suggest	website
		before	at www.SCDOTCarolinaCrossroads.com
		this new bridge even be considered, make the	Call Us: 1-800-601-8715
		other changes proposed and see if that does not	Email Us:
		alleviate most of the traffic issues before spending	info@CarolinaCrossroadsSCDOT.com
		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.	

Sansbury	Chester	I retired from SCDHEC as Assistant Chief of the	Thank you for your interest and
		Bureau of Water and am familiar with the DEIS	comment on the Carolina Crossroads I-
		process through my planning and regulatory	20/26/126 Corridor Improvement
		experience with DOT, Army Corps, USGS, EPA, and	Project.
		FEMA programs and related regulatory programs.	
		I am also a resident of the Whitehall subdivision	In the early stages of the project, the
		and live not far from the proposed connector to	South Carolina Department of
		Tram Road from Beatty Road on the opposite side	Transportation (SCDOT) received public
		of I-26.	comments requesting enhanced
		I took time to review the DEIS documents at the	connectivity across I-26. To address these
		Irmo Library. I looked carefully at the analysis	comments, the Tram Road and Beatty
		concerning the selected alternative for the project	Road bridge was added to provide
		including any analysis I could find about the	connection between Fernandina and
		proposed connector from Beatty Road to Tram	Jamil frontage roads. In addition, this
		Road. I concluded the analysis was significantly	proposed bridge would also have
		lacking in its justification for selection of that	benefits for emergency response. As
		connector.	proposed, the Tram Road and Beatty
		The DEIS states that the overall project purposes	Road bridge would fulfill a secondary
		include enhancing safety, while minimizing	need of the project to improve system
		community and environmental impacts. Contrary	linkages. However, the bridge does not
		to that stated purpose, the project will have	affect the ability of the Recommended
		significant adverse impacts on the Whitehall	Preferred Alternative to meet the
		community. Additionally, the area known as the	primary purpose and need of the project
		Cottages of Whitehall will be devastated.	to reduce congestion and improve
		Additionally, the DEIS states there is a need to	mobility in the corridor. Since the
		reduce traffic congestion, improve mobility, and	removal of this feature would not
		enhance operations. The analysis does not	significantly affect the ability of this
		describe how the Beatty Road connector to Tram	alternative to meet the purpose and
		Road will do this.	need, SCDOT has elected to remove this
		The Summary also says there will be adverse	bridge from the Recommended Preferred
		impacts to the Whitehall community including	Alternative.
		noise and property values.	
		Another objective of the project is compliance	The SCDOT project team is working to
		with land use plans. This connector violates plans	complete a Final Environmental Impact
		for our area including zoning classifications.	Statement (FEIS), and the Federal
		The bottom line based on my review of the DEIS is	Highway Administration anticipates
		that there is inconclusive and insufficient analysis	publishing an FEIS and a Record of
		of the impacts of the Beatty Road to Tram Road	Decision (ROD) concurrently in spring
		connector and that option should be removed	2019. The Tram Road and Beatty Road
		from the selected project alternative.	Bridge will not be considered for further
		Also, please keep me advised of further steps in	evaluation in these documents.
		the approval process including those which may	
		be subject to appeal or litigation. I hereby reserve	To stay up to date on Carolina Crossroads
		my rights for appeal and litigation of any final or	project information, visit our project
		proposed decisions, including but not limited to	website
		permits, changes in zoning, and eminent domain	at www.SCDOTCarolinaCrossroads.com
		procedures.	Call Us: 1-800-601-8715

Sansbury	Chester	Gentlemen,	Email Us:
•		I retired from SCDHEC as Assistant Chief of the	info@CarolinaCrossroadsSCDOT.com
		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.	
		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.	
		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.	
		The Summary also says there will be adverse	
		impacts to the Whitehall community including	
		noise and property values.	
		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.	
		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.	
Sansonetti	Jim	Although I do not live very close to the end of	Thank you for your interest and
Sansonetti	5	Tram Rd. I have talked to several people who	comment on the Carolina Crossroads I-
		do and agree with them that the bridge across I-	20/26/126 Corridor Improvement
		26 is a bad idea. There are several other things	Project.
		that the \$5 million dollars could be used for other	
			In the early stages of the project, the
		than messing up a very beautiful and quiet	South Carolina Department of
		neighborhood. The bridge would change all that	Transportation (SCDOT) received public
		for something that is not needed. I have lived	comments requesting enhanced
		here for 33 years and have never once said, I wish	connectivity across I-26. To address these

		there were a bridge here. So it is my	commonts the Tram Boad and Beatty
		there were a bridge here. So it is my opinion to not put in that bridge.	comments, the Tram Road and Beatty Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
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			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
Satterfield	Betty	I have lived in Whitehall for 42 years and I am very	Thank you for your interest and
		upset that you are considering building a bridge	comment on the Carolina Crossroads I-
		between Tram Rd and Beatty Rd. It would be a	20/26/126 Corridor Improvement
		disaster to our neighborhood. We do not need a	Project.
		bridge as it would increase a disaster to us and	In the early stages of the project, the
		crime would increase as it is already getting	South Carolina Department of
		worse.	Transportation (SCDOT) received public
		Attached form - Reasons for Opposing Tram	comments requesting enhanced
		Road/Beatty Road Bridge	connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
1	1		affect the ability of the Recommended

			Droforrod Altornative to most the
			Preferred Alternative to meet the primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			bridge from the Recommended Preferred Alternative.
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Savage	Marie	STOP THE BRIDGE!!! It would have no purpose	Thank you for your interest and
		except to connect a high crime area with our very	comment on the Carolina Crossroads I-
		low crime peaceful and quiet neighborhood. Tram	20/26/126 Corridor Improvement
		Rd has 69 homes facing it and several side yards.	Project.
		It has 15 intersecting roads. Tram Rd is a narrow,	In the early stages of the project, the
		curvy, and hilly road. I personally drive its entire	South Carolina Department of
		length daily and obey the 25 mph limits. A bridge	Transportation (SCDOT) received public
		across the interstate here would do NOTHING to	comments requesting enhanced
		alleviate the problems at Malfunction Junction. It	connectivity across I-26. To address these
		would destroy our settled, peaceful	comments, the Tram Road and Beatty
		neighborhood. The peace, quiet, and safety is the	Road bridge was added to provide
		reason we purchased our permanent homes on Tram Rd. I moved here 1 year ago from 1/2 mile	connection between Fernandina and Jamil frontage roads. In addition, this
		away! Stop the bridge!!!	proposed bridge would also have
		away: Stop the bhage:::	benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
	1		Preferred Alternative to meet the
			primary purpose and need of the project
1			to reduce congestion and improve
			to reduce congestion and improve mobility in the corridor. Since the
			to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not
			to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this
			to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and
			to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this
			to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred
			to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this

			complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Sawyer	Frank	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.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

Schumacher	Sarah	We were hopeful that our community would be	Thank you for your interest and
Senamacher		progressive in dealing with our traffic situation.	comment on the Carolina Crossroads I-
		Building more lanesor ramps or bridges will not	20/26/126 Corridor Improvement
		solve the issues. Columbia and surrounding areas	Project.
		are growing.A train makes sense is sustainable	
		and would reduce our dependence on cars. It	The Draft Environmental Impact
		would also employ people. Wewish the	Statement (DEIS) report considered the
		committee would consider this option. Once we	current availability of public transit
		experienced train/metro in bigger cities (think DC area orin Europe)we can't imagine other	operators and services operating in the vicinity of the Carolina Crossroads I-
		viable options.	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.
			The SCDOT project team is working to
			complete a 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
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	1		project mornation, visit our project

			website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Schwartz	Cornelia	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!	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

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			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
Scott	Barbara	Form Letter - Tram/Beatty Check List	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
5000	Darbara	Torm Letter - many beatty check list	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
Scott	Breeann	Form Letter	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
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			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
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			info@CarolinaCrossroadsSCDOT.com

Seiderson	Paul	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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. The SCDOT project team is working to complete a 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
Self	Wesley	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
Self	Wesley	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.	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Seward	Ken	 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. In addition I believe it will attract more criminal elements to the neighborhood by allowing a direct access. 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. If the only purpose of the bypass is to improve tram road, We who live here would rather not have tram road improved. DO NOT BUILD THIS OVERPASS!! 	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
Seward	Ken	No Bridge! Please follow the money to the land owner. Form Letter – Tram/Beatty Checklist	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
Seward	Ken	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. This is a quiet community with many retirees. The added traffic will make this community a higher risk to crime. NO OVERPASS into or out of Whitehall.	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this
Seward	Ken	Do not put an overpass into the Whitehall development. It will increase traffic and crime into a quiet community.	alternative to meet the purpose and need, SCDOT has elected to remove this
Seward	Ken	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. This is a quiet community with many retirees. The added traffic will make this community a higher risk to crime. NO OVERPASS into or out of Whitehall.	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
Seward	Mary	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. Along with the increased traffic increased crime has been noticed when access to an established community has been allowed. 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. Finally, this community established in the 1960 has many retirees. There are no side walks. People walk their pets early in the morning would be in danger from the increased traffic. NO BRIDGE INTO WHITEHALL ON TRAM ROAD.	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

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

comments requesting enhanced
connectivity across I-26. To address these
comments, the Tram Road and Beatty
Road bridge was added to provide
connection between Fernandina and
Jamil frontage roads. In addition, this
proposed bridge would also have
benefits for emergency response. As
proposed, the Tram Road and Beatty
Road bridge would fulfill a secondary
need of the project to improve system
linkages. However, the bridge does not
affect the ability of the Recommended
Preferred Alternative to meet the
primary purpose and need of the project
to reduce congestion and improve
mobility in the corridor. Since the
removal of this feature would not
significantly affect the ability of this
alternative to meet the purpose and
need, SCDOT has elected to remove this
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The SCDOT project team is working to
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Shealy	Linda	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. 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.	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
Shealy	Linda	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	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Shealy	Lynn	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	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

		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.	comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Shealy	M. Benson	I hope you will isten 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.	info@CarolinaCrossroadsSCDOT.com 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

Shealy	Mark	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. Form Letter – Tram/Beatty Checklist	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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, the Tram Road and Beatty Road bridge was added to provide connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this
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			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
Sheetz	Linda	I fail to see how this is going to improve traffic in Malfunction Junction. It will destroy our environment and home values.	info@CarolinaCrossroadsSCDOT.com 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
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 nost important aspect of living conditions. Whitehall is one of the best neighborhoods in all of Columbia and the	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

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

Shipman	Allison	On Tram Road, at the foot of the new bridge, the exit from the Cottagesmight 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 TramRoad. 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 lessthose throughout the neighborhood, whose property values will also be affected." Taken from:	
		http://www.whitehallhoa.org/news_details.php?v	
		iew=article&id=18Thank	
Shuler	John	Form Letter	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

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Shuler	Phyllis	Form Letter	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
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			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
Shuler	Thomas and	We "DO NOT" approve this corridor improvement	
Shuler	Thomas and	We "DO NOT" approve this corridor improvement	Thank you for your interest and
	Betty	project. Whitehall is a quiet and friendly	comment on the Carolina Crossroads I-
		neighborhood. We have been living in this area	20/26/126 Corridor Improvement
		for almost 20 years. We do not want anymore	Project.
		outside traffic coming through Tram Road. It does	In the early stages of the project, the
		not make sense to have heavy traffic coming	South Carolina Department of
		through a "25" miles driving zone.	Transportation (SCDOT) received public

			comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Simpson	James	I am against this bridge for all the reasons checked on the attached page, but mainly because the rational 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. Form Letter – Tram/Beatty Checklist	info@CarolinaCrossroadsSCDOT.com 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

Simpson	Sharon	Tram is a narrow winding road without sidewalks in the heart of our subdivision. There are many	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 Thank you for your interest and comment on the Carolina Crossroads I-
		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	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

Simpson Ted We are opposed to the projected bridge over 1-	
 that would connect Tram Road and Beatty Road for the following reasons: 1. We have lived in Whitehall for 50 years. It ha always been a quiet, safe neighborhood with lit 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 crin That is unfair to the residents of Whitehall, mar 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 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 throug Whitehall to avoid it. 3. We have made extensive improvements to o 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 i approved. As senior citizens, this would adverse affect our net worth. 4. The proposed overpass is close to both the Piney Grove and St. Andrews exits from 1-26 an 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 improv traffic on 1-20/1-26/1126 and not for other projects. When we moved into the subdivision in 1968, o kids were 2, 4, and 6 years old. They grew up for 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 sidewall in Whitehall, so opening the subdivision to additional traffic. We sincerely hope that the concerns expressed 	20/26/126 Corridor ImprovementProject.In the early stages of the project, the South Carolina Department ofIITransportation (SCDOT) received publicme.comments requesting enhancednyconnectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to providepoitconnection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.purThe SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of bridge will not be considered for further evaluation in these documents.

		the residents of Whitehall will be seriously considered when making this decision.	project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Sims	Bernice	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.	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
Sinclair	Carol	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 ofTram Rd. onto Jamil Rd. No plans to improve the already difficult intersection which is already near capacity. I do not support this project.	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

Sinclair	Duan	I am a long-time resident of Whitehall, and I am	Thank you for your interest and
		opposed to an overpass over I-26 from Beatty	comment on the Carolina Crossroads I-
		Road to Tram Road. This projected overpass is not	20/26/126 Corridor Improvement
		needed and will destroy the Whitehall area. We	Project.
		have two very good interchanges on St. Andrews	In the early stages of the project, the
		Rd and Piney Grove Road. These are more than	South Carolina Department of
		adequate to meet projected needs in this area.	Transportation (SCDOT) received public
		Thank you in advance for your assistance in	comments requesting enhanced
		changing this optional overpass. Duan K. Sinclair,	connectivity across I-26. To address these
		Jr., Major, USMC (Ret)	comments, the Tram Road and Beatty
			Road bridge was added to provide
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			Jamil frontage roads. In addition, this
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	nd need of the project
adjustments, like a traffic light at Tram Rd. and mobility in the corr	-
Jamil Rd. This is already a very difficultroad to removal of this feat	
make a left turn onto, and with the additional significantly affect t	the ability of this
traffic it will be next to impossible to turn left alternative to meet	
offof Tram Rd. onto Jamil Rd.No plan to re- need, SCDOT has el	lected to remove this
engineer Tram Rd. to support additional local bridge from the Red	commended Preferred
traffic.No plans to improve the already difficult Alternative.	
intersection which is already near capacity. I do The SCDOT project	team is working to
not support this project. complete a Final En Statement (FEIS), a	nvironmental Impact nd the Federal
Highway Administra	ation anticipates
publishing an FEIS a	and a Record of
Decision (ROD) con	currently in spring
2019. The Tram Roa Bridge will not be a	ad and Beatty Road onsidered for further
evaluation in these	
	on Carolina Crossroads
project information	
website	
	olinaCrossroads.com
Call Us: 1-800-601-6	8/15
Email Us:	
info@CarolinaCross	
Sisk Mike Reasons we do need this bridge - Thank you for your	
	arolina Crossroads I-
	improvement
Increase in traffic Project. Tram Road is not designed for such traffic. In the early stages of	of the project the
Will disrupt quiet, peaceful neighborhood South Carolina Dep	
	DOT) received public
Waste of taxpayers moneycomments requesti	
	I-26. To address these
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			connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Skawinski	Jill	My women's group at Our Lady of the Hills Church would be interested in you presenting a summaryof the proposed Carolina Crossroads at one of our meetings. We usually have between 25 – 35women in attendance at our meetings and have openings for speakers in the evening on Oct 1st andJanuary 7th . Please contact me for more details at 803-381-1932 or to simply respond that this isnot something you do not offer.	info@CarolinaCrossroadsSCDOT.com SCDOT responded and presentation was scheduled for October 1.
Skipper	A. Ray	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!	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

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info@CarolinaCrossroadsSCDOT.com

Skipper	Gail	To Whom It May Concern, I am writing in	Thank you for your interest and
		reference to the improvements planning to be	comment on the Carolina Crossroads I-
		made with Malfunction Junctionand the bridge	20/26/126 Corridor Improvement
		linking Beatty and Tram Roads and making known	Project.
		that this is not a desirablesolution as a resident of the Whitehall community. As a newer resident of	In the early stages of the project, the South Carolina Department of
		Columbia, specifically the Whitehall	Transportation (SCDOT) received public
		neighborhood, I found a sense ofcommunity,	comments requesting enhanced
		country, quiet neighborhood yet convenience	connectivity across I-26. To address these
		when buying our home 4 years ago.We have	comments, the Tram Road and Beatty
		found this to be a wonderful place to call our new	Road bridge was added to provide
		home. We moved from SouthFlorida to find	connection between Fernandina and
		quieter living in a city such as Columbia, SC.Living	Jamil frontage roads. In addition, this
		off of Sydney and Loch Roads, we live in an area	proposed bridge would also have
		where there is not too much trafficand allows us	benefits for emergency response. As
		to maintain a development of homes, ability to	proposed, the Tram Road and Beatty
		walk on the streets, ride bikesand visit with	Road bridge would fulfill a secondary
		neighbors. Isn't that what commmunity should be?I see no sense in connecting Tram and Beatty	need of the project to improve system linkages. However, the bridge does not
		roads, creating Tram to become a higher speedcut	affect the ability of the Recommended
		through road to St. Andrews. This would diminish	Preferred Alternative to meet the
		our property values, drive awayyounger families	primary purpose and need of the project
		with children, take away walking and biking	to reduce congestion and improve
		opportunities and certainlycause more accidents	mobility in the corridor. Since the
		with more traffic. We already experience cars	removal of this feature would not
		being broken into, theft inthe neighborhood and	significantly affect the ability of this
		certainly don't need an easier and quicker way	alternative to meet the purpose and
		out of our neighborhoodwith a bridge to create	need, SCDOT has elected to remove this
		easier access. The residents of Whitehall see no	bridge from the Recommended Preferred
		need to create a bridge to the Beatty Road area.	Alternative.
		And, thisbridge would not take away from the	The SCDOT project team is working to
		traffic already caused by the converging of I-	complete a Final Environmental Impact
		20/26/126.Listen to the residents. Be mindful of	Statement (FEIS), and the Federal
		maintaining a well established beautiful part	Highway Administration anticipates
		ofColumbia. The Mungo name and it's properties,	publishing an FEIS and a Record of Decision (ROD) concurrently in spring
		built with love and memories of those whohave lived in these homes to the ones that have	2019. The Tram Road and Beatty Road
		recently purchased. I am only the 2nd ownerof my	Bridge will not be considered for further
		home built in 1969. That says a lot about the	evaluation in these documents.
		commitment of neighbors, family and friends.	To stay up to date on Carolina Crossroads
			project information, visit our project
			website
			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Sloop	Carol	1) Not needed.	Thank you for your interest and
		2) Funds needed for failing bridges and roads	comment on the Carolina Crossroads I-
		3) Traffic can use Piney Grove to cut through to St Andrews	20/26/126 Corridor Improvement
		4) Destroying integrity of existing subdivision!	Project. In the early stages of the project, the
		What are you thinking?	South Carolina Department of
		5) All the reasons attached on back. I'm opposed!	Transportation (SCDOT) received public
		Form Letter – Tram/Beatty Checklist	comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide

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			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
Smith	Autumne	Terrible! Terrible!	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

Smith Doug	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.	Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us:
Smith Eric T	No Bridge. Attached form - Reasons for Opposing Tram Road/Beatty Road BridgeWaste of taxpayers money! Repair our pothole, dangerous roads.	Email Us: info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement

			comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Smith	Jason	Looks great. Move forward with project at maximum speed.	info@CarolinaCrossroadsSCDOT.com 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
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			team is working to complete a Final
			Environmental Impact Statement (FEIS)
			Environmental Impact Statement (FEIS) and the Federal Highway Administration
			Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a
			Environmental Impact Statement (FEIS) and the Federal Highway Administration
			Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in

			website
			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Smith	Johnna	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 notallow 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.	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. The SCDOT project team is working to complete a 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:
Smith	Kendall	Form Letter - Tram/Beatty Check List	info@CarolinaCrossroadsSCDOT.com 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

Smith	Laura	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.	linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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, the Tram Road and Beatty Road bridge was added to provide connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to roduce connection and improven

			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
Smith	Marge	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! o We need this for emergency vehicles and for quick access to Lexington Hospital! o 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 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!	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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). Relative to noise and sound barrier walls, the South Carolina Department of Transportation (SCDOT) completed a

Smith	Marge	Between Bush River Road/Morninghill Drive and	preliminary traffic noise analysis of the
		St Andrews Road, there is a frontage road that has	two alternatives presented in the DEIS.
		a lot of pedestrian traffic. The street names	Those analyses adhered to the State's
		between these two locations on the frontage road	Traffic Noise Abatement Policy, which
		are shown as Burnette Road, Browning Road, and Burning Tree Road.	was approved by FHWA. In adherence with the Policy, SCDOT will complete a
		1. It would be good for those walking along this	detailed traffic noise analysis on the
		route if there was a sidewalk. Currently, there is a	recommended preferred alternative.
		sidewalk along Burnette Road from Morninghill	That analysis will evaluate the need for
		Drive to Fairhaven Lane, but no further. After	noise mitigation measures, and
		that, the only walkway along the road between Fairhaven and St Andrews is the shoulder of the	determine if noise walls can meet the reasonableness and feasibility
		road.	requirements of the Policy, where traffic
		2. The bridge on this frontage road that crosses I-	noise impacts are projected to occur. You
		20 does not have a safe, protected walkway for	can read more about the noise analysis
		people crossing the bridge. It is especially dangerous for pedestrians when there is motor	and results in Chapter 3.5 of the DEIS.
		vehicle traffic on the bridge. That bridge now has	Regarding pedestrian traffic, as
		a concrete "railing", but it isn't very high -certainly	mentioned in Chapter 1 of the DEIS,
		not high enough to ensure pedestrian safety.	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).
			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.
			The SCDOT project team is working to

			complete a 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:
Smith	Marilyn	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.	info@CarolinaCrossroadsSCDOT.com 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
Smith	Marilyn	I oppose the Tram-Beatty Bridge. Emergency vehicles cannot get through these roads now much less with more traffic. Form Letter – Tram/Beatty Checklist	 primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Smith	Mary B.	Form Letter - Tram/Beatty Check List	Call Us: 1-800-601-8715
			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

Smith	Roger	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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
			The SCDOT project team is working to complete a 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
Smith	Roger	Three things: 1) We really are concerned about closing the Bush River/I-26 iinterchange 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	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

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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 Whitehalll, 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 Jamill 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.	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 1-20. You can read more about both alternatives and the designs in Chapter 2 of the Draft Environmental Impact Statement. 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. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments, requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.
	Morninghill Drive, Luster Drive, and Fairhaven Drive do not currently have

			 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. The SCDOT project team is working to complete a 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
Smith	Stacy	I'm impressed with most of the modifications to malfunction junction and feel that they will improve traffic flow.	Intolectationactossi backscoort.comThank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor ImprovementThe 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.comCall Us: 1-800-601-8715Email Us: info@CarolinaCrossroadsSCDOT.com
Smith	Steven	Form Letter - Tram/Beatty Check List	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
complete a Final Environmental Impact Statement (FEIS), and the Federal
Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring
2019. The Tram Road and Beatty Road Bridge will not be considered for further
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Email Us: info@CarolinaCrossroadsSCDOT.com

Smith	Thomas	I am opposed to the Tram Road-Beatty Road	Thank you for your interest and
		bridge. It will be detrimental to the Whitehall	comment on the Carolina Crossroads I-
		subdivision. It is only going to be trouble for our	20/26/126 Corridor Improvement
		community. There is high crime on the other side	Project.
		of the interstate. Why would we want it to be	In the early stages of the project, the
		more convenient for criminals to have access to	South Carolina Department of
		our homes? Our roads are bad enough- potholes,	Transportation (SCDOT) received public
		etc. Why would we want more heavy traffic? This	comments requesting enhanced
		bridge would be an easier route thru our	connectivity across I-26. To address these
		neighborhood to St. Andrews Road-out. We have	comments, the Tram Road and Beatty
		enough problems with speeders and don't need	Road bridge was added to provide
		more. There would be no restrictions for who	connection between Fernandina and
		would use the bridge and our roads (18 wheelers,	Jamil frontage roads. In addition, this
		motorcycles, high speed chases). The whitehall	proposed bridge would also have
		community is relatively quiet- we don't want the	benefits for emergency response. As
		extra noise level near our homes. The Whitehall	proposed, the Tram Road and Beatty
		community is relatively safe- with people of all	Road bridge would fulfill a secondary
		ages walking, riding their bikes, communicating	need of the project to improve system
		with neighbors. The extra traffic this bridge will	linkages. However, the bridge does not
		cause will put more fear form the speeders and	affect the ability of the Recommended
		bad drivers. Several bus stops are on Tram Road-	Preferred Alternative to meet the
		we do not want to jeopardize the safety of our	primary purpose and need of the project
		school-aged children (and the rest of us). Also,	to reduce congestion and improve
		there is wildlife in the Jamil Road-Tram Road area	mobility in the corridor. Since the
		that will be affected. Instead of the Tram Road-	removal of this feature would not
		Beatty Road bridge, spend the money on: 1)	significantly affect the ability of this
		Seriously repairing the roads throughout the	alternative to meet the purpose and
		Whitehall subdivision- we have way too many	need, SCDOT has elected to remove this
		potholes and bad areas. 2) This proposed bridge	bridge from the Recommended Preferred
		will not help traffic flow on I-26, but a parallel	Alternative.
		bridge closer to Piney Grove Road would be more beneficial- alleviate the problems at Bower	The SCDOT project team is working to complete a Final Environmental Impact
		Parkway. 3) Have section along the interstate for	Statement (FEIS), and the Federal
		crossover to assist emergency response- activated	Highway Administration anticipates
		by those responders (drew diagram) 4) Have a	publishing an FEIS and a Record of
		dedicated bridge from the interstate to Lexington	Decision (ROD) concurrently in spring
		Hospital for emergency personnel only! This could	2019. The Tram Road and Beatty Road
		also be activated by remote control from these	Bridge will not be considered for further
		first responders. In summary, do not waste money	evaluation in these documents.
		on the Tram Road-Beatty Road bridge. Spend it	To stay up to date on Carolina Crossroads
		where needed. Reasons to oppose Tram Road	project information, visit our project
		bypass: 1) Noise level increase with no restriction	website
		as to vehicles on the bridge 2) Flooding to an	at www.SCDOTCarolinaCrossroads.com
		already saturated area 3) Safety: to bikers,	Call Us: 1-800-601-8715
		walkers, joggers 4) safety: would bring traffic from	Email Us:
		Broad River Road (crime corridor) to Whitehall 5)	info@CarolinaCrossroadsSCDOT.com
		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	
1	1	us. Please do your part. Share with others in	

]
		Whitehall. Thank you, your neighbor. (maps attached)	
Smith	Vicki	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! 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	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.

		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!!!	The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Smith	Vicki	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.	
Smith	Vicki	I oppose bridge!! Need to spend funds elsewhere. Form Letter – Tram/Beatty Checklist	
Smith	Yvonne	Blank Comment Form	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.

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Snyder	William R.	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	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
Sonefeld	Mike	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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project 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. The SCDOT project team is working to complete a 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

Southerland	James	Pertaining to the proposed bridge across interstate 26 connecting Tram Road to Beatty Road. This is an unneccessary and rediculously expensive project to pursue. There is no benefit to the project except for a few individuals who do	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
		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 itselft because of the narrow twisty road taht it is. Also, because of	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty
		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	Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have
		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.	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not
			affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the
			removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this
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Southerland	Sarah	Form Letter	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
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raised our two children here. We have lived in 20/26/126 Corridor Improvement
Whitehall for 40 years. Most families have paid Project.
and cared for their homes and yards. The lots are In the early stages of the project, the
large with many tall trees. We have great access South Carolina Department of
to shopping and roads. Tram is a 2 lane curved, Transportation (SCDOT) received pub
hilly road. There are many small children, walkers, comments requesting enhanced
bikers and school bus stops on Tram road. Many connectivity across I-26. To address the area and Party
already use Tram as a cutthru sreet (many comments, the Tram Road and Beatty
speeding) adding this bridge would increase Road bridge was added to provide
safety issues, danger of flooding and grealy connection between Fernandina and
decrease our property values. The bridge would Jamil frontage roads. In addition, this
be a pathway from an area of high crime to an proposed bridge would also have
area of low crime - between 2 different counties - benefits for emergency response. As
Richland to Lexington. It was stated that there are proposed, the Tram Road and Beatty
no plans for sidewalks, no restriction of 18 wheel Road bridge would fulfill a secondary
trucks and only stop signs for traffic control. If need of the project to improve system
there is no projected increase in volume of traffi linkages. However, the bridge does not
on Tram Rd - with the addition of this new bridge. affect the ability of the Recommende

		"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 alst 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.	to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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Spearman	Walter	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	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

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Spruill	Marion	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.	info@CarolinaCrossroadsSCDOT.com 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
Spruill	Marion	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.	connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended
Spruill	Marion	 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. 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. 	 Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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			website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Squirewell	Deloris	Our area will be affected by the noise coming from 1-20. Please construct noise barrier ASAP. Thank you	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. 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
Stallings	Beverly	I'm opposed. 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

comments, the Tram Road and Beat Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, thi proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve syster linkages. However, the bridge does n	1
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to reduce congestion and improve	
mobility in the corridor. Since the	
removal of this feature would not	
significantly affect the ability of this	
alternative to meet the purpose and	
need, SCDOT has elected to remove	this
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publishing an FEIS and a Record of	
Decision (ROD) concurrently in sprin	-
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Bridge will not be considered for fur	ther
evaluation in these documents.	
To stay up to date on Carolina Cross	
project information, visit our project	
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at www.SCDOTCarolinaCrossroads.c Call Us: 1-800-601-8715	UIII
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20/26/126 Corridor Improvement	51
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linkages. However, the bridge does r	
affect the ability of the Recommend	ed

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			Preferred Alternative to meet the
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			The SCDOT project team is working to
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			To stay up to date on Carolina Crossroads
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Stan	Fryer	I am against putting a new overpass over I-26	Thank you for your interest and
	7 -	from Beatty Rd. to Tram Rd. I do not understand	comment on the Carolina Crossroads I-
		how this willalleviate any traffic problems. Also	20/26/126 Corridor Improvement
		Tram Rd is very narrow curvy and hilly in some	Project.
		sections and cannot handleany more traffic. I do	In the early stages of the project, the
		hope you will reconsider and not build this	South Carolina Department of
		overpass. Thank you.	Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
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			alternative to meet the purpose and need, SCDOT has elected to remove this
			alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred
			alternative to meet the purpose and need, SCDOT has elected to remove this

Stangler	Bill	Congaree Riverkeeper is a grassroots non-profit organization that works to protect and improve	complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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 Thank you for your interest and comment on the Carolina Crossroads I-
		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.• 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.• 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	20/26/126 Corridor Improvement Project. 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
		can meet some if not all of the project's mitigation requirements.	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.
		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).
		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
L		percention integration 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 addressed. The SCDOT project team is working to complete a 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:
Stanwood	Christine	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	info@CarolinaCrossroadsSCDOT.com 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

		goes to nowhere with disruption to one of the	mobility in the corridor. Since the
		nicest affordable family neighborhood in the area. The overpass proposal would be unjust.	removal of this feature would not significantly 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
Starnes	Judy	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.	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
Starnes	Judy	 Increased crime Lower property values Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood Dangerous for walkers, bikers, joggers, etc. on narrow streets Increased flooding Increased noise from traffic and no sound barriers Increased speeders (enough is enough)! It will destroy our quiet neighborhoods 	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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

		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.	Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Staton	Chris	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.	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
Staves	Susan	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.	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
Stephen	Burdick	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.	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

Stephens Loretta Hello, we live on Wilkshire Drive. Are we eligible Transportation (SCOT) requerts and comments, the Construction of the considered with Road Drige was added to provide connection between Fernandina and Jamii Tontage roads. In address these proposed hirdige was added to provide connection between Fernandina and Jamii Tontage roads. In address these proposed, their Tam Road and Beatty Road Drige would also have benefits for emergency represense. As proposed, their Tam Road and Beatty Road Drige would also have benefits for emergency represense. As proposed, their Tam Road and Beatty Road Drige would site scondary need of the project to improve system linkages. However, The bridge does not affect the ability of the Roommended Prefered Alternative to meet the primary purpose and need SCDOT has elected of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to remove this alternative to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to complete a Final Environmental Impact Statement (FIS), and the Federal Highway Administration anticipates publishing and FIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Rood and Beatty Road Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads. Comment on the Carolina Crossroads. Comment funct Carolina Crossroads. Construction of the Carolina Crossroads. Drighter a final Environment Project at www.SCDOTCarolinaCrossroads. Comment Project importy impacts along Witkhire Drive associated with construction of the Carolina Crossroads. project. The SCDOT project team is working to comment on the Carolina Crossroads. project. The SCDOT project team is working to complete a final Environment Impact Statement (FIS) and the Federal Highway Administration anti				T (200.07)
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Stephens	Loretta	How much will this impact our address? 843-934- 3977	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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.co m/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. 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. The SCDOT project team is working to complete a 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
Stephens	Mark	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
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Transportation (SCDOT) received public
comments requesting enhanced
connectivity across I-26. To address these
comments, the Tram Road and Beatty
Road bridge was added to provide
connection between Fernandina and
Jamil frontage roads. In addition, this
proposed bridge would also have
benefits for emergency response. As
proposed, the Tram Road and Beatty
Road bridge would fulfill a secondary
need of the project to improve system
linkages. However, the bridge does not
affect the ability of the Recommended
Preferred Alternative to meet the
primary purpose and need of the project
to reduce congestion and improve
mobility in the corridor. Since the
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Email Us:
info@CarolinaCrossroadsSCDOT.com

Sterling	Meredith	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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		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	Project. At the beginning of the project, several alternatives were identified to address
		routes near me sooner than later?	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.
			The SCDOT project team is working to
			complete a 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
Stevens	Alphonso	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.	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
Stewart	Timothy W.	To Whom it May Concern, 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 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.	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
Still	Mcgee	Barriers will be necessary as sound barrier along Gale Drive. Also concerned regarding increassed traffic in neighborhood streets where we live. Entering and exiting from home?	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. 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. 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

			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". 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. The SCDOT project team is working to complete a 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
Still	McGee	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 60â€ [™] 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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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. 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

		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.	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)).
			The SCDOT project team is working to complete a 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
Still	Mike	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?	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. To stay up to date on Carolina Crossroads
			project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

Still	Steve	No planned sound barrier along Gale Drive.	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. 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
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Stout	Bill	We had to move from Holborn Ct due to the big	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
		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	Project. In the early stages of the project, the
		Tram Rd. We chose this location because of the excellent neighbor and friendly streets. My wife i	South Carolina Department of Transportation (SCDOT) received public
		a cancer patient and needs a rather quiet location where to reside. We totally are against this so	n comments requesting enhanced connectivity across I-26. To address these
		called improvements due to the increased traffic and ultimately widening of Tram Rd which will	comments, the Tram Road and Beatty Road bridge was added to provide
		affect our property immensely. Please consider	connection between Fernandina and
			Jamil frontage roads. In addition, this

StoutBill & NaomiWe had to move from Holborn Ct due to the bard group of the Tran Road and Beatty Road bridge would fulling secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the priprove mobility in the corridor. Since the primary 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 Record for further evaluation in these documents. To stay up to date on Carolina Crossroads.com Call Us: 1-800-601-8715 Email Us: moder and finally located one on 153 Tran Rod wich systems this so called improvements due to thally carolina crossroads.com Call Us: 1-800-601-8715 Email Us: To rany up do the or Carolina Crossroads.com Call Us: 1-800-601-8715 Email Us: To rany up do the or Carolina Crossroads.com Call Us: 1-800-601-8715 Email Us: To rany up do the or Carolina Crossroads.com Call Us: 1-800-601-8715 Email Us: To rany up to date on Carolina Crossroads.com Call Us: 1-800-601-8715 Email Us: To rany up to date on Carolina Crossroads.com Call Us: 1-800-601-8715 Email Us: To rany up to date on Carolina Crossroads.com Call Us: 1-800-60107 received public to another house and friendly streets. Ny wife is a a cancer patient and needs a rather quiet location because of the excellent neighbor and friendly streets. Ny wife is a called improyent yimmesely. Please consider and thimage coaling up or your interest and commettive account the increased transitive sourced to provide connectivity across 1-26 to address the connectivity across 1-26		some other way we are senior citizens against the	proposed bridge would also have
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@CarolinaCrossroadsCDOT.comStoutBill & NaomiWe 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 locatific and ultimately widening of Tram Rd, which will affect our property immensely. Please consider some other way, we are senior citizens against the project.Bridge will not be considered for further evaluation in these documents. To stay up to date on Carolina Crossroads.CDOT.comStoutBill & NaomiWe 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 locatific and ultimately widening of Tram Rd, which will affect our property immensely. Please consider some other way, we are senior citizens against the projosed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the		some other way we are senior citizens against the project.	proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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I nrimary nurnose and need of the project	Stout Bill & Naomi	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	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

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Strange	Bobby	I am against the building of the bridge at Tram	Thank you for your interest and
		Road! A better solution would be to put a right	comment on the Carolina Crossroads I-
		turn lane at Jamil Road/Piney Grove Road	20/26/126 Corridor Improvement
		intersection!	Project.
		Form Letter – Tram/Beatty Checklist	In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
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Strickland	Danielle	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.	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 (seeDEIS Chapter 3.8, page 3-292). Detailed drainage design will be completed during final design of the project. 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. To stay up to date on Carolina Crossroads project information, visit our project website

			at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Strickland	Terry	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!	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor ImprovementThe 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.comCall Us: 1-800-601-8715Email Us: info@CarolinaCrossroadsSCDOT.com
Stroud	Romeo	No 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

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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Stroupe	Ceyelle	I am the conservator over my mother, Arlene	Thank you for your interest and
		Woody's property located at 433 Arrowwood Rd	comment on the Carolina Crossroads I-
		Columbia, SC 29210. Please contact me when you	20/26/126 Corridor Improvement
		are ready to discuss the claiming of this property.	Project.
			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.
			The SCDOT project team is working to
	1		complete a 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
Stutts	Barry & Cathy	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	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

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Stutts	Hiram & Joyce	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.	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.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com

Suddeth	Carl	Do not destroy our neighborhood! Whitehall is an	Thank you for your interest and
Suudelli	Call	Do not destroy our neighborhood! Whitehall is an upstanding neighborhood not accustomed to high	Thank you for your interest and comment on the Carolina Crossroads I-
		volume traffic. These are our homes for which we	20/26/126 Corridor Improvement
		work hard for everyday. We have families at all	Project.
		ages and everyday you find the elderly walking,	In the early stages of the project, the
		children riding their bikes and in strollers, and	South Carolina Department of
		neighbors walking their dogs on Tram Rd and	Transportation (SCDOT) received public
		other streets that this bridge could affect. We feel	comments requesting enhanced
		safe here free of noise and life endangerment.	connectivity across I-26. To address these
		Our streets are narrow and curvy and are not	comments, the Tram Road and Beatty
		capable of handling the traffic flow for which you	Road bridge was added to provide
		would allow to happen with this connector bridge.	connection between Fernandina and
		Our property values will go down and some will	Jamil frontage roads. In addition, this
		have difficulty just getting in and out their	proposed bridge would also have
		driveways. How would you feel if this was in your	benefits for emergency response. As
		yard? By allowing this, someone is sure to get hurt	proposed, the Tram Road and Beatty
		if not killed! Our neighborhood matters to us, so	Road bridge would fulfill a secondary
		please take your inconsiderate ideas somewhere	need of the project to improve system
		else and leave our neighborhood alone!	linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
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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?	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
Suddeth	Jerry	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. Andews 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. 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.	 primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Suddeth	Mike & Kathy	For a number of reasons we belive 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.

		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.	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
SURVIVORSHIP	STEVEN	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.	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.

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Sutherland	April	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.	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

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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.	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@CarolinaCrossroadSCDOT.com
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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement
		for more than 25 years. When I first heard of the bridge project of Beatty to Tram, I thought I had	Project. In the early stages of the project, the

		missed something. After research, I found it to be	South Carolina Department of
		just as senseless as I had originally thought. Tram	Transportation (SCDOT) received public
		is not configured or engineered to be a thoroughfare. This adds no solution to congestion	comments requesting enhanced connectivity across I-26. To address these
		at Malfunction Junction. Is it just for the benefit of	comments, the Tram Road and Beatty
		the individual who owns property across the	Road bridge was added to provide
		interstate? Shame!	connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
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Swaim	Karen	I'm glad about this whole project, and I like what	Thank you for your interest and
		has been explained to me. I'm especially happy	comment on the Carolina Crossroads I-
		about the new bridge connecting Beatty and Tram	20/26/126 Corridor Improvement
		Roads. We need more ways to get from one side	Project.
		of I-26 to the other. Someday, I'd like to see	In the early stages of the project, the
		another exit off I-26 between 97 (Peak) and 102 (Lake Murray Rd), perhaps near Koon.	South Carolina Department of Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
1			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			connection between Fernandina and Jamil frontage roads. In addition, this
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			Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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Swift	Nancy	1. Property values will decrease2. 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"	info@CarolinaCrossroadsSCDOT.com 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
Swift	Nancy	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	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this

		will not benefit the citizens of this community. Please reconsider this traffic nightmare.	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
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			website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Swygert	John & Julia	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. My wife, Julia, and I, both attended the meetings that were held on this topic in the last month or so. 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! I will go ahead and highlight just few ideas that support this point: 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	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

		25mi/h, but in certain areas even 20 mi/h.	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
Szymanski	Diane	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!	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.

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Szymanski	Greg	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!	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
Szymanski	Steve	This bridge at Tram Rd needs to be stopped! This will increase traffic. 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 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:
Taber	Elaine	Would cause plummeting property values	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
		affecting tax base. Would bring unchecked traffic thru a residential area. Hazardous to children, walkers, joggers, bikers, and pets. Uncheck noise level. 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).	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

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Talley	David	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.	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

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Talwani	Anita	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.	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

Tarpley	David	We do not need more traffic coming into and	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 Thank you for your interest 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)	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
Tarpley	Jennifer	Form Letter	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
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			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			bridge from the Recommended Preferred
			Alternative.
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			publishing an FEIS and a Record of
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			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Tarpley	Wanda D.	A Tram Road/Beatty Road bridge would bring	Thank you for your interest and
		excessive traffic through Whitehall and disrupt	comment on the Carolina Crossroads I-
		the neighborhood. It also would be a conduit for	20/26/126 Corridor Improvement
		increased crime in the neighborhood. Other plans	Project.
		need to be explored. (see attachment)	In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this

			proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Taylor	Amy	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.	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.,

Taylor	Amy	Hello,	residences) without portable noise
		 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. Pedestrian access to the new riverwalk across the river would also be appreciated. 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. 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 	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. 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
			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

Taylor	Billy	Hello,	Thank you for your interest and
Taylor	Dilly	I would like to register my strong opposition to	comment on the Carolina Crossroads I-
		the new I-26 overpass connecting Tram to Beatty	20/26/126 Corridor Improvement
		road. This overpass provides minimal advantages	Project.
		to the overall process of the highway	In the early stages of the project, the
		improvement project – it is not cost efficient. It	South Carolina Department of
		will severely impact the homeowners in the	Transportation (SCDOT) received public
		Whitehall neighborhood, along Tram road, and	comments requesting enhanced
		particularly the Cottages at Whitehall subdivision	connectivity across I-26. To address these
		near the intersection of Tram and Jamil Rds.	comments, the Tram Road and Beatty
		There are approx. 1500 homes in this area – all	Road bridge was added to provide
		will be adversely impacted to some degree.	connection between Fernandina and
		Property values will certainly be impacted.	Jamil frontage roads. In addition, this
		Tram road cannot handle any more traffic. It is a	proposed bridge would also have
		narrow road with many curves and traffic is	benefits for emergency response. As
		already	proposed, the Tram Road and Beatty
		an issue.	Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			bridge from the Recommended Preferred
			Alternative.
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			Statement (FEIS), and the Federal
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			Decision (ROD) concurrently in spring
			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further
			evaluation in these documents.
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			info@CarolinaCrossroadsSCDOT.com

Taylor	Brian	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 familiesâ€ [™] rest during construction.2. Noise walls around our neighborhood perimeter. These are not currently included in the plans.	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
Taylor	Brian	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-26/1126 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: 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?	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. 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. 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
Taylor	Dottie	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.	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
Taylor	Elaine	As a long time resident of the Whitehall	Email Us: info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
laylor	Elaine	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.	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
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			Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Taylor	Kelsey	 Increased crime Lower property values Increased traffic with NO vehicle restrictions (18 wheelers, etc.) on already deteriorated roads throughout neighborhood Dangerous for walkers, bikers, joggers, etc. on narrow streets Increased flooding Increased noise from traffic and no sound barriers Increased speeders (enough is enough)! It will destroy our quiet neighborhoods Other: More money 	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

Taylor	Kimberly	1. Increased crime	Thank you for your interest and
	,	2. Lower property values	comment on the Carolina Crossroads I-
		3. Increased traffic with NO vehicle restrictions	20/26/126 Corridor Improvement
		(18 wheelers, etc.) on already deteriorated roads	Project.
		throughout neighborhood	In the early stages of the project, the
		4. Dangerous for walkers, bikers, joggers, etc. on	South Carolina Department of
		narrow streets 5. Increased flooding	Transportation (SCDOT) received public comments requesting enhanced
		6. Increased noise from traffic and no sound	connectivity across I-26. To address these
		barriers	comments, the Tram Road and Beatty
		7. Increased speeders (enough is enough)!	Road bridge was added to provide
		 8. It will destroy our quiet neighborhoods 9. Other: Traffic pattern is handled w/St Andrews 	connection between Fernandina and Jamil frontage roads. In addition, this
		and Piney Grove. Why burden with something	proposed bridge would also have
		redundant? Waste of money.	benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
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Taylor	Marquis J.	Form Letter - Tram/Beatty Check List	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
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evaluation in these documents.
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project information, visit our project website
at www.SCDOTCarolinaCrossroads.com
Call Us: 1-800-601-8715
Email Us:
info@CarolinaCrossroadsSCDOT.com
Taylor Ralph My name is Ralph Taylor my company Heritage Thank you for your interest and
Park Properties owns commercial property comment on the Carolina Crossroads I-
located at 1021 Briargate Circle Columbia SC near 20/26/126 Corridor Improvement
the broad river – I 20 exit. How will alternative 1 Project.
of the Carolina Crossroads project affect my On November 20, 2018, you spoke with
property? Ralph 803 917 6615 or email at Carolina Crossroads project team
Ralph@venturemortgagesc.com 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

			property acquisition phase of the project mid to late 2020. The SCDOT project team is working to complete a 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
Taylor	Roman	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.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project. 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

	1		
			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.
			The SCDOT project team is working to
			complete a 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
Teague	Angela	Form Letter	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
1	1		buildes fuence the Decomposition of Ductoward
			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
Teague	Mary	Concers 1. Heigh 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 & flodding. 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.	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. 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. 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). The
			SCDOT project team is working to
			complete a 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
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Teague	Patrick	Why will this project take ten years? (this is what	Thank you for your interest and
		we were told at another meeting) What	comment on the Carolina Crossroads I-
		provisions are being made to insulate nearby	20/26/126 Corridor Improvement
		homeowners both during and after construction?	Project. As noted in Chapter 3.13, major
		Already the noise+dirt from I-26 is unhealthy.	highway projects such as the proposed
		Stoops Creek now is expected to provide a path	Carolina Crossroads project typically
		for rain runoff from the entire St. Andrews area	involve s four major phases: final design,
		way up to Piney Grove Rd. No improvement in	pre-construction, construction, and post-
		that system has been made in at least forty years	construction. Each of these phases are
		during which time the population and building	described further in Chapter 3 of the
		rate has expanded ten-fold - including the	Draft Environmental Impact Statement
		highway (but not the run-off system). It simply	(DEIS), pages 3-367 through 3-368. Also
		dumps everything into the obsolete existing	as noted in Chapter 3.13, traditionally,
		inadequate and crumbling infrastructure. Either	roadway construction projects are
		make the drainage infrastructure adequate the	completed by two separate entities – a
		changed condisitons or condemn and purchase	designer and a contractor – under two
		the homes which 2015 must pay exorbitent flood	separate contracts. For the proposed
		insurance because they border Stoops Creek.	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
	1		responsibility. There are a few benefits to
			this type of project delivery method, one
			of which is a shortened schedule
			of which is a shortened schedule afforded by an overlap in the design
			of which is a shortened schedule afforded by an overlap in the design phase and the construction phase. More
			of which is a shortened schedule afforded by an overlap in the design phase and the construction phase. More details on the construction schedule
			of which is a shortened schedule afforded by an overlap in the design phase and the construction phase. More

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.

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.

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).

The SCDOT project team is working to complete a 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
Thomas	Faith	My name is Faith Thomas and I reside at 303 Brookshire dr. Which is located near the Tram rd Bridge Rd. Proposal . 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 126 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	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

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Thomas	Lee	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	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
Thomas	Maurice	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.	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

Thompson	Deborah	I grew up in Whitehall on the corner of Sidney and	Thank you for your interest and
mompson	Deboran	Tram Roads. My family has lived here for 45 years.	comment on the Carolina Crossroads I-
		Our family has enjoyed living in this neighborhood	20/26/126 Corridor Improvement
		and has worked hard to establish a beautiful	Project.
		home here, something we are very proud of. I am	In the early stages of the project, the
		not in favor of building a bridge over I-26	South Carolina Department of
		connecting Beatty Road to Tram Road. Reasons	Transportation (SCDOT) received public
		why I do not agree: 1) The additional 2400 plus	comments requesting enhanced
		vehicle traffic would make the feel of this	connectivity across I-26. To address these
		neighborhood uninviting for people to want to	comments, the Tram Road and Beatty
		live here, much less like a quiet neighborhood and	Road bridge was added to provide
		more like a hectic, stressful route to get home. 2)	connection between Fernandina and
		The bridge being so close to our homes will cause	Jamil frontage roads. In addition, this
		our property values to decrease. 3) There	proposed bridge would also have
		are numerous other close connections for people	benefits for emergency response. As
		to get to St. Andrews Road. Instead of building a	proposed, the Tram Road and Beatty
		very costly million dollar bridge. This is a large	Road bridge would fulfill a secondary
		waste of monies, that could be used more	need of the project to improve system
		efficiently. I do agree we need to fix malfunction	linkages. However, the bridge does not
		junction and add additional lanes to the	affect the ability of the Recommended
		interstate. The bridge will also bring more crime	Preferred Alternative to meet the
		to our neighborhood due to the area on and off	primary purpose and need of the project
		Beatty Road. Creating even more problems.	to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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
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			2019. The Tram Road and Beatty Road
			Bridge will not be considered for further
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			To stay up to date on Carolina Crossroads
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Thornton	Kirby	To Whom It May Concern: The mission of the	Thank you for your interest and
		South Carolina Hospital Association (SCHA) is to	comment on the Carolina Crossroads I-
		support its member hospitals in creating aworld-	20/26/126 Corridor Improvement
		class healthcare delivery system for the people of	Project.
		South Carolina by fostering high-quality patient	Deced on summert decision, there would be
		care and serving as effective advocates for the	Based on current design, there would be
		hospital community. Although our organization was formed nearly a century ago principally to	right-of-way (ROW) impacts to the William L. Yates Conference Center to
		support hospitals our twin senses of purpose and	accommodate the proposed
		obligation have expanded greatly through the	improvements. As design progresses,
		intervening years. To that end a separate South	impacts could be reduced or eliminated;
		Carolina Hospital Research and Education	and we currently anticipate that impacts
		Foundation (SCHREF) was established in1964 to	to the building could be avoided, though
		help us improve health and healthcare in our	impacts to the parking lot are likely to
		communities. SCHREF is responsible for a broad	remain. The South Carolina Department
		range of activities in this vein such as coordinating	of Transportation (SCDOT) will secure a
		initiatives that improve clinical quality and patient	Design-Build Team to construct the
		safety promote wellness in the workplace recruit	Carolina Crossroads Project, with
		and train the healthcare workforce and share and	selection anticipated by early 2020. ROW
		analyze data in ways that advance these and	acquisition will be accomplished in two
		related priorities. The hospital community''s	phases. Phase one will start in 2019 with
		commitment to promoting public health and	ROW acquisition performed directly by
		welfare is so great that between SCHA and SCHREF	SCDOT on selected parcels. Phase two
		it is SCHREF that is now the larger of the two	will begin in 2020 with ROW acquisition
		organizations1.One of the most important tools	performed by the Design-Build Team for
		that SCHA and our affiliates have at our disposal is	the remaining parcels. As described in
		the use of the William L. YatesConference Center.	the Draft Environmental Impact
		At roughly 10000 square feet and conveniently located immediately adjacent to	Statement (DEIS), property acquisitions would be based on third-party property
		CarolinaCrossroads the Yates Conference Center	valuations and conducted in accordance
		has been absolutely essential to SCHAâ€ [™] s role as	with the Federal Uniform Relocation
		a convener of the mostimportant statewide	Assistance and Real Property Acquisition
		collaborations to improve the health of South	Policies Act of 1970, as amended (P.L. 91-
		Carolinians2. For instance this site has hosted the	646, as amended by 100-17; 49 CFR
		monthly meetings of the Birth Outcomes Initiative	24.205 (AF)).
		(BOI) since its inception. With more than 100	
		participating stakeholders BOI has dramatically	The SCDOT project team is working to
		reduced the number of early electivedeliveries	complete a Final Environmental Impact
		and has also helped to reduce the prevalence of	Statement (FEIS) and the Federal
		low-birthweight deliveries. In addition to	Highway Administration anticipates
		suchimportant health benefits for both mothers	publishing an FEIS and a Record of
		and their newborns these kinds of successes have	Decision (ROD) concurrently in spring
		been credited withsaving state and federal	2019. To story to data an Carolina Crassranda
		taxpayers millions of dollars since 20113. The	To stay up to date on Carolina Crossroads
		Yates Conference Center also hosts meetings of the South Carolina Behavioral Health Coalition	project information, visit our project website
		which hasanchored the efforts of state agencies	
		healthcare providers researchers and advocates	at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715
		to find ways to combatthe opioid crisis and the	Email Us:
		state's many other mental and behavioral	info@CarolinaCrossroadsSCDOT.com
		health needs. We meet here because there isno	
		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	

· · · · · · · · · · · · · · · · · · ·		
	tabletop exercise where the Governor and other	
	state leaders have rehearsed andprepared for a	
	hurricane landfall just like we witnessed with	
	Hurricane Florence earlier this month. Indeed	
	sinceSeptember 7 SCHA staff have used this same	
	location to coordinate the transfer of more than	
	200 patients fromcoastal hospitals to 25 inland	
	facilities. As part of its public-benefit mission SCHA	
	has not just proudly hosted and facilitated these	
	events but alsoroutinely offered financial support	
	for these state-sponsored initiatives by donating	
	the value of its conferencefacilities. To give a	
	sense of the magnitude of this community benefit	
	consider that in the past decade alone thetotal	
	attendance for events at the Yates Conference	
	Center has exceeded 100000. During that time	
	SCHA hasroutinely granted free or reduced-price	
	access to the use of this space by state agencies	
	or other communitypartners 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 statehealth	
	agency undertakings it is curious that the Draft	
	Environmental Impact Statement does not afford	
	itconsideration as an Institutional Relocation	
	particularly given the contrasting treatment of the	
	South CarolinaPublic Education	
	Association4.SCHA's role in advancing	
	environmental justice is also difficult to overstate.	
	Many of the meetings hosted by or onbehalf of	
	state agencies and/or the public health	
	community at the Yates Conference Center are in	
	support of thestate's Medicaid program. South	
	Carolina Medicaid pays for a majority of the births	
	that occur within the state andan 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 orsecondary coverage	
	source for many of the state's low-income	
	seniors and also many persons with	
	disabilities5.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	
	"HealthyLatino communities contributing to a	
	stronger South Carolina―; many of its efforts	
	are focused on improving accessand quality of	
	care for LEP populations. In addition to granting	
	PASOs regular subsidized use of the	
	YatesConference Center SCHA also supports this	
	organization and the LEP community by allowing	
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an SCHA employee tochair PASOs' Board of	
Advisors. Any comprehensive assessment of the	
proposed project's impact on special needs	
environmental justice or LEP populations must	
take SCHAâ€ [™] s contributions to these	
communities intoconsideration6.It is clear that	
with its central location on a transit line easy	
access and ample (free) parking the Yates ConferenceCenter has proven to be a unique and	
irreplaceable asset that has been consistently	
employed in the publicâ€ [™] sinterest.On the other	
hand the Draft Environmental Impact Statement	
(DEIS) makes a variety of assertions about both	
thecurrent use of affected properties and also the	
local commercial real estate market that do not	
appear to trulyreflect the distinctiveness of the	
SCHA/Yates Conference Center site or the manner	
in which this site has beenemployed for the	
benefit of the general public and for	
disadvantaged populations7. The building at 1000	
Center Point Road has roughly 21500 square feet	
by itself8. The Relocation Impact Studyreports	
that there were (as of February 1 2018) some	
115000 square feet of office space available for	
sale orlease in "the general project area―	
and that therefore "there are numerous	
comparable commercial properties available to	
meet the needs of the potential displacees9.―	
Unfortunately this is not the case.SCHA's	
public-benefit activities require that it preserve its	
uninterrupted ability to provide high-quality easy-	
to-useconference space of a type not otherwise	
currently available in this market. In fact a more recent search on thesame 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 SCHAâ€ [™] s	
or the publicâ€ [™] scurrent needs10.It is also	
noteworthy that decommissioning the Yates	
Conference Center could in the absence of	
significantadvance notice substantially harm	
those who have made long-term reservations to	
use this space. To that end wehave 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	
thecosts of donating these facilities for the use of	
state agencies and other organizations that	
support environmentaljustice and the LEP and	
special needs populations. These community	
benefits would be imperiled if the	
CarolinaCrossroads project led to a hasty	
decommissioning of 1000 Center Point Road	
without due consideration to SCHA'slikely	
need to construct an all-new facility11.SCHA and	
	825

		its affiliates are proud to support the state's hospitals as they collaborate with state agencies healthadvocates and many of our neediest and most vulnerable populations in order to improve health and healthcarein 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 ableto adequately continue this mission without prompt and reasonable consideration from SCDOT as this projectadvances through the design and right-of-way acquisition stages.We look forward to engaging with you on these issues in the immediate future.	
Thurman	Kathy K.	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)	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:
Thurman	Kevin	The proposed bridge is a very bad idea! I live in	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
marman	Nevin	Whitehall and commuters already use Whitehall	comment on the Carolina Crossroads I-
		as a cut thru from St. Andrews to Piney Grove	20/26/126 Corridor Improvement
		Road. A bridge across I26 would increase traffic	Project.
		and disrupt our quiet neighborhood. Not to	In the early stages of the project, the
		mention crime, speeders and bad elements that	South Carolina Department of
		this bridge would bring to the neighborhood.	Transportation (SCDOT) received public
		Seems to me, the funds appropriated for the	comments requesting enhanced
		bridge that is not needed or wanted. Would be better used in improving the roads that so	connectivity across I-26. To address these comments, the Tram Road and Beatty
		desperately need repaying. (see attachment)	Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not affect the ability of the Recommended
			Preferred Alternative to meet the
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			bridge from the Recommended Preferred
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			info@CarolinaCrossroadsSCDOT.com

Tice	lamos	Would like come provision for bicycle and	Thank you for your interact and
TICE	James	Would like some provision for bicycle and pedestrian traffic. Don't expect to see bikes on	Thank you for your interest and comment on the Carolina Crossroads I-
		interstate highways but in some of the more	20/26/126 Corridor Improvement
		outlying interchanges this should be considered.	Project.
			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
			Statement (FEIS) and the Federal
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Timmerman	Carole	One the east side of Columbiana Blvd if trees	Thank you for your interest and
Thin Contract	carole	could be planted behind the entrance tamps and	comment on the Carolina Crossroads I-
		especially behind the day care center and	20/26/126 Corridor Improvement
		Japanese steakhouse it would greatly reduce and	Project.
		the noise level.	
			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,

			 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Tisdale	Anna	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? 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

Tisdale	Anna	I wish to express my very strong objections to the	Preferred Alternative to meet the
		proposed bridge connection Tram Rd. and Beatty	primary purpose and need of the project
		Rd. As stated by Brian Klauk at the Whitehall	to reduce congestion and improve
		Homeowners Meeting on August 12, 2018, "The	mobility in the corridor. Since the
		purpose of this bridge is not to divert traffic from	removal of this feature would not
		the Interstate." He further explained that the	significantly affect the ability of this
		bridge is not relative to correcting Malfunction	alternative to meet the purpose and
		Junction, but is simply to have easier access from	need, SCDOT has elected to remove this
		Jamil/Tram to Fernandina. If the purpose of	bridge from the Recommended Preferred
		Corridor Improvement Project to correct the	Alternative.
		horrible mess that is Malfunction Junction, why	
		then would such an expensive bridge be built if it	The SCDOT project team is working to
		did nothing to alleviate the problems with	complete a Final Environmental Impact
		Malfunction Junction? Spend the money	Statement (FEIS), and the Federal
		that it would take for the bridge to better	Highway Administration anticipates
		alleviate the problems of the flow of traffic on 1-	publishing an FEIS and a Record of
		20, 1-26, and 1-126! The construction of said	Decision (ROD) concurrently in spring
		bridge would open a relative low crime area in	2019. The Tram Road and Beatty Road
		one county to easy access from a high crime area	Bridge will not be considered for further
		in another county. Also, the Whitehall area has	evaluation in these documents.
		very easy access to Fernandina Rd. by way of	
		Piney Grove Rd. and St. Andrews Rd. I have lived	To stay up to date on Carolina Crossroads
		in my home in Whitehall for better than 49 years	project information, visit our project
		and have never had a problem with getting	website
		around in this area, except on 1-26! The	at www.SCDOTCarolinaCrossroads.com
		construction of the bridge would severely hinder	Call Us: 1-800-601-8715
		the flow of traffic out of the community of the	Email Us:
		Cottages of Whitehall. They only have one exit	info@CarolinaCrossroadsSCDOT.com
		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	

		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!	
Tolton	R	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	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 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. The relocation of Browning Road requires

		1
	more beneficial to the neighborhood to not move	the portion of Burnette Drive near
	the road even further into our community).3) Will	Fairhaven Drive to be revised as well.
	Morninghill Dr at Burnette Dr be widened and	There is currently no plan to widen
	improved for turning as well as at Bush River?4) Is	Morninghill Drive.
	there any plan for mass transit (especially rail) in	
	these designs?5) Will there be any HOV lanes?6)	Relative to mass transit, at the beginning
	Will there be bike lanes added to the frontage	of the project, several alternatives were
	roads?I look forward to seeing these incorporated	identified to address the purpose and
	(or answered) in the next phase.	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
·I		

			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). HOV lanes are not proposed as part of this project. Bike lanes are under review and will be added where determined necessary. 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). The SCDOT project team is working to complete a 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
Traichal	Deborah	Waste of taxpayer's money. Not feasible for emergency vehicles to use Tram Road.	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I-
		Form Letter – Tram/Beatty Checklist	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

Trezogla Frank Image: state	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.	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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.
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Tribble	Lynn	This is written to protest the bridge at Tram Rd.	Thank you for your interest and
		The area of Whitehall is a low crime area! The	comment on the Carolina Crossroads I-
		area of Broad River Rd is a known drug area! We	20/26/126 Corridor Improvement
		don't want to connect these two areas that close	Project.
		already by building a bridge to our community!	In the early stages of the project, the
			South Carolina Department of
			Transportation (SCDOT) received public
			comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
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			need of the project to improve system
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			website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Tripp	Betty	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.	Thank you for your interest in the Carolina Crossroads I-20/26/126 Corridor Improvement Project. 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. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.

			 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
Truax	Mark	I'm against the bridge being built at Tram Rd. This will cause too much congestion at this intersection at Tram and Jamil.	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
Tryon	Deborah	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 stablished neighborhood of Whitehall. Please spend taxpayer money on fixing the raods and bridges we already have, instead of creating new ones with no redeeming value or purpose. Thank you for your time and cooperation.	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
Tryon	Deborah	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.	Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 early spring 2019. The Tram Road and Beatty Road Bridge will not be considered for further evaluation in these documents.

Terra			To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Tryon	Matthew	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?	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@CarolinaCrossroadSCDOT.com

Tryon	Roy H.	I am writing in opposition to the proposed Tram	Thank you for your interest and
		Road! Beatty Road Bridge. I am a twenty-five year	comment on the Carolina Crossroads I-
		resident of 346 South Stonehedge Drive, just one	20/26/126 Corridor Improvement
		street over from Tram Road. From my	Project.
		perspective, there are two real over-the-top	In the early stages of the project, the
		winners in this proposal: the owners of land at the	South Carolina Department of
		intersection of Tram and Jamil Roads and on	Transportation (SCDOT) received public
		Fernadina Road just across I 26 from Jamil/Tram	comments requesting enhanced
		Road, both of which will be impacted by bridge	connectivity across I-26. To address these
		construction. There is already a long-vacant car	comments, the Tram Road and Beatty
		dealership nearby on Fernadina Road and I	Road bridge was added to provide
		understand that the Nissandealership, that is right	connection between Fernandina and
		in the way of proposed bridge construction, has	Jamil frontage roads. In addition, this
		plans to move. Who would buy the land vacated	proposed bridge would also have
		by Nissan? The possibilities are quite limited.	benefits for emergency response. As
		Someone needs to take a look into this matter	proposed, the Tram Road and Beatty
		and determine if interested agents of project-	Road bridge would fulfill a secondary
		targeted property influenced the DOT decision-	need of the project to improve system
		making. In situations like this, where such large	linkages. However, the bridge does not
		sums of publicmoney is involved FOLLOW THE	affect the ability of the Recommended
		MONEY is in order in making sure decision-making	Preferred Alternative to meet the
		is above board and full justified. I cannot	primary purpose and need of the project
		understand why DOT would think that funneling	to reduce congestion and improve
		more vehicles onto Tram Road is a prudent and	mobility in the corridor. Since the
		reasonable solution to traffic congestion. The	removal of this feature would not
		rationale for the project is very weak, in some	significantly affect the ability of this
		cases laughable. I do not think, for instance, that I	alternative to meet the purpose and
		or anyone else in Whitehallwould find the bridge	need, SCDOT has elected to remove this
		a desirable trade-off in order to shorten our trips	bridge from the Recommended Preferred
		to Costco! Though this project offers a fine	Alternative.
		solution for a soon to be vacated car dealership,	The SCDOT project team is working to
		the Whitehall community, and especially those of	complete a Final Environmental Impact
		us on and near Tram Road, will suffer greatly from	Statement (FEIS), and the Federal
		extra traffic on a narrow and winding road (which	Highway Administration anticipates
		already has its share of speeders), noise, opening	publishing an FEIS and a Record of
		up our neighborhood to an area already high in	Decision (ROD) concurrently in spring
		crime, and, most likely for those of us nearest	2019. The Tram Road and Beatty Road
		Jamil and Tram Roads, lowered property	Bridge will not be considered for further
		values.DOT funds would be better used in dealing	evaluation in these documents.
		more regularly with the potholes on Tram Road	To stay up to date on Carolina Crossroads
		(and Sydney Road as well) rather than increasing	project information, visit our project
		traffic that is just going to result in even more	website
		problems! Repurpose some of the money to take	at www.SCDOTCarolinaCrossroads.com
		care of the potholes under current traffic	Call Us: 1-800-601-8715
		conditions! It is a shame that DOT would even	Email Us:
		consider destroying the Whitehall environment in	info@CarolinaCrossroadsSCDOT.com
		this crude and heavy-handed way, and with such	
		flimsy and suspect justifications.	

Turner	Chris	I own the office building at 3790 Fernandina Rd,	Thank you for your interest and
. arrier		Columbia. It shows the highway taking over a	comment on the Carolina Crossroads I-
		large part of our property which will possibly	20/26/126 Corridor Improvement
		deem our building unusable. A large portion of	Project. The South Carolina Department
		our parking lot will be eliminated as well as	of Transportation (SCDOT) will secure a
		severely damaging our ability to lease space. I am	Design-Build Team to construct the
		very concerned about the financial impact this will	Carolina Crossroads Project, with
		have on my business. Please help! Thank you.	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)).
			The SCDOT project team is working to
			complete a 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
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Turner	Chris	Need to speak to someone to get details of how	Thank you for your interest and
		far the widening of I-26 by Fernandina Rd in	comment on the Carolina Crossroads I-
		Columbia will go. This will most likely make our	20/26/126 Corridor Improvement
		28000 office building unusable. 803-605-4192	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
	<u> </u>		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. To stay up to date on Carolina Crossroads project information, visit our project website
Tuttle	Sonia	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 juntion. 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 theplaces I enjoy shopping at like Costco. Good plan right. By the way you need to fix WILTON RD yoy just seems to be bent on taking away our roads.	at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com 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. 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. To stay up to date on Carolina Crossroads project information, visit our project website

			at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Twohey	Nancy	Form Letter - Tram/Beatty Check List	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
Twohey	Richard	Form Letter - Tram/Beatty Check List	
Umbarger	Robert	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.	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
Valk	Michael	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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement

		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.	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
			website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us:
VanBesien	Jacqueline	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	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		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! 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.	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have

		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
VanBesien	Jacqueline	 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. If you are not sure if many people will use it, since the neighborhoods it will interupt are many, why bother? People in a rush to "short-cut" are not liable to sustain our Tram Rd 25 mph speed limit!!! Both Beatty and Tram are basically residential!! (Not prone to heavy truck traffic: Even Piney Grove insists on no through truck traffic!) 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!! 	need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Vansant	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	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.
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			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Vinson	Tim	The proposed new bridge over the interstate at	Thank you for your interest and
		Tram Road is a complete waste of time and	comment on the Carolina Crossroads I-
		money. I do not see how in any this will help	20/26/126 Corridor Improvement
		eliminate congestion on I-26. Tram Road is a	Project.
		narrow 2 laned road with no sidewalks. There are	In the early stages of the project, the
		several hills and sharp curves along this road. The	South Carolina Department of
		speed limit is only 25 MPH. People who live in the	Transportation (SCDOT) received public
		neighborhood walk and ride bikes along this road.	comments requesting enhanced
		Travel through this road can take time when the	connectivity across I-26. To address these
		mail carrier and trash trucks stop along the	comments, the Tram Road and Beatty
		roadway. When will you see the fact that all of those who have the interstate all meet here in the	Road bridge was added to provide connection between Fernandina and
		same crossroads. People are even going across	Jamil frontage roads. In addition, this
		the dam to Lexington to avoid the construction	proposed bridge would also have
		traffic on I-20. We do not need to increase traffic	benefits for emergency response. As
		flow here. (see attachment)	proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
1	1		bridge from the Recommended Preferred
			Altornativo
			Alternative.
			The SCDOT project team is working to

			Highway Administration anticipates publishing an FEIS and a Record 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
Wade	Carol	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 since1988 and love our neighborhood. Reasons for our opposition are as follows: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 essentiallydestroy the neighborhood. I have not heard one resident express any positive reaction to thisproposal - 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 ofthe homes on Tram and roads close by, as well as creating unsafe conditions both for vehiclesand for the people who live along it. The cost and disruption that would be necessary to makeit more suitable is certainly not justified by the puported benefit.3. St. Andrews Rd. and Piney Grove Rd. already provide perfectly adequate passage across theinterstate. There is no justification for spending our tax payer dollars to build another overpassbetween the two. We travel these roads every day, deal with traffic conditions every day, andwe are the folks who should be considered as the primary source for whether such an overpassis 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 tothe well-being of the Whitehall neighborhood and the people who live in it. It certainly doesnot alleviate issues with malfunction junction in any way.	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
Walker	Franklin J.	We respectfully express our opposition to the proposed 1-26 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.	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

wakerLauraI.The bridge proposal is a bad idea because th will not be considered for further ventuation. these documents. To strup up to date on Carolina Crossroads. Diroltaria marking to Malinection under the carolina Crossroads. Corrigina Crossroads. To strup up to date on Carolina Crossroads. To Strup up to attent of the artive strup to an extremely poor idea. Is this another example of prolect. The waste of money that the bridge represents should instad the used to repair existing roads filled with dagerous potholes. 3. The transBoath y road bridge is to poorly proposed the side the aread on the destry residential area. The engineer who proposet this date has not even woithy of a site vist. 4. This would cause tremendous safety problems for not only residents of WhiteHall, but also liked has not even woithy of a site vist. 4. This would act to petient more design. This would act to petient more design. T		T		Γ
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	Walker	Laura	 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: a. Dangerous traffic. b. Increase in crime.This would present extreme issues for local law enforcement because of 	Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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 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
			b. Increase in crime. This would present extreme issues for local law enforcement because of	Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
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			at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Walker	Robert	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.	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.

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Wallace	James	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: 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.	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

Wallace	Stewart	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. Belmount 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.	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. 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. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publiching an EEIS and a Percent of
			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
Walsh	Sydney	I am wondering when a preferred alternative is anticipated to be selected for the CarolinaCrossroads Project?	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

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

		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'	Email Us: info@CarolinaCrossroadsSCDOT.com
Walters	Don & Lynne	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!	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
Walters	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 myperspective.	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

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Ward	Billy	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	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

Ward	Kyle	Opposition to Proposed Overpass Linking Beatty	Thank you for your interest and
		and Tram Roads	comment on the Carolina Crossroads I-
		1. There is already too much traffic passing	20/26/126 Corridor Improvement
		through the neighborhood on Tram and Sydney to	Project.
		get to St. Andrews.	In the early stages of the project, the
		2. Whitehall streets are already deteriorated over	South Carolina Department of
		the last 10 years due to lack of maintenance.	Transportation (SCDOT) received public
		3. Routes already exist to get to St. Andrews and	comments requesting enhanced
		Piney Grove via Fernadina or Jamil.	connectivity across I-26. To address these
		4. There are no sidewalks in our community, so	comments, the Tram Road and Beatty
		increased traffic will further endanger people who	Road bridge was added to provide
		are walking, jogging, or biking.	connection between Fernandina and
		5. Tram is not a thoroughfare. It is a winding,	Jamil frontage roads. In addition, this
		twisting road, so more traffic makes it more	proposed bridge would also have
		dangerous.	benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly 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.
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			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Ward	Vincent &	This will be more damaging than helpful. It's not	Thank you for your interest and
	Rhea	worth the expense or the damage. The DOT	comment on the Carolina Crossroads I-
		document lists items that would justify canceling	20/26/126 Corridor Improvement
		any alternatives within the Crossroads Project,	Project.
		rendering them "not reasonable and eliminated	In the early stages of the project, the
		from further consideration." Namely: 1) "The	South Carolina Department of
		alternative does not satisfy the purpose of and	-
		need for the project. 2) The alternative is	Transportation (SCDOT) received public
		determined to be not practical or feasible from a	comments requesting enhanced
		technical and/or economic standpoint. 3) The	connectivity across I-26. To address these
		alternative substantially duplicates another	

		alternative." The Tram/Beatty bridge proposal	comments, the Tram Road and Beatty
		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?" Form Letter – Tram/Beatty Checklist	Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Washington	Albert	Wasted tax payers money for a 2 lane bridge	Email Us: info@CarolinaCrossroadsSCDOT.com
Washington	Albert	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	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

			need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Washington	Betty	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	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
Watson	Christopher	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	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

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.	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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@CarolinaCrossroadsCDOT.com
Watson	Jim & Pat	Please do not build the underpass from Beatty Rd to Tram Rd. This is not a good idea.	info@CarolinaCrossroadsSCDOT.com 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

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Watson	Tim	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!	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.

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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.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
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)	 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715

			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.	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

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

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 wil cause.	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 Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
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.	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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 r 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. The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Weinberg Davida	Sanders Jerry	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. 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.	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
Wells	Jeanette	Thank you for your communication to the public re: Carolina Crossroads Project. It is very appreciated.	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Westbury	Donald S.	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 doogs 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 lawssuits. This road doesn't even have sidewalks we don't need more traffic. 5) This road is a narrow, hilly and curvy road that	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

		does not need more traffic. 6) People that came up with this idea must be on crack! Could it be the	Road bridge would fulfill a secondary need of the project to improve system
		up with this idea must be on crack! Could it be the same people that designed Malfunction Junction?	linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Westbury	Elizabeth	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 appr providing maps and	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		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	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced
		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	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have
		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,	benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not
		and unwanted vehicles. Our current litter problem will grow worse. Instead of the Tram-Beatty bridge, I recommend funds be invested in	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project
		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	to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this
			000

		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.	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
Westbury	Elizabeth	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.	(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.co m/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

Westbury	Jane	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	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement
		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	Project. In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public
		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)	comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and
			Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary
			need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the
			primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not
			significantly 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
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Westbury	Ruth	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	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
		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 the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these
		in- especially in front of my house. That would make a positive impact. (form letter attached)	comments, the Tram Road and Beatty Road bridge was added to provide

White Amy Wasted tax payers money for a 2 lane bridge. To share of the consider of				connection between Fernandina and
Proposed bridge would add back have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDT has elected to remove this bridge from the Recommended Preferred Alternative to meet the in sworking to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The Tram Road and Beatty Road Bridge would not be active add Bridge would not becoments. To stay up to date on Carolina Crossroads.com Call Us: 1-800-601.8715 Email US: 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. The Will be more crime. The traffic flow it will not help a thing. Malready have 2 ways to access to and from Tram/Reatty/Which are 4 lanes; Piney Grove; and St. Andrews Lower property value Makes no senceThe sense of the project, the South Carolina Department of Project, the Tran Road and Beatty Road bridge would able have benefits for emergency response. As proposed, the Tran Road and Beatty Road bridge would able have benefits for emergency response. As proposed, the Tran Road and Beatty Road bridge would able have benefits for emergency response. As proposed, the				
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			mobility in the corridor. Since the
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			significantly 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
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			Decision (ROD) concurrently in spring
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White	Jessica	Wasted tax payers money for a 2 lane bridge.	Thank you for your interest and
White	Jessied	Money needed for other repair on roads. Very	comment on the Carolina Crossroads I-
		much opposed to this.Will be more crime.The	20/26/126 Corridor Improvement
		traffic flow it will not help a thing.All ready have 2	Project.
		ways to access to and from Tram/Beatty/which	In the early stages of the project, the
		are 4 lanes; Piney Grove; and St. AndrewsLower	South Carolina Department of
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White	John	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.	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
White	Paula	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. 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. 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. 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	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

		 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. I cannot express my opposition to this idea strongly enough. Thank you for your taking the time to consider my comments. 	
White	Sharyl	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	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.

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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.	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
Whittle	Franklin	Interested in knowing existing and anticipated noise levels. Please provide.	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. 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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Whittle	John	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. I vehemently oppose this redesign - and certainly will not call it an "improvement project." This is	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

		not OK. Thank you in advance for reworking your redesign to keep this community safe.	proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
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Wicker	Janis	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.	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. To stay up to date on Carolina Crossroads project information, visit our project website
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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.	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
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	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

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			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
			alternative to meet the purpose and
			need, SCDOT has elected to remove this
			bridge from the Recommended Preferred
			Alternative.
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			Bridge will not be considered for further
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			To stay up to date on Carolina Crossroads
			project information, visit our project
			website
			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715
			Email Us:
			info@CarolinaCrossroadsSCDOT.com
Wietecha	Susan P.	I think the money designated for the Tram Road-	Thank you for your interest and
		Beatty Road bridge project could be spent more	comment on the Carolina Crossroads I-
		wisely. It appears to be the last choice as a plan	20/26/126 Corridor Improvement
		for the improvement project and it appears to	Project.
		have more cons than pros. I really don't know of a	In the early stages of the project, the
		single positive reason for its construction. As	South Carolina Department of
		slated on the back of this paper, sidewalks	Transportation (SCDOT) received public
		starting at Leaphart Elementary and constructed	comments requesting enhanced
		down Piney Grove to the end of the road before	connectivity across I-26. To address these
		the bridge makes more sense. Tram and Beatty	comments, the Tram Road and Beatty
		roads are hilly, curvy, and not conducive to a safe	Road bridge was added to provide
		route from A-B. It would present many and varied	connection between Fernandina and
		problems. (form letter attached)	Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			need of the project to improve system

Wilcox	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	linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
	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.	South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Wilkes	Joe	Project makes no sense! 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 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:
William	Edenton	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.	info@CarolinaCrossroadsSCDOT.com 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.com Call Us: 1-800-601-8715 Email Us:
			info@CarolinaCrossroadsSCDOT.com

William	Oquald	We travel quite a bit and have found when	Thank you for your interact and
william	Oswald	We travel quite a bit and have found when	Thank you for your interest and comment on the Carolina Crossroads I-
		traveling from Horry County to Columbia the worst roads are I-20 from 321 to Bush River Road.	
			20/26/126 Corridor Improvement
		The exit for I-26 is not only treacherous but in	Project.
		poor condition. If Horry County can make	In the early stages of the project, the
		interstates more compatible with traffic why can't	South Carolina Department of
		Richland and Lexington counties improve	Transportation (SCDOT) received public
		malfunction junction without causing more	comments requesting enhanced
		congestion in neighborhoods? When I see about a	connectivity across I-26. To address these
		road and bridge from Beatty Road to Tran I	comments, the Tram Road and Beatty
		wonder what that will accomplish except to	Road bridge was added to provide
		destroy existing neighborhoods that have not	connection between Fernandina and
		been bombarded with interstate and Broad River	Jamil frontage roads. In addition, this
		traffic. If necessary widen Broad River and	proposed bridge would also have
		completely change the existing malfunction	benefits for emergency response. As
		junction. There are frontage road to travel next to	proposed, the Tram Road and Beatty
		the interstate without going through established	Road bridge would fulfill a secondary
		neighborhoods. Why bring more crime into family	need of the project to improve system
		established communities? Someone is not looking	linkages. However, the bridge does not
		at the whole picture- why put a bandaid on the	affect the ability of the Recommended
		problem instead of fixing the whole interstate	Preferred Alternative to meet the
		malfunction problem?	primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the
			removal of this feature would not
			significantly affect the ability of this
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Williams		We feel that the possibility of increase traffic on	Thank you for your interest and
-		Tram Road is not acceptable. Tram Rd is a narrow,	comment on the Carolina Crossroads I-
		curvy road passing through a quiet neighborhood	20/26/126 Corridor Improvement
		which can not handle the increased traffic flow.	Project.
		There is also the possibility that this bridge will	
		provide a direct route to Whitehall from the high	In the early stages of the project, the
		crime rate area in and around Beatty Rd. which is	South Carolina Department of
		unacceptable to Whitehall residences.	Transportation (SCDOT) received public comments requesting enhanced
			connectivity across I-26. To address these
			comments, the Tram Road and Beatty
			Road bridge was added to provide
			connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
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			Email Us:
Williams	Kenneth	We feel that the possibility of increase traffic on	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
vviiia1115	Kenneth	Tram Road is not acceptable. Tram Rd is a narrow,	comment on the Carolina Crossroads I-
		curvy road passing through a quiet neighborhood	20/26/126 Corridor Improvement
		which can not handle the increased traffic flow.	Project.
		There is also the possibility that this bridge will	In the early stages of the project, the
		provide a direct route to Whitehall from the high	South Carolina Department of
		crime rate area in and around Beatty Rd. which is	Transportation (SCDOT) received public
		unacceptable to Whitehall residences.	comments requesting enhanced

Williams	Lou Ella	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. The proposed project would also put our children at the multiple school bus stops located on Tram at risk due to the increased traffic.	connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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 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
Williams	Lou Ella	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	project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com 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
		The proposed project would also put our children at the multiple school bus stops located on Tram	Transportation (SCDOT) received public comments requesting enhanced

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			affect the ability of the Recommended
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Williams	Marcia	Please record another opposition vote to	Thank you for your interest and
		proposed bridge between Tram and Beatty Rds.	comment on the Carolina Crossroads I-
		Thank you	20/26/126 Corridor Improvement
			Project.
			In the early stages of the project, the
			South Carolina Department of
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			bridge from the Recommended Preferred
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			The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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
Williams	Teddy	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.	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

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Williams	Fred and Judith	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 svery fast- residents have a terrible time exiting. It will also destroy Mungo housee for families of very ill patients.	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

Willow Winds	Please reconsider the Carolina Crossroads Project.	Thank you for your interest and
Willow Winds HOA	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 themRetiredexpecting 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 reconsiderWWHOA	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
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Wilson	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.	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

			
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Wilson	Clyde	This proposal regarding Tram Road seems to have	Email Us: info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
		his proposal regarding fram Koad 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. 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. 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	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

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		route heavy traffic will create more problems than it will solve. It is a non-starter.	to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Wilson	Herb & Rachel	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? 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. 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.	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

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Wilson	J. Clark	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!	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

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

		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.	
		Please abandon this part of the Carolina	
		Crossroads proposal and find a better way to	
		spend our	
		money.	
Wilson	Lee	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?	
		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.	
Wilson	Richard	This is a mammoth problem that now has a	Thank you for your interest and
VVIIJUII	Nicharu	reasonable plan to correct the existing situation.	
		[Unintelligible]. The proposed changes avoid	comment on the Carolina Crossroads I-
		many problematic environmental areas and	20/26/126 Corridor Improvement
		neighborhoods. The careful global examination	The South Carolina Department of
		appears to alter traffic flows effectively for many	Transportation (SCDOT) project
		years to come. Thanks to everyone at DOT who	team is working to complete a Final
		has been involved.	Environmental Impact Statement (FEIS)
			and the Federal Highway Administration
			anticipates publishing an FEIS and a
			Record of Decision (ROD) concurrently in
			spring 2019.

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Wilson	Roland	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!!	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

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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!	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
Winn	Susan	Please do not build the bridge/overpass. Do not spend money on that.	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

			comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Wise	Arthur & Elsie	Please say no to the bridge at Tram Road!	info@CarolinaCrossroadsSCDOT.com 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

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Wise	Susan	 Please reconsider the building of the bridge at Tram Road in Whitehall! I have lived in this community for over 34 years! 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! 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! 	info@CarolinaCrossroadsSCDOT.com 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

W/ico	Sucar	I am recognitively requesting that the DOT	to reduce congestion and improve
Wise	Susan	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! 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 their safety? 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! 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	to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
Wise	Susan	love!PLEASE consider adding a right turning lane fromJamil Rd turning onto Piney Grove Road!We do NOT want or need a bridge at Tram Road!There is a neighborhood just a few yards awayfrom Jamil Road on Tram Road! This bridge isabsolutely going to bring our property valuesdown! I have lived in this community for 34 years.We have very little crime! Connecting us to a highcrime are is NOT what our tight-knit communitywants. There are lots of hidden driveways wherechildren play! This is so very dangerous! Please donot continue with this project!	
Wofford	Joseph Rufus	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.	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

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			proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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:
Wofford	Melissa	I strongly oppose the Tram Road/Beatty Road	info@CarolinaCrossroadsSCDOT.com Thank you for your interest and
Wofford	Melissa	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 an 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 accomodate large vehicles- When tree trimming trucks come take up both lanes. Spend the money on other things!	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

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

		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 culturalresources 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 youhave any questions or concerns please contact our Section I 06 Projects Compliance OfficerCharlotte Wolfe at (918) 87 1- 2753 or by email cwolfe@ukb-nsn.gov	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
Wolfe	William	As a resident of Rivers Edge being that we are already very close to interstate please install noise walls around our neighborhood.	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. 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. To stay up to date on Carolina Crossroads project information, visit our project website

			at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Wood	Anne	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.	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:
Wood	Willie	 I OPOSSE 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. 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. I am in favor of widening I-26 in both directions 	info@CarolinaCrossroadsSCDOT.com 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
		and having directional entrance and exit lanes. Thank you.	affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project
Wood	Willie	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	to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly 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
		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.	Highway Administration anticipates publishing an FEIS and a Record 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:
Woods	George	Form Letter - Tram/Beatty Check List	info@CarolinaCrossroadsSCDOT.com 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.
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			Statement (FEIS), and the Federal
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			publishing an FEIS and a Record 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
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			at www.SCDOTCarolinaCrossroads.com
			Call Us: 1-800-601-8715 Email Us:
			info@CarolinaCrossroadsSCDOT.com
Woodward	lavno	This project makes absolutely persons and	
woodward	Jayne	This project makes absolutely no sense and	Thank you for your interest and comment on the Carolina Crossroads I-
		represents terrible use of taxpayer's money. It	
		would destroy the Whitehall subdivisions and	20/26/126 Corridor Improvement
		surrounding areas for absolutely no reason. Why	Project.
		would our state government even think of such a	In the early stages of the project, the
		ludicrous project! After reading the DOT	South Carolina Department of
		document for this bridge, it is even more evident	Transportation (SCDOT) received public
		that whoever is behind this project is not very	comments requesting enhanced
		intelligent. The reasons for this bridge are the	connectivity across I-26. To address these
		flimsiest ones I have ever read. Who will benefit	comments, the Tram Road and Beatty
		monetarily from this project? Example of	Road bridge was added to provide
		government spending with no reason for it.	connection between Fernandina and
		Form Letter – Tram/Beatty Checklist	Jamil frontage roads. In addition, this

proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project	t
proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the	t
Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does no affect the ability of the Recommended Preferred Alternative to meet the	t
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to reduce congestion and improve	
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removal of this feature would not	
significantly affect the ability of this	
alternative to meet the purpose and	
need, SCDOT has elected to remove the	
bridge from the Recommended Prefer Alternative.	eu
The SCDOT project team is working to	
complete a Final Environmental Impac	ł
Statement (FEIS), and the Federal	•
Highway Administration anticipates	
publishing an FEIS and a Record of	
Decision (ROD) concurrently in spring	
2019. The Tram Road and Beatty Road	
Bridge will not be considered for furthe	er
evaluation in these documents.	
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project information, visit our project	
website	
at www.SCDOTCarolinaCrossroads.com	1
Call Us: 1-800-601-8715 Email Us:	
info@CarolinaCrossroadsSCDOT.com	
Woodward Steven This bridge is not needed or wanted. Please see Thank you for your interest and	
Sheet 2. There is only a one-mile stretch between comment on the Carolina Crossroads I	
Piney Grove Rd and St. Andrews Rd so it will not 20/26/126 Corridor Improvement	
positively effect traffic flow. I don't think we Project.	
should spend five million dollars to help people In the early stages of the project, the	
get to Costco. South Carolina Department of	
Form Letter – Tram/Beatty Checklist Transportation (SCDOT) received publi	С
comments requesting enhanced	
connectivity across I-26. To address the	ese
comments, the Tram Road and Beatty	
Road bridge was added to provide	
connection between Fernandina and	
Jamil frontage roads. In addition, this proposed bridge would also have	
benefits for emergency response. As	
proposed, the Tram Road and Beatty	
Road bridge would fulfill a secondary	
need of the project to improve system	
linkages. However, the bridge does not	
affect the ability of the Recommended	
Preferred Alternative to meet the	
primary purpose and need of the proje	ct
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			removal of this feature would not significantly 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
Wracker	Chris	There will be an increase of traffic, crime, more people speeding, and an increase in noise and traffic.	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
Wracker	Chris	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? 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.

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Wracker	Colleen	I am not in fovor 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 definetly 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.	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
Wracker	Nick	Form Letter – Tram/Beatty Checklist	Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor ImprovementProject.In the early stages of the project, theSouth Carolina Department ofTransportation (SCDOT) received public comments requesting enhancedconnectivity across I-26. To address these comments, the Tram Road and BeattyRoad bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this 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.

Wracker	Tim	 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. 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. 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. 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 	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
		around Tram on a daily basis. It will have an adverse effect on my family and all others in the community.	need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative. The SCDOT project team is working to
Wracker	Tim	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! 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. Form Letter – Tram/Beatty Checklist	complete a Final Environmental Impact Statement (FEIS), and the Federal Highway Administration anticipates publishing an FEIS and a Record 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

Wright	Gary	I saw the video of the changes that are going to done to make out interstates more deadlyl 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 !!	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. To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Wright	Irene	Form Letter – Tram/Beatty Checklist	Thank you for your interest and comment on the Carolina Crossroads I- 20/26/126 Corridor Improvement Project.
Wright	Irene	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.	In the early stages of the project, the South Carolina Department of Transportation (SCDOT) received public comments requesting enhanced connectivity across I-26. To address these comments, the Tram Road and Beatty Road bridge was added to provide connection between Fernandina and Jamil frontage roads. In addition, this proposed bridge would also have benefits for emergency response. As proposed, the Tram Road and Beatty Road bridge would fulfill a secondary need of the project to improve system linkages. However, the bridge does not affect the ability of the Recommended Preferred Alternative to meet the primary purpose and need of the project to reduce congestion and improve mobility in the corridor. Since the removal of this feature would not significantly affect the ability of this alternative to meet the purpose and need, SCDOT has elected to remove this bridge from the Recommended Preferred Alternative.

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			Call Us: 1-800-601-8715 Email Us:
			info@CarolinaCrossroadsSCDOT.com
Wright	Marie	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	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.

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Wright	Melissa	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.	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. The SCDOT project team is working to complete a 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

 through our area. It is my understanding that the SCDOT is proposing an overpass across I-26 at the SCDOT is proposing an overpass across I-26 at the SCDOT is proposed. I am adamantly against this overpass it is unnecessary in the sequent and wasteful. Very close to where this overpass are so close. This proposed to comments, the Tram Road and Beatt Road Bridge was added to provide unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to sub the other. This is not the case. Again, it is complete waste of money and time. This access would increase traffic in the Mite Hall area which is not wanted or needed. More traffic on reads in both neighborhoods are all in need of repairs. This access in on way would lighten the traffic on 1-26 in this area. Those needing to get to the other side in the reads it is any case. I have spoken with many in my neighborhood and nore that 1 have spoken to see the value you seen to that the edear on the alter on the alter on the adver and tear on the self ederivation of our neighborhoods. We would then be able to the solf of the increased deterioration of our neighborhoods while you construct the huge intersections at 1-26/1-20, you would then be table for the increased deterivation for un engiphorhoods. We would then be a	Wright	Sandra	To Whom it may Concern, I am a resident of the	Thank you for your interest and
SCDOT is proposing an overpass across 1-26 at Tram Road and over to Beatty Road. I am adamatily against this overpass. It is unneessary and wasteful. Very close to where this overpass would be located is an overpass exit at 10000000000000000000000000000000000			White Hall Subdivision. Tram Road passes right	comment on the Carolina Crossroads I-
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 ext at Piney Grove Road and further dwn I-26 is an overpass/fexit at St. Andrews Road. This proposed Tram/Reatty overpass/flyover is totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build it and totally unnecessary in the respect of the money spent to build the other. This is not the case. Again, it is competer waste of money and time. This cacess mould increase traffic in the White Hall area which is not wanted or needed. More traffic in either neighborhood would increase warand 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 areas. Thes needing to get to the other side of the interstate would use either Piney Grove Road or 54 Andrews exits in any case. I have spoken with many in my engibborhood and none that thave spoken to see the value you seen to se in this endeavor. The scoDOT project team is working to residue then be lable for the increased deterioration of our needit hand it is avaite of wour are thinking that building this would force traffic in our. Do NOT do this overpass. We do not want it nor need it hand it is a vaste of money and time!In the actor warand team on the sector star com to ware would then be lable for the scolo a				-
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	Yancey	Juanita		
will bring to much traffic through the 20/26/126 Corridor improvement				
				-
neighborhood. It was said that it would not cause Project. to much more traffic. If that is the case use that 3 In the early stages of the project, the			-	-
to much more traffic. If that is the case use that 3 In the early stages of the project, the to 5 million dollars to help the traffic situation in South Carolina Department of				In the early stages of the project, the South Carolina Department of
				Transportation (SCDOT) received public

		people who like to walk in the neighborhood and this would cause to much traffic. Please give this	comments requesting enhanced connectivity across I-26. To address these
		more consideration and please do not run this	comments, the Tram Road and Beatty
		traffic through Whitehall (Tram Rd) There must	Road bridge was added to provide
		surely be another solution to this situation.	connection between Fernandina and
			Jamil frontage roads. In addition, this
			proposed bridge would also have
			benefits for emergency response. As
			proposed, the Tram Road and Beatty
			Road bridge would fulfill a secondary
			need of the project to improve system
			linkages. However, the bridge does not
			affect the ability of the Recommended
			Preferred Alternative to meet the
			primary purpose and need of the project
			to reduce congestion and improve
			mobility in the corridor. Since the removal of this feature would not
			significantly 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
Yonke	Christopher	Excited for these changes! I hope everything goes	Thank you for your interest and
		through and construction can start asap.	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.
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York	Fred	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. I am definitely against this project now and in the foreseeable future.	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

Younger	Lee	1.enforce speed limit (more troopers patrolling)1.(tie) add a metro rail linking chapin to	Thank you for your interest and comment on the Carolina Crossroads I-
		downtown Columbia, Lexington to down town	20/26/126 Corridor Improvement
		Columbia, and northeast to down town Columbia	Project.
		with park and ride lots. Why do none of the	
		solutions include aproposal utilizing MASS	Relative to speed limit enforcement,
		TRANSIT ??????2.add more lanes to existing	electronic message boards, and ramp
		infostructure3.build for 50 years out with 2018	metering, during the alternatives
		dollars4.increase pavement markings5.add	development and screening process for
		relevant signage way ahead of turn off6.remove	the Carolina Crossroads, Transportation
		signage that is confusing/too busy7.when	System Management/Transportation
		accidents happen, police should use pop up	Demand Management (TSM/TDM) was
		barriers to screen accident as done in	one of the alternatives evaluated.
		Atlanta.8.use electronic message boards to post	TSM/TDM includes options that improve
		the following "move vehicles to shoulder in case	efficiency and safety through lower cost
		of accident"9.add green/red lights "one car per	improvements. Traffic management
		green" at on-ramps10.Add HOV lanes11.Utilize	techniques such as speed limit
		duel lanes that are one way in the morning and	considerations is one example of TSM
		reversed in the afternoon12.increase frontage	strategies. As described in Chapter 2 of
		road lanes/capacity and reduce number of	the Draft Environmental Impact
		interchanges/conflict points13.keep it simple,	Statement (DEIS), given the current and
		solutions don't always have to include all the bells	future level of service, as well as safety
		and whistles. We need a simplesolution, not a	concerns in the corridor, TSM/TDM
		complicated maze of flyovers and offramps that	improvements could not adequately
		resemble a rollercoaster.14.Thank you for	improve the corridor and meet the
		considering my ideas and comments, we	purpose and need as a stand-alone
		appreciate the hard work that the SCDOTdoes and	alternative. However, elements of TSM
		look forward to a solution to the issues at hand.	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

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 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).

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. To stay up to date on Carolina Crossroads

			project information, visit our project website at www.SCDOTCarolinaCrossroads.com Call Us: 1-800-601-8715 Email Us: info@CarolinaCrossroadsSCDOT.com
Zimmerman	Jim	I can't find how to see all of the interchange proposals on the web.	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/onlin emeeting5. The SCDOT project team is working to complete a 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