

Appendix C – Outreach Materials

Legal Ad

LEGAL ADVERTISEMENTS

Legal Notice

The South Carolina Department of Transportation (SCDOT) invites the public to review alternatives for improving the Carolina Crossroads I-20/26/126 Corridor at the Alternatives Public Information Meeting.

Date: October 4, 2016
Time: 5:00 p.m. - 7:00 p.m.
Location: Seven Oaks Elementary Schools
2800 Ashland Rd., Columbia, SC

Join us anytime between 5:00 p.m. and 7:00 p.m. by attending the meeting. A formal presentation will be given at 5:30 p.m. Maps showing the Preliminary Alternatives and the results of the screening process will be available for public review. Parking is available on the south entrance of the school. Additional parking will be available across the street at the Columbia Crossroads Church, 2723 Ashland Road.

For those who are not able to attend the meeting in person, an online version of the meeting will be available from October 4 to October 19, 2016 on the project website at www.SCDOTCarolinaCrossroads.com. The public will have 15 days after the Alternatives Public Information Meeting to submit comments on the proposed alternatives. Comments are due by October 19, 2016. There is a variety of ways to submit comments including via the online meeting. Comments can be emailed to info@CarolinaCrossroadsSCDOT.com, recorded via the Project Hotline number at 800-601-8715 or mailed to:

Carolina Crossroads Corridor Project
C/O South Carolina Department of Transportation
Midlands Regional Production Group, Room 418
PO Box 191
Columbia, SC 29202-0191

The meeting location is ADA accessible. Persons in need of a sign language interpreter, an assistive listening device, large print or Braille material, or other accommodation to participate should contact Ms. Betty Gray at 803-737-1399. For the Hearing Impaired, please call 855-GO-SCDOT for assistance.

Located in the heart of South Carolina, the I-20, I-26 and I-126 interstate corridor is the crossroads of the state economy and serves as the major hub for the Midlands' commuters, travelers, and commerce. In addition to being a main route in and out of Columbia, I-26 is a thoroughfare for travelers headed to the coast and mountains for recreation, and a major cargo route between Lowcountry ports and Upstate manufacturers. The Carolina Crossroads I-20/26/126 Corridor Project is the number one statewide interstate priority for South Carolina. SCDOT is driving toward a 2019 destination when a contractor will take this project to construction. Your participation at this stage is critical. It's your road. Drive the conversation!

Title VI of the Civil Rights Act of 1964
SCDOT will take reasonable steps to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
2664739

Notice of Public Hearing

Community Development Needs Assessment for Fairfield County in the Year 2016

NOTICE IS HEREBY GIVEN that on Monday, November 14, 2016 at 6:00 PM in the Council Chambers of Fairfield County Government Complex Building; 350 Columbia Road, Winnsboro SC 29180, Fairfield County will hold a public hearing to solicit input on community needs and priorities for housing, public facilities, and economic development. At this public hearing Fairfield County will provide the results of its needs assessment and the activities which might be undertaken to meet identified needs, including the estimated amount proposed to be used for activities that will benefit persons of low and moderate income.

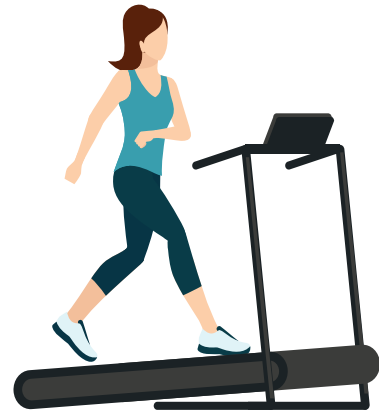
This public hearing and the matters to be discussed are subject to the provisions of the County's Citizen Participation Plan, developed in anticipation of participation in the State of South Carolina Community Development Block Grant (CDBG) Program, providing for participation of the citizens of Fairfield in the planning and implementation of community and economic development projects which will involve CDBG funds. The Citizen Participation Plan is available for review at the office of the Fairfield County Administrator at 350 Columbia Road, Winnsboro, SC 29180 from the hours of 9:00AM and 5:00PM; Monday through Friday business days. Persons with questions or comments concerning the public hearing or the Citizen Participation Plan may contact Mr. Steven Gaither, Grant Coordinator, Fairfield County Governmental Complex, 350 Columbia Road, Winnsboro, SC 29180, (803)815-4044.

Fairfield County does not discriminate on the basis of age, color, religion, sex, national origin, familial status or disability in the admission or access to or treatment or employment in its federally assisted program or activities. Mr. Davis Anderson, Deputy County Administrator/Human Resources Director, County Governmental Complex 350 Columbia Road, Winnsboro, SC 29180, 803-815-4000, has been designated to coordinate compliance with the nondiscrimination requirements contained in the U.S. Department of Housing and Urban Development's regulations.
2666430

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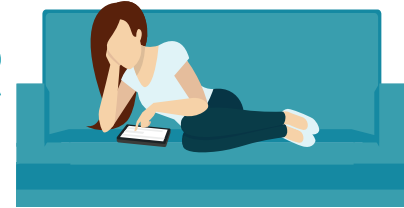


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Notice of Application

Notice is hereby given that Latinus Sports Bar & Grill, Inc. intends to apply to the South Carolina Department of Revenue for a license/permit that will allow the sale and on premises consumption of beer, wine and liquor at 2401 Percival Rd., Columbia, SC, 29223. To object to the issuance of this permit/license, written protest must be postmarked no later than September 15, 2016.

For a protest to be valid, it must be in writing, and should include the following information:

- (1) the name, address and telephone number of the person filing the protest;
- (2) the specific reasons why the application should be denied;
- (3) that the person protesting is willing to attend a hearing (if one is requested by the applicant);
- (4) that the person protesting resides in the same county where the proposed place of business is located or within five miles of the business; and
- (5) the name of the applicant and the address of the premises to be licensed.

Protests must be mailed to: S.C. Department of Revenue, ABL SECTION, P.O. Box 125, Columbia, SC 29214-0907; or faxed to: (803)896-0110.

NOTICE OF PUBLIC HEARING

NOTICE IS GIVEN that the Richland County Council will conduct a public hearing relating to an Ordinance "APPROVING THE EXECUTION AND DELIVERY OF A PURCHASE AGREEMENT FOR CERTAIN PROPERTY LOCATED IN THE CAROLINA PINES INDUSTRIAL PARK; AND OTHER MATTERS RELATED HERETO."

The hearing will be held in the Richland County Council Chambers at the County Administration Building, 2020 Hampton Street, 2nd Floor, Columbia, South Carolina, 29204, beginning at or after 6 p.m. on Tuesday, October 4, 2016. At the time and place fixed for this public hearing, all taxpayers, residents or other interested persons who appear will be given an opportunity to express their views for or against the Ordinance above-referenced. Any persons wishing to submit written comments may submit them to the Clerk of Council no later than 5:00 p.m. on September 27, 2016. Individuals who require a disability-related modification or accommodation for effective participation and communication concerning the above public hearing should contact the Clerk of Council's office either in person at the address above-referenced or by telephone at (803) 576-2061 or TDD at (803) 576-2045 no later than 24 hours prior to the scheduled hearing.
2678326

TIP

Job Hunting 101 for New Grads Professionalism during the interview
Employers are looking for candidates who show grace under pressure. Be prepared to discuss how your qualifications can specifically contribute to the success of the company and always be respectful of the interviewer's time and position.

Stay Confident During a Job Search!

I WELCOME ANY CRITICISM YOU HAVE

THAT DOESN'T AFFECT ME.



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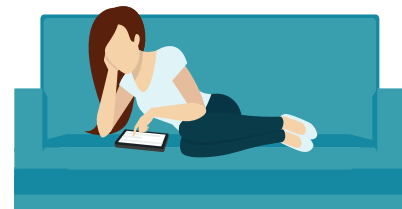


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Postcard

Carolina Crossroads Corridor Project

C/O South Carolina Department of Transportation
Midlands Regional Production Group, Room 418
PO Box 191
Columbia, SC 29202-0191



Carolina Crossroads I-20/26/126 Corridor Project Alternatives Public Information Meeting



Tuesday, October 4, 2016



5:00 – 7:00 p.m.
Formal Presentation at 5:30 p.m.



Seven Oaks Elementary School
2800 Ashland Road, Columbia, SC 29210

It's your road. 🧐 🚗 🚌 🚚 Drive the conversation.

The South Carolina Department of Transportation invites you to review and drive the conversation about improving the Carolina Crossroads I-20/26/126 Corridor Project.

For those unable to attend the meeting in person, an online version of the meeting will be available from October 4 to October 19, 2016 on the project website at www.SCDOTCarolinaCrossroads.com. Comments are due by October 19, 2016 and may be submitted at the meeting, emailed to info@CarolinaCrossroadsSCDOT.com, or recorded via the Project Hotline number at **800-601-8715**.

Located in the heart of South Carolina, the I-20, I-26 and I-126 interstate corridor is the crossroads of the state economy and serves as the major hub for the Midlands'

commuters, travelers, and commerce. In addition to being a main route in and out of Columbia, I-26 is a thoroughfare for travelers headed to the coast and mountains for recreation, and a major cargo route between Lowcountry ports and Upstate manufacturers. The Carolina Crossroads I-20/26/126 Corridor Project is the number one statewide interstate priority for South Carolina. SCDOT is driving toward a 2019 destination when a contractor will take this project to construction. Your participation at this stage is critical. It's your road. Drive the conversation.

Email

From: [Carolina Crossroads](#)
To: [Lee, Krista](#)
Subject: Drive to 2019! Public Information Meeting for Carolina Crossroads on 10/4
Date: Monday, September 19, 2016 2:47:58 PM

Carolina Crossroads I-20/26/126 Corridor Project Alternatives Public Information Meeting



Hello,

It's your road. Drive the conversation.

The South Carolina Department of Transportation invites you to review and drive the conversation about improving the Carolina Crossroads I-20/26/126 Corridor Project.

What: Alternatives Public Information Meeting

When: October 4, 2016
5:00 – 7:00 p.m.

Where: Seven Oaks Elementary School
2800 Ashland Rd. Columbia, SC

Join us anytime between 5:00 p.m. and 7:00 p.m. on Tuesday, October 4th. A formal presentation will be given at 5:30 p.m. Maps showing the Preliminary Alternatives and the results of the screening process will be available for public review. Parking is available on the south entrance of the school. Additional parking will be available across the street at the Columbia Crossroads Church, 2723 Ashland Road.

For those who are not able to attend the meeting in person, an online version of the meeting will be available from October 4 to October 19, 2016 on the project website



at www.SCDOTCarolinaCrossroads.com.

Comments

The public will have 15 days after the Alternatives Public Information Meeting to submit comments on the proposed alternatives. Comments are due by October 19, 2016.



There is a variety of ways to submit comments including via the online meeting.

Comments can be emailed to info@CarolinaCrossroadsSCDOT.com, recorded via the Project Hotline number at 800-601-8751 or mailed to:

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C/O South Carolina Department of Transportation
Midlands Regional Production Group, Room 418
PO Box 191
Columbia, SC 29202-0191

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federal financial assistance.

Sincerely,



Brian D. Klauk, PE, ENV SP
Special Programs Manager

Carolina Crossroads Corridor Project
C/O South Carolina Department of Transportation
Midlands Regional Production Group, Room 418
PO Box 191
Columbia, SC 29202-0191

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Press Release

Press Release

Name: Pete Poore
Release Number:

Phone: (803) 737-1270 **Email:** poorejp@scdot.org
Release Date:

SCDOT to host alternatives public information meeting on I-20/26/126 Corridor Project

(Columbia, SC – September 20, 2016) — The South Carolina Department of Transportation (SCDOT) invites the public to attend the Alternatives Public Information Meeting to learn more about alternatives being considered for the Carolina Crossroads I-20/26/126 Corridor Project. The meeting will be held:

Date	Time	Location	Address
October 4, 2016	5:00 p.m. – 7:00 p.m.	Seven Oaks Elementary School	2800 Ashland Rd. Columbia, SC

Interested parties may attend the meeting anytime between 5:00 p.m. and 7:00 p.m. A formal presentation will be given at 5:30 p.m. Maps showing the Preliminary Alternatives and the results of a two-level screening process will be available for public review and the project team will be available to discuss the project process.

“Public participation is critical to the project’s success,” said Project Manager Brian Klauk. “We encourage commuters to attend and drive the conversation by providing their feedback.”

Parking is available on the south entrance of the school. Additional parking will be available across the street at the Columbia Crossroads Church, 2723 Ashland Road.

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For those who are not able to attend the meeting in person, an online version of the meeting will be available from October 4 to October 19, 2016 on the project website at www.SCDOTCarolinaCrossroads.com.

The public will have 15 days after the Alternatives Public Information Meeting to submit comments on the proposed alternatives. Comments are due by October 19, 2016. There is a variety of ways to submit comments

including via the online meeting. Comments can be emailed to info@CarolinaCrossroadsSCDOT.com, recorded via the Project Hotline number at 1-800-601-8715 or mailed to:

Carolina Crossroads Corridor Project
C/O South Carolina Department of Transportation
Midlands Regional Production Group, Room 418
PO Box 191
Columbia, SC 29202-0191

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###



Public Input Meeting

Carolina Crossroads – I-20/26/126 Corridor Project
Lexington and Richland Counties, South Carolina

**We want your input on the
Carolina Crossroads I-20/26/126 Corridor Project!**

Please Plan to Attend

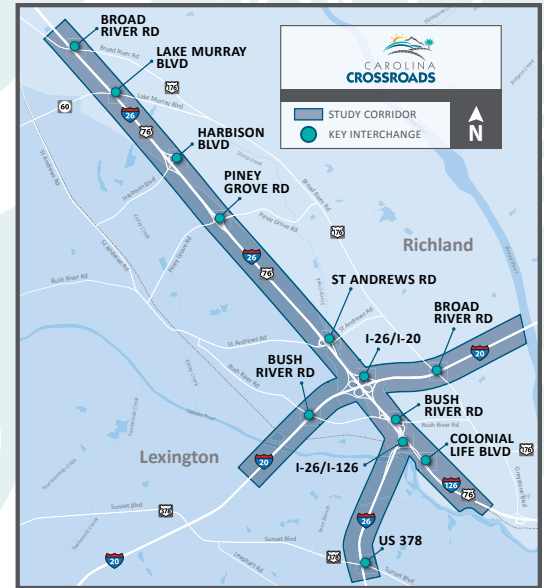
Date: September 10, 2015

Time: 5:00-7:00 p.m.

A formal presentation will be given at 5:30 p.m.

Location: Seven Oaks Elementary School
2800 Ashland Rd, Columbia, SC 29210

*Parking is available on the south entrance of the school.
Additional parking will be available at the Columbia
Crossroads Church, 2723 Ashland Road.*



The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated the development of an Environmental Impact Statement (EIS) to address the existing and anticipated traffic volumes on I-20/26/126. This part of the project is an open process involving the public and federal, state, and local agencies to help identify the major and important issues for consideration as the EIS is developed.

Located in the heart of South Carolina, the I-20, I-26 and I-126 Corridor is the crossroads of the state economy and serves as the major hub for the Midlands' commuters, travelers, and commerce. In addition to being a main route in and out of Columbia, I-26 is a thoroughfare for travelers headed to the coast and mountains for recreation, and a major cargo route between Lowcountry ports and Upstate manufacturers.

The EIS and the public input process will promote informed decision making for the development of a solution to relieve congestion, improve traffic operations, increase safety, and increase capacity.

Can't attend the meeting in person?

Join the online meeting any time between August 27th and September 25th by visiting:

www.SCDOTCarolinaCrossroads.com

You will have 15 days after the Public Input Meeting to submit your comments on the proposed project. Comments are due by September 25, 2015.

Mail comments to:

Carolina Crossroads Corridor Project
C/O South Carolina Department of Transportation
Midlands Regional Production Group
955 Park Street, Room 418
PO Box 191
Columbia, South Carolina 29202-0191

Email comments to:

info@CarolinaCrossroadsSCDOT.com

Have a question?

Call Us: 1-800-601-8715

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<https://plus.google.com/10849986008552552478/about?hl=en&service=PLUS>



Spanish Flyer

Es su camino.

Maneje la conversación.

Planée reunirse con nosotros en la reunión de información pública de alternativas para mejorar el corredor I-20/26/126 de Carolina Crossroads.



Martes, 4 de octubre de 2016



De 17:00 a 19:00 horas
Presentación formal a las 17:30 horas



Seven Oaks Elementary School
2800 Ashland Road, Columbia, SC

Visítenos en cualquier momento entre las 17:00 y las 19:00 horas, habrá una presentación formal a las 17:30 horas. Los mapas que muestran las alternativas y los resultados del proceso de selección estarán disponibles para la revisión pública. El estacionamiento queda a la entrada sur de la escuela. Hay estacionamiento adicional al frente en Columbia Crossroads Church, 2723 Ashland Road.

Para aquellos que no puedan asistir a la reunión en persona, una versión en internet de la reunión estará disponible desde el 4 de octubre hasta el 19 de octubre de 2016 en el sitio web del proyecto en www.SCDOTCarolinaCrossroads.com.

El público tendrá 15 días después de la reunión de información pública de las alternativas para presentar observaciones sobre las alternativas preliminares. Las observaciones se recibirán hasta el 19 de octubre de 2016. Hay varias maneras de presentar observaciones, incluida la reunión por internet.



Sus observaciones se pueden enviar por correo electrónico a info@CarolinaCrossroadsSCDOT.com



Deje mensajes grabados a través de la línea directa al 800-601-8715



O mande sus observaciones por correo a:
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C/O South Carolina Department of Transportation
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Es su camino.

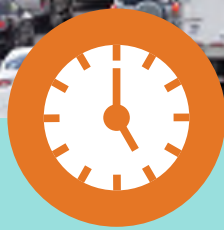


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Columbia, SC 29202-0191

Elected Officials Letter

August 18, 2015

**RE: Scoping Meeting on September 10, 2015
Carolina Crossroads I-20/26/126 Corridor Project
Lexington and Richland Counties – Project ID P027662**

The South Carolina Department of Transportation (SCDOT) is pleased to update you on the environmental studies and engineering designs for improving the Carolina Crossroads I-20/I-26/I-126 Corridor Project in Lexington and Richland Counties.

SCDOT, in cooperation with the Federal Highway Administration (FHWA), published the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in the Federal Register on July 24, 2015. Publication of the NOI formally initiates the scoping process for the EIS. Scoping is an open process involving the public and federal, state, and local agencies to help identify the major and important issues for consideration as the EIS is developed. These issues might include but are not limited to:

- Transportation deficiencies
- Study boundaries
- Reasonable alternatives
- Social and economic resources
- Noise environment
- Threatened and endangered species
- Wetlands and water quality
- Air quality
- Historic sites

A public scoping meeting will be held at the date, time, and location below. The purpose of the meeting is to solicit comments relative to the above-listed items. Maps showing the project area and a project schedule will be available for review, and the project team will be available to answer questions.

Date: September 10, 2015
Time: 5:00-7:00 p.m. – Formal Presentation at 5:30 p.m.
Location: Seven Oaks Elementary School
2800 Ashland Road
Columbia, South Carolina 29210

Public involvement and agency coordination will be continuous throughout the multiyear process. Ultimately, the goal of this process is to receive approval of a Record of Decision (ROD) from FHWA on the recommended preferred alternative. Project development includes the following anticipated major milestones:



Draft EIS	Summer 2017
Final EIS	Summer 2018
Record of Decision (ROD)	Summer 2018
Construction	To Be Determined

Funding for preliminary engineering and environmental studies has been allocated through South Carolina Act 98 of 2013 and financed by the South Carolina State Transportation Infrastructure Bank (SCTIB) in the amount of \$10 million. As environmental studies are completed and final designs are developed, SCDOT will seek to identify additional funding for construction to complete the project.

We will be informing you of the project's progress throughout the process. We have also created a project website to provide additional project information and continual updates at www.SCDOTCarolinaCrossroads.com. If you have any questions, please do not hesitate to contact me at (803) 737-5051 or KlaukBD@scdot.org.

Sincerely,



Brian D. Klauk, P.E., ENV SP
Special Programs Manager

BDK:kcr

ec: John N. Hardee, SCDOT Commissioner, Second Congressional District
Samuel B. Glover, SCDOT Commissioner, Sixth Congressional District
Christy Hall, P.E., Acting Secretary of Transportation
Leland Colvin, Chief Engineer for Project Delivery
Randall Young, Acting Director of Preconstruction
Emily Lawton, FHWA Division Administrator

ebc: Leland Colvin, P.E., Chief Engineer for Project Delivery
Jim Fedea, P.E., Acting Chief Engineer for Operations
Todd Steagall, P.E., Director of Construction
Mark Pleasant, AICP, Director of Planning
Chris Johnston, Acting Director of Rights of Way
Tony Fallaw, P.E., Director of Traffic Engineering
Bryan Jones, P.E., District One Engineering Administrator
Randall Young, P.E., Acting Director of Preconstruction
Heather Robbins, AICP, Acting Director of Environmental Services

File: PC/BDK

Billboards

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I-20/26/126 Corridor Project

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I-20/26/126 Corridor Project

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Appendix D – Comments

Issue	Comment ID	Issue Text	Type	Date
Aesthetics	12814	Will there be any greenery/landscaping done to beautify the improvements after its done? I love what Greenville did after they finished the I-385 improvements by adding various trees in a raised median for several miles. I thought Palmettos would be a good touch since their root system is non-invasive. Jacksonville did a great job on their interstate improvements as well by adding various palmettos around the on and off ramps and in select areas along the interstate. Thanks!	Web Comment Form	-
	13941	I-20/126 East-West Connector; Directional Interchange: This option would have major impact on the beautiful subdivisions in this area and change the quality of life for residents with more noise dirt air pollution .. please choose another option for the road.	Alternatives Tool	11/18/2016
	14005	I-20/126 East-West Connector; Directional Interchange: the directional interchange option would destroy a prime residential area. Aside from requiring homes to be demolished the proposed roadway plowing through would create unbearable noise pollution for the remaining homes and destroy the character beauty and desirability of the neighborhood. Property values would plummet thus resulting in a loss of tax revenue as well.	Alternatives Tool	11/9/2016
	14039	I-20/126 East-West Connector; Directional Interchange: Too costly in purchasing of real estate. Destroys Quail Hollow and Quail Hollow Village. Destroys wetlands and scenic beauty in the area. Destroys wildlife habitats including 30 species of birds deer raccoons squirrels foxes turtles and others. Negative impact of hospital West Columbia and Lexington 2 School District regarding taxes base etc plus destruction of two wonderful neighborhoods (Quail Hollow and Quail Hollow Village) and natural habitat for much wild life.	Alternatives Tool	11/7/2016
Aesthetics, Biological Resources, Property Value	13850	I-20/126 East-West Connector; Directional Interchange: I am strongly opposed to the I20/126 east west directional interchange as a homeowner in Quail Hollow Village and employee of LMC. We recently bought our home in this neighborhood and the decision was largely based on the beautiful view of the Saluda and the peaceful atmosphere of the area, Wildlife I have seen in the 3 months of living here is amazing. 30+ Canadian Geese on the pond yesterday. This highway coming this close could deter the wildlife from finding sanctuary here due to the noise and motion; could cause animals to be hit by cars also. , It would definitely devalue our homes. We would have reconsidered buying here 4 months ago if we knew about this proposal	Alternatives Tool	11/16/2016
Aesthetics, Displacement Res/Comm	13980	After 17 years to finally get to be at the Rivers Edge neighborhood which is absolutely gorgeous beautiful and right by the Saluda River on one of the most pristine beautiful scenic places right across the street from me., I just bought my home on June 30 this year and moved into the Rivers Edge neighborhood at 1725 McSwain Drive West Columbia 29169. So of course you would realize that I'm horrified to realize the project that is on the table for the option of the East West connector Alternative number three which would go right through my new neighborhood that I just relocated to and help put all of my money into. So I'm pretty horrified that this is one of the options after I just relocated from the Laurel Meadows neighborhood in West Columbia.	N/A Not Specified or Other	11/18/2016
Aesthetics, Displacement Res/Comm, Noise, Greenhouse Gas, Economics	13934	The directional interchange option to connect I-126 with I-20 would have a most negative impact on a beautiful residential community., Not only would existing homes be razed to accommodate the highway the remaining homes would be impacted by noise and air pollution., Not only would existing homes be razed to accommodate the highway the remaining homes would be impacted by noise and air pollution., Not only would existing homes be razed to accommodate the highway the remaining homes would be impacted by noise and air pollution., This neighborhood would be destroyed and all properties greatly devalued...a loss for the residents as well as the city and county that collect revenues.	Alternatives Tool	11/16/2016
Aesthetics, Flooding/Floodplains, Noise	13069	I also hope it improve the attractiveness of the St. Andrews Exit similar to the Irmo exits, I live in Whitehall and I'm very concerned about water runoff causing flooding, I live in Whitehall and I'm very concerned about...noise from the hwy.	Web Comment Form	10/27/2016
Aesthetics, General Opposition	13908	Please don't ruin a wonderful stretch of our Scenic River with this proposed route. The rivers are the future of our city., Directional Interchange: Y'all are kidding right?	Alternatives Tool	-
Agency Coordination, Water Resources	14050	The South Carolina Department of Natural Resources (SCDNR) is the state agency charged by state law with the management protection and enhancement of wildlife fisheries and marine resources in South Carolina. SCDNR is responsible for formulating comprehensive policies for water resources through a State Water Plan to address issues affecting water supply water quality navigation hydroelectric power outdoor recreation fish and wildlife needs and other water resource interests. SCDNR is also charged with the statewide responsibilities for regulating watercraft operation and associated recreation on state waters conducting geological surveys and mapping promoting soil and water conservation management of invasive aquatic plants flood mitigation drought response planning and coordination and the state scenic rivers program. SCDNR's mission is to serve as the principal advocate for and steward of South Carolina's natural resources. (SCDNR authorities and responsibilities are described in Titles 48 49 and 50 South Carolina Code of Laws (1976) as amended).The South Carolina Department of Transportation in cooperation with the Federal Highway Administration is preparing an Environmental Impact Statement (EIS) on the Carolina Crossroads Project a project to improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor. In preparation for the EIS SCDOT has provided the opportunity for public comment on preliminary alternatives. SCDNR has reviewed these alternatives and would like to highlight areas of major concern in the following comments.Please note that SCDNR reserves the right to review and provide additional comments on any forthcoming documents and/or information provided related to the EIS as well as any required federal or state permits at the time of public notice issuance. We appreciate the opportunity to review the proposed alternatives and provide comments and look forward to working with SCDOT to meet the public's transportation needs in the most environmentally sound manner possible. Should you have any questions or need more information please do not hesitate to contact me by email at mixong@dnr.sc.gov or by phone at 803.734.3282., Lower Saluda River ImpactsThe Lower Saluda River provides important thermal refuge and foraging habitat for Santee-Cooper striped bass and an outstanding recreational fishing opportunity for striped bass and trout anglers as SCDNR manages the ...build a 'northern belt' from I-26 to I-77Connect Kennerly Road with Bookman Loop Road for local traffic	Letter	-
	12753build a 'northern belt' from I-26 to I-77Connect Kennerly Road with Bookman Loop Road for local traffic	Web Comment Form	-
	12781	Any plans to have a connector road from I26 to I77? Say perhaps one along Blythewood Rd. or Killian Road? Wouldn't that eliminate a great deal of traffic?	Web Comment Form	9/25/2016

12786	A tremendous amount of traffic could be diverted from Carolina Crossroads ź by extending 77 over to 20	Email	9/28/2016
12822	No road thru quail hollow that section of 1-26 works well	Web Comment Form	10/18/2016
12833	Board 15: We prefer the Turbine approachBoard 11: When exiting toward Kinley Road after work there is a lot of traffic and a limited amount of roadway to get over two lanes before the traffic light at Kinley Road.	Web Comment Form	10/19/2016
12847	Regarding the I-20/126 East-West Corridor I don't understand why option 3 the Directional interchange is even on the table. The Direct Connector has the lowest cost lowest property impacts by far the lowest stream impact and is 2nd in wetland impact. The Directional Interchange is the exact opposite and would certainly have a directly negative effect on my neighborhood quality of life and property value. Please put me squarely in the Opposed column to the Directional Interchange option.	Web Comment Form	10/20/2016
12848	Please take the proposal that runs through Quail Hollow subdivision off the table! Run the connector through the woods along the railroad tracks beside the river instead. That looks like a really sensible plan!ThanksJuanita Warthen803-920-3433	Email	-
12849	When you drive from I-20 onto I-26 you should not have to cross 3 lanes of fast-moving traffic to continue north on I-26. There should be a smooth transition from I-20 W to I-26 N. Exits from the off-ramp on I-20 should take you to those 1st two exits that are now off of I-26.	Web Comment Form	10/20/2016
12852	I26 @ Piney Grove; DDI: reconstruction of Piney Grove Lake Murray and Broad River Rd (Exit 101) are unnecessary. Capacity of these interchanges is more than adequate. Modify the mainline tie ins (eliminate the tapered entrance ramps) and add a through lane	Alternatives Tool	-
12853	The Single Point Urban Interchange looks like the better solution to this particular intersection. This intersection has problems unrelated to this depending on time of day and season.I-20 @ Broad River; Diverging Diamond: From what I'm looking at the Diverging Diamond appears to provide a better flow to this intersection which everything depends on the merging traffic at I-26 and how well that flows.I-26 @ Bush River Road; Semi Directional Flyover: This proposed layout flyover looks to be the one that could move traffic quickly off of 26 to take some pressure off the merging I-20 traffic. This is a very congested area; Outside Corridor; Northern Expressway: The Northern Expressway would help tremendously on the I-77 to I-20 to I-26 problems. Especially the truck traffic. It would be a huge mistake to drop that traffic at the Piney Grove Rd area it should be placed further out to around the Koon Rd area Peak exit as the furthest I would go. Piney Grove would just create traffic problems in an area that already has traffic problems.I-20/126 East-West Connector; Direct Connector with Bush River Rd: The Bush River would be the one that looks like it would work the best.I-20 @ Bush River; Offset Diamond Interchange: Like the looks of the Offset Diamond.I-26 @ I-20; Directional Interior Rights: The Directional Interior Rights interchange looks like the traffic flow would be less restricted and able to move between the interstates more easily.I26 @ St Andrews; Single Point Urban Interchange: This layout SPUI looks like the best configuration for this intersection. This intersection has way more problems than this fixI-20 @ Broad River; Stacked Diamond: This St Andrews Rd and the widening of Broad River Rd would be huge when the interstate is clogged. This would help dissipate traffic	Alternatives Tool	-
12854	Outside Corridor; Northern Arterials: Another bridge over the Broad River is most important. The most dangerous road in the city is the I20 corridor over the river. We need to divert some traffic to other routes. Be sure to take the sun rise and sun set into account as that is a significant part of the problem with the I20/Broad River Road interchange. By that I mean when the road goes over a N/S ridge top do not have it going straight east/westOutside Corridor; Northern Expressway: This will have the most impact. Get folks a quick way to I77 without going through malfunction junction. Just like the I77 extension did for the I26 south of the city	Alternatives Tool	-
12857	I-20/126 East-West Connector; Direct Connector: Yes! This is the best idea of the bunch.	Alternatives Tool	-
12859	I think that the Northern Alignment Expressway is an excellent idea and should be done in the project. I REALLY think that the Northern Alignment Expressway should be built as part of the Carolina Crossroads Project	Alternatives Tool	-
12862	I26 @ I20; Directional Interior Rights: Directional interior right is the best. It eliminates all the sharp loops that are currently the issue.I-20/126 East-West Connector; Direct Connector: This is the best option. An expressway to attract motorists away from the main source of congestion: malfunction junction.	Alternatives Tool	-
12863	Outside Corridor; Northern Expressway: I love the Northern Expressway Idea. Currently we have a huge bottleneck of traffic funneling down I-26 East to connect with I-20 East. Having a river crossing 10 miles up stream would shift inbound traffic on 26 across the river before the I-26 / I-20 bottleneck. Please make this the number 1 priority	Alternatives Tool	-
12864	I-20 @ Broad River; Offset Lefts: Broad River has way too much traffic to make a roundabout a good option.I-20 @ Bush River; Roundabouts: Roundabouts are also a bad idea for Bush River Road.I-26 @ St Andrews; St Andrews Roundabouts: The St. Andrews Roundabouts option is the only one that I think is not workable.I-26 @ Piney Grove; Split Diamond: The Split Diamond for Harbison/Piney Grove seems like overkill.I-26 @ Harbison; DDI: SPUI and DDI look like the best options for Harbison.;Outside Corridor; Widen St Andrews: Expanding St. Andrews Road from Lake Murray Blvd. north to Broad River Rd. is a good idea.	Alternatives Tool	-
12865	Roundabouts: Round about don't work well in South Carolina. There are not a lot of them here and people seem to struggle navigating them.	Alternatives Tool	-
12869	I-20-126 East-West Connector; Direct Connector: Direct looks good if you could add a bush river connection and get rid of existing one	Alternatives Tool	-
12874	I-20/126 East-West Connector; Direct Connector: Connector is a great solution. I have lived on the Gilbert side of I-20 and now live on the Chapin side of I-26. This would be a tremendous ease of congestion. For both.176 is a major problem coming from Chapin because there is no exit between exit 91 and exit 97 so 176 is a parking lot every morning and night. Putting in an exit ramp between 91 and 97 and eventually making 176 four lanes to Chapin would also help this.	Alternatives Tool	-

12880	<p>Outside Corridor; Widen Broad River: Broad River Road really must be widened in the areas where it is still two lanes. While doing so the job needs to be complete with tight and left turn lanes and sidewalks. Lake Murry Blvd. should also have the same construction on the east side of I-26. Outside Corridor; Northern Expressway: The northern expressway would cut their mileage gas bills and provide more affordable housing areas for them to buy in. I am so glad to see that I wasn't the only one with this idea and that professional developers consider it also. I-26 @ Harbison; SPU: I choose this one because the other two look troublesome. I-26 @ Piney Grove; SPU: Just where are you sending those cars from town who want to go towards White Hall and beyond? And not everyone coming to Piney Grove from the NW wants to go to town. What if I want emergency vet services? The problem is not so much the interstate but Piney Grove and Bower intersection. I-26 @ Lake Murray; Roundabouts: No No No; I-26 @ Lake Murray; Diverging Diamond Interchange.; Cars coming from town wanting to go on Kenly Road and then Kennerly Road take their lives in their hands to cross three lanes of traffic in about 50 yards. I-26 @ Lake Murray; Tight Diamond Interchange: This one is okay. But is still does not address the Kenly Road interchange. And why does the access part to the south bulge outward instead of going inward. Outside Corridor; Northern Expressway: When I first started writing notes on all of these I did not have the complete idea down. Anyway I feel like the northern expressway is very much needed. The widening of the other two roads needs to be done to get them all up to four lanes plus turn lanes. But that should not be done to the exclusion of the northern expressway. I-20 @ Bush River; Partial cloverleaf interchange: Be careful of building clover-leafs as you are tearing them up in other exchanges.</p>	Alternatives Tool	-
12883	<p>I-26 @ US 378; Eastbound Hospital Connector: It makes a lot of sense to give the hospital a direct connect to the interstate. The traffic generated on 378 really changes the flow and it would be easier for emergency vehicles to get into the hospital.</p>	Alternatives Tool	-
12886	<p>I-20@Broad River Intersection; Roundabouts: I prefer the roundabout for this interchange; I-20@ Bush River; Roundabouts: Roundabout would be more effective in this corridor and will allow for a smoother traffic flow. I-26@I-20; Directional Interior Rights: Directional interior rights is the only design that will work for this interchange. I-20/126 East-West Connector; Directional Interchange: Directional interchange will be more effective.; Outside Corridor; Northern Expressway: Northern express is 100% needed it will make traffic less dense when traveling from northwest Columbia to northeast Columbia and vice versa. widening St Andrews and Broad River won't help due to the high density level of small businesses and homes near the two roads. I-26@ US378; Eastbound Hospital Direct Connect: Yes I approve of the EB hospital direct connect much needed especially for those neighborhoods. I-26 @ Broad River; Roundabouts: Roundabout will be 100% effective here it will allow traffic to flow easier. I know this for sure because I live in the area. I-26 @ Piney Grove; Roundabouts: Roundabout is 100% needed for this location. However which ever plan is chosen must include widening the intersection of browser parkway and piney grove specifically turning lanes in all 4 directions. I-26 @ Harbison; Roundabouts: I approve of the roundabout allows traffic to flow easily. I-26 @ Lake Murray; Roundabouts: Roundabout is 100% needed</p>	Alternatives Tool	-
12887	<p>I-20/126 East-West; Direct Connector: The I-20/I-26/I-126 Direct Connector option seems like it would be improved with a flyover connecting I-26 to I-20 WB which should effectively eliminate the need for the I-26W to I-20W cloverleaf portion. That space could be used to alleviate the pressure from I-20W to I-26W traffic in the evening.</p>	Alternatives Tool	-
12889	<p>Outside Corridor; Northern Expressway: I drove a tractor trailer for about 14 years and I've been all over this country. Why couldn't a bypass around Columbia be built to connect I-26 I-20 and I-77?</p>	Alternatives Tool	-
12891	<p>I-20 @ Broad River; DDI: Diverging diamond seems to be the best option for the Broad River Road interchange.</p>	Alternatives Tool	-
12900	<p>I would like to recommend that widening St Andrews and Broad River Rd with transit lanes. This will put transit closer the transit rider more so than a lane down the interstate and will encourage Transit Oriented Development. I would like to see all area interstates with HOV lanes!!</p>	Email	11/11/2016
12905	<p>Have you considered creating a highway from I 26 across the river to Hwy 215 so that commuters from north of Columbia can get to I 20 without going through the junction? I come from Chapin and on bad traffic days I will go through Jenkinsville to get to I 20 west. It is a longer route by distance but on those days it is less time. There is never any traffic on 215 heading towards I 20. It may be a greater initial investment but would be a good possibility to reduce the number of cars heading east on I 26 in the morning.</p>	Email	-
12907	<p>It would be great if the plans include an overpass that goes from before Columbia and goes out to where the 77 and 26 split is or at least past malfunction junction.</p>	Email	9/29/2016
12925	<p>Build reversible skyway lanes from I-26 above Piney Grove to I-26. The right lanes on I-20 at I-26 cloverleaf should be designated as collector/access lanes. Through traffic on I-20 including trucks should be instructed to use the left two lanes as anyone with a brain does now and leave the right hand for access/egress..</p>	Web Comment Form	10/20/2016
12953	<p>Definitely need to remove malfunction junction and more traffic so 3 interstates are not merging together at 1 point. Concerned that widening St Andrews Road will negatively affect the many and heavily populated neighborhoods of Whitehall Grenadine and andendale. Woodland Mills and apartment homes along this stretch. Like the idea of a large connector between I-2 and I-126 around Bush River Road area but would like to keep access to residential areas there. This would allow St. Andrews residents to feed onto connector and stay off I-26W during rush hours. Do not waste lane on HOV. There's just not enough of those and only take 1 lane away from traffic. You could consider a truck lane and that would help. I would think would be used more than HOV</p>	Comment Form	10/4/2016
12955	<p>Please do not go through Harbison Forest with the 26/77 connector. It should be moved above or below the forest. The northern alignment I-26 connector should be well north of Piney Grove Road.</p>	Comment Form	10/4/2016
13065	<p>If you would just post a sign KEEP MOVING - MERGE LATER!! for the time being it would help the I20 traffic coming on to I26 -they stop traffic to "MERGE!!!"</p>	Web Comment Form	10/27/2016
13086	<p>Bridge from Northwest area (Harbison area) that connects with Northwest. Dutch Fork Connector.</p>	Web Comment Form	11/1/2016

13105	We need to limit the number of on-ramps and have people enter the highway at free flowing places. Only are few fly-overs put in at high traffic routes will fix this junctionDo not add any more on-ramps please. Robert Lampley	Email	10/20/2016
13106	We need to limit the number of on-ramps and have people enter the highway at free flowing places. Only are few fly-overs put in at high traffic routes will fix this junctionDo not add any more on-ramps please	Email	10/20/2016
13117	Midlands COG is proposing a multi-modal regional transportation hub and I believe strongly that this could be a traffic minimizing opportunity if done correctly.Irmo and Lake Murray traffic to/from Columbia is another opportunity for bus (or even light-rail solutions given the track between downtown and Irmo) solutions.consider adding a bike path parallel to the project which would allow bike traffic from Irmo Saint Andrews and other areas to possibly connect to the Richland Penny Saluda river trail being built.I would like to see a pedestrian/bicycle analysis of the intersections be included in the analysis specifically those intersections that run through areas identified in the City of Columbia Walk/Bike plan	Email	10/27/2016
13207	Do not miss the opportunity to make the most capacity improvements to the Harbison area as possible. The split diamond as a result should be favored.; I-20/126 East-West Connector; Direct Connector A directional or direct connect option is preferred. Anything to shorten their trip on I-20 to 126/26 east	Alternatives Tool	10/24/2016
13208	Why re-invent the wheel when Malfunction Junction can be expanded on I-20 and I-26 without the proposed I-126 addition. Just level the entire section and widen it.	Alternatives Tool	10/20/2016
13210	Best alternative for relieving congestion and reducing dangerous merging and having to cross 3 lanes when traveling from I-20 to I-26	Alternatives Tool	10/20/2016
13214	I-20/126 East-West Connector; Directional Interchange: Seems to have a huge residential impact high cost and marginal benefits. Rank this low.	Alternatives Tool	10/20/2106
13216	I-20 @ Broad River; SPOI. I believe the Single-Point Urban Interchange is what we have at 378 and I-26. It has helped that interchange a great amount BUT the main problem is found exiting the interstate and turning right onto 378. Time needs to be built into the traffic light pattern to allow this particular operation to occur more rapidly.; I-20 @ Broad River; Roundabouts: For the Roundabout option at Broad River Road I would worry that many people prefer to cross the interstate at this point and too few lanes (and 2 circles to cross) would create more congestion than it would relieve. It seems that a 3- or 4-lane straight-away would be needed there (if that's not what's planned).; I-20 @ Bush River; Roundabouts: At I-20 and Broad River... I think the Diverging Diamond or Single-Point would work best. I'm certainly not against Roundabouts but four of them seem a bit much. Especially the second one from the top which seems to exist only to accommodate the frontage road... is there that much traffic on that road? The roundabouts for on/off interstate also seem a bit much. I-26 @ St Andrews; Roundabouts: At St. Andrews and I-26:Single-Point but you have to watch the right turn off of the interstate as congestion forms if time is not allowed for right turns in the signal cycle.Modified Diverging Diamond looks good.St. Andrews Roundabouts looks much more effective than Ramp Roundabouts except that the roundabout at the hotel and Chuck E. Cheese seems to be unnecessary IF you take out the cut across from the offramp to the frontage road (south of the hotel) which you could do because of the two other roundabouts just north of the one in question.Ramp Roundabouts would be out in my opinion because it seems to add a LOT more traffic (and confusion) to the frontage roads.; I-26 @ I-20; Directional Loop Ramp: At I-20 and I-26 Directional Loop and Directional Two Loop seem to be the easiest to understand from a traffic flow standpoint. Turbine is my third choice.; I-26 @ Bush River; Braided CD: I-26 at Bush River - when I'm having a hard time with this one. Looks like Semi-Directional takes out all interstate access from Bush River.. ? Out of the other 3 Braided CD seems the best. CD Connections looks like a nightmare.; I-20/126 East-West Connector; Direct Connector: - Direct Connector seems to be easiest and best. Bush River plan is interesting. Absolute NO to Directional Interchange - too much impact on existing property.; I-26 @ Piney Grove; Roundabouts: Piney Grove doesn't seem to be a very troubled intersection at this time. I think I26_at_120; Turbine: Avoid sharp curves. Turbine design preferred; Bush River; CD Connections;Anything to take the sharp curve out of mainline 26; OutsideCorridor; Northern_Expressway; Columbianeeds an Atlanta 285 or Charlotte 485. Northern Expressway would be a good start	Alternatives Tool	10/18/2016
13219	I-20/126 East-West Connector; Direct Connector: would provide only minimal relief.Bush River: would provide much more relief and the most ""bang for the buck"" of the 3 alternativesDirectional Interchange: Aside from being the costliest alternative this one would not provide substantial relief over the Bush River alternative. Its negative impact on the residential subdivisions of Quail Hollow and Quail Ridge would be disastrous.""	Alternatives Tool	10/21/2016
13236	I26_at_LakeMurray; Diverging_Diamond_Interchange: Exiting I-26 and heading east on Lake Murray toward Kinley Rd to turn left on Kinley Rd is dangerous at present. There is no easy access to Kinerly Rd from I-26. To move the exit closer to Kinley Rd is plain stupid.; OutsideCorridor; Northern_Expressway:At present to access I-77 or I-20 east from the Irmo area is Peak I-20 or Broad River with only I-20 connecting to suitable roads. The Northern Expressway would or could reduce conjunction at Malfunction Junction; OutsideCorridor; Northern_Expressway: At present to access I-77 or I-20 east from the Irmo area is Peak I-20 or Broad River with only I-20 connecting to suitable roads. The Northern Expressway would or could reduce conjunction at Malfunction Junction.	Alternatives Tool	10/17/2016
13248	I-26 @ US 378; EB Hospital Direct Connect: The direct connect to the hospital is a great idea.; I-26 @ I-20; Semi Directional Two Loops: I like the turbine and the semi-directional two loop options. It's hard to tell which one would be the best option though.; I-20/126 East-West Connector; Directional Interchange: I think the directional interchange would be the best option for this interchange even though the cost is high. It seems as if it would eliminate much of the congestion that is currently caused by all 3 interstates meeting at the same spot. It provides a more direct route to I-20 for travelers on I-126 and keeps them from having to get on I-26 to get to I-20..	Alternatives Tool	10/20/2016
13252	I-26 @ US 378; EB Hospital Direct Connect: The direct connect to the hospital is a great idea.; I-26 @ I-20; Semi Directional Two Loops: I like the turbine and the semi-directional two loop options. It's hard to tell which one would be the best option though.; I-20/126 East-West Connector; Directional Interchange: I think the directional interchange would be the best option for this interchange even though the cost is high. It seems as if it would eliminate much of the congestion that is currently caused by all 3 interstates meeting at the same spot. It provides a more direct route to I-20 for travelers on I-126 and keeps them from having to get on I-26 to get to I-20..	Alternatives Tool	10/18/2016
13264	20/126 East-West Connector; Directional Interchange	Alternatives Tool	10/19/2016
13268	I-20/126 East-West Connector; Directional Interchange: Object to the alternative number 3-directional interchange .	Alternatives Tool	10/24/2016

Alternatives	13270	I26_at_us378; Eastbound_Ramp_Extension: If they choose this option please allow for cars turning right onto 378 toward Lexington to use a light or something to help the flow of traffic. People are not going to the hospital they are going to Lexington.I26_at_us378; Eastbound_Hospital_Direct_Connect: This option is horrible. I live in this neighborhood. Traffic is already terrible trying to get in and out of my neighborhood because of hospital staff traffic. People will not use this extra exit ramp to go to the hospital as it is not an in and out mode of travel.	Alternatives Tool	10/20/2016
	13271	I-20 @ Bush River; Partial Cloverleaf: drivers are already somewhat familiar with cloverleaves best cho	Alternatives Tool	10/20/2016
	13272	Outside Corridor; Widen Broad River: should avoid widening Broad River Rd as other improvements should take traffic off this road.Also the area of town will have a declining population in future years.	Alternatives Tool	10/20/2016
	13273	I-20/126 East-West; Direct Connector: Direct connector for I-126 East Interchange; Outside Corridor; Northern ExpresswayThis should be done regardless other improvements to complete some type of beltway around Columbial-20 @ Broad River; Offset Lefts: I like the offset left for I-20 Broad RiverI-26 @ I-20; Directional Interior Rights: Directional Interior Rights for I20 and I26 interchangel-26 @ Bush River; Offset Diamond: Offset Diamond for I-26 and Bush river;26 @ Piney Grove; Split Diamond: Split diamond for I-20 and Pineu Grovel-26 @ Lake Murry; Diverging Diamond for 126 and Lake Murrlyl-26 @ US 378; EB Hspital Direct Connect: EB Direct Hospital-I-20 @ Bush Rier; SPUI Single Point Urban Exchangel-26 @ I-20; Directional Interior RightsDirectional Interior Rights for I-20 and I-26 interchange; I-26 @ St Andrews; Flyover: Flyover for I-20 and St Andrews; I-26 @ I-20; Directional Interior Rights: directional interior rights for I-20 and I-26 interchange; I-26 @ Harbison; Split Diamond: Split diamond for I26 and Harbison; I-26 @ Broad River; Diamond: Diamond for 126 and Broad River; Outside Corridor; Widen St Andrews: Widen St Andrews.", "Alternatives"	Alternatives Tool	-
	13276	I-20/126 East-West Connector; Direct Connector: This option is easy to see that the lowest in cost with least impact on peoples property and existing business is the vest with a direct connectionI26_at_120; Directional Interchange: I have said for years to make this intersection like where 77 and 20 meet north of the city. It flows well. The ramps need to flow more and give more time for the on and off exits. That is really what seems to cause so much congestion there.	Alternatives Tool	10/19/2016
	13277	I-26 @ US 378; EB Hospital Direct Connect: The direct access to the hospital will be great. That will helpwith the backup with the stop sign to turn right at the main exit light.; I-26 @ Lake Murray; DDI: Theroundabout is not needed anywhere. The diamond interchange is what it was 10 years ago. Lets not gobackwards.; I-20/126 East-West Connector; Direct Connector: Direct connector makes the most sense.This will help and have the least impact.; I-26 @ Broad River; DDI: DDI for this one. The stop sign exitingfrom 26 east to broad river west is terrible.; I-26 @ St Andrews; Modified DDI: Do a modified DDI. Thiskeeps the idea of ddi on many interchanges so there is continuity and a modified will cost a bit more butimpact less businesses.; Outside Corridor; Northern Expressway: The northern expressway makes themost sense. Don't make broad river road or st. andrews into a circus. Those roads are big enough.Enhance the traffic light system for those roads.; I-20 @ Broad River; DDI: DDI makes the most sense.This decreases the chances of collisions speeds up the light and helps the off/on ramps.; I-26 @ Harbison; Offset SPUI: Offset SPUI seems to be the least destructive and the best option. The others arenot suitable. The SPUI and DDI don't have the room needed.; I-20 @ Bush River; DDI: DDI works wellI think LOOPS NEED TO GO! The only other design that fits is the directional interior rights. Either ofthese would be a great change.; I-26 @ Piney Grove; SPUI: Go with ddi be consistent with other ddiproposals in area. Not sure what existing improvements are??"here. Roundabouts are a mess around here. Having multiple ddi around will aid in the learning processand help with congestion and safety.; I-26 @ I-20; Directional Interior Rights: Charlotte's I-85/485Interchange uses the turbine and it seems to be working nice! http://www.prnewswire.com/newsreleases/stvthe-lane-construction-corporation-support-unique-turbine-interchange-in-north-carolina-300104357.html "	Alternatives Tool	10/19/2016
	13280	I-20 @ Bush River; DDI: Please do not choose roundabouts	Alternatives Tool	10/17/2016
	13285	Outside Corridor; Northern Expressway: seems like this would be priority #1. would take much traffic out of 20-26 junction all together as well as offering 2nd possibility in event of traffic problems. also would reduce traffic for construction purposes for other projects.; I-26 @ Piney Grove; Existing Improvements: nothing needed here at all. Fix 20-26 so it works and this small area will be fine. problem here is all the people trying to get away from 20-26. I-26 @ Harbison; Tight Diamond: doesn't look like fixing anything here just spending money to waste it. Extend the off ramps so they can handle more cars waiting for lights or leave this one alone. Proposed changes not worth the traffic problems during construction.; I-26 @ Harbison; Roundabouts: roundabouts not even close to acceptable here. Too close to timed traffic devices. Roundabouts not timed the two DO NOT mix. Roundabout will be full of traffic waiting for timed devices.; I-26 @ Harbison; Roundabouts: roundabouts not even remotely good choice here. Too close to timed traffic devices. Roundabouts will be full of traffic waiting for timed devices.; I-26 @ Lake Murray; Tight Diamond: Leave this one alone. Not enough change to warrant cost. No options lengthen off ramps by significant amounts. One option makes emergence response to bridge areas almost impossible due to elevation differences of surfaces.; I-26 @ Broad River; Tight Diamond: Not enough benefit to offset cost. Extend off ramps or leave it alone..Will work with outside interstate and 20-26 fixed.; I-26 @ US 378; EB Hospital Direct Connector: this will take a bunch of traffic off of the 378 intersection. second best part of the plan so far.; I-20 @ Broad River; Stacked Diamond: Drive this one daily. Not sure that modification is needed if northern expressway was to connect 77 to 26. That would take much of the rush hour traffic out of this interchange.; I-20 @ Bush River; Roundabouts: RIDICULOUS DRAWINGS; I-20 @ Bush River; Partial Cloverleaf: Great option. Forces 26 traffic into position with plenty of room in case of issue on either main artery.; I-26 @ I-20; Turbine: Best looking option. With traffic patterns being forced into position due to modification of Broad River rd St. Andrews rd and Bush River rd this may fix the problem. Northern Expressway connected to 77 and 26 would also take a bunch of the traffic out of this area all together.; I-20/126 East-West Connector; Direct Connector: Looks like best potion. Takes more traffic out of 20-26 interchange. Needs to be done BEFORE 20-26 modifications to allow traffic another option during construction. Best	Alternatives Tool	10/20/2016
	13289	The Directional Interchange for the I-20/126 East-West Connector seems to impact the greatest number of residents and is not desirable. The Direct Connector looks the most feasible with least impact.	Alternatives Tool	10/18/2016

13292	I-20/126 East-West Connector; Directional Interchange: The I-26/I-126 East West Bidirectional Interchange through Quail Hollow and The Gates of Quail Hollow is the most expensive and damaging to a family oriented neighborhood. The two alternatives would not impact so many lives and would not destroy an established neighborhood where children play and neighbors talk with each other"	Alternatives Tool	10/20/2016
13295	I-26 @ Bush River; Offset Diamond Interchange: PLEASE! No more roundabouts!	Alternatives Tool	10/18/2016
13302	I20 @ BroadRiverIntersection; Roundabouts: Roundabouts work; I20 @ BushRiver; Roundabouts: Roundabouts keep traffic flowingTurn all the damn lights to blinking yellow from 10 pm to 6 am;Whatever the final decision....consider the best plan to keep traffic flowing...reducing traffic lights.Use roundabouts wherever possible and turn lights to blinking yellow during non rush hour timesI26 @ PineyGrove; Roundabouts; Roundabouts work to keep traffic flowing	Alternatives Tool	10/19/2016
13307	A two level height stem similar to bay area NYC Boston is on the list of options	Web Comment Form	11/9/2016
13309	I-26 @ St Andrews; DDI: Businesses should be labeled to assist non-engineering minded people to envision the interchanges; I-20/126 East-West Connector; Direct Connector: If the direct connector option is selected providing multi-modal transportation options geared towards pedestrians should be a priority off of the Lexington side of the river	Alternatives Tool	10/21/2016
13313	I-20/126 East-West Connector; Directional Interchange: Opposed to Directional Interchange- too much impact on property. Direct Connector seems like its the best choice.	Alternatives Tool	10/21/2016
13314	I-20 @ Broad River; Roundabouts: I think roundabouts are the best alternative as they keep traffic flowing. The one on mineral springs in Lexington has been a great improvementI-26 @ Bush River; CD Connections: Not completely sure about this one but the best option that will keep traffic moving while keeping bottlenecks downI-26 @ St Andrews; Roundabouts: St Andrews roundabouts seems like the best alternative to keep traffic flowing The fewer traffic lights the less chance of wrecks I would think.;I-20 @ Bush River; Roundabouts: I think roundabouts are by far the best alternative. They keep traffic flowing.;I-26 @ I-20; Directional Interior Rights: Interior directional rights seems like the best option on the surface.	Alternatives Tool	10/20/2016
13316	I-26 @ I-20; Directional Loop Ramp: directional loop ramp is the only one that may work but really nothing will change unless we build a connector from 77 to 26 to keep all that traffic off of 20	Alternatives Tool	10/20/2016
13318	I-26 @ Harbison; Tight Diamond: I would fix this area it's the worst and either the tight diamond or the ddi will result in the least damage; I-20/126 East-West Connector; Directional Interchange: Please do not go anywhere near the Quail Hollow subdivision	Alternatives Tool	10/19/2016
13333	I-20/126 East-West Connector; Directional Interchange: Directional interchange through existing mature neighborhood with high tax base and long term residents of West Columbia. Bush river option takes better advantage of existing roads. Direct Connector least intrusive of existing neighborhoods. So given these 3 options I would choose between Bush river and Direct Connector options presuming these are the only options.	Alternatives Tool	10/24/2016
13343	I20 @ BroadRiver; DivergingDiamond: I've been around Broad River since 1988 then to TX (where they use Diverging Diamonds a LOT in Dallas) and Europe for a decade (roundabouts are quite common). I think the diverging diamond model is likely the best for this location due to impact level and cost and balanced against the property issues of roundabouts Roundabouts work exceptionally well *IF* the users are willing to 'play well'.. I doubt that would happen on this interchange - the demo is not well suited for it IMO We need a model which facilitates turns for I20 (both directions) as this is common for lost travelers (and causes a lot of bottlenecks) AND a method of rapid crossing. Roundabouts would get too backed up during rush hours I think likely not merging well and causing a lot more gridlock...; I-20/126 East-West Connector; Direct Connector: the direct connector along the river is a no-brainer here - this will be a HUGE improvement for morning in-bound commute traffic from I20 eastbound and would not have a significant impact on properties. Let's make sure we start with at least 3 lanes though Outside Corridor; Northern Expressway: northern expressway may impact more acreage and streams but will have a huge positive impact on the economical situation on Monticello/321/etc.. This will likely counter the higher cost factor in long-term growth. AND it will greatly improve I26-I77 traffic issues as well as east-west issues."	Alternatives Tool	10/20/2016
13350	I-20/126 East-West Connector; Direct Connector: Direct connector is the more reasonable route and the fairest to people and business and least destructive	Alternatives Tool	10/22/2016
13353	I-20 @ Broad River; Diverging Diamond: Not a good idea to go through quail hollow. That would impact many	Alternatives Tool	10/18/2016
13358	I-20/126 East-West Connector; Direct Connector: This alternative does not seem to address the I26 to 20 East issue at all. The Bush River Alternative seems to be a much more practical and long term solution.	Alternatives Tool	10/20/2016
13360	I20 @ BroadRiverIntersection; Roundabouts: Grew up in this area and very familiar with the traffic patterns here. The roundabout seems to make the most sense to keep the traffic flowing on and off I-20 and traveling on Broad River Rd.	Alternatives Tool	10/20/2016
13391	See Comment for extensive analysis and discussion regarding each option.	Alternatives Tool	10/5/2016
13392	See comment for extensive discussion on each alternative	Alternatives Tool	-

13394	I-20 @ Broad River; DDI: DDI may work here if lights can be timed to allow for a large volume of traffic exiting I-20 WB and turning left onto Broad River. I'm don't know if this can be accomplished.I-20 @ Broad River; SPUI: I think Single Point Urban will be effective at relieving congestion here. Making a right turn coming off I-20 can be tricky since the motorist must find a gap in Broad River traffic which may not occur during peak traffic. Otherwise I think this would be a good solutionI-20/126 East-West Connector; Bush River: I like this option with a connection to Bush River Rd. It would relieve Lexington-Columbia traffic from having to navigate through the 20-26 interchange while providing Bush River traffic access to the freeways in all directions.I-20/126 East-West Connector; Directional Interchange: This doesn't look like a bad option but it appears that traffic going between the St Andrews area and downtown may experience a slow-down when passing through the new 26 126 interchange on the south side of the Saluda River. Otherwise I like it.;Outside Corridor; Northern Expressway: I question the need for the northern expressway. Perhaps it will be needed if traffic on I-20 is expected to increase significantly but in that case would it be more cost effective to increase the capacity of I-20? I'm just not sure this expressway should be included in the Carolina Crossroads project.Outside Corridor; Widen Broad River: Broad River Rd would be a great alternative for commuters instead of using I-26. I don't know if it should be widened or if it should have service roads (like Johnnie Dodds Blvd in Mt Pleasant) or both. I think it could be better utilized to relieve congestion on I-261-26 @ US 378; EB Hospital Direct Connect: EB direct connect would ease traffic going to the hospital. I like it.	Alternatives Tool	10/18/2016
13396	I-20 @ Bush River; Roundabouts: Roundabouts are prone to accidents four would be murderous.; I-20 @ Bush River; Partial Cloverleaf: My preference of plans submitted	Alternatives Tool	10/19/2016
13399	I-26 @ St. Andrews; Flyover: if you suggest putting a roundabout anywhere near an interstate you should lose your job.;I-26 @ US 378; EB Ramp Extension: do not add direct connect to hospital. this will encourage non hospital traffic and cause security issues	Alternatives Tool	10/19/2016
13402	I-26 @ Lake Murray; DDI: I don't see the proposed construction to be an improvement. At this interchange I support no-build.	Alternatives Tool	10/19/2016
13420	I-20/126 East-West Connector; Direct Connector: The direct connector shown here would be the leastdisruptive route with regard to personal property.	Alternatives Tool	10/19/2016
13421	I-20/126 East-West Connector; Directional Interchange: Use 1 or 2 please no more loops!!	Alternatives Tool	10/20/2016
13423	I-20 @ Broad River; Roundabouts: I have found roundabouts to be very efficient	Alternatives Tool	10/20/2016
13424	I-20 @ Broad River; Offset Lefts: lower cost minimum property impact; like roundabouts but am concerned about SC drivers' ability for patience and interest in learning how to negotiate them; I-20/126 East-West Connector; Direct Connector: The Direct Connector is the best option; the lowest cost with apparent least impact on homeowners.The Directional Interchange is unconscionable due to its impact on Quail Hollow residents and home owners! Its cost is too high. You must abandon the Directional interchange optionI-26 @ Piney Grove; Roundabouts: time to try roundabouts.I-20 @ Broad River; Offset Lefts: lower cost minimum property impact; like roundabouts but am concerned about SC drivers' ability for patience and interest in learning how to negotiate them	Alternatives Tool	10/20/2016
13717		Email	-
13770	calling to stress the fact that if you had mass transit available for the local workers that are on the road to every morning that is causing the traffic you would have less people on the roads which is causing the problems that I think should be the number one priority because the majority of the people on the roads would rather not have to drive to get to the job	Hotline Voice Mail Transcript	11/2/2016
13771	I guarantee you if the people that go to work every single day and all locked up in that traffic. If they had an opportunity to ride public transportation they would not drive.....	Hotline Voice Mail Transcript	11/2/2016
13772	I have left other messages but I'm not sure whether or not I can stress strongly enough that need for mass transit train commuter train transportation. And if you're looking at whose gonna ride these trains I can tell you exactly where you gonna get the numbers from all you need to do is go to the County tax offices weather supposed to pay auto personal property taxes on the cars.	Hotline Voice Mail Transcript	11/2/2016
13848	I-20 @ Bush River; Roundabouts: Please No Roundabouts (Or Traffic Circles - which is what we call them in the south). No one really knows how to drive through them. I would rather sit at a traffic light.	Alternatives Tool	10/27/2016
13935	I-20 @ Broad River; DDI: I love the frontage road moving away from the lights at the exit. I don't like the criss cross. I would like to see how the system is working on the Asheville airport Exit in NC. WHY NOT MORE LIKE 378 and 26?	Alternatives Tool	11/3/2016
13944	I-26 @ I-20; Turbine: None of these will solve the problem.. we need a 26 bypass running from the Irmo-Ballentine area to the Farmers Market area. Get all the interstate 26 traffic on this northwest bypass.	Alternatives Tool	-
13974	I-20/126 East-West Connector; Directional Interchange: OpposeI26-120 directional interchange	Alternatives Tool	-
13976	I-20/126 East-West Connector; Directional Interchange: In reviewing this option it is apparent that this selection is the most costly the most disruptive the most likely to get many lawsuits and is not the best choice given some of thee other options. It should be removed from consideration.	Alternatives Tool	-
13977	I-20 @ Broad River; Stacked Diamond: diverging diamond makes the most logical sense; Outside Corridor; Northern Arterial: No northern expressway. Do not want to risk impacting the Harbison State Forest.	Alternatives Tool	-
13979	I-20/126 East-West Connector; Directional Interchange; Seems like going north of the river would be cheaper and less disruptive.	Alternatives Tool	-
13981	I-20/126 East-West Connector; Direct Connector: Oppose	Alternatives Tool	-
13999	I-20/126 East-West Connector; Direct Connector: Oppose the directional connector for the I26-120 interchange that would go through Quail Hollow.	Alternatives Tool	-
14002	I-20/126 East-West Connector; Directional Interchange: I am opposed to the Directional interchange alternative for the I-20/I26East West Connector	Alternatives Tool	-
14003	I-20/126 East-West Connector; Directional Interchange: I am opposed to the Directional interchange alternative for the I-20/I26 East west corridor	Alternatives Tool	-
14004	Outside Corridor; Widen St Andrews: I oppose the Northern Expressway and Arterial options as they will severely impact the greenspace at Harbison State Forest	Alternatives Tool	-

14007	I-20/126 East-West Connector; Directional Interchange: Building a road through Quail Hollow would have a devastating impact on our quality of life separation of our community and a tremendous depreciation in property value. It would be difficult if not impossible to sell with an interstate over the top of our homes.	Alternatives Tool	-
14008	I-20/126 East-West Connector; Directional Interchange: I oppose the directional interchange for the 126/i20 intersection	Alternatives Tool	-
14010	I-20/126 East-West Connector; Direct Connector: I understand the need to make changes to the malfunction junction area. However ruining a few neighborhoods and communities and uprooting many long-time residents in the process is absolutely criminal. I am sure we can do better. It will not be beneficial to the Midlands or the natural areas and wetlands affected. Am sure we can come up with a solution that benefits all with minimal impact to those affected.	Alternatives Tool	-
14014	I-26 @ US 378; EB Ramp Extension: I do not agree with the proposal to put the interstate through Quail Hollow in West Columbia. It would be devastating to our neighborhood. I am 74 years old and have lived here 36 years. This is all I have for my future. I just can not see that this would be; I-20/126 East-West Connector; Directional Interchange: I oppose this proposal which runs through Quail Hollow. This would devastate our neighborhood and our property values. We have lived here 36 years and had no reason to think a freeway could possibly come through our neighborhood. This plan destroys to many homes and a complete area. Surely there is a Better way. ; I-20/126 East-West Connector; Direct Connector: I am opposed to the connector affecting Quail Hollow. This would destroy our neighborhood. We have lived here 36 years and house is ou life saving. Surely there a better solution than uprooting this whole area.	Alternatives Tool	-
14016	I-20/126 East-West Connector; Directional interchange: Oppose	Alternatives Tool	-
14018	I-26 @ St Andrews; Roundabouts: The St. Andrews Roundabouts alternative seems to solve the most issues. None of the alternatives seem to address the larger problem which is traffic from I-20 merging across to get out of Exit Only lanes for St. Andrews. Just like there was a comprehensive alternative for 126 20 & Bush River there needs to be a comprehensive alternative for 20 26 & St. Andrews.	Alternatives Tool	-
14020	I-20/126 East-West Connector; Direct Connector: I am OPPOSED to any plan that would come through Quail Hollow subdivision.	Alternatives Tool	-
14021	I-20/126 East-West Connector; Direct Connector: I am OPPOSED to any connector going through Quail Hollow.	Alternatives Tool	-
14022	I-20 @ Broad River; DDI: I am opposed to the re routing of the 20/26 interchange as proposed due to it being the more expensive alternative as well as the most invasive to the saluda river	Alternatives Tool	-
14024	I-20/126 East-West Connector; Directional Interchange: I am against the directional interchange for 126/i20	Alternatives Tool	-
14038	I-20/126 East-West Connector; Directional Interchange: This is not a good alternative. To much disruption on multiple levels. Need to get a better solution than this option.	Alternatives Tool	-
14042	I-20/126 East-West Connector; Direct Connector: the direct connector appears to be a much better plan as this would have the least effect on private property. The directional Interchange will be very costly and disruptive to thousands of home owners without adding any great benefit over the Direct Connector plan in terms of lessening the malfunction junction" problem.; I26_at_us378; EB Ramp Extension: LMC is expanding and this Hospital direct may create more congestion. Expanding the off ramp extension and then getting rid of the STOP sign entering onto 378 would be more feasible not to mention less impact . 378 is still a problem that will need to be addressed no matter what!"	Alternatives Tool	-
14045	Outside Corridor; Widen St Andrews: With 0.1acres wetland impact and 0 linear feet of stream impact the only logical alternative is to widen St Andrews.	Alternatives Tool	-
14048	I-20/126 East-West Connector; Direct Connector: Please don't use the I20/I26 E/W Connector. It goes right through an established subdivisions named Quail Hollow. There are two other more feasible alternatives for this Malfunction Junction.	Alternatives Tool	-
14052	Outside Corridor; Widen Broad River: Widening Broad River Road is probably needed but would be of little help without addressing traffic flow issues.; I-20 @ Broad River; DDI: This appears to be the best option for this important intersection.; Outside Corridor; Widen St Andrews: Widening St. Andrews Road would be of limited benefit. Traffic flow improvements would be preferable.; I-26 @ St Andrews; DDI: Diverging Diamond Interchange would divert the frontage road through the shopping center at the base of St. Andrews Road. My house is just behind that shopping center. I am concerned about impact this option would have on my property with respect to noise security aesthetics etc.; Outside Corridor; Northern Arterial: The Northern Arterial appears to be a very expensive alternative in terms of cost and environmental impact with little impact on the issues facing us with the Carolina Corridor.	Alternatives Tool	-
14053	I submit that your choosing theNorthern Arterial and Northern Expressway" will harm the most people:(1) those people who actively use the Forest for their Recreation and Renewal; (2) the residents of SC's capitol city of Columbia; and (3) the state of South Carolina Itself"	Email	11/18/2016
14059	I-20/126 East-West Connector; Directional Interchange: totally against this alternative. It has the most impacts and no chance of reducing congestion. Just another malfunction junction in the making. No face to face Q&A...Gutless	Alternatives Tool	-
14061	I do not want to see Quail Hollow destroyed. It is the most expensive alternative and I wonder if that estimate even includes the loss/ lowering of property taxes for Lexington County. The most desirable alternative is to run parallel to the river and the railroad tracks just north of the river.	Email	-
14062	I-20/126 East-West Connector; Directional Interchange: not in favor of Directional Interchange	Alternatives Tool	-
14064	I-20/126 East-West Connector; Directional Interchange: OPPOSE the Directional Interchange option for the I-20/126 East West Connector	Alternatives Tool	-
14066	I-20/126 East-West Connector; Directional Interchange:I oppose this proposal. Due to the adverse effect it will have on the Saluda river.	Alternatives Tool	-
14068	I-20/126 East-West Connector; Directional Interchange: I am very opposed to this option would disrupt too many homesites and create noise issues for many more. Must be more appropriate options elsewhere.	Alternatives Tool	-
14074	Direct Connector: Direct connector best choice	Alternatives Tool	11/10/2016
14000	I-20/126 East-West Connector; Directional Interchange: I am opposed to the Directional interchange alternative for the I-20/I26 East west corridor,	Alternatives Tool	-

	13723	regarding his desire to install longitudinal tunnels as a solution to congestion problems in the corridor. He expressed disappointment that his concept was not reflected in any of the preliminary alternatives, Mr. Burdick indicated that he did not agree with that assessment and that he would be requesting a meeting with SCDOT Commissioner Hardee to explain his ideas to him and then the full SCDOT Commission.	N/A Not Specified or Other	11/10/2016
	13946	Outside Corridor; Northern Expressway: Any consideration for the expressway option to be further north such as Chapin to Blythewood? Seem to me developments and residents are growing along 26 and 77. A corridor as stated would improve the area. , Also at some point new expressway should go across to 20. Finally fixing expanding 215 to new expressway would greatly improve rush hour from Columbia north east and west.	Alternatives Tool	10/27/2016
Alternatives, Bike/Ped, Funding	13347	1) For the Bush River alternative to the I-20/126 East-West Connector and for the Direct Connector alternative of the I-20/126 East-West Connector it would be helpful for traffic going southeast on I-26 to be able to exit on either Bush River Rd or Colonial Life Blvd.2) For the Direct Connector alternative of the I-20/126 East-West Connector it would be helpful for traffic going east on I-20 after taking that connector to be able to get onto I-26 going SE.3) For the Semi-Directional Flyover alternative of the I-26 @ Bush River Connection it would be helpful for traffic going north on I-26 to have access into the Colonial Life Blvd/Dutch Square Mall area., Whatever design changes are made on I-126 at Colonial Life Blvd or I-126 at the Saluda River Bridge please include pedestrian and bicycle access from the Colonial Life Blvd area to the new Saluda River Walk, Perhaps Richland County Penny Sales Tax money would be available to help with the latter two suggestions?	Web Comment Form	11/10/2016
Alternatives, Community Facilities & Services, Cost	14085	I prefer the option to relocate the interchange to closer to the river to separate the 126/26 and 26/20 interchanges; I-20/126 East-West Connector; Directional Interchange, Moving some of the traffic and specifically the medical traffic away from the main intersection is a benefit to total traffic on the intersection as well as quicker access to the medical facility., Northern Expressway: Columbia is growing and this option will be required at some point. It will be cheaper to do it now the longer the wait the more expensive it becomes or politically difficult when having to get near or through developed areas.	Alternatives Tool	10/27/2016
Alternatives, Cost	13127	Why is the connector from I-77 to I-26 by way of Fulmer Road Lorick Road Campground Road being ignored when the right of way has been paid for and power poles have already been moved in preparation on the road going Down Montgomery Road across the River and on to I-26 being ignored., I am sure the other parts of the connector have been paid for but did not inquire any further...I was told it was Money (Too expensive) But that has never stopped dominant domain" before."	Web Comment Form	11/2/2016
	13235	I-26 @ I-20; Semi-Directional Two Loops: My opinion is that the Semi-Directional 2 Loops alternative of the I-26 @ I-20 (Exit 107) interchange move forward as the best alternative for that section of interstate. The Turbine and Directional Interior Rights designs would be my second and third choices respectively. The redesign of this interchange in my opinion should be the highest priority, I also appreciate that two of the plans are not high cost projects;	Alternatives Tool	10/18/2016
	13340	I26_at_I20; Turbine: It looks like this is the only alternative that eliminates all of the accident prone tight turns. Motorists would not have to slow as much on the larger ramp so there would hopefully be less bottle-necking. And this is medium as opposed to high cost? Great!, this is medium as opposed to high cost? Great!	Alternatives Tool	10/21/2016
Alternatives, Displacement Res/Comm	13432	I-20/126 East-West Connector; Direct Connector: I think the Direct Connector is by far the best alternative for this section. It is the low cost alternative and disrupts very few properties and it appears to impact no residential areas. I-20/126 East-West Connector; Bush River: I think this is the second best alternative as it impacts more areas already developed but still less than the third alternative; I-20/126 East-West Connector; Directional Interchange: This is by far the worst alternative of the three and I don't even understand why SCDOT would even consider this alternative which has a very high cost and drastically impacts a large number of established residential areas.", it would force many families to give up their homes and significantly negatively impact many more family homes.	Alternatives Tool	10/24/2016
Alternatives, Displacement Res/Comm, Cost, General Opposition	13220	I-20/126 East-West Connector; Direct Connector: The Direct connector seems great, The directional interchange would destroy 2 good neighborhoods, would cost too much., Whoever came up with that design needs to go back to school.	Alternatives Tool	10/19/2016
Alternatives, Displacement Res/Comm, General Opposition	13287	The Direct connector is the obvious alternative for the I-20/126 East-West Connector., It is utterly insane and irresponsible to even consider an alternative that splits a well established community in half. Abandon the Directional Interchange Alternative at once!!!	Alternatives Tool	10/20/2016
Alternatives, Displacement Res/Comm, Topography Geology & Soils, Schedule, Specific Landowner Issue	12832	We feel that simply adding an interstate lane in each direction on I-26 would be sufficient to improve commute traffic (especially when the additional lane is opened from Broad River Rd. up through Chapin SC) Currently it appears that merging traffic down to two lanes at Broad River Rd. is a significant contributor to current rush hour problems., We are home to SC DSS SC HHS SC EMD and SCEIS and for our approximately 800 employees/tenants making sure they can continue to easily get to work without added commute time or difficulty is very important. Shortening the overall construction time frame is very important to us., Keeping the general interstate and frontage road elevations the same. Visibility is important to our tenants and adding significant elevation could reduce or even eliminate interstate visibility; which is why some of our tenants are in the building in the first place. Continuing to have exceptional visibility is very important to us., Shortening the overall construction time frame is very important to us., I am the managing member of Browning Office Investment LLC which is the owner of the office building at 1628 Browning Rd. Columbia SC 29210 which will be directly impacted by the anticipated work on I-26 over the coming years	Email	-
Alternatives, Economics	12898	please do not close the exit at Bush River, As a business owner just off of Bush River Rd please do not close the exit at Bush River. With the closing of much of Dutch Square this area is struggling to keep alive anyway and this would further hurt this section of town and the businesses located here.	Email	10/12/2016

Alternatives, Economics, Biological Resources, Water Resources	13738	Please remove the following 5 of the 49 alternative design plans for Carolina Crossroads: The Northern Alignment and the Northern Arterial Expressway The Directional Interchange The Direct Connector the Bush River Option., All 5 of these even if construction costs appear lower than other alternative designs would exact a heavy economic blow to the Midlands over many years., Face it. The Midlands is not the beach nor does it have the majesty of the mountains. What we have is our waterways as THE natural resource in the Midlands which must be protected at the same time traffic congestion should be relieved, The streams and rivers esp. the Saluda Broad and Congaree feed valuable fisheries and people; provide sanctuary for a wide diversity of creatures including people	Email	11/18/2016
Alternatives, Economics, Wetlands, Displacement Res/Comm	12836	Rather than a directional interchange the Department should either do nothing or consider implementing one of the other two connector options (i.e. "Connector" or "Bush River"). In light of the facts provided by the Department and in light of the Department's commitment to triple-bottom-line decision-making it is clear that the directional interchange ranks among the most unreasonable and least preferable courses of action available. Indeed given the ranking above it is likely that constructing the directional interchange would impose the greatest total social environmental and economic harm among all possible courses of action proposed. It simply fails the Department's own "triple-bottom-line" criteria for further consideration. Consequently the Department should drop it from further consideration! would encourage the Department to consider doing nothing. If this is not possible then of the three alternatives for the East West connector the "Connector" option would be preferential in that it has 1/7th the property impact (34 vs. 236 properties); 1/3 of the stream impact (2311 vs. 7057 linear feet); is a "low-cost" alternative and would only marginally increase wetlands impact (by 2.67 acres) relative to the directional interchange., Economic impact: The directional interchange is classified as a "high" cost alternative as opposed to a "low" or "medium" cost alternative. Further the residential neighborhood the interchange would bifurcate provides critical property tax revenue to Lexington County yet it consumes relatively few resources (e.g. police and fire)., The directional interchange imposes the 2nd highest impact on streams (7057 linear feet) out of the 53 possible courses of action. It imposes the 5th highest impact on wetlands., Social impact: The directional interchange imposes the 3rd highest property impact out of the 53 possible Project courses of action affecting 236 properties. Only the proposals to widen St. Andrews and/or Broad River affect more properties; however note that much of St. Andrews Rd consists of commercial properties. In contrast the directional interchange would almost entirely affect residential homes and would split a residential neighborhood in half. Thus the social impact is actually understated because homeowners not directly adjacent to the connector but nonetheless in the neighborhood would also be adversely affected from being split off from their neighbors.	Web Comment Form	10/19/2016
Alternatives, General Opposition	13344	I-20/126 East-West Connector; Direct Connector: The Direct Connector method on this will protect the Bush River Rd business & home communities and will not destroy Oak Grove communities.", would strongly urge to NOT do the "directional interchange" model - it would have a huge negative impact on a number of communities	Alternatives Tool	10/21/2016
	13348	I-20/126 East-West Connector; Directional Interchange: I don't see how any of these options addresses the problem of keeping interstate traffic away from local traffic. I think a better option would be to create a connection from I20 around mm55 to I26 and I77 The worst option in my opinion is the directional interchange. All this option does is move malfunction junction down the road and destroys a beautiful neighborhood., find it hard to believe that DOT engineers would even consider this option. They must have turned this one over to consultants	Alternatives Tool	10/19/2016
	13413	I-20/126 East-West Connector; Direct Connector: Option 1 seems like it disregards the beauty of the river and any potential economic development that could happen here I-20/126 East-West Connector; Bush River: Option 2 is the best option impacting mostly commercial entities and developing an already existing transportation route. I-20/126 East-West Connector; Directional interchange: Option 3 should not even be shown it is so poorly thought out, Option 3 should not even be shown it is so poorly thought out.	Alternatives Tool	10/18/2016
	13528	Please consider Widening St. Andrews Road over Widening Broad River Road., Widening Broad River will impact Harbison State Forest which is a huge asset to the State of South Carolina.	Web Comment Form	-
	13756	nothing proposed will solve issues of transportation around malfunction junction until the issues corrected on # 378 to and from downtown Columbia are addressed., Destroying an upscale neighborhood that pays property tax to partially alter traffic doesn't seem viable.	Email	11/18/2016
Alternatives, General Opposition, Displacement Res/Comm	13048	The 1-26/378 Hospital Direct exit makes sense IF through traffic can somehow be controlled to avoid it becoming a shortcut. Otherwise there will be a second traffic jam at the light where West Hospital Drive intersects 378, The 1-20/126 East-West Connector Directional Interchange makes no sense. It destroys a long established neighborhood, urbanizes adjoining properties to lower property values	Email	10/20/2016
Alternatives, General Support	13104	Of all the plans that are part of the Carolina Crossroad projects none will do more to provide long-term value for all the citizens of all of South Carolina than the Northern Expressway. The northern expressway would provide immediate benefits for citizens from Newberry Lexington Richland and Fairfield Counties the day it opened, I very much advocate for and support the Northern Expressway option of the Outside Corridor.	Email	10/19/2016
Alternatives, Harbison State Forest, Water Resources, Wetlands, Alternatives	13762	am writing to advise that I 100% oppose the Northern Arterial/Northern Expressway option of the Outside Corridor project. I also 100% oppose the widening of Broad River Rd. Widening St. Andrews Rd is the only good option., The Northern Arterial/Northern Expressway will negatively impact the natural green space and famed state forest of Harbison. Widening Broad River Rd would do the same., Widening Broad River Rd affects 3 acres of wetlands and 2500 feet of streams, Widening Broad River Rd affects 3 acres of wetlands and 2500 feet of streams, There exist sample lanes to maneuver through what is dubbed malfunction junction" as well as thoroughfares such as Broad River Road St. Andrews Harbison Blvd and I-126 as well as the recent traffic circle at Piney Woods. Care and consideration while operating a motor vehicle as well as education and enforcement of distracted drivers will prevent many of the accidents incidents errors and fatalities"	Email	11/15/2016

Alternatives, Information Request	12894	Outside Corridor; Northern Expressway: How was Northern Arterial/Expressway proposal made? Looking at future growth along I 26 I 77 the bypass should be further north. I'd propose a expressway from Chapin area to Blythewood. Later it could be extended to join I 20 around Camden. This would divert much of the truck traffic., has Self Driving Trucks and Autos been considered for how they will change driving patterns and speeds	Alternatives Tool	-
	12954	Eliminate overpass of Burnette and Browmann Road. I-20 to reduce cut through from Bush River Road to St Andrews. Please give me a call thanks., Please give me a call thanks.	Comment Form	10/4/2016
	13753	if it's a bridge. Say from Irmo to St Andrews to Northeast Area it used to be suggested that it be call the Dutch port connector and I think that would can leave a lot of lot of traffic., please give me a call back at 767-5634	Hotline Voice Mail Transcript	11/1/2016
Alternatives, Noise, Biological Resources	13713	Please consider using the widening of St. Andrews as the best option given the least affect on the natural resources we have along the Harbison State Forest., Since this area is already basically commercial it would also not be as noticeable in regards to noise, Thank you for the opportunity to let our voices be heard as we are long time residents of the Harbison State Forest area and thoroughly enjoy the beauty and use of the forest by so many	Email	11/17/2016
Alternatives, Out of Scope	12877	I-26 @ Broad River; Roundabouts: I will comment in as many of these interchanges about pro round-a-bout since I've seen them work very well in overseas cities I've been to during my military deployments. as long as the size of the circle isn't skimped on I-26 @ St Andrews; Flyover: I like round-a-bouts but fly-overs make a lot of sense too. I-20 @ Broad River; Roundabouts: I love the round-a-bout idea I'm just concerned that on this option and others you aren't taking enough space in mind for the exit ramp coming off I-26 westbound going east on St. Andrews. I-26 @ I-20; Turbine: Again simple is best here I think. taking away highway access here might be hard for many to adjust to but I think it would make the overall efficiency of the system better. I-26 @ Bush River Road; CD Connections: If highway access was retained from Bush river at I-26 this is a good option as I like how it intersects with a sub-highway first then merges with the highway with plenty of room. I-26 @ Harbison; Roundabouts: the round-a-bouts make the most sense here. I-20/126 East-West Connector; Direct Connector: I-26 @ I-20 this makes a lot of sense. I-20 @ Broad River; DDI: RE: Broad River Road. It's somewhat difficult to understand the traffic flow of this interchange but of all the options the diverging diamond appears to address the most issues for least cost. I-20 @ Bush River; DDI: Re: Bush River at I 20 - I typically use this exit as a detour to I 26 and generally don't have a problem with it in its current configuration. Additionally surrounding areas are nearly fully developed so I don't expect traffic to increase significantly in the future. I-26 @ St Andrews; DDI: Re: St. Andrews at I 26 - like Bush River Road I typically use this exit as a detour when traffic backs up on I 26. I-26 @ I-20; Turbine: Re: Malfunction Junction - of the proposed changes my preference is for the turbine design. I-26 @ Bush River Rd; Semi Directional Flyover: Re: Bush River at I 26 - of the proposals I would support the semi-directional flyover with one additional suggestion - if you were to make the Colonial Life Blvd. interchange a full diamond (access to/from both directions) it would give travelers access to Bush River Road. I-20/126 East-West Connector; Direct Connector: Re I 126 flyover - of the proposals I would support the direct connector or the Bush River Road connector. I-26 @ Piney Grove; Diamond: Re: Piney Grove Road - I would support any proposal that eliminates the cloverleaf at Harbison Blvd. I-26 @ Harbison: Tight Diamond: Re: Harbison Blvd. I would support any of the low cost proposals.	Alternatives Tool	-
Alternatives, Public Involvement, Alternatives	13115	Among all the proposals I see the most value in the following: Outside Corridor: Northern Expressway- I-20/126 East-West Connector: Direct Connector, think it's very difficult for the public to gain an adequate understanding of the pros & cons based on the way the information is presented on your website. In particular we're missing the following: Specific problem which each of the alternatives is trying to address and expected benefits. Ability to zoom in enough to see what traffic flow would look like; in particular the order of entrances/exits which I believe is a critical issue. Interactive street-level view would be ideal. An explanation of terminology (expressway vs. arterial diverging diamond flyover etc.), The ramp which takes Westbound traffic on I-126 to the outside lanes in preparation for exiting onto I-20 eliminating the conflict between that traffic's need to move to the right and the need of incoming traffic from I-26 and Bush River to move to the left seems to be the type of simple solution which would be very helpful in more instances	Email	10/25/2016
Alternatives, Real Estate	12856	I-20/126 East-West Connector; Bush River Road: 126 to I-20 can only be done with the Bush River design., The other two would destroy the property value of 3 great neighborhoods and the direct connect runs too close to the scenic Saluda river.	Alternatives Tool	-
Alternatives, Road/Bridges, Water Resources, Property Value, Capacity, Alternatives, Community Facilities & Services, Alternatives	13896	I26 @ US 378; EB Ramp Extension: 1. Why are there no improvements at 378 to facilitate traffic flow? 2. What about improvements at E Hospital Drive? 3. What about consideration of interchange alternatives ie DDI?; I20/126 EW Direct Connector: 1. Will this bridge built on piers? , I20/126 EW Direct Connector: 2. How will runoff from roadway be handled? , I20/126 EW Direct Connector: 3. Are residents in Quail Hollow along the river included in property impacts and will they be compensated for impacts? , I20/126 EW Direct Connector 3. With improved traffic flow has the ACT been adjusted for traffic currently using Hwy 378&1? , I26 @ Bush River Offset Diamond. 1. Does Bush River Road become 1 lane east through the interchange? 2. Where is I26 west bound access to Bush River Road heading west of interchange? 3. Where is access to I26 East traveling east on Bush River Road?; I20/126 EW Directional Interchange: 1. How could an alternate that divides a residential neighborhood that existed for some 40 years? 2. It appears this alternative runs through the recently completed SCE&G substation and transmission line? , I20/126 EW Directional Interchange: 3. Why was widening of Hwy 378 and I26 to 126 not an alternative?	Alternatives Tool	11/18/2016

<p>Alternatives, T&E Species, Parks/Recreation, Construction, Safety, Compatibility Projects/Plans, Parks/Recreation, Compatibility Projects/Plans, Flooding/Floodplains, Water Resources, T&E Species, Harbison State Forest, Wetlands, General Opposition</p>	<p>13894</p>	<p>Of the 49 alternatives proposed as part of this project we believe five would have significant impacts on our local rivers. The five alternatives we are most concerned about are: I-20/126 East-West Connector (Direct Connector Bush River Directional Interchange)Outside Corridor (Northern Expressway Northern Arterial), A s DOT goes through the EIS process the agency must consider the potential impacts of every alternative and especially the five alternatives listed above to rare threatened and endangered species. Some of the federally listed endangered and protected species that live in or near riverine environments and may occur in the project area include the Bald Eagle Atlantic sturgeon (The Broad River below the Parr Shoals Dam was just proposed as "unoccupied critical habitat" for the Atlantic Sturgeon by the National Marine Fisheries Service in June) Shortnose sturgeon and Carolina Heelsplitter. Some of the federally at-risk state listed and state conservation priority species that live in or near riverine environments and may occur in the project area include the American eel Blueback herring Robust redhorse Broad River spiny crayfish Carolina darter Piedmont darter Seagreen darter Highfin carpsucker Quillback Santee chub Striped bass Yellow lampmussel and Roakoke slabshell., The ability to use rivers for navigation is protected under both state and federal law. Tens of thousands of people travel on the Broad and Saluda Rivers using canoes kayaks motorboats and inner tubes every year. Several of the proposed alternatives involve river crossings that could impede or block navigation on these rivers. The impacts of these alternatives on navigation must be assessed and if any of these alternatives are chosen the ability to navigate these rivers must be maintained. , A past DOT project the replacement of the Broad River Road Bridge resulted in damage to the river environment damage to a rare species and serious safety threats for river users. From 2011 through 2015 on multiple occasions large timber mats (aka crane mats) and a large metal barge were allowed to wash downstream of the construction site. This construction debris littered several miles of the Broad River damaged a population of rare Rocky Shoals Spider Lilies and led to the near drowning of multiple river users. If any alternative that involves a river crossing is chosen DOT must make the protection of the river environment and the safety of river users a top priority and must ensure that the contractor complies with all safety and permit requirements. A past DOT</p>	<p>Letter</p>	<p>11/18/2016</p>
<p>Alternatives, Traffic/Safety</p>	<p>12888</p>	<p>Outside Corridor; Widen Broad River: The problem is not the traffic on Broad River but the back up due to access to I-20 and congestion from I-20 to I-26 North.I-20@Broad River Intersection; Diverging Diamond Interchange: A wider turn lane with a broader entrance onto Broad River and dedicated right turn would be helpful. I suggest the use of additional lane adjacent to existing infrastructure as I have seen in Greenville / Spartanburg and Washington D.C., Outside Corridor; Widen Broad River: The problem is not the traffic on Broad River but the back up due to access to I-20 and congestion from I-20 to I-26 North.I-20@Broad River Intersection; Diverging Diamond Interchange: Traffic exiting I-20 East to Broad River is not heavy. Main issue is congestion on I-20 West.</p>	<p>Alternatives Tool</p>	<p>-</p>
	<p>13011</p>	<p>As a community partner we are very uncomfortable with the option of directing I-26 off ramp" traffic onto Hulon Road directly bypassing the 378 exit", This volume of traffic would transform this roadway into a major arterialthoroughfare increasing the average vehicle speed on a road that has significant pedestrian traffic. Because of the very limited roadway access on the rear of the campus traffic would have the potential of queuing-up deeper onto I-26 even more so than it occurs today</p>	<p>Web Comment Form</p>	<p>10/25/2016</p>
	<p>13080</p>	<p>I am not in favor of widening St. Andrew's road. There are a lot of neighborhoods and elementary schools that the road cuts through and the increased use of traffic would take away from the community feel., the increased use of traffic would takeaway from the community feel.</p>	<p>Web Comment Form</p>	<p>10/30/2016</p>
	<p>13265</p>	<p>I-20/126 East-West Connector; Direct Connector:I think the direct connector from I-20 to I-126 nearColonial Life is a great idea. It will relieve much of the traffic at mal-function junction caused by peopleliving near Lexington trying to get downtown. The real issue is the truck and vacation traffic coming up I-20from I-95 and wanting to get on I-26 to Greenville and Spartanburg. The I-20 to I-26 interchange doesn'tneed to be fixed.</p>	<p>Alternatives Tool</p>	<p>10/22/2016</p>
	<p>13332</p>	<p>I-20 @ Broad River; SPUI: The best solutions must include bridge to separate entering and exiting traffic. While it may be more expensive and take longer to build. The saving will come in reducing accidents and insurance rates., The saving will come in reducing accidents and insurance rates</p>	<p>Alternatives Tool</p>	<p>10/20/2016</p>
<p>Alternatives, Traffic/Safety, Flooding/Floodplains</p>	<p>12959</p>	<p>Consider separate travel lane for trucks with trailers RVs busses.Piney grove is residential area-bypassing Harbison (split diamond) commercial traffic will clog Bower Parkway and Piney Grove. From I-26E to I-20 entrance is also exit from I20E to I26 West= Big Bottle Neck for merging, Piney grove is residential area- bypassing Harbison (split diamond) commercial traffic will clog Bower Parkway and Piney Grove. From I-26E to I-20 entrance is also exit from I20E to I26 West= Big Bottle Neck for merging, Make sure flooding issues are a priority.</p>	<p>Comment Form</p>	<p>10/4/2016</p>
<p>Alternatives, Water Resources</p>	<p>13745</p>	<p>See comment for full analysis and critique of each option.The only proposal that should be considered at all from the current proposals is the one for anew road from I26 west of Columbia across the Broad River as that route would be one ofthe three needed Columbia beltways to encircle the metro area., Many efforts and even lawsuits have been undertaken to improve the water quality of thelower Saluda which should not be subjected to degradation from road or bridge constructioneither over or through the riparian corridor as several of the current proposals would</p>	<p>Email</p>	<p>11/15/2016</p>
<p>Alternatives, Water Resources, Harbison State Forest</p>	<p>13807</p>	<p>There are 5 of these that I find are detrimental to the rivers state park recreation and overall environment.Please see PDF version of comment for complete breakdown over the five alternatives he does not approve of., Lower Saluda River (I-20/126 East-West Connector) o Direct Connector o Bush River o Directional Interchange None of these address or are consistent with the South Carolina Scenic Rivers Act, Broad River Sections? Outside Corridor Northern Expressway Northern ArterialThese are unacceptable. Primarily due to the complete disregard for the Harbison National Forest andits thousands of yearly users many of which visit weekly</p>	<p>Email</p>	<p>11/18/2016</p>
<p>Alternatives, Water Resources, Real Estate</p>	<p>13426</p>	<p>I-20/126 East-West Connector; Directional Interchange: This makes the least sense with impacts to surrounding neighborhood. The cost of this alternative versus the personal loss to property value makes no sense.Direct Connector; I-20/126 East-West Connector; Although wetlands are very important to a healthy ecosystems and other alternatives are higher in cost with less wetlands impacted. The streams impacted and the loss of property value seems to make this a better option for connecting the two interstates., The streams impacted and the loss of property value seems to make this a better option for connecting the two interstates., The streams impacted and the loss of property value seems to make this a better option for connecting the two interstates.</p>	<p>Alternatives Tool</p>	<p>10/19/2016</p>

Alternatives, Wetlands, Biological Resources	13712	it would appear to me that the most logical approach to this and the one that would have the least impact on the most the homes and everything would be the two widen the Saint Andrews area Saint Andrews Road and I feel like this would be logical proposal because that Saint Andrews Road area is already commercialized and wide and it would not impact people so much in in regards to pollution and things in as much as it would if you start trying to go through and take out part of the Harbison State Forest, I mean we are really a stones throw from the forest and we've seen people in and out of there using that forest on a continuous basis and I think it would be you know horrible to try to go in there and take up the river footage in and use this space along the stream destroy that wetlands., I mean we are really a stones throw from the forest and we've seen people in and out of there using that forest on a continuous basis and I think it would be you know horrible to try to go in there and take up the river footage in and use this space along the stream destroy that wetlands.	Hotline Voice Mail Transcript	11/17/2016
Bike/Ped	13711	Regardless of what routes are chosen the construction provides an opportunity to include pedestrian and bicycle connectivity	Email	11/18/2016
Bike/Ped, General Support	13478	Bicycle Infrastructure - I know this isn't a portion of the plan but please keep in mind the large population of area residents that must rely on public transportation and bicycles as alternatives to car ownership., Northern Routes - I would much rather see a northern connector than the expansion of Bush River or St Andrews roads. Those two roads are as large and dangerous as they need to be.	Web Comment Form	11/16/2016
Biological Resources	13445	This route takes you through pristine natural forestland	Web Comment Form	11/14/2016
	13689	Please do your best to not build anything that would negatively impact the Saluda or Broad Rivers or access to them or nearby walkways or recreation involving them.	Web Comment Form	-
	13799	I would like to go on record as against the current Northern Arterial/Northern Expressway proposals because of the impacts these proposed highways would have on the adjacent and nearby properties and forests	Email	11/18/2016
	13903	I-20/126 East-West Connector; Direct Connector: I live in Quail Hollow. It is a beautiful natural neighborhood filled with natural flora and fauna. A lot more than thirty something properties will be effected. When we moved here and renovated our home 8 years ago my husband and I would sit on the back porch at the end of the day and hear the owls. We have seen the deer and fox playing in our yard. Please don't ruin our home our sanctuary	Alternatives Tool	11/18/2016
	14037	This option seems to have few negatives as to affecting people and environment.	Alternatives Tool	11/17/2016
	14159	Please do not change the Harbison Forest	Alternatives Tool	11/17/2016
Biological Resources	14036	I oppose this alternative for the detrimental impact that it will have on the Harbison State Forest which is an extremely valuable community asset., I oppose this alternative for the detrimental impact that it will have on the Harbison State Forest which is an extremely valuable community asset.	Alternatives Tool	11/15/2016
	13508	OPPOSE The Northern Arterial and Northern Expressway options because of the extremely negative impact it would make upon the 320 acre Conservation Easement held by Congaree Land Trust contiguous conservation properties the Broad River and Harbison State Forest., OPPOSE The Northern Arterial and Northern Expressway options because of the extremely negative impact it would make upon the 320 acre Conservation Easement held by Congaree Land Trust contiguous conservation properties the Broad River and Harbison State Forest., OPPOSE The Northern Arterial and Northern Expressway options because of the extremely negative impact it would make upon the 320 acre Conservation Easement held by Congaree Land Trust contiguous conservation properties the Broad River and Harbison State Forest.	Web Comment Form	11/16/2016
Biological Resources, Displacement Res/Comm	13523	It is my opinion the Bush River option is best. There is less impact on both the environment as well as home sites., It is my opinion the Bush River option is best. There is less impact on both the environment as well as home sites.	Web Comment Form	11/17/2016
Biological Resources, Harbison State Forest	13380	Please don't impact the loveliest green place we have right in Columbia, choose an option that doesn't do harm to Harbison State Forest.	Web Comment Form	11/11/2016
	13722	I am concerned about impacts of these alternatives to the river and adjacent forest and land especially as they may negatively impact the designation of the river under the South Carolina Scenic Rivers Act., I am concerned about negative impacts of these alternatives to the Harbison State Forest and impacts to any crossing of the river and perennial streams.	Email	-
	13750	Please consider the wildlife the trails and the tranquility when deciding which option to improve the I-26 malfunction junction., There are no other alternatives to Harbison State Forest in the Columbia area. The many miles of trails are my favorite part of Columbia.	Email	11/16/2016
	13805	In addition the State of South Carolina should preserve timberlands and forests when constructing new projects. The Forest Industry has a \$18.6 Billion annual impact on South Carolina's economy and provides more than 90000 jobs. In addition forests provide clean air clean water benefit wildlife habitat and create numerous recreational opportunities., prefers that the SC DOT use alternatives other than the Northern Arterial or Northern Expressway proposals because of the negative impacts that these highways would have on users of Harbison State Forest	Email	11/18/2016
	13820	I OPPOSE The Northern Arterial and Northern Expressway options because of the extremely negative impact it would make upon the 320 acre Conservation Easement held by Congaree Land Trust contiguous conservation properties the Broad River and Harbison State Forest, I OPPOSE The Northern Arterial and Northern Expressway options because of the extremely negative impact it would make upon the 320 acre Conservation Easement held by Congaree Land Trust contiguous conservation properties the Broad River and Harbison State Forest	Email	11/16/2016
Biological Resources, Harbison State Forest, Alternatives	13472	Please consider the wildlife the trails and the tranquility when deciding which option to improve the I-26 malfunction junction, There are no other alternatives to Harbison State Forest in the Columbia area., The Northern Alignment Arterial proposal would be the least desirable	Web Comment Form	11/16/2016

	13797	Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62wetland acres and 11243 linear feet of stream and the Northern Alignment Expresswayproposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet ofstream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62wetland acres and 11243 linear feet of stream and the Northern Alignment Expresswayproposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet ofstream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62wetland acres and 11243 linear feet of stream and the Northern Alignment Expresswayproposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet ofstream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62wetland acres and 11243 linear feet of stream and the Northern Alignment Expresswayproposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet ofstream bordering the Forest	Email	11/10/2016
	13816	Yet the Northern Alignment Arterial proposal would impact 206 localproperties 36.62 wetland acres and 11243 linear feet of stream and theNorthern Alignment Expressway proposal would impact 98 localproperties 21.7 wetland acres and 6110 linear feet of stream borderingthe Forest., Yet the Northern Alignment Arterial proposal would impact 206 localproperties 36.62 wetland acres and 11243 linear feet of stream and theNorthern Alignment Expressway proposal would impact 98 localproperties 21.7 wetland acres and 6110 linear feet of stream borderingthe Forest., Yet the Northern Alignment Arterial proposal would impact 206 localproperties 36.62 wetland acres and 11243 linear feet of stream and theNorthern Alignment Expressway proposal would impact 98 localproperties 21.7 wetland acres and 6110 linear feet of stream borderingthe Forest., Yet the Northern Alignment Arterial proposal would impact 206 localproperties 36.62 wetland acres and 11243 linear feet of stream and theNorthern Alignment Expressway proposal would impact 98 localproperties 21.7 wetland acres and 6110 linear feet of stream borderingthe Forest.	Email	11/11/2016
Biological Resources, Harbison State Forest, Wetlands, Water Resources	13751	Yet the Northern Alignment Arterial proposal would impact 206 local properties36.62 wetland acres and 11243 linear feet of stream and the Northern AlignmentExpressway proposal would impact 98 local properties 21.7 wetland acres and6110 linear feet of stream bordering the Forest. Both of these proposals ifimplemented would severely impact the local environment in a negative wayincluding that which borders Harbison State Forest., Yet the Northern Alignment Arterial proposal would impact 206 local properties36.62 wetland acres and 11243 linear feet of stream and the Northern AlignmentExpressway proposal would impact 98 local properties 21.7 wetland acres and6110 linear feet of stream bordering the Forest. Both of these proposals ifimplemented would severely impact the local environment in a negative wayincluding that which borders Harbison State Forest., Yet the Northern Alignment Arterial proposal would impact 206 local properties36.62 wetland acres and 11243 linear feet of stream and the Northern AlignmentExpressway proposal would impact 98 local properties 21.7 wetland acres and6110 linear feet of stream bordering the Forest. Both of these proposals ifimplemented would severely impact the local environment in a negative wayincluding that which borders Harbison State Forest., Yet the Northern Alignment Arterial proposal would impact 206 local properties36.62 wetland acres and 11243 linear feet of stream and the Northern AlignmentExpressway proposal would impact 98 local properties 21.7 wetland acres and6110 linear feet of stream bordering the Forest. Both of these proposals ifimplemented would severely impact the local environment in a negative wayincluding that which borders Harbison State Forest.	Email	11/15/2016
Biological Resources, Noise	13664	The Directional Interchange option is most intrusive to the community impacts the mostlinear feet of waterways of the 3 options is the most expensive option is the mostenvironmentally destructive of the 3 options and impacts a scenic river which according tothe South Carolina Scenic Rivers Act of 1989 should be protected so as to maintain uniqueor outstanding scenic recreational geologic botanical fish wildlife historic or culturalvalues" of selected rivers or river segments in the state.", Even if the construction itself doesnot adversely affect the Saluda (which seems impossible) the highway noise vibrationfumes pollution runoff etc. will adversely affect what we experience on the Saluda.	Web Comment Form	-
Biological Resources, Parks/Recreation	13924	I would like to go on record as against the current Northern Arterial/Northern Expressway proposals because of the impacts these proposed highways would have on the adjacent and nearby properties and forests. These are beautiful natural green spaces that serve an important purpose on the outskirts of Columbia. , I personally enjoy trail bike riding along the Broad River and regularly see groups out exploring and hiking in this same area. The value of Harbison State Forest goes without saying. My children have been there for field trips and we are all fortunate to have such incredible timberlands in our backyard. Please do not take these gorgeous natural lands away from us. Columbia is completely developed and these are the only accessible areas that we have within thirty minutes.Would we drive to Fairfield County to go hiking or bike riding after school? No. For starters I wouldn't even know where to go without fear of coming upon hunters. These are safe truly valuable areas. Please find an alternate plan for these highways that would eliminate wildlife nature and safe recreation for those of us in Richland County.	Email	11/18/2016

Biological Resources, Water Resources, Cultural Resources, Geology, Noise, Greenhouse Gas, Cumulative Impacts	13959	The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda. ", The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda. ", The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda. ", The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda. ", The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda. ", The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda. "	Alternatives Tool	-
Biological Resources, Water Resources, T&E Species, Cost	13720	find the best alternatives that will have the least impact on the environment around that area, The rivers around our great city are a terrific resource for fishing canoeing/kayaking/boating etc. They provide habitats for many interesting and even endangered species, I understand that there are property and expense issues to consider as well. But as local I'd be willing to spend more money on the best alternative with the least negative impact and I know I am not alone	Email	11/16/2016
Biological Resources, Water Resources, Wetlands, T&E Species	13714	This is to express my interest in seeing that damage to the environment is minimized in construction of the Carolina Crossroads Project, In general whatever alternative is chosen must avoid negatively impacting the Broad and Saluda rivers wetlands water quality air quality species of special concern (rare threatened and endangered) and recreational use, In general whatever alternative is chosen must avoid negatively impacting the Broad and Saluda rivers wetlands water quality air quality species of special concern (rare threatened and endangered) and recreational use, In general whatever alternative is chosen must avoid negatively impacting the Broad and Saluda rivers wetlands water quality air quality species of special concern (rare threatened and endangered) and recreational use	Email	11/16/2016
Biological Resources, Wetlands, Water Resources, Harbison State Forest	13513	Wildlife species such as deer turkey waterfowl songbirds, 17+ acres of wetlands, 3412 feet of Slatestone Creek traverses the property, Directly across the Broad River from Harbison State Forest	Web Comment Form	11/15/2016
	13719	Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest	Email	11/15/2016
Community Facilities & Services	13780	The flyover is much too close to Leaphart Elementary and you are just creating many other problems to solve one	Email	11/18/2016
	13843	I-20/126 East-West Connector; Directional Interchange: I am adamantly opposed to this option for multiple reasons. The destruction of wetlands the absolute destruction of the school district and property values and the destruction of the hospital are among them.	Alternatives Tool	11/18/2016
	13857	I-26 @ US 378; EB Ramp Extension: As an employee of Lexington Medical and the mother of two children that either attend or are attending the Daycare on Hulon Lane that is suggested for Hospital Direct Connect" I suggest NO to this alternative. Other than hospital concerns property concerns and cost. . . I have concerns for the children that play outside at the day care being exposed to more pollution risk for accidents and discouraging of parents visiting their children on their breaks (when fighting the traffic). "	Alternatives Tool	11/17/2016
	13875	The purposed directional interchange will have a negative affect on the community and that area of West Columbia in general.	Alternatives Tool	10/27/2016
	13898	I-20/126 East-West Connector; Directional Interchange: Our Issue is Section 20 Option 3. this would destroy Quail Hollow. I have lived there many years and hope to retire there. It would also have a very adverse affect on Lexington Medical Center.	Alternatives Tool	10/27/2016
Community Facilities & Services, Alternatives	13879	I-26 @ I-20; Turbine: How dare you even consider destroying the family fabric of Lexington 2 schools and west Columbia? , Close old entrance and exit ramps open two lanes towards Lexington on 378 and an exclusive exit to the hospital.	Alternatives Tool	11/4/2016
Community Facilities & Services, Biological Resources, Cost	13836	The Directional Interchange option is most intrusive to the community, The Directional Interchange option impacts the most linear feet of waterways of the 3 options, The Directional Interchange option is the most expensive option	Alternatives Tool	-
Community Facilities & Services, Cost	14069	Our training facility is located on Harmon Road and the proposed expressway would destroy this facility, If we had to be relocated the citizens of Richland County would be severely taxed in order to build another facility.	Letter	11/18/2016

Community Facilities & Services, Water Resources, Cost, Biological Resources, Construction	14043	The Directional Interchange option is most intrusive to the community, impacts the most linear feet of waterways of the 3 options, The most expensive option, The most environmentally destructive of the 3 options and impacts ascenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state.", Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda.	Alternatives Tool	11/15/2016
Compatibility Projects/Plans, Parks/Recreation, Alternatives, Alternatives, Alternatives	13891	The LSSRAC has been advocating wise management and use of the lower Saluda River for the past 25 years. Many of our interests are expressed in the goals and recommendations of the 1990 Lower Saluda River Corridor Plan (SCWRC & SCPRT 1990) and 2000 Lower Saluda Scenic River Corridor Plan Update (SCDNR 2000) two documents that present a community-based vision for protecting and enhancing the river. , The importance of the lower Saluda River to Lexington and Richland counties and the state is significant as this river is a highly valued recreational and economic resource. The river and its adjacent access sites are estimated (in 2006) to provide 232420 recreational user days per year (FERC 2010) and these users support numerous businesses including boating and tubing outfitters fishing guides hotels restaurants and other businesses that benefit from the riverâ€™s recreational resources. Several of the alternatives proposed by SCDOT have a high potential of negatively affecting the scenic and recreational values of the Lower Saluda River and the economic benefits the river provides to the Midlands region. , Regarding: I-20/126 East-West Connector the Direct Connector alternative.We oppose the alignment of this alternative because it will have direct negative affects to the Lower Saluda State Scenic River. Our main points of concern are: (1) Both the eastern and western ends of this route intersect river-bordering lands protected by scenic river conservation easements held by the State of South Carolina. (2) This alignment is near to the river channel and has significant impact on the visual scenic character of the river. (3) The near to-channel alignment of this alternative will disrupt the planned route of the Saluda River Greenway and Riverwalk. , Regarding: I-20/126 East-West Connector the Directional Interchange alternative.We oppose this alternative because it will have direct negative affects to the Lower Saluda State Scenic River. Our main points of concern are at the eastern end of this proposed alternative: (1) The route will intersect river-bordering lands protected by scenic river conservation easements held by the State of South Carolina. (2) The proposed new clover-leaf interchange at I-26 has multiple overpasses of the Saluda River which will directly impact a significant shoals habitat section of the river (Oh Brother Rapids) which is important to the trout fishery of the river. (3) The multiple overpasses of the river will have significant impact on the visual scenic character of the river. This alternative also appears impractical	Letter	11/18/2016
Conservation, Information Request	13178	SECG has already destroyed significant wildlife habitat and caused water runoff issues due to clear cutting of the power line., What studies have been conducted to determine wildlife habitat andwater runoff issues connected to the proposed connector?	Email	10/23/2016
Construction	14126	the dark blue horizontal lane under Broad River Rd bridge; which way does traffic flow?; I-20 @ Broad River; Offset lefts: what is purpose of diverging 176 traffic just to have it converge on the other side of the bridge? I-20 @ Broad River; Roundabouts: what do the yellow and green lines represent?	Alternatives Tool	10/28/2016
Construction, Alternatives, Biological Resources, Construction, Biological Resources	14092	There should be no further construction to rebuild or add interchanges to the I20/I26/I126 corridor only maintenance. , The only proposal that should be considered at all from the current proposals is the one for a new road from I26 west of Columbia across the Broad River as that route would be one of the three needed Columbia beltways to encircle the metro area., This stretch of river is a state designated 'wild and scenic' river with legislation that provides for protection of unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values". , Construction in the riparian corridor is not compatible with community uses and preferences., I cannot urge the SC DOT strongly enough to ensure that the area rivers the Saluda Broad and Congaree be protected from highway construction impacts as they provide a higher quality of life for the citizens of the midlands.	Letter	-
Construction, Cost	14128	I-26 @ Bush River; Semi-Directional Flyover: Bush river road should be closed off to I-26 have the cars entry ramp on I-20; I-20/126 East-West Connector, Directional Interchange: This option is too expensive and disruptive.	Alternatives Tool	-
Construction, Information Request, Alternatives	13851	The Transportation Association of South Carolina (TASC) is a non-profit organization that works to enhance and expand public transportation in South Carolina. Several of our members will most likely be impacted as a result of this project; specifically The Comet; The Smart Ride and the Newberry Express; and Senior Solutions Inc. All of these agencies current operate buses and provide public transportation services in the project area. We are concerned about delays that may be caused due to construction - delays that will impact the ability of these transportation providers to operate on schedule for their riders. , TASC and these transportation providers would like to meet with appropriate staff at SCDOT to discuss the anticipated impact in more detail and how the impacts of the construction can be mitigated on their operations. , Further research indicates that for every 10 people riding a bus 9 cars are taken off the roadway thus making the roadway function more efficiently. In an effort to avoid delays by all road users TASC recommends that SCDOT include in the budget for this project funding to expand public transit services in and around the construction area. We recommend that funding be included in the project budget to advertise and market the use of such expanded services so that road users can avoid traveling by private automobile when feasible and use expanded bus services.	Alternatives Tool	11/18/2016
	12901	I was wondering what your models showed would be the most effective combinationof improvements for future traffic flow.	Email	10/11/2016
	13026	I believe that the cost to benefit ratio isnot favorable	Email	10/21/2016
	13378	herehas to be a more economical plan .	Web Comment Form	11/10/2016
	13737	He had numerous questions about the alternatives tool and how alternatives may impact property owners within or near any of the preliminary alternatives.He also had questions about funding which I explained to him is a blended funding approach using federal funds Act 275 funds and potentially other streams that may become available as the project progresses.-Brian K	N/A Not Specified or Other	11/7/2016

Cost	14011	I-20/126 East-West Connector; Directional Interchange: High cost with little improvement to congestion entering and leaving Columbia while still not solving I-26 I-126 and I-20 conversion. Can get the same affect by adding more two lane ramps between interstates and widening the interstates to take the flow faster. A waste of taxpayer money when cost-benefit analysis is considered.; I-20/126 East-West Connector; Direct Connector: Better cost-benefit solution than the direct connector. Would prefer widening interstates and adding lanes to ramps.; I-26@ I-20; Braided Directional Two Loops: Looks like malfunction junction part 2. Is there a plan to make it clear to drivers what lane to be in early on so we don't have accidents as people shift lanes for their exit?; I-26 @ US 378; EB Ramp Extension: Looks like a cheap quick fix to ease the congestion while other ideas are implemented. We must move traffic on I-26 faster. More interchanges won't help if traffic doesn't move. You are just creating more parking places on the interstate otherwise.	Alternatives Tool	-
	14026	I-20/126 East-West Connector; Directional Interchange: This option is too expensive and disruptive. I would NOT be in favor of this plan at all. It's high cost and number of properties that are impacted far outweighs the environmental impact. As a resident of Quail Hollow for nearly 20 years I am very concerned that this option would negatively affect property values and the quality of living for those remaining in their homes and displace over 200 residents. Option 1 is a far better solution. Thank you.	Alternatives Tool	-
	14028	I-20 @ Bush River; Partial Cloverleaf Interchange: What is needed is a FULL Cloverleaf Interchange. How much \$ is going to be wasted to start with 1) because so much is being spent in the head-scratchin' phase and 2) labor and material costs are soaring NOW before the project even gets started? This is like FINALLY going from 32-waist slacks to 36"-waist slacks when your actual waist size is 42"! THIS project is 15-20 YEARS PAST DUE! Whatever is done now must allow for complete redesign of Broad River Road from the new (and GREATLY over-budget/past completion date Broad River Bridge to Lake Murray Blvd. I Broad River Road is the "new Two Notch Road" overloaded under regulated poorly maintained. Even if it costs quite a bit more such a complex project must include plans for 20 -50 years ahead. I lived 1989-2001 one block off BRR-on Stucawa Dr.--and BRR needed complete rework THEN. Let's PUSH Public Domain get rid of uninhabitable buildings on both sides of BRR and build a "super avenue" that will take some of the I-26/I-126 load AND be there if needed for emergency evacuation of the metro Columbia area."	Alternatives Tool	-
	14093	It is the most expensive option but would be in the backyard of the lot we are considering?	Alternatives Tool	11/1/2016
	14153	In reviewing this option it is apparent that this selection is the most costly	Alternatives Tool	11/3/2016
Cost, Alternatives	13868	the impact on wetlands is specific but high medium low" for cost are very vague. It's not obvious either that the cost represents dollars. Is that intentional?", proposing some potential benefits for each option would be beneficial in being able to compare the different options.	Alternatives Tool	10/27/2016
Cost, Alternatives, Traffic/Safety	13203	I-20 @ Broad River; Diverging Diamond: RE: Broad River Road. It's somewhat difficult to understand the traffic flow of this interchange but of all the options the diverging diamond appears to address the most issues for least cost. , One alternate would be to widen Parkridge Drive to 4/5 lanes and bring the exit in between Frankie's FunPark and Parkridge Hospital. This would allow the elimination of the exit at Harbison altogether and you could also consolidate part of the Lake Murray Blvd. exit. Another idea would be some sort of flyover that connects I 26 straight into Columbiana Drive or Bower Parkway, Finally and I understand it is not within the scope of this project traffic flow on Harbison needs to be improved.	Alternatives Tool	10/5/2016
Cost, Biological Resources	13838	This is a poor option for the following reasons: 1) cost , The stream impact is high	Alternatives Tool	-
	14109	Alternatives and PDF don't coincide with terminology used in voting methods also the cost don't agree between the PDF and the selection of an alternative for the I-20 @ Broad River Intersection., An option to supply some technical information for a more informed decision would be helpful. High Medium Low doesn't mean much. Additional the stream classification would be helpful. For this options most of them are likely drainage ditches that have been reclassified.; Outside Corridor; Widen Broad River: Based upon the limited information presented there is no correlation between these options since they will be providing relief to two (2) different parts of Columbia. In all you need to be able to select two (2) options for I-20 @ Broad River. Based upon personal experience both the Widening of Broad River Road and the Northern Expressway should be completed.	Alternatives Tool	11/17/2016
Cost, Biological Resources, Real Estate	13677	I oppose the I-20/I-26 East West Connector Directional Interchange Option. This option would effect more properties stream impacts and is the most costly option., I oppose the I-20/I-26 East West Connector Directional Interchange Option. This option would effect more properties stream impacts and is the most costly option., I oppose the I-20/I-26 East West Connector Directional Interchange Option. This option would effect more properties stream impacts and is the most costly option.	Web Comment Form	-
Cost, Cumulative Impacts	13950	It abandons significant assets which seem to be working well (in particular the flyover bridge but also the cloverleaf) and replaces them with lots of new (costly) structures that also require a lot of property impact. , I don't understand the benefit of the directional interchange" for I-20/126 corridor"	Alternatives Tool	-

Cost, Displacement Res/Comm, Alternatives, General Opposition	13914	I-20/126 East-West Connector; Directional Interchange: I am making this comment directly concerning the I-126/I-20 East-West Connector Directional Interchange (Exit 108) and generally about the entire Carolina Crossroads project. I am appalled that the SCDOT plans to spend several billion dollars on the Carolina Crossroads when statewide South Carolina has some of the worst roads I have ever travel upon. Those billions of dollars would be better spent repairing the road we already have instead of funneling money into a good ol' boy pork barrel project. , The displaced families and businesses will experience emotional physical and financial stress that the paltry compensation offered to them for their property will never cover. I know this first-hand and speak for my 81 year old mother who lives on McSwain Drive in Rivers Edge. This plan will force her to give up her home; cheat her out of money she and my late father earned and saved; and force her to find a new home that will be subpar to her current home because eminent domain rates are pennies on the dollar. There has to be a better option than disrupting this neighborhood. , Traffic is horrendous in the Columbia area but taking homes and businesses is not the way to handle this problem. Pour some of this proposed money into traffic enforcement. Patrol the area stop traffic law violators and give them harsh tickets instead of penalizing the bread and butter of the community by taking their homes. , You can mark me down as being vehemently opposed to this plan. The leaders" who came up with this plan deserve to rot in Hell if this inconsiderate mess moves forward and the citizens in beautiful Rivers Edge are forced out by the power hungry government. "	Alternatives Tool	11/18/2016
Cost, Displacement Res/Comm, Cumulative Impacts	13371	I-20/126 East-West Connector; Directional Interchange: The I20/126 East West connector 'directional change' option is cost prohibitive, would have a high impact on a residential community, would have a high impact on a residential community	Alternatives Tool	10/20/2016
Cost, Displacement Res/Comm, General Opposition	13298	I-20/126 East-West Connector; Bush River: The lowest cost and least amount of people hurt and displaced has to be the decision.", I-20/126 East-West Connector; Bush River: The lowest cost and least amount of people hurt and displaced has to be the decision.", If anyone at SCDOT or family lived in Quail Hollow then the most costly of that idea would not even be on the table	Alternatives Tool	10/19/2016
	13300	Interchange: The Directional Interchange option for the I-20/126 East-West Connector project appears to be the most costly, most impactful on homes, I am very much opposed to this option and will be happy to discuss it with anyone at any time.	Alternatives Tool	10/17/2016
	13320	Considering this route is the most expensive and also impacts the most properties I would hope that it would not be seriously considered, Considering this route is the most expensive and also impacts the most properties I would hope that it would not be seriously considered, I would hope that it would not be seriously considered	Alternatives Tool	10/18/2016
	14013	This is a horrible use of taxpayer funding. , Homes will be wiped out. Lives destroyed. This will damage the lives of many many retirees. Use of eminent domain is horrible. , As a taxpayer I am appalled that SCDOT would use tax revenues to upend the lives of the same residents that pay taxes. Roads throughout the state are crumbling and the money for this could be better spent repairing other roads in the state. SCDOT must take this whole plan off the table. South Carolinians deserve better from their government.	Alternatives Tool	-
Cost, Displacement Res/Comm, Wetlands	13228	Cost property impact and linear feet of stream impact will be more cost/benefit effective and certainly less egregious., Cost property impact and linear feet of stream impact will be more cost/benefit effective and certainly less egregious., Cost property impact and linear feet of stream impact will be more cost/benefit effective and certainly less egregious.	Alternatives Tool	10/19/2016
	13241	The directional interchange options seems to bethe most expensive, effecting the most properties (many HOMES, air amount of wetlands andstream impacts.	Alternatives Tool	10/20/2016
Cost, Displacement Res/Comm, Wetlands, General Opposition	13293	This alternative appears to be the most costly in both financial conditions and human impact, the expense and the citizen impacts of the loss of 236 properties is astronomical and insensitive. The stream and wetlands impacts should alone be a deterrent for approval, This alternative is completely unacceptable	Alternatives Tool	10/23/2016
Cost, Economics, Utilities, General Opposition	13135	Reviewing the plan I don't see how this is a feasible plan. The cost of buying the property 200 + houses which range in price from \$350 to over a 1000000destroying the tax base of the county and the Lexington School Dist #2., Reviewing the plan I don't see how this is a feasible plan. The cost of buying the property 200 + houses which range in price from \$350 to over a 1000000destroying the tax base of the county and the Lexington School Dist #2., Along with having to pay SCEG to move a large new substation(what were you thinking)., As you can tell I am very opposed to this option for the redirecting of malfunction junction.	Email	10/21/2016
Cost, General Opposition	13296	It's the most expensive undertaking of all of the proposals and with likely more costs to be disclosed as the project would be fine tuned. , NOT IN FAVOR!	Alternatives Tool	10/20/2016
Cost, Harbison State Forest, Parks/Recreation	13673	Both these alternatives are costly unnecessary., They will cause irreversible damage to the Harbison State Forrest and introduce a dangerous security risks to areas on both side of the Broad River due to the immediate proximity of the correctional institutions situated on Broad River Road. Small family farms woodlands and recreation areas on the rural east side of thierver will be tremendously harmed by the new roadway., They will cause irreversible damage to the Harbison State Forrest and introduce a dangerous security risks to areas on both side of the Broad River due to the immediate proximity of the correctional institutions situated on Broad River Road. Small family farms woodlands and recreation areas on the rural east side of thierver will be tremendously harmed by the new roadway.	Web Comment Form	-
Cost, Real Estate	14098	Poor Choice - Highest cost, Poor Choice - Highest impact to homes.	Alternatives Tool	11/3/2016
Cost, Traffic/Safety	14035	In reviewing this option it is apparent that this selection is the most costly the most disruptive the most likely to get many lawsuits and is not the best choice given some of the other options., In reviewing this option it is apparent that this selection is the most costly the most disruptive the most likely to get many lawsuits and is not the best choice given some of the other options.	Alternatives Tool	-
Cost, Water Resources, General Opposition, Cumulative Impacts	13429	As you note it would be the most expensive alternative, more stream than the other less expensive alternatives., Please register my strong objection to Alternative number 3., This alternative would destroy one of the highest property tax paying community in LEXINGTON county	Alternatives Tool	10/24/2016
Cost, Wetlands	14089	This option is too expensive and disruptive., Also destroying wetlands is not environmentally proactive.	Alternatives Tool	10/28/2016
Cumulative Impacts	13405	I-20/126 East-West Connector; Directional Interchange: This would effect an entire neighborhood and a school that a bond was approved for. This is not a good idea	Alternatives Tool	10/18/2016

Cumulative Impacts, General Opposition	13376	Destroying this neighborhood would have severe and negative impacts on the West Columbia economy and the Lexington 2 school district., This is not a viable option.	Alternatives Tool	10/17/2016
Displacement Res/Comm	13163	How will the project affect the Quail Hollow Area behind Lexington Medical Center? My understanding is that one of the alternatives may involve displacing homes in the area	Email	10/20/2016
	13239	I am not in favor of any alternatives that take newroads/traffic through existing residential neighborhoods	Alternatives Tool	10/21/2016
	13349	better alternative to displacing over 200 family's would be to locate the new corrector on the proposed Direct Connect located east of the Saluda river	Alternatives Tool	-
	13509	think its a terrible idea to rip through aneighborhood and displace families homes	Web Comment Form	11/16/2016
	13847	I-20/126 East-West Connector; Directional Interchange: Please leave Quail Hollow alone. This choice will displace many homeowners and will negatively impact easy access to the hospital. You have other options that do not displace homeowners. You would have less lawsuits if you pick a different option that going through Quail Hollow.	Alternatives Tool	11/4/2016
	13858	However I am strongly opposed to the directional interchange option for the proposed east west connector. This would road would have a devastating impact on West Columbia Lexington District 2 (Brookland Cayce Highschool) and ruin some of the nicest neighborhoods in West Columbia (Quail Hollow The Gates Quail Ridge etc). This option also has the highest cost out of the three and will impact 236 properties.	Alternatives Tool	11/17/2016
	13930	I-26 @ US 378; EB Hospital Direct Connect: Please find a way to solve traffic problems without disrupting the Quail Hollow subdivision. Many of us are long standing residents who love our neighborhood. Many new homes have just been allowed to be built and are being enjoyed. the location is close to our jobs. We personally have remodeled to stay here in our retirement years. We live close to our jobs. Please do not take our homes	Alternatives Tool	10/25/2016
	13937	I-20/126 East-West Connector; Directional Interchange: I oppose this option due to the fact you are tearing up a beautiful neighborhood and and will dislocate many families who have lived there long term. Please do not use this option.	Alternatives Tool	11/15/2016
	13939	I-20/126 East-West Connector; Directional Interchange: How can you even consider this option. Please remember how many lives you will be disrupting as well as the nature that will be destroyed. Please don't destroy our beautiful homes we all worked so hard for.	Alternatives Tool	11/3/2016
	13973	To take away part of our neighborhood and greatly affect the rest of it with a connector would be devastating to all of us. I hope that this alternative will not be the one chosen. The effect on the people here as well as on the nearby areas the schools the businesses and the city of West Columbia.	Alternatives Tool	-
	14117	This alternative would destroy our neighborhood of over 40 years. Many of us have retired and are unable to move. Our neighborhoods support Lexington School District tax base. This is a terrible terrible choice. Many lives would be ruined forever.	Alternatives Tool	-
	14121	How can in the name of progress or correcting the ineptitude of the so called engineers that projected/designed (whenever that was) the existing system....propose a plan that disrupts the lives of a potential 236 families/homes?! There are families that have lived in this community/neighborhood for decades and not to mention that the state of SC would actually think that fair market value" would even come remotely close to the actual cost on a personal level? What about the emotional toil stress level hassle & disruption of life that this would cause? I have lived in two homes my adult life. Quail Hollow is my second home for going on 14 years. We have a beautiful scenic respite within the hustle bussle of metropolitan life. Leave us alone."	Alternatives Tool	11/3/2016
	14127	My family and I just moved into Quail Hollow 3 years ago. My father is a retired Marine who served in the Corps for 24 years. Prior to his retirement we moved every 3 years or less and lived in military housing. My sister and I became very adept at being the new kids at school having to make new friends and getting to see family only on rare occasions. My father's retirement meant we could finally choose a place to call home. My parents bought our first home and it is just 2 streets away from my grandparents who have lived in Quail Hollow for over 20 years. Your directional interchange will take my grandparent's home away from them forcing them to find another place to live and a huge wall and noisy interstate will be placed right outside our back door. The proposed option to run a highway connector through Quail Hollow will not only be devastating to the neighborhood which will no longer be a peaceful quite well established community but it will also ruin the feeling of finally being at home" my family has just been able to establish. Also I attend BC High School and they are already struggling financially to keep up with schools in other districts. Decimating our neighborhood for a highway will have damaging effects that far outreach Quail Hollow. I strongly vote that you not choose the directional interchange option #3. Surely you can pick an option that wouldn't directly negatively effect so many families in West Columbia."	Alternatives Tool	11/4/2016
	14135	Outside Corridor; Northern Arterial: I am a landowner on Slatestone Trail off of Montecello Road and I'm very concerned about the plans for the highway near our property. My wife and I have enjoyed our rural lifestyle there and feel along with all our neighbors that this highway will only have a negative impact for us. Please reject these plans.	Alternatives Tool	11/17/2016
	14141	I-20/126 East-West Connector; Directional Interchange: This is in reference to the I-20/126 East West Connector Directional Interchange. The majority of the people in our neighborhood are elderly (including us) and we have been here 22 years in the Quail Hollow Village Subdivision on the river and there is 33 homes. Now we don't know what the future holds for us and its very stressful! We are highly opposed to our alternate and we would appreciate a prompt answer telling us that we would not be affected. What are you planning on doing with all these elderly people you are considering uprooting? I can't express enough I have a heart condition and the level of stress you have put me under not knowing my future. I would appreciate a prompt answer and thank you very much.	Alternatives Tool	10/29/2016

Displacement Res/Comm, Alternatives	13229	This option involves 705 properties which should not be considered because there are too many properties involved and would be too much disruption and expense, Outside Corridor; Widen St Andrews: This option should not be considered because the cost is high and involves 705 properties which is too much expense and disruption.; I-20/126 East-West Connector; Direct Connector: This seems like a reasonable compromise because the cost is low and although it involved 34 properties it seems that it could relieve some of the traffic at malfunction junction.	Alternatives Tool	10/21/2016
	13240	This option would be a horrible decision for all the beautiful homesthat will be taken away from families, I-26 at US 378; EB RampExtension; this would be a good option. No homes destroyed and low cost; I-20/126 East-WestConnector; Direct Connector: good option.	Alternatives Tool	10/20/2016
Displacement Res/Comm, Alternatives, Specific Landowner Issue	12831	Please know that as a business owner at 3509 and 3517 Broad River Road I am passionately against widening the road. It will jeopardize not only my business but countless others by reducing parking access and property frontage. I strongly encourage that you adopt some other alternative. Angela Taylor(803) 414-7558, Please know that as a business owner at 3509 and 3517 Broad River Road I am passionately against widening the road., Please know that as a business owner at 3509 and 3517 Broad River Road I am passionately against widening the road. It will jeopardize not only my business but countless others by reducing parking access and property frontage. I strongly encourage that you adopt some other alternative.	Email	-
Displacement Res/Comm, Cost	13254	terrible idea for the community as a whole, I-20/126 East-West Connector; Directional Interchange: This would be an extreme amount of mo	Alternatives Tool	10/20/2016
	13342	I-20 @ Broad River; DDI Will impact too many properties , disastrous for Quail Hollow residencevalues	Alternatives Tool	10/22/2016
Displacement Res/Comm, Cost, General Opposition	13250	most property impacts but it would put an interstate in the middle of a thriving desirable established West Columbia neighborhood, most expensive option, I-20/126 East-West Connector; Directional Interchange: This has to be the LEAST attractive option	Alternatives Tool	10/18/2016
Displacement Res/Comm, Cost, Information Request	13145	Displacing almost 300 homes, most expensive route, Have someone call me please. I need to get in the loop and find out what's going on. Area code 803-791-3914	Hotline Voice Mail Transcript	-
Displacement Res/Comm, Cost, Wetlands, General Opposition	13310	It will divide a community and displace over 200families, not to mention costs, wetland impact., I am strongly opposed to the directionalinterchange alternative to the I-20/126 Connector.	Alternatives Tool	10/23/2016
Displacement Res/Comm, Displacement Res/Comm	13143	I looked at the other options on your website and am shockedthat you would consider taking out 220 beautiful homes when there are so many other lower cost options that would NOT take out homes., why would they go with the most expensive option and taking out 220 homes?	Email	10/20/2016
Displacement Res/Comm, Economics, Cumulative Impacts, Flooding/Floodplains, Alternatives, Public Involvement	12897	the I-26WB/I-126East West Connector. To my knowledge none of the property owners affected werenotified., I currently live in Quail Hollow which is situated on a naturally beautiful area of ourstate with river access and higher property values relative to averages throughout thearea thus contributing to a strong tax base to the county and state. Also the properties inthis area help influence positively the economy in West Columbia and environs. I personallythink the option you provided for an interstate to be constructed aboveSCE&G POWERLINES AND HOUSES in our neighborhood splitting it in half is both foolish inthe astronomical cost and also oblivious to the beauty of the area or the needs of thecommunity as a whole., As an architect I can appreciate the idea of exploring options butthis option should be immediately removed from all materials due to the sheer lack ofthought. I'm more than happy to sit in on meetings and help with community input as I dothis often through work - tackle challenging problems - but if you build an elevated highwaythrough an established neighborhood as was done in Charleston and follow in thosemissteps you will likely create a slum around the area of Lexington Medical Center., The option that places the new interchange on the opposite side of the Saluda river also haslittle thought for the beauty of this natural resource (not to mention safety as this area wasunderwater last year when Lake Murray dam had to drain massive amounts of water), The only feasible option for this proposed improvement would be the Bush River" optionwhich takes the highway over largely industrial property.", By the way you website is clunky and hard to navigate. Very colorful but not useful.	Email	10/12/2016
Displacement Res/Comm, General Opposition	12919	STRONGLY oppose the Carolina Crossroads Project that would completely destroy the Quail Hollow neighborhood!, I am100% opposed to this Carolina Crossroads Project for these and countless other reasons.Please do not take away homes from so many people.	Web Comment Form	10/20/2016
	13040	losing our home and many other homes in one of the best neighborhoods in Columbia., our family very much opposes even the thought of losing our home	Email	10/22/2016
	13221	This is a well established neighborhood of young families with smallschool age children to retirees and older citizens, My family strongly rejects the proposal for placing the new roadthrough Quail Hollow subdivision	Alternatives Tool	10/21/2016
	13237	There has to be an option affecting lessdeveloped property, at_BroadRiver; DivergingDiamond: This would be a disaster	Alternatives Tool	10/23/2016
	13249	This would destroy the entire neighborhood....t g email houses that aren'tdirectly impacted would lose value and the quality of living would change dramatically., I am opposed to this alternative that would gothrough Quail Hollow.	Alternatives Tool	10/19/2016
	13322	impacts 236 homes in a very nice neighborhood and divides a community, Interchange: The Directional Interchange for the I-20/126 East-West Connector is the worst possible solution	Alternatives Tool	10/20/2016
	13415	I-20/126 East-West Connector; Directional Interchange: does not make sense to take down 234 homes many of which are less than 10years old and of a value of 500k +., I-20/126 East-West Connector; Directional Interchange: does not make sense to take down 234 homes many of which are less than 10years old and of a value of 500k +.	Alternatives Tool	10/20/2016
	13438	How can you destroy over 200 residences andimpact many more, his is planning at its worst. Please reject this alternatenow.	Alternatives Tool	10/22/2016
	13441	destroying many homes, I amvigorously opposed to this option because of its effects on my home and that of my neighbors.	Alternatives Tool	10/21/2016
	13521	Please do not take our homes awayfrom us., Against the road going thru Quail Holler sudivison.	Web Comment Form	11/16/2016

	13804	just wanted to voice my vote against coming through the Quail Hollow Annex because it's just so many people are in this area that have their life money savings invested in these homes and it would just destroy them, just wanted to voice my vote against coming through the Quail Hollow Annex because it's just so many people are in this area that have their life money savings invested in these homes and it would just destroy them	Hotline Voice Mail Transcript	11/17/2016
	13986	This option would force many families out of their homes. , This is NOT an option that should even be considered.	Alternatives Tool	-
Displacement Res/Comm, General Support	13422	I-20 @ Broad River; DDI: I would hate to see the loss of family homes that this very costly alternative would require., would only support it as a last resort but feel very strongly that we need relief from the terrific traffic congestion along this corridor of I26.	Alternatives Tool	10/21/2016
	13952	Central Electric Power Cooperative Inc. (Central) is a business that just recently constructed a new headquarters several hundred yards away from the intersection of I-26 and St. Andrews road. Accordingly changes made to this interchange will have a direct and lasting impact upon our business and our employees. , Central believes that the Diverging Diamond Interchange Frontage Connect" is the best alternative for the I-26 exit at St. Andrews Road. For clarity and convenience a picture of this selection is attached. While Central strongly prefers the Diverging Diamond Interchange Frontage Connect" alternative Central is not opposed to any of the options and believes that any choice would be an improvement over the existing interchange. "	Letter	-
Displacement Res/Comm, General Support, General Support, General Support, General Support, General Support, General Support, General Support, General Support, General Support, General Support, Capacity, Harbison State Forest	13926	I-20 @ Broad River ;DDI: too many property impacts than the other alternatives; , I-20 @ Broad River; Roundabouts: If this has the highest capacity then I like this one the best.; - 20 @ Bush River; SPUI: I like this one the best because it has the least amount of property impacts., I-26 @ I-20; Semi-Directional Two Loops: I like this one because it has the least amount of property impacts.; I-26 @ Bush River; Semi Directional Flyover: I like this option because it has low cost AND it impacts the least amount of properties; , I-20/126 East-West Connector; Bush River: This is a bad option because it goes directly thru existing businesses and impacts more wetlands than other options., I-20/126 East-West Connector; Directional Interchange: Horrible option because it goes thru residential neighborhoods and impacts over 200 properties. Very bad., I-20/126 East-West Connector; Direct Connector: This is clearly the best option. Even though it impacts wetlands it could also be an opportunity to add walking/bike trails along the river running parallel to the new road., I-26 @ Piney Grove; Roundabouts: Roundabouts should either be used at ALL interchanges or none of them. I think people get confused when going thru a roundabout. So if you are going to implement them either use them everywhere and we will learn how to use them or don't use them at all., I-26 @ Piney Grove; Existing Improvements: I like this one the best low cost and low property impacts.; , I-26 @ Harbison; Split Diamond: It appears that you have to get off at Piney Grove and follow a frontage road in order to access Harbison. This is a terrible idea., I-26 @ Harbison; Tight Diamond: This option and the DDI appear to be the best because of low/med cost and least property impacts. Also seem to be the simplest designs for drivers to follow., I-26 @ Lake Murray; DDI: appears to be the cleanest and easiest option for drivers plus is lowest property impact., I-26 @ US 378; EB Hospital Direct Connect: This is an interesting idea that should be pursued if hospital traffic is in fact this high. This off-ramp is horrible at rush hour backs up into I-26 a lot., Outside Corridor; Northern Expressway: This is the most horrible idea ever because it appears to cut thru Harbison Forest which should be considered SACRED GROUND. This is a gem for quality of life and should not be impacted one ounce.; Outside Corridor; Northern Arterial: This is an equally horrible idea because it impacts Harbison Forest.	Alternatives Tool	11/18/2016
Displacement Res/Comm, Noise	13919	I-20/126 East-West Connector; Directional Interchange: The directional interchange alternative will split my neighbors in half (The Gate at Quail Hollow). I strongly oppose this alternative. , It will create a lot of noise that will affect my family my children's sleep and my community.	Alternatives Tool	11/15/2016
Displacement Res/Comm, Noise, General Opposition	13311	impacts the quality of life for the entire neighborhood north of 378 from I 26 to I 20., noise and congestion will be unbearable for a large number of long time land and homeowners., Expect a significant and vocal protest to this affront to people who invest in their communities for quality of life.	Alternatives Tool	10/20/2016
	13902	I-20/126 East-West Connector; Directional Interchange: While this option looks like it would alleviate a lot of congestion around the I-20/I-26 intersection it poses a significant impact to our home. We live in Quail Hollow near the river. all of these options represent a significant noise impact on our home and the last alternative routes I-126 through our neighborhood. Our home would be between I-126 and the river; would our home be bought/condemned for this project our would alternative access to our home be provided? , Would sound walls/barriers be part of this phase., In general these options adversely impact our neighborhood and I oppose them.	Alternatives Tool	10/25/2106

Displacement Res/Comm, Property Value, Displacement Res/Comm, Capacity	13961	The proposed highway through Quail Hollow will decimate our community. I understand many people will be forced to vacate and receive fair market value" for their property even though they may not wish to relocate.", I understand many people will be forced to vacate and receive fair market value" for their property even though they may not wish to relocate. In my case I will be left looking at the wall/highway and my property value will decrease significantly. ", It seems very unfair and unnecessary to destroy a long established neighborhood., Also it seems that this proposal will simply relocate the problem to the I20/378 interchange.	Alternatives Tool	-
Displacement Res/Comm, Real Estate	13223	Too many families' lives in Quail Hollow would be totally destroyed emotionally and financially with this plan. 100% against it, value of my home would greatly depreciate.	Alternatives Tool	10/22/2016
	13260	The homes that would not be destroyed would be worthless as the neighborhood (Quail Hollow) would be get in half., It will destroy a neighborhood of homes worth \$250000 to \$1000000.	Alternatives Tool	10/20/2016
Displacement Res/Comm, Real Estate, General Opposition	13288	First the highway would impact more than just 236 homes since it would be expected to impact this and neighboring subdivisions., new families who have moved into the neighborhood in the past 10 years have invested significant time and dollars to update and revitalize large homes properties and common areas further increasing the property values of this subdivision and others., Since construction of this alternative would result in a significant and negative impacts to West Columbia/Cayce/Springdale such as those enumerated above and more impacts realized by others please eliminate the directional interchange alternative from consideration.	Alternatives Tool	10/20/2016
	13369	This plan devastate the Quail Hollow neighborhood., Property values for the entire area would plunge, I-20/126 East-West Connector; Directional Interchange: This plan devastate the Quail Hollow neighborhood. Property values for the entire area would plunge and a quiet neighborhood in the near downtown suburbs would be lost	Alternatives Tool	10/20/2016
	13403	force us to relocate and lose a good portion of our financial investment., force us to relocate and lose a good portion of our financial investment., Please give serious consideration to alternatives that do not impact the quality of lives of so many Lexington County residents as this one obviously does.	Alternatives Tool	10/24/2016
Displacement Res/Comm, Real Estate, Information Request	13439	The option going through Quail Hollow is most disruptive with an impact on 236 properties while the direct connector impacts the fewest homes, It appears they will be very close to a major highway and lose property value., Will homeowners be compensated?	Alternatives Tool	10/20/2016
Displacement Res/Comm, Real Estate, Traffic/Safety	13339	This bypass plan will split Quail Hollow in half the integrity of the neighborhood will be lost, home values will decrease, It places the neighborhood children of which there are many at greater risk from the increased traffic	Alternatives Tool	10/20/2016
Displacement Res/Comm, Real Estate, Utilities, Cost	13233	The Directional Interchange option would not only destroy the hundreds of homes directly impacted but destroy the property values of the entire Quail Hollow community., The Directional Interchange option would not only destroy the hundreds of homes directly impacted but destroy the property values of the entire Quail Hollow community., This option also requires relocation of important electrical infrastructure in the newly constructed SCANA substation and transmission line right of way, This would cost many millions of dollars and negatively impact yet another section of property. I doubt these impacts are reflected in the cost or property impact estimates for this option.	Alternatives Tool	10/19/2016
Displacement Res/Comm, Safety, Real Estate, Economics, Displacement Res/Comm, Cost	13949	The directional interchange on the I20-126 East West Connector would in effect devastate three Mid to Upper mid income neighborhoods. All neighborhoods are well established and have low crime rates., All neighborhoods are well established and have low crime rates. , This plan would cause the property values to plummet and none of the areas would be attractive to future buyers. , This plan would cause the property values to plummet and none of the areas would be attractive to future buyers. , Several of these homes are owned by retirees or close to retiring and are part of their retirement plans. This plan would destroy three very nice areas and blight would likely set in., It is also the most expensive of the alternatives and probably not very fiscally wise.	Alternatives Tool	-
Displacement Res/Comm, Water Resources, Biological Resources	13969	The Directional Interchange option is most intrusive to the community, impacts the most linear feet of waterways. impacts a Scenic River, most environmentally destructive of the three options	Alternatives Tool	-
Displacement Res/Comm, Water Resources, Cost	13514	Option 3 entitled the Directional Interchange is the most disturbing because it effects 236 homes, homes has the highest stream impact, highest cost for the East West Connector	Web Comment Form	11/16/2016
Displacement Res/Comm, Water Resources, General Opposition	13863	I-20/126 East-West Connector; Directional Interchange: Who is on the idiot design team that thinks running an interstate thru the 4 best neighborhoods in Lexington District 2 is even an option?? , Keep it away from the wonderful Saluda River also. Why ruin such a valuable resource. , The best option is clearly not thru neighborhoods or along the river.	Alternatives Tool	11/12/2016
Displacement Res/Comm, Wetlands, Cost	13910	I-20/126 East-West Connector; Directional Interchange: I am very much OPPOSED to the DIRECTIONAL INTERCHANGE alternative as it will severely impact 236 homes in 6 subdivisions when the other two alternatives would affect undeveloped lands., I-20/126 East-West Connector; Directional Interchange: The wetlands impact between alternatives is negligible and projected costs to the other alternatives is lesser., I-20/126 East-West Connector; Directional Interchange: The wetlands impact between alternatives is negligible and projected costs to the other alternatives is lesser.	Alternatives Tool	11/3/2016
Displacement Res/Comm, Wetlands, General Opposition	13225	This would impact not only peoples homes, a wetlands eco-system located in the wetlands area inside Quail Hollow neighborhood, believe the Directional Interchange is an absolute mistake.	Alternatives Tool	10/21/2016
	13258	Connector; The SCDOT Directional Interchange proposed model for an I-20/126 connector will negatively impact over 200 families in private homes, negatively affecting ten acres of wetlands and over one mile of rivers and streams is an irresponsible proposal, I am emphatically opposed to the I-20/126 Directional Interchange model.	Alternatives Tool	10/20/2016
	13901	I-20/126 East-West Connector; Directional Interchange: I am very opposed to this plan! It makes absolutely no sense to destroy a long term community along with the tax base and revenue that it produces long term for the schools County and the State.	Alternatives Tool	11/3/2016

ECONOMICS	13995	I am strongly opposed to this alternative as it would markedly negatively affect both the value of my home as well as the enjoyment of my home. Having been adversely affected by the flood in 2015 my family simply cannot sustain another such significant financial and emotional blow.	Alternatives Tool	11/18/2016
Flooding/Floodplains	13197	Please construct large enough water run-off catchments. We don't need more flooding in Whitehall	Web Comment Form	11/5/2016
Flooding/Floodplains, Noise, Information Request	12960	We would appreciate a contact from the DOT hydrology dept. to discuss and review the water drainage situation as it now exists and how it may change with the project. Specificially we are interested in the stoops creek" drainage ditch that runs between homes on woodland hills east and business and apartments along the frontage road - Berry Hill Road", Noise levels along this same corridor (Berryhill road) are already out of control. It appears the new project regardless of which options are chosen will result in a marked increase in both noise and water runoff. We would support any legislation to control vehicle noise levels and emergency vehicle sirens., We would appreciate a contact form the DOT Hydrology dept. to discuss and review the water drainage situation as it now exists and how it may change with the project.	Comment Form	10/4/2016
Flooding/Floodplains, Wetlands	13195	Several other reasons I did not mention were most of the land west of Monticello Road is land that floods in wet times there is a creek that runs the the land below the railroad , Creek goes between the river and the railroad for some distance Belowthe railroad track the land is pretty wet when the creek overflows. When you cross the river you would be going through the prison and that side of the river is pretty developed.	Web Comment Form	11/3/2016
	12841	I am a resident of Quail Hollow Subdivision in West Columbia. I am 100% opposed to having our neighborhood uprooted by this project. We have been members of this community for over 30 years. We have raised our children and been involved in our church schools and civic organizations	Web Comment Form	10/19/2016
	12866	Please let it be of public record that I am 100% in disagreement with the proposal to alter the traffic pattern through or anywhere near Quail Hollow.	Web Comment Form	10/20/2016
	12867	Please do not route the Carolina Crossroads project through Quail Hollow.Routing the road through their neighborhood will be a travesty.	Web Comment Form	10/20/2016
	12870	PLEASE do not fix Malfunction Junction by destroying Quail Hollow subdivision.	Web Comment Form	10/20/2016
	12876	I would rather have malfunction junction stay as it is than destroy Quail Hollow	Web Comment Form	10/20/2016
	12878	I am opposed to the I-20/26 alternative that goes through Quail Hollow.	Web Comment Form	10/20/2016
	12884	So I ask respectfully that another alternative be sought that will not impact our homes and also satisfy the transportation needs of our community.	Web Comment Form	10/20/2016
	12892	Since there is an alternative neighborhoods should not be affected! Leave Quail Hollow and Westover Acres out of the new interchange! Save money while saving taxpayers' homes!	Web Comment Form	10/20/2016
	12899	I am vehemently opposed the Carolina Crossroads Quail Hollow Alternative. Another solution must be found	Web Comment Form	10/20/2016
	12903	I wish to voice my opposition to the Malfunction Junction alternative that would go through the subdivision known as Quail Hollow.	Web Comment Form	10/20/2016
	12908	I am opposed to the option that brings any portion of the redesign through the Quail Hollow neighborhood.	Web Comment Form	10/20/2016
	12909	Oppose the I20/126 east west directional loop going through Quail Hollow	Web Comment Form	10/20/2016
	12910	Please do not have the Carolina Crossroads go through Quail Hollow..	Web Comment Form	10/20/2016
	12911	Highly AGAINST going through Quail Hollow for this project.	Web Comment Form	10/20/2016
	12913	The (I-20/126 East-West Directional Interchange Connector.) is a terrible idea and I am whole heartedly against this	Web Comment Form	10/20/2016
	12917	Do not destroy our neighborhood. We do not want Carolina Crossroad project coming through Quail Hollow	Web Comment Form	10/20/2016
	12921	The I-20/126 East-West Connector option for the Directional Interchange is an extremely poor idea.	Web Comment Form	10/20/2016
	12922	I am strongly opposed to this plan! Planning a corridor that goes through the Quail Hollow neighborhood would be devastating for our community	Web Comment Form	10/20/2016
	12923	Please do NOT ruin Quail Hollow. I am 100% against the interstate running through this neighborhood	Web Comment Form	10/20/2016
	12924	I oppose the plan to build Carolina Corridor through Quail Hollow. In fact I think it's ridiculous that it's even been proposed	Web Comment Form	10/20/2016
	12927	I am extremely disappointed to hear you are considering putting a stretch of interstate through Quail Hollow Neighborhood. Why would you destroy these families properties when there are several other options available? Please do not ruin Quail Hollow the neighborhood I grew up in and my parents have retired to. Please reconsider this as your option in correcting the traffic problem in Columbia!	Web Comment Form	10/20/2016
	12928	We live on Holly Ridge Lane in Quail Hollow. We do not want to lose our home OR lose any property value due to an interstate going through the neighborhood. Please consider another area where so many people won't be effected. Thank you!	Web Comment Form	10/20/2016
	12929	Please do not use the Malfunction Junction alternative that would go through Quail Hollow.	Web Comment Form	10/20/2016
	12931	I am opposed to the Quail Hollow I-126 corridor.	Web Comment Form	10/21/2016
	12932	I am opposed to the Carolina Crossroads alternative that would go through Quail Hollow.	Web Comment Form	10/21/2016
	12933	I am not in favor of the I-20/126 East-West Connector directional interchange alternative that crosses through the Quail Hollow neighborhood in West Columbia. This would destroy one of the most sought out neighborhoods in the West Columbia area and destroy the quality of life for over 400 families.	Web Comment Form	10/21/2016
	12934	Opposed to the I-20/126 East-West Connector that impacts the Quail Hollow neighborhood	Web Comment Form	10/21/2016
	12935	I am adamantly opposed to the alternative for the I-20/126 East-West Connector that crosses through the Quail Hollow neighborhood.	Web Comment Form	10/21/2016
	12936	Oppose any plans to put a road through Quail Hollow.	Web Comment Form	10/21/2016
	12938	I am absolutely opposed to the option that would bring the road through the Quail Hollow neighborhood. As a long time resident I feel that you have many other options that are much more suitable than ruining a valuable area	Web Comment Form	10/21/2016
	12940	I am against the proposed plan to put a roadway through the middle of Quail Hollow in Aiken. This is the most expensive and destructive option. There is no valid reason to do this.	Web Comment Form	10/21/2016
	12941	I am of course absolutely opposed to the destruction of Quail Hollow.	Web Comment Form	10/21/2016

12942	I am very much opposed to the #3 proposal to fix malfunction Junction. This is noteconomical and it would affect too many single resident homeowners in the Quail Hollowsubdivision.	Web Comment Form	10/21/2016
12944	Surely you can come up with an alternatemethod to fix malfunction junction other than ruining another neighborhood!	Web Comment Form	10/21/2016
12946	There are otherviable solutions that would not create another BAD situation.	Web Comment Form	10/21/2016
12947	am strongly against the alternative that would impact Quail Hollow and Westover Acres	Web Comment Form	10/21/2016
12948	I am strongly against the alternative that would impact Quail Hollow and Westover Acres.These are wonderfully established neighborhoods that are cornerstones of the community.	Web Comment Form	10/21/2016
12949	Please do not put the crossroads through quail hollow. This venture would destroy mychildhood home and require my parents to move. It would also destroy the neighborhood thatI love and the community pool that my family and children still use.	Web Comment Form	10/21/2016
12950	Please do not put the crossroads through quail hollow. This road would destroy myneighborhood and home. I have spent almost four decades in this house and it is paid for	Web Comment Form	10/21/2016
12952	am opposed to the road through Quail Hollow as it would destroy our neighborhood. We just learned of this and I am devastated.	Web Comment Form	10/21/2016
12962	Not in favor	Web Comment Form	10/21/2016
12964	I strongly oppose the proposed junction optionthat would run through the Quail Hollow neighborhood.	Web Comment Form	10/21/2016
12966	Putting a highway through the middle of the neighborhoodwould be a disaster for the entire community	Web Comment Form	10/21/2016
12967	Please do not destroy quail Hollow with this crazy plan for malfunction junction	Web Comment Form	10/21/2016
12968	Please do not destroy our neighborhood	Web Comment Form	10/21/2016
12970	This is a terrible idea. How about instead of ruining a well-established community you invest in repairing the roads that already exist.	Web Comment Form	10/21/2016
12971	This is a terrible idea. How about instead of ruining a well-established community youinvest in repairing the roads that already exist. Many are in desperate need of it.	Web Comment Form	10/22/2016
12972	We are strongly opposed to the destruction of quail Hollow by the SCDOT	Web Comment Form	10/22/2016
12973	I am opposed to the proposed change including the community of Quail Hollow in WestColumbia.	Web Comment Form	10/22/2016
12974	I am opposed to the proposed East-West connector to be built through Quail Hollow.	Web Comment Form	10/22/2016
12975	I oppose the Malfunction Junction alternative that would go through Quail Hollow.	Web Comment Form	10/22/2016
12980	Please don't run the interstate through Quail Hollow.	Web Comment Form	10/22/2016
12983	This proposal is a terrible idea. Quail Hollow is a beautiful neighborhood as it is andshould not be ruined by implementing this proposal.	Web Comment Form	10/22/2016
12984	Quail Hollow will not become another victim of the money pit of SCDOT and I and my family are strongly opposed to taking any roadways in around or near our quietneighborhood.	Web Comment Form	10/22/2016
12986	Quail Hollow will not become another victim of the money pit of SCDOT and I and my family are strongly opposed to taking any roadways in around or near our quiet neighborhood.	Web Comment Form	10/22/2016
12987	strongly oppose any roads going through the neighborhood of Quail Hollow and think such a proposal to the traffic problem is ridiculous.	Web Comment Form	10/22/2016
12988	desperately opposed to destroying our neighborhood.	Web Comment Form	10/22/2016
12989	Quail Hollow will not become another victim of the money pit of SCDOT and I and my family are strongly opposed to taking any roadways in around or near our quiet neighborhood.	Web Comment Form	10/22/2016
12990	Quail Hollow will not become another victim of the money pit of SCDOT and I and my family are strongly opposed to taking any roadways in around or near our quiet neighborhood.	Web Comment Form	10/22/2016
12991	Quail Hollow will not become another victim of the money pit of SCDOT and I and my family are strongly opposed to taking any roadways in around or near our quiet neighborhood.	Web Comment Form	10/22/2016
12992	I oppose the option for the connector I-20 to 126 east/west connector that runs through Quail Hollow. That is the worst proposal of all the options.	Web Comment Form	10/22/2016
12993	am greatly opposed to having the proposed I-20/126 East-West Directional Interchange Connector go through the back of the Quail Hollow community	Web Comment Form	10/23/2016
12994	am greatly opposed to having the proposed I-20/126 East-West Directional Interchange Connector go through the back of the Quail Hollow community	Web Comment Form	10/23/2016
12996	Do not rerouted traffic through the Quail Hollow neighborhood in West Columbia. It will be devastating to the community.	Web Comment Form	10/23/2016
12997	Shocking that SC DOT would even consider destroying an established residential neighborhood like Quail Hollow	Web Comment Form	10/23/2016
12998	I am opposed to the proposal that would destroy this vital area	Web Comment Form	10/23/2016
12999	The 126/1126 East West Connector is too costly affects too many and would destroy a tight knit community. Therefore I vehemently reject this option	Web Comment Form	10/23/2016
13001	This email is to express my adamant opposition to option 3 which would ruin the Quail Hollow neighborhood in which my family resides	Web Comment Form	10/23/2016
13004	Please reconsider the route that would affect Quail Hollow River's Edge & Westover Acres . There has to be a better option	Web Comment Form	10/24/2016
13005	Do not allow this Route destroy Quail Hollow River's Edge & Westover Acres	Web Comment Form	10/24/2016
13007	I live behind Lexington County Hospital and just learned about the proposed malfunction junction problem. Please know that I VEHEMENTLY OPPOSE THIS MOVE. THERE HAS TO BE AN ALTERNATIVE TO THIS!!	Web Comment Form	10/24/2016
13008	I very much OPPOSE the Carolina Crossroads Quail Hollow alternative. It is hard for me to believe that DOT would even consider destroying this neighborhood."	Web Comment Form	10/24/2016
13009	I absolutely oppose this proposed project to destroy Quail Hollow in order to build a road...abig ugly expensive road.	Web Comment Form	10/24/2016
13012	Please construct traffic relief without cutting through Quail Hollow.	Web Comment Form	10/25/2016
13013	I am vehemently opposed to your project destroying the Quail Hollow neighborhood.	Web Comment Form	10/25/2016
13016	Do NOT do this. Find another way to relieve the congestion of malfunction junction	Web Comment Form	10/25/2016
13017	Please please.....let our wonderful Quail Hollow sub division not be subject to this extreme solution for mal function junction". We love our community"	Web Comment Form	10/25/2016
13019	Your Directional Interchange proposal for 1126 and I20 is ludicrous	Web Comment Form	10/26/2016

13025	Shame on you all for even considering this project. This can't possibly be the best you can do. Quail Hollow is a wonderful beautifully kept neighborhood that is home to many. It's hard to believe that anyone would want to be so Cruel and callous as to uproot so many families	Email	-
13028	I oppose the Alternative proposed for I-20/126 East West Connector. The Directional Interchange that runs through Quail Hollow and Quail Ridge has the most negative impact of all the options.	Web Comment Form	10/26/2016
13030	would just like to state an opposition of a highway going through our subdivision.	Hotline Voice Mail Transcript	-
13031	I am strongly opposed to the I26/126 East West Connector that is proposed to go through Quail Hollow.	Email	10/19/2016
13032	This is a devastating 'final solution' to a community that will drastically downgrade the value of this subdivision and cause a deleterious situation for many families.	Email	10/20/2016
13038	I am strongly opposed to the alternative plans which would run through my neighborhood. Please consider alternative proposals that would avoid destroying the neighborhood.	Email	10/20/2016
13039	I strongly oppose the Carolina Crossroads" project through Quail Hollow."	Email	10/21/2016
13041	Please do not destroy our homes and our community	Email	10/21/2016
13045	This is to acknowledge our fervent opposition to a plan to bring the rerouting of Malfunction Junction in or near our subdivision	Email	-
13051	I want to go on record as being opposed to this interchange plan.	Email	10/21/2016
13052	Please choose another route and leave Quail Hollow untouched	Email	10/20/2016
13053	I want to register my vehement opposition to Alternative 3: Directional Interchange	Email	10/24/2016
13056	am writing to voice my opposition to the Quail Hollow alternative which would destroy the Quail Hollow neighborhood	Email	10/21/2016
13057	I oppose any "Carolina Crossroads" alternative that goes through Quail Hollow. Thank you for taking time out of your busy day for this important matter.	Email	10/21/2016
13058	I am a resident of the City of West Columbia and I am 100% against the alternatives SCDOT has proposed that would go through Quail Hollow.	Email	10/20/2016
13059	Please change your plans to destroy Quail Hollow	Email	10/22/2016
13062	Take this project Malfunction Junction in another direction. Thank you for listening to us.	Email	10/20/2016
13064	Please do not remove us from a life we could never regain by coming through Quail Hollow	Email	10/21/2016
13066	Putting a selection of a new interstate interchange through that neighborhood would be highly desirable and very intrusive. And I strongly oppose the proposal.	Hotline Voice Mail Transcript	-
13068	I am 100% against tearing neighborhoods up. Save Riversedge Quail Hollow The Gates at Quail Hollow and Quailridge. There is a better way to do this project.	Web Comment Form	10/27/2016
13077	As a home owner in Quail Hollow I am totally opposed to the Carolina Crossroads Project	Web Comment Form	10/28/2016
13083	As a resident of the Quail Hollow community and West Columbia family/business owner I 100% reject the current proposal	Email	10/22/2016
13085	I am writing to formally oppose the Quail Hollow alternative.	Web Comment Form	-
13087	We object to the proposal	Web Comment Form	11/1/2016
13088	We understand the need but we don't agree with tearing down the lives of people for this project	Web Comment Form	11/1/2016
13089	feel that this would be a terrible solution to the malfunction junction problem.	Email	10/22/2016
13094	I am totally opposed to the proposed malfunction junction alternative the Carolina crossroads corridor project going through Quail Hollow	Hotline Voice Mail Transcript	-
13095	Section 20 option 3 would destroy Quail Hollow do not let this option be an option	Email	10/20/2016
13096	we strongly oppose the Quail Hollow alternative for Malfunction Junction	Email	10/20/2016
13098	Oppose	Email	10/24/2016
13099	I highly disagree of this even being considered	Email	10/21/2016
13100	I am adamantly opposed	Email	10/20/2016
13101	was just calling to lodge my complaint and my opposition extreme opposition it to you all	Hotline Voice Mail Transcript	-
13103	I do not approve and never will. People who live there do not need highways running throughout their neighborhood	Email	10/20/2016
13109	As residents of River's Edge we strongly object to the I 20/126 east west directional interchange	Email	10/25/2016
13111	I am vehemently opposed to any route running through Rivers Edge & Quail Hollow	Email	10/26/2016
13112	That's why we chose here and we just really want you to try to do another solution besides cutting through an established neighborhood	Hotline Voice Mail Transcript	10/25/2016
13113	I want to plead that you find another way to solve traffic issues than to cut through Quail Hollow.	Email	10/25/2016
13114	we are NOT in agreement with any plan that displaces any of our neighborhood association members from their homes!	Email	-
13116	I would oppose this plan and would urge the SCDOT to seek another option.	Email	10/25/2016
13118	This email is to notify the SCDOT of our opposition against the eastwest connector directional interchange option	Email	10/28/2016
13119	This is to inform you DOT that my husband Harold Iseman and I Lucerne Iseman are vehemently opposed to Directional Interchange Alternative # 3	Email	10/28/2016
13120	There must be a better way to fix malfunction junction than ruining Quail Hollow. No.	Email	10/27/2016
13121	This email is to notify the SCDOT of our opposition against the eastwest connector directional interchange option	Email	10/28/2016
13122	The road CANNOT go thru River's Edge not my house & neighborhood	Email	10/26/2016
13128	We would like to express our opposition to the Directional Interchange Alternative #3 which would effect our neighborhood in Rivers Edge	Email	10/28/2016
13129	We understand the need to find a way to ease the traffic along "malfunction junction" but please do not penalize those who live in Rivers Edge and Quail Hollow by placing an interstate route through our neighborhoods	Email	10/21/2016
13136	I just want to make a comment that I am very opposed to the idea of you coming through Quail Hollow on Holly Ridge. I don't like that at all and I just want to leave that comment	Hotline Voice Mail Transcript	-
13138	whom it may concern: I live in Quail Hollow and am greatly opposed to this plan. If this I-20/126 East West connector passes it will devastate and destroy our neighborhood	Email	10/20/2016
13139	I am opposed to this project coming through Quail Hollow	Email	10/20/2016
13142	I'm living in the Quail Hollow and I'm at one of the homes that would affect. I'm very against this under no circumstances what I wanna see this happen	Hotline Voice Mail Transcript	-

13144	I strongly oppose the Carolina Crossroads" project through Quail Hollow"	Email	10/21/2016
13148	In regards to the Quail Hollow option for the Carolina Crossroads I think this is an absurd idea	Email	10/20/2016
13150	Theyre has to be a different approach this problem. Please consider different alternatives	Email	10/21/2016
13164		Email	10/20/2016
13165	I am greatly opposed to an alternate route going in/ around/through Quail Hollow in West Columbia.	Email	10/20/2016
13166	why is having a highway run through a subdivision even a consideration?	Email	10/20/2016
13176	I very much oppose the idea of creating an alternative connector through the Quail Hollow and Lexington medical Center area	Email	10/22/2016
13204	I am sending this message opposing the Carolina Crossroads" alternative that goes through Quail Hollow."	Web Comment Form	11/7/2016
13206	Please do not take the home that I have worked for the last 20 years to keep.	Alternatives Tool	10/20/2016
13211	I have lived in Quail Hollow for 30+ years and I am quite concerned about the impact this plan would have on my neighborhood. Please attempt to use another route to alleviate traffic concerns and not destroying a well-established neighborhood	Alternatives Tool	10/21/2016
13224	Surely there must be a better proposal rather than to destroy a well-developed residential area known for its educated law abiding tax paying residents; most of whom are of retirement age	Alternatives Tool	10/21/2016
13226	I-20 @ Broad River; DDI: Do not destroy our Quail Hollow neighborhood trying to fix malfunction junction. Find another way.	Alternatives Tool	10/21/2016
13227	Do not destroy my neighborhood. Restricting access to 378 op	Alternatives Tool	-
13247	20/126 East-West Connector; Direct Connector: I OPPOSE THIS PROJECT BECAUSE OF THE NEIGHBORHOOD AFFECT	Alternatives Tool	10/21/2016
13253	This option must be taken off the table now.	Alternatives Tool	10/21/2016
13255	I like living in a nice peaceful neighborhood and do not want a major interchange running through it.	Alternatives Tool	10/17/2016
13262	I am opposed as this will destroy the tax base for the schools system and disrupt 5 seasoned communities	Alternatives Tool	10/24/2016
13269	I-20/126 East-West Connector; Directional Interchange: Vehemently opposed!	Alternatives Tool	10/20/2016
13275	Placing an interstate in the middle of it would drive people away and ruin this neighborhood and its reputation. I feel very upset just looking at the depiction.	Alternatives Tool	10/18/2016
13278	I am a resident of Quail Hollow and strongly object to any plan that would alter or damage my neighborhood- it is a beautiful upscale neighborhood that strongly contributes to taxes and has been established for many years chosen by the residents for its location and beauty. I cannot believe you would consider damaging or altering it	Alternatives Tool	10/21/2016
13279	I am opposed to the Directional Connector for the 126-120 interchange that would go through Quail Hollow and other neighborhoods	Alternatives Tool	10/24/2016
13281	I am strongly against diverting thru the Quail Hollow neighborhood	Alternatives Tool	10/21/2016
13284	There is no way you can destroy this neighborhood	Alternatives Tool	10/20/2016
13294	I am against the eastwest connector through Quail Hollow along Holly Ridge Ln in West Columbia.	Alternatives Tool	10/23/2016
13297	I oppose the directional interchange thru a Quail Hollow", "General Opposition"	Alternatives Tool	-
13303	Running the East=West corridor thru our subdivision makes absolutely no sense. Please remove this option from consideration	Alternatives Tool	10/22/2016
13319	Quail Hollow. Our home is our retirement investment. The High Cost and Negative impact on Quail Hollow Residents makes that option not worth considering.	Alternatives Tool	10/20/2016
13321	Directional Interchange; I-20/126 East-West Connector; This plan will ruin one of the nicest neighborhoods in West Columbia. I am very opposed to this plan!	Alternatives Tool	10/21/2016
13323	I-20/126 East-West Connector; Directional Interchange: I would like to register my opposition to the re-proposed malfunction junction route that will come thru the Quail Hollow subdivision	Alternatives Tool	10/23/2016
13324	a resident of the Quail Hollow neighborhood I do not support option #3 for the I-26/I-20 connector. This plan would have a major impact on the quality of life for the 400 families that call Quail Hollow home.	Alternatives Tool	10/18/2016
13334	I-20/126 East-West Connector; Directional Interchange: No way! This will negatively impact the very well established Quail Hollow neighborhood . No No No	Alternatives Tool	10/18/2016
13338	Not sure how you can even consider going through or over a neighborhood. I live in this neighborhood and I'm completely against this option.	Alternatives Tool	10/20/2016
13345	Surely there must be a better solution than to ruin our unique neighborhood!!! We love where we live and have worked hard to live and enjoy our beautiful neighborhood	Alternatives Tool	10/21/2016
13352	Let the people affected now weigh-in Under no circumstance should alternative 3 survive any reasonable discussion	Alternatives Tool	10/19/2016
13362	This is an absolute farce and very sad to know that this project is just now coming to light despite it may have been in the works for years!	Alternatives Tool	10/19/2016
13363	I am opposed to the Directional Connector for the 126 and I 20 interchange. This is not a viable solution.	Alternatives Tool	10/24/2016
13364	First I have heard of this study and it's 10/17/16 and looks like one alternative goes through my front yard!	Alternatives Tool	10/18/2016
13366	I-20/126 East-West Connector; Direct Connector: Please do not ruin the beautiful Quail Hollow subdivision	Alternatives Tool	10/21/2016
13368	20/126 East-West Connector; Directional Interchange: Ridiculous choice. Destroying the best residential neighborhood with the highest tax base in this region within the county.	Alternatives Tool	10/19/2016
13370	I-20/126 East-West Connector; Directional Interchange: I can't even fathom why this is an option. Please remove from all future commenting as an option	Alternatives Tool	10/17/2016
13373	I26_at_us378; Eastbound_Ramp_Extension: I do not agree with putting the interstate through this neighborhood. There has to be another option	Alternatives Tool	10/20/2016
13385	I oppose the Northern Arterial and Northern Expressway options.	Web Comment Form	11/11/2016
13386	No to: Northern Arterial Northern Expressway	Web Comment Form	11/11/2016
13388	I-20/126 East-West Connector; Directional Interchange: I oppose east west connector through west hollow	Alternatives Tool	10/23/2016
13395	I-20/126 East-West Connector; Directional Interchange: I am opposed to this alternative.	Alternatives Tool	10/21/2016
13397	I-20/126 East-West Connector; Direct Connector: I am completely opposed to the destruction of Quail Hollow as in option 3	Alternatives Tool	10/17/2016

General Opposition

13404	I-20 @ Broad River; DDI: I strongly oppose the suggestion of running the interstate through the Quail Hollow neighborhood. This is a ridiculous option and the fact that it is even being proposed is extremely disappointing.	Alternatives Tool	10/20/2016
13414	Direct Connector: The I20/26 east /west connector directional interchange option is the most asinine thing that I have seen.	Alternatives Tool	10/20/2016
13416	This would adversely affect many long timeresidents. My family's home on Holly Ridge Lane was built in the '70s and we have been the onlyowners. I am opposed to this alternative	Alternatives Tool	10/21/2016
13418	Please do not destroy this area by choosing the option that goes directly through it.	Alternatives Tool	10/17/2016
13427	I-20/126 East-West Connector; Directional Interchange: I am opposed to the Directional Interchangethat would take it through Quail Hollow for the I-20/126 East-West Connector	Alternatives Tool	10/24/2016
13428	I-20/126 East-West Connector; Directional Interchange: I am completely opposed to option that goesthrough Quail Hollow. The neighborhood would be destroyed."	Alternatives Tool	10/19/2016
13433	"The Directional Interchange" is also the most expensive of the options and destroys the most properties and therefore should immediately be relegated to the garbage."	Alternatives Tool	10/19/2016
13443	Are you nuts? You want to split Quail Hollow I half? One of the only high end neighborhoods in West Columbia and you want to ruin it.	Alternatives Tool	10/17/2016
13444	I oppose the Northern Arterial and Northern Expressway options.	Web Comment Form	11/14/2016
13447	Please do not destroy our neighborhood I have lived here for thirty something yrs and many of our children have purchased homes to be close to family	Web Comment Form	11/14/2016
13462	I am in opposition of the design that cuts through West Columbia neighborhoods.	Web Comment Form	11/15/2016
13492	The East West Connector option #3 the Directional Interchange has the most negative impact of the options under consideration. I adamantly oppose the proposal.	Web Comment Form	11/16/2016
13493	I oppose the I-20/I-26 East West Connector Directional Interchange Option	Web Comment Form	11/16/2016
13495	This is to voice my opposition to the CarolinaCrossroads Corridor Project that would be routed through Quail Hollow.	Web Comment Form	11/16/2016
13496	This is to voice my opposition to the CarolinaCrossroads Corridor Project that would be routed through Quail Hollow.	Web Comment Form	11/16/2016
13504	I am very much against the East- West connector (Quail Hollow).	Web Comment Form	11/16/2016
13511	Do not Ruin Quail HollowThere has to be a less evasive route	Web Comment Form	11/16/2016
13515	The DI option does not make fiscal practical or ethical sense and as a member of thiscommunity I urge lawmakers to remove it from consideration.	Web Comment Form	11/16/2016
13517	I can only say that SCDOT would be bogged down in litigation for thecondensation actions that if it resolved to allow the project to proceed there would be nofunds left for construction. Just look at what it took to get the land to build the Gates at QuailHollow.	Web Comment Form	-
13518	Our comment is regarding the Carolina Crossroads proposal that will affect Quail HollowSubdivision as well as McSwain Drive. We oppose this proposal.	Web Comment Form	11/16/2016
13685	This is the dumbest idea that has come out of the dot maybe ever!	Web Comment Form	-
13694	This is the dumbest idea that has come out of the dot maybe ever! Status quo typical idea	Web Comment Form	-
13715	will be attending the meeting on November 10 but I am calling to oppose the option number three	Hotline Voice Mail Transcript	11/4/2016
13726	Please reconsider the development of an interstate through the QuailHollow subdivision.	Email	-
13729	To oppose the destruction of Quail Hollow Sub. My mom has owned two homes in QHS one I was born in and the second have spent most of my life here.	Email	11/16/2016
13736	We are shocked and disheartened that our DOT would believe it correct and ethical to destroy most of the homes in our and the surrounding neighborhoods simply to possibly shave off 10 - 20 minutes of drive time for others.	Email	11/3/2016
13744	We are highly against the highway coming through Quail Hollow subdivision	Email	11/18/2016
13754	opposing the proposed Northern alignment arterial expressway as an interchange option. I have left to my reasons for that and just wanted to actually go on email online and on phone to record my opposition to it	Hotline Voice Mail Transcript	11/10/2016
13755	Please see pdf for full comment. Unable to read majority.We hope you will remove this from the possible and logical options because of hte problems and very high expense that you would encounter""	Letter	-
13763	We are oppose to option three: Directional interchange at the I-26/ I-126/I-20 East West Connector that is proposed exit 8.	Hotline Voice Mail Transcript	11/1/2016
13778	Please reconsider other alternatives than through Quail Hollow. This route would bemore costly to construct and would involve disruption for to many people and toproperty in this area	Email	11/16/2016
13779	The only suitable alternative in this set of options is the DO NOTHING option. Please do notdestroy a long list of neighborhoods and an entire section of a scenic river to only apply abandaid to this problem.	Email	11/17/2016
13791	was calling to voice my protest against the CCR project	Hotline Voice Mail Transcript	11/10/2016
13808	I am opposed to the Carolina crossroads project. Once you replace the I-20 I/26 interchange thecrossroads project will not be needed.	Email	11/17/2016
13810	community! We want to see our community stay in tact andcontinue to serve in a positive manner not to be destroyed by a highway project.	Email	11/18/2016
13814	strongly object to the plan that will build a connector through the middle of the Quail Hollowsubdivision	Email	11/17/2016
13817	So I'm calling in strong opposition to Carolina Crossroad which is just totally destroyed this natural neighborhood. I think they're certainly other options that are much more feasible because if you're gonna do what but the map shows you're gonna do you're gonna destroy so many neighborhoods and so many family so I standing strong opposition to this project	Hotline Voice Mail Transcript	10/31/2016
13818	I-20/126 East-West Connector; Directional Interchange: Please don't do this one.	Alternatives Tool	-
13825	The needless destruction of such a neighborhood strikes me as unconscionable.	Alternatives Tool	-
13826	I have lived in Quail Hollow for 37 years & have recently spent more than \$125000 renovating my home. Please don't destroy what I have I have spent most of my adult life maintaining.	Alternatives Tool	-
13827	I'm very opposed to the proposed alternative that will bisect the wonderful Quail Hollow neighborhood.	Alternatives Tool	-
13828	I oppose option 3 Directional Interchange as The Alternative for East West Connector."	Alternatives Tool	-
13830	OPPOSE; I-20/126 East-West Connector; Direct Connector: OPPOSE; I-20/126 East-West Connector; Directional Interchange: OPPOSE	Alternatives Tool	-

13834	This is in reference to the I-20/I-26 East West Connector Directional Interchange. I am opposed to my alternate.	Alternatives Tool	-
13841	I-20/126 East-West Connector; Directional Interchange: I am against the directional interchange at 126/I 20	Alternatives Tool	10/26/2016
13846	I-20/126 East-West Connector; Direct Connector: oppose	Alternatives Tool	11/18/2016
13854	I-20/126 East-West Connector; Directional Interchange: I oppose the Directional Interchange option that cuts through the Quail Hollow neighborhood and severely impacts access to the Lex Med Center. It is a bad expensive idea.	Alternatives Tool	10/25/2016
13862	Outside Corridor; Widen St Andrews: Don't think this would be the best remedy for reducing congestion within the corridor	Alternatives Tool	11/16/2016
13866	I-20/126 East-West Connector; Directional Interchange: I oppose this alternative	Alternatives Tool	11/15/2016
13869	I-20/126 East-West Connector; Directional Interchange: Oppose	Alternatives Tool	11/18/2016
13871	I-20 @ Broad River; DDI: The alternative for the interchange thru Quail Hollow would be disastrous! There must be another alternative affecting less families and their homes of more than 40 years. Please have a heart and find another option.	Alternatives Tool	10/27/2016
13878	I-20 @ Broad River; DDI: I'm opposed to the option That goes through Quail Hollow	Alternatives Tool	11/18/2016
13882	I-20/126 East-West Connector; Direct Connector: I am very opposed to the option that effects Quail Hollow directly.; I-20/126 East-West Connector; Directional Interchange: I am in strong opposition to the option effecting Quail Hollow directly.	Alternatives Tool	11/8/2016
13890	I attended the meeting on 11/10/16. I learned more about the process of decision making for the Carolina Crossroads project however it did not change my opposition to the proposal that would devastate the Quail Hollow neighborhood. I continue to be strongly opposed to the east west connector that would come through Quail Hollow and destroy our established community.	Email	11/18/2016
13892	I-20/126 East-West Connector; Directional Interchange: ...It goes without saying that building an interstate highway through the [Quail Hollow] neighborhood would destroy this quiet place. Our household is definitely against the I-126 directional interchange.	Alternatives Tool	11/3/2016
13895	I-20/126 East-West Connector; Direct Connector: I strongly oppose this option involving Quail Hollow. This is a well established and well kept neighborhood.	Alternatives Tool	11/18/2016
13909	I-20/126 East-West Connector; Direct Connector: I oppose the I-20/126 Interchange.	Alternatives Tool	11/16/2016
13913	East-West Connector; Directional Interchange: We are opposed to the directional interchange.	Alternatives Tool	11/7/2016
13920	I-20/126 East-West Connector Direct Connector: I oppose the directional interchange for the 126-I 20 alternative.	Alternatives Tool	10/26/2016
13923	I-20/126 East-West Connector; Directional Interchange: I Oppose the Directional Connector for the 126-I20 Interchange that would go through Quail Hollow.	Alternatives Tool	11/2/2016
13927	I-20/126 East-West Connector; Direct Connector: I strongly appose option 3 splitting the Quail Hollow neighborhood.	Alternatives Tool	11/18/2016
13933	I-20/126 East-West Connector; Directional Interchange: I am adamantly opposed to the Directional Interchange alternative for the I-20/126 East West Corridor which will destroy the integrity of Quail Hollow community.	Alternatives Tool	11/14/2016
13940	I am a resident of Quail Hollow and as a resident I believe that that Quail Hollow is a unique neighborhood that has a lot to offer to its residents. I have seen a lot of family's moving back into the area that grew up here in Quail Hollow. I believe that if the project is taken into our neighborhood that it will bring down our property values displace residents that have been here along time and take away from our what makes our neighborhood such a special place. I am opposed to the idea and believe that it shouldn't be a consideration.	Alternatives Tool	-
13943	I-20/126 East-West Connector; Direct Connector: I object to this option as a resident of Quail Hollow Subdivision	Alternatives Tool	11/4/2016
13948	I-20/126 East-West Connector; Directional Interchange: I oppose the Directional Interchange option for the I-20/126 East West Connector	Alternatives Tool	11/17/2016
13951	DDI: please do not destroy our neighborhood	Alternatives Tool	-
13964	This option completely destroys one of the best communities in West Columbia.	Alternatives Tool	11/3/2016
13966	I am opposed to the Directional Interchange alternative for the I-20/126 East West Corridor. The effects on homeowners in adjacent and nearby neighborhoods would be devastating.	Alternatives Tool	-
13967	I am opposed to the Directional Interchange alternative for the I-20/126 East West Corridor.	Alternatives Tool	-
13975	Oppose	Alternatives Tool	-
13989	I object to this option as a resident of Quail Hollow subdivision.	Alternatives Tool	11/4/2016
13990	As a resident and homeowner in Quail Hollow Village I am adamantly opposed to the I-20/I-126 connector that would come through my neighborhood and ultimately would condemn home.	Alternatives Tool	11/6/2016
13996	I-20/126 East-West Connector; Directional Interchange: As a resident of Quail Hollow I am opposed to this route that would ruin our neighborhood. I'm surprised that this route was even considered; it's going to displace 200+ homes destroy a beautiful neighborhood be very expensive and not improve the traffic flow.	Alternatives Tool	-
14015	Direct Connector: I am opposed to this plan.	Alternatives Tool	-
14017	Directional Interchange: opposed	Alternatives Tool	-
14025	My name is Ernest L Smith. I live in the subdivision called Quail Hollow at 203 Holly Ridge Lane in West Columbia 29169. My phone number is my mobile number area code 803-603-8283. I built my house in 1989. It's a special house and that is all still that was one the first still houses built in the states or in the nation. I received news and three newspapers throughout the country. So it's quite a house with some something close to 7000 ft.2 of living space. I am not in and I did two years old. I'm not in the position that I would be wanting to make a move. I worked hard to get this place and the yards where I want them. It's kind of a show price. So definitely oppose the interstate running to where I live. I would appreciate this being considered that the proposals for other areas be considered. Thank you for your interest. Thank you sir.	N/A Not Specified or Other	-
14027	I26 @ Bush River; Offset Diamond: I Oppose the Directional Connector for the I26-I20 interchange that would go through Quail Hollow.	Alternatives Tool	-
14031	I-20/126 East-West Connector; Direct Connector: I oppose this option	Alternatives Tool	-

14034	I-20/126 East-West Connector; Directional Interchange: OPPOSE: The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda."	Alternatives Tool	-
14041	I-20/126 East-West Connector; Directional Interchange: I am opposed to the directional interchange for the 126/I20 intersection	Alternatives Tool	-
14044	I-20/126 East-West Connector; Directional Interchange: OPPOSE! Would go right over some of the best trout fishing and bird watching in South Carolina!	Alternatives Tool	-
14047	I-20/126 East-West Connector; Direct Connector: I am opposed to this plan. Concerns are impact to the Saluda river.	Alternatives Tool	-
14049	I OPPOSE the east west connector.	Alternatives Tool	10/30/2016
14051	I-20/126 East-West Connector; Directional Interchange: Oppose this route	Alternatives Tool	-
14055	We in the Quail Hollow community are adamantly opposed to this alternative as it would demolish our long-standing neighborhood!	Alternatives Tool	10/27/2016
14058	I-20/126 East-West Connector; Directional Interchange: This option is too expensive and disruptive. I oppose the directional interchange for the I-20 and 126 connector. It's my belief this will impact the Saluda River and the surrounding neighborhoods in the area. The Saluda is a FANTASTIC trout/striper fishery. This proposal adversely affects the tranquility that currently exist for the area.	Alternatives Tool	-
14060	I oppose the Directional Interchange option number 3 of the I 20/I 26 East West Connector that goes through Quail Hollow subdivision. 14046	Alternatives Tool	-
14063	I-20/126 East-West Connector; Directional Interchange: I am firmly opposed to your proposition to have a directional interchange destroy my neighborhood of Quail Hollow. If you choose this option you will force my grandparents out of their home. They have lived on Holly Ridge for over 20 years and have finally retired and are beginning to enjoy having being at home and now you will force them to move at a time when they should be able to relax. My family just moved in to Quail Hollow and your plan will not only take my grandparents away from me but will also put a noisy dirty highway outside my back yard. Your plan will destroy our peaceful quiet and beautiful neighborhood. It is a disgrace you would even consider uprooting so many families. This option should never have even been a consideration. Please don't ruin my neighborhood.	Alternatives Tool	-
14077	I am opposed to any alternative that goes through Quail Hollow	Alternatives Tool	10/25/2016
14078	As a resident of River's Edge neighborhood I am strongly opposed to this option for the connector.	Alternatives Tool	10/27/2016
14084	I oppose this plan that makes a road close to the Saluda River.	Alternatives Tool	11/18/2016
14087	This option will not work. It affects too many homes and people adversely.	Alternatives Tool	11/3/2016
14095	OPPOSED to this option.	Alternatives Tool	10/26/2016
14097	strongly opposed	Alternatives Tool	11/16/2016
14099	OPPOSE	Alternatives Tool	11/18/2016
14101	The 20-26east connection that goes through Quail Hollow is a MISTAKE.	Alternatives Tool	11/2/2016
14102	I am against the directional interchange choice	Alternatives Tool	10/26/2016
14103	Oppose this option.	Alternatives Tool	11/1/2016
14106	I oppose the east/west directional interchange connector.	Alternatives Tool	11/6/2016
14108	I am opposed to 1-20/126 east west connector solution solution.	Alternatives Tool	11/13/2016
14110	I am totally opposed to option 3 directional interchange" for the I-20/I-26 east west connector. The thought of ruining a beautiful established neighborhood like Quail Hollow would be a terrible mistake. Please take this option off the drawing board."	Alternatives Tool	11/18/2016
14112	I and my family oppose the East-West Direct Connector. It will disrupt too many families and neighborhoods simply to possibly take away a few minutes of drive time for others---this is where we live and raise our children. These homes are our investments. Please reconsider another alternative that does not destroy the homes of so many families and voters.	Alternatives Tool	10/31/2016
14113	This project represents the biggest power grab of homes in the history of the state. It is embarrassing to know my state cannot figure out a better way to solve Wilbur Smith's disaster. There has to be a better way. The homes you plan to take are relatively new and are generally expensive. You can do better.	Alternatives Tool	11/18/2016
14114	Due to the number of homes and the decrease in property values this option will entail I am opposed to this choice.	Alternatives Tool	11/7/2016
14119	OPPOSE	Alternatives Tool	11/15/2016
14120	I oppose this option	Alternatives Tool	11/13/2016
14123	OPPOSE The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda."	Alternatives Tool	11/16/2016
14134	Outside Corridor; Northern Arterial: I vote no on this option.	Alternatives Tool	11/17/2016
14140	I-20/126 East-West Connector; Direct Connector: I oppose the Directional Interchange alternative for the I-20/126 East West Corridor because of its effects on homeowners and the nearby community.	Alternatives Tool	11/2/2016
14146	I oppose the I20 126 east west connector directional interchange	Alternatives Tool	10/26/2016
14148	I-20/126 East-West Connector; Directional Interchange: I own a home in the Quail Hollow neighborhood and I oppose the directional interchange option. Please note my and the entire neighborhood's opposition!	Alternatives Tool	11/1/2016
14149	I-20/126 East-West Connector; Directional Interchange: opposed14149	Alternatives Tool	10/27/2016

	14150	I-20/126 East-West Connector; Direct Connector: OPPOSE - The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda."	Alternatives Tool	11/15/2016
	14152	Oppose 126-120 directional interchange 14152	Alternatives Tool	10/26/2016
	14155	This is the worst possible choice	Alternatives Tool	11/9/2016
	14156	Oppose!	Alternatives Tool	11/15/2016
General Opposition, Alternatives	12875	Quail Hollow is not a good place to build this connector, I urge you to choose an alternate plan or leave drivers the easy connection available by highway 378. Highway 378 is already a connector and does not disrupt anyone.	Web Comment Form	10/20/2016
	12957	I think this project should have been done by 1990. The demographics have changed. Less young people will own a car. There will be fewer trucks because the railroads want to haul the containers, Please consider an 'outer beltway' from the airport area to the Harbison/Piney Grove Area	Comment Form	10/4/2016
	13231	This alternative is totally unacceptable! It would be devastating to many neighborhoods, I-20/126 East-West Connector; I like this one most because it doesn't affect residential so much and it is not too close to the river which is a very important attraction and resource.	Alternatives Tool	10/20/2016
	13283	This choice would wreck our beautiful quiet neighborhood. We have many kids here who play on these quiet streets and people always outexercising and walking, The only option I see is the Bush River one	Alternatives Tool	10/20/2016
	13341	It would be indefensible to destroy the character of the long-established thriving Quail Hollow community., I-20/126 East-West Connector; Direct Connector: The Direct Connector is the obvious alternative for the I-20/126 Connector. It is the lowest cost and impacts the fewest property owners/taxpayers/voters. It would also provide a scenic riverside entrance to the City	Alternatives Tool	10/23/2016
	13775	I've got not only you're going to decimate Quail Hollow which is idiotic but you're gonna create another screwed up situation over where you run into 20, I hope you can find something else that'll work. I would suggest this try enforcing the existing wall at malfunction junction. Speed limits ramp speed limits. If you do that I think you solve a lot of the problem.	Hotline Voice Mail Transcript	11/1/2016
	13885	I-20 @ Broad River; DDI: We are against this plan please go back closer Iron Malfunction Junction it makes sense to construct it close to irmo , I-20 @ Broad River; DDI: We are against this plan please go back closer Iron Malfunction Junction it makes sense to construct it close to irmo	Alternatives Tool	11/14/2016
General Opposition, Alternatives, Cost	13365	Directional interchange cuts Quail Hollow subdivision in half. Terrible & high cost option, I-26 @ US 378; EB Hospital Direct Connect: This would be better than nothing. I-26 @ Bush River; Offset Diamond, Terrible & high cost option.;	Alternatives Tool	10/18/2016
General Opposition, Alternatives, Displacement Res/Comm	12982	I am totally AGAINST the proposed Quail Hollow Directional interchange, It would be better to choose the plan that would revamp the interchange at 1-20 and 1-26 shut off the Bush River Road interchange totally and leave Quail Hollow intact. On I-26 you could also have an additional exit ramp only on to Leaphart Road to elevate afternoon congestion. The exit onto Hwy 378 would work fine if you got rid of the gas station keep traffic moving with a yield sign and extend a third lane to the end of the hospital., Your proposal would displace too many families some of which are elderly and do not need to be disturbed.	Web Comment Form	10/22/2016
	13956	, This will be destructive to the fishery.	Alternatives Tool	-
General Opposition, Biological Resources	14075	I am opposed to the directional interchange alternative for the 1-20/126 east/west corridor due to the high impact on an established neighborhood, I am opposed to the directional interchange alternative for the 1-20/126 east/west corridor due to the high impact on the many wildlife that live in this area including white tail deer foxes owls and hawks. 14075	Alternatives Tool	11/17/2016
	14107	I am opposed to all three alternatives for the I-20/126 East West Connector., The disturbance to wildlife the scenic river itself recreational restrictions. All three alternatives have a negative impact on a Scenic River that is a wildlife habitat.	Alternatives Tool	11/16/2016
General Opposition, Biological Resources, , Information Request	13375	I-20/126 East-West Connector; Directional Interchange: I STRONGLY oppose the 3rd option on the East/West Connector choice. Why would you purposefully divide an existing established neighborhood", Home to not only generations of people but generations of wildlife as well, It is utterly asinine that you would disrupt close to 250 families lives just for "convenience", "Displacement Res/Comm", I want to know who votes on these options. Who will ultimately make the final decision? And HOW is this even possible in the first place	Alternatives Tool	10/20/2016
General Opposition, Biological Resources, Biological Resources, Cost	14139	I wish to express our opposition to the Northern Arterial and Northern Expressway Interchange Options., I would also note that these proposed interchange options will also severely impact an adjoining 117 acre property held by Hendrick's Forest Holdings LLC that has over 2500 feet of river frontage across from Harbison State Forest on the Broad River. , The air noise and general pollution that would come with the proposed interchange would negatively impact both wildlife and visitors., the extremely high financial cost of this proposal to the tax payers of this state should not be overlooked	Letter	11/15/2016
General Opposition, Biological Resources, Cost	14143	I am opposed to the Directional Interchange alternative to the I-20/126 East West Connector., This proposed road would harm the Saluda River impede recreation on our scenic river eliminate wildlife and jeopardize the completion of the Three Rivers Greenway., It is the costliest and destroys the most number of homes.	Alternatives Tool	11/17/2016
General Opposition, Biological Resources, Cost, Community Facilities & Services, Water Resources, Alternatives	13802	I'm writing today to express my strong opposition to the Northern Arterial and Northern Expressway, The environmental impacts are very high, assume the cost of building the Arterial or Expressway would be enormous., Another huge consideration is the numerous properties that would be majorly affected that include but are not limited to Harbison state forest churches homes businesses and wooded areas., The Broad River is a beautiful scenic river that supply a major portion of the drinking water to the city of Columbia. I'd, would prefer to see DOT do major improvements/widening to the existing roads and interstates to help with the traffic flow.	Email	11/18/2016

General Opposition, Biological Resources, Displacement Res/Comm	13912	I-20/126 East-West Connector; Direct Connector: Highly opposed to this alternative. I am 80 years old lived in Quail Hollow 30 years and have extreme COPD. I cannot physically and emotionally be placed under this stress especially with the devaluation of my home. , Wildlife along the Saluda River should also be considered. Their environment and habitat would be destroyed. , This should not even be an alternative because of the number of homes and families that would be affected	Alternatives Tool	11/13/2016
General Opposition, Biological Resources, Displacement Res/Comm, Property Value	13954	Directional Interchange: My family owns property on the Saluda River and I am OPPOSED to the Directional Interchange which involves part of Quail Hollow and River's Edge subdivisions., This use of this valuable land is a disgrace to our community endangers wildlife and disrupts the lives of hundreds of families. , This use of this valuable land is a disgrace to our community endangers wildlife and disrupts the lives of hundreds of families. , This use of this valuable land is a disgrace to our community endangers wildlife and disrupts the lives of hundreds of families.	Alternatives Tool	-
General Opposition, Biological Resources, Harbison State Forest, Wetlands, Wetlands	13776	I am writing to advise that I 100% oppose the Northern Arterial/Northern Expressway option of the Outside Corridor project. I also 100% oppose the widening of Broad River Rd., Widening Broad River Rd affects 3 acres of wetlands and 2500 feet of streams. The St. Andrews Rdooption has no effect on streams and virtually no effect on wetlands.The Northern Arterial/Northern Expressway are terrible options that would destroy 30+ acres of wetlands and over 10000 feet of streams, Widening Broad River Rd affects 3 acres of wetlands and 2500 feet of streams. The St. Andrews Rdooption has no effect on streams and virtually no effect on wetlands.The Northern Arterial/Northern Expressway are terrible options that would destroy 30+ acres of wetlands and over 10000 feet of streams, Widening Broad River Rd affects 3 acres of wetlands and 2500 feet of streams. The St. Andrews Rdooption has no effect on streams and virtually no effect on wetlands.The Northern Arterial/Northern Expressway are terrible options that would destroy 30+ acres of wetlands and over 10000 feet of streams	Email	11/15/2016
General Opposition, Community Facilities & Services	13232	I am a homeowner in the Quail Hollow Subdivision and am very concerned about this even being considered as an option. This would ruin one of the oldest and really ONLY beautiful neighborhood's left in the BCHS school district, We are the only neighborhood that has a community pool etc and all of the local communities including Airport High and BC High use our facility for swim meets throughout the year.	Alternatives Tool	10/21/2016
	13529	Please do not hurt the Quail Hollow neighborhood by putting a major highway near or through it., That community is a vital part of the balance of the town of West Columbia and the Lexington 2 school district	Web Comment Form	11/17/2016
General Opposition, Community Facilities & Services, Water Resources, Cost	14131	I-20/126 East-West Connector; Directional Interchange: Oppose! 3 areas of concern., 1.The directional interchange has a significant impact on the community., 2.Of the 3 options has the most impact on the Saluda river which is consider a scenic waterway., 3.Cost is significant compared to the other options.	Alternatives Tool	11/16/2016
General Opposition, Cost	12885	Section 20 Option 3: Voicing a strong objection to this option, it is the most expensive of the 3 proposed	Web Comment Form	10/20/2016
	12963	I am strongly opposed to any proposal that would destroy any part of the very well established neighborhood and community Quail Hollow., Being the most expensive option it shouldn't even be considered an option	Web Comment Form	10/21/2016
	13003	I don't live on the route but am ADAMANTLY opposed to it because there are by far several other cheaper and better alternatives. AGAIN I OPPOSE!!!, there are by far several other cheaper and better alternatives	Web Comment Form	10/23/2016
	13046	the alternative for the highway through Quail Hollow is ludicrous. It is the most disruptive and the most expensive and should not even be on the table for consideration, the most expensive and should not even be on the table	Hotline Voice Mail Transcript	10/21/2016
	13218	outrageous. Here's my comment: My suggestions are: 1. Do nothing; save the money. I live a mile from this junction and have never been inconvenienced by it, Choose one of the options that cost less and cause less disruption	Alternatives Tool	10/18/2016
	13291	What a colossal mistake running this connector through the middle of Quail Hollow., MANY lives affected and COSTLY	Alternatives Tool	10/24/2016
	13434	This directional interchange is the most expensive and seems to impact the most neighborhoods. This seems extremely unnecessary, This directional interchange is the most expensive	Alternatives Tool	10/18/2016
	13435	This is a poorly conceived high cost solution that impacts a large number of residential properties., This is a poorly conceived high cost solution that impacts a large number of residential properties.	Alternatives Tool	10/19/2016
	13873	I-20/126 East-West Connector; Directional Interchange: "I'd like to voice my opposition to the Directional Interchange" option for the East-West Connector project.", It is not good stewardship of tax-payer dollars to tear up a beautiful community of homes and only to move malfunction junction from one location to another (already very congested) location.	Alternatives Tool	11/11/2016
	13877	I-20/126 East-West Connector; Direct Connector:...I am totally against this connector, Not only would this be very expensive. It would condemn our homes destroy one of our most beautiful natural areas and significantly harm our wildlife and river front. It would also negatively impact the school district.	Alternatives Tool	10/26/2016
	14086	am opposed to the Directional Interchange alternative proposed for the I-20/126 East West Corridor., It is too expensive and will hurt the City of West Columbia and Lexington #2 schools.	Alternatives Tool	11/15/2016
	14100	I oppose this alternative., Many of the homeowners in this affluent neighborhood will contest the DOT and I am afraid the litigation will add cost and delays to an already expensive project.	Alternatives Tool	11/3/2016
14157	I am opposed to the Directional Interchange alternative proposed for the I-20/126 East West Corridor., It is too expensive and will hurt the City of West Columbia and Lexington #2 schools.	Alternatives Tool	11/2/2016	
General Opposition, Cost, Biological Resources	13837	I am opposed to the directional interchange option, Cost - high, Environmental impact - high	Letter	-

General Opposition, Cost, Community Facilities & Services	13525	I am writing to submit my opposition to the I-20/I-26 East West Connector Directional Interchange Option both as an elected official and as a homeowner, First this appears to be the most expensive option and appears to be a waste of taxpayer dollars when other cheaper options are available., Second you would be taking over 200 of the most expensive homes in our district off our tax rolls which would have a devastating impact on our funding of schools in our district.	Web Comment Form	11/17/2016
	13693	am writing to address the options for the I-20/126 East-West Connector and voice my strong opposition to the "Directional Interchange" option which would extend I-126 from downtown Columbia through the Quail Hollow subdivision to I-20., The "Directional Interchange" option is not only unreasonable as it is the most expensive option as well as the most disruptive to the residents of Quail Hollow and surrounding communities it is not an innovative solution to the problem., Most importantly the "Directional Interchange" will destroy a school system and a strong community."	Web Comment Form	-
General Opposition, Cost, Community Facilities & Services, Economics, Alternatives	13942	I-20/126 East-West Connector; Directional Interchange: I am completely opposed to this option. . I-20/126 East-West Connector; Directional Interchange It is the most costly and involves the greatest number of homes that would also affect the tax base for schools of District Two as well as the homes of doctors who need to live within a few minutes of getting to the hospital. Pool serving the area would also be affected. , I-20/126 East-West Connector; Directional Interchange: I am completely opposed to this option. It is the most costly and involves the greatest number of homes that would also affect the tax base for schools of District Two as well as the homes of doctors who need to live within a few minutes of getting to the hospital. Pool serving the area would also be affected. , I-20/126 East-West Connector; Directional Interchange: I am completely opposed to this option. It is the most costly and involves the greatest number of homes that would also affect the tax base for schools of District Two as well as the homes of doctors who need to live within a few minutes of getting to the hospital. Pool serving the area would also be affected. , Truck traffic should be routed around Columbia before it even gets to this area where there is already local and hospital congestion. An alternative around the outside of Columbia going toward Chapin to connect further above on I-26 would seem to be better than this alternative. .	Alternatives Tool	-
General Opposition, Cost, Community Facilities & Services, General Support	13972	I am opposed to the Directional Interchange alternative proposed for the I-20/126 East West Corridor., It is too expensive and will hurt the City of West Columbia and Lexington #2 schools., It is too expensive and will hurt the City of West Columbia and Lexington #2 schools., The best alternative is the Bush River option.	Alternatives Tool	-
General Opposition, Cost, Cost	13522	I think the route going near Harbison State Forest and other natural green" areas needs to be off limits for this project", Also the costs seem very high for this proposal w, Roundabouts also have the added benefit of slowing speed down. Thank you for considering my comments.	Web Comment Form	11/16/2016
General Opposition, Cost, Cumulative Impacts	13398	I-20/126 East-West Connector; Directional Interchange: The I-20/126 East West Connector Directional Interchange is not a feasible alternative, The cost is prohibitive not only for construction but also in condemning the homes that would be lost to create the road., The tax base loss for Lexington School District #2 would be very large. Quail Hollow Rivers Edge The Gates at Quail Hollow Quail Hollow Village--all of those residents would not relocate in Lexington School District #2. They would move to #1 #5--and #2 would lose a great deal of funding. This benefit is not worth the cost.	Alternatives Tool	10/20/2016
General Opposition, Cost, Displacement Res/Comm	13389	I-20/126 East-West Connector; Directional Interchange: I-20/126 east west connector option 3 makes no sense, This option should be eliminated due to high cost, This option should be eliminated due to high cost and impact to taxpayers properties.	Alternatives Tool	10/17/2016
General Opposition, Cost, Displacement Res/Comm, Alternatives	13925	I am opposed to the Directional Interchange alternative for the I-20/126 East West Corridor., Unnecessarily expensive and disruptive to neighborhoods, Unnecessarily expensive and disruptive to neighborhoods, Better to construct bilevel overpass at Malfunction Junction.	Alternatives Tool	-
General Opposition, Cost, Displacement Res/Comm, Economics	13126	I am opposed to the Direct crossroads through Quail Hollow., here seems to be two other viable alternatives to this one that would be less costly, The taking of 230 plus homes and the placing of an interstate through such a development seems unnecessary with the other available options, This would also be very detrimental to the Lexington School District Two tax base for the homes taken and the loss in value to the ones left behind	Web Comment Form	11/2/2016
General Opposition, Cost, Displacement Res/Comm, Real Estate	13407	The path through Quail Hollow is not acceptable!!!, Bush River; I-20/126 East-West Connector; It only makes sense to choose the options that are less expensive, do not run through established neighborhoods affected hundreds of homes families and property values, do not run through established neighborhoods affected hundreds of homes families and property values	Alternatives Tool	10/20/2016
General Opposition, Cost, Displacement Res/Comm, Wetlands, Information Request	13090	oppose any "Carolina Crossroads" alternative that goes through Quail Hollow, It is one of the most expensive alternatives under consideration, What's worse this alternative would impact over 200 homes, nearly 10 acres of wetlands, I would appreciate a reply that this email has been received and logged for information	Email	10/21/2016
	13092	My family and I oppose any "Carolina Crossroads" alternative that goes through Quail Hollow., It is one of the most expensive alternatives under consideration, What's worse this alternative would impact over 200 homes, nearly 10 acres of wetlands, I would appreciate a reply that this email has been received and logged for information	Email	-
General Opposition, Cost, Displacement Res/Comm, Wetlands, Real Estate	13325	am writing to speak AGAINST the "Directional Interchange" option of the East-West Connector, 1) This option has the HIGHEST COST., 2) This option has the GREATEST IMPACT ON EXISTING HOMES. Homes represent families and tax dollars, 3) This option is NOT SIGNIFICANTLY BETTER for the wetlands than the other less invasive options, 4) As a resident of Quail Hollow for 25 years this option affects me personally by destroying my neighborhood the value of my property and my way of life.	Alternatives Tool	10/24/2016
General Opposition, Cost, General Opposition, Cost, Alternatives	14070	I am opposed to the Directional Interchange alternative proposed for the I-20/126 East West Corridor., It is too expensive and will hurt the City of West Columbia and Lexington #2 schools., I am opposed to the Directional Interchange alternative proposed for the I-20/126 East West Corridor., It is too expensive and will hurt the City of West Columbia and Lexington #2 schools., The best alternative is the Bush River option.	Alternatives Tool	11/1/2016

General Opposition, Cost, General Support	13889	I-20/126 East-West Connector; Directional Interchange: I am opposed to the Directional Interchange alternative proposed for the 1-20/126 East West Corridor. , I am opposed to the Directional Interchange alternative proposed for the 1-20/126 East West Corridor. It is too expensive and will hurt the City of West Columbia and Lexington #2 schools. , The best alternative is the Bush River option.	Alternatives Tool	11/1/2016
	14142	I-20/126 East-West Connector; Directional Interchange: I am opposed to the Directional Interchange alternative proposed for the 1-20/126 East West Corridor. , It is too expensive and will hurt the City of West Columbia and Lexington #2 schools. , The best alternative is the Bush River option.	Alternatives Tool	11/9/2016
General Opposition, Cost, Real Estate	13015	I am shocked at option 3 for Carolina Crossroads. , The Quail Hollow option is the most expensive, AND destroys the most private properties	Web Comment Form	10/25/2016
General Opposition, Cost, Traffic/Safety	13079	I oppose the I26/126 East-West Connector Option 3: Directional Interchange. Hwy 378 into and out of Lexington are constantly backed up from traffic, Don't select this option - it has the highest cost, only making 378 more heavily used and potentially deadlier	Web Comment Form	10/30/2016
General Opposition, Cost, Wetlands	12920	Please find an alternate solution for the I20-126 East-West Corridor Directional Interchange. , This interchange appears very costly, this solution looks to harm about 10 acres of wetlands and over 7000 linearfeet of stream line.	Web Comment Form	10/20/2016
General Opposition, Cost, Wetlands, Noise	13107	I'm opposed to option 3 for the proposed directional interchange for I-20/126 at exit 108, This option is the most expensive and has the highest stream impacts, This option is the most expensive and has the highest stream impacts, Whatever option is chosen noise walls must be considered	Web Comment Form	11/1/2016
General Opposition, Cumulative Impacts	13372	I-20/126 East-West Connector; Direct Connector: Option 3 for Exit 108 would be devastating to the residential communities of Quail Hollow The Ridge and the Gates at Quail Hollow. This is not a viable option; This road would have a huge negative impact on the Lexington County Tax base and Would impact the Lexington County School district 2 by eliminating its highest tax base of homeowners.	Alternatives Tool	10/19/2016
	13437	oppose the Directional Interchange alternative for the I20/126 Connector. , The proposed alternative cuts Quail Hollow in half and potentially make huge impact on the life of all the people live here, I think the first alternative direct connector probably is the best in the three. " , "Alternatives"	Alternatives Tool	10/24/2016
General Opposition, Cumulative Impacts, Biological Resources, Water Resources, T&E Species	13752	We are concerned that any proposed route through Quail Hollow and Riverâ€™s Edge will be disastrous for our communities and families. , Additionally it will severely harm the tax basis for our community schools by removing some of the cityâ€™s prime real estate from the property tax rolls. , The connector will be environmentally harsh. It will cross the Saluda River at a location in Riverâ€™s Edge where rambunctious otters play trout fishermenseek a quiet escape from a busy city and where kayakers and canoeists join families and friends for relaxing downriver trips. , The connector will be environmentally harsh. It will cross the Saluda River at a location in Riverâ€™s Edge where rambunctious otters play trout fishermenseek a quiet escape from a busy city and where kayakers and canoeists join families and friends for relaxing downriver trips. , The connector will be environmentally harsh. It will cross the Saluda River at a location in Riverâ€™s Edge where rambunctious otters play trout fishermenseek a quiet escape from a busy city and where kayakers and canoeists join families and friends for relaxing downriver trips.	Email	-
General Opposition, Cumulative Impacts, Cost	13406	Please dismiss this option as soon as possible. , would have a horrific long-term impact on Lexington Two school district by doing great damage to the tax base. , I-20/126 East-West Connector; Directional Interchange: In addition to being the most disruptive and expensive option	Alternatives Tool	10/21/2016
General Opposition, Cumulative Impacts, Cost, Water Resources, Construction, Traffic/Safety, Cumulative Impacts, Biological Resources, Water Resources, Traffic/Safety	14009	I STRONGLY OPPOSE the Directional Interchange option for the 1-20/126 East West Connector. , It is the most intrusive to the community most expensive and most destructive to the scenic Saluda River which according to the SC Scenic Rivers Act of 1989 should be protected. , It is the most intrusive to the community most expensive and most destructive to the scenic Saluda River which according to the SC Scenic Rivers Act of 1989 should be protected. , It is the most intrusive to the community most expensive and most destructive to the scenic Saluda River which according to the SC Scenic Rivers Act of 1989 should be protected. , I am a home and property owner who lives locally to the area that will be profoundly irrevocably affected by the construction traffic and pollution of this option. , I am a home and property owner who lives locally to the area that will be profoundly irrevocably affected by the construction traffic and pollution of this option. , I am a home and property owner who lives locally to the area that will be profoundly irrevocably affected by the construction traffic and pollution of this option. , I consider the current plan for the Directional Interchange option for the 1-20/126 East West Connector to be not only a tragedy but also a travesty for water and air quality natural resources/wildlife quality and the quality of life health and safety for all people especially those living locally to the area. , I consider the current plan for the Directional Interchange option for the 1-20/126 East West Connector to be not only a tragedy but also a travesty for water and air quality natural resources/wildlife quality and the quality of life health and safety for all people especially those living locally to the area. , I consider the current plan for the Directional Interchange option for the 1-20/126 East West Connector to be not only a tragedy but also a travesty for water and air quality natural resources/wildlife quality and the quality of life health and safety for all people especially those living locally to the area.	Alternatives Tool	-
General Opposition, Cumulative Impacts, Real Estate, Information Request	13440	wish to oppose Alternative 3 of the I-20/I-126 East/West Connector (Directional Interchange). , This would result in students being taken out of Lexington School District 2 thus lowering the student population and negatively affecting the school district's building plans for a new elementary school on Cougar Drive in West Columbia, homes that are not directly displaced would be negatively impacted as far as value. , Will the SCDOT fairly reimburse these people for the loss in value of their properties?	Alternatives Tool	10/21/2016
General Opposition, Cumulative Impacts, T&E Species	13740	I am shocked and disheartened that our DOT would believe it correct and ethical to destroy most of the homes in our and the surrounding neighborhoods simply to possibly shave off 10-20 minutes of drive time for others, Create a lower tax base: this will mean possibly higher taxes for the remaining West Columbia residents less money for schools and other infrastructure- \$100000000 could be the negative impact to West Columbia, River Otters live along the Saluda River and all otters are protected under the Endangered Species Act. This must be considered before moving forward with this project.	Email	10/31/2016

General Opposition, Displacement Res/Comm	12976	please reconsider a different option right now, our income this is one of the only apartments we can afford plus I work at lexington medical center my daughter goes today care there also if we have to move this would put a huge financial strain on us	Web Comment Form	10/22/2016
	13021	AM STRONGLY OPPOSED TO THIS PLAN OR ANY PLAN THAT WOULD AFFECT THE QUAIL HOLLOW AREA, this plan would cause large amounts people to vacate the Quail Hollow Communities.	Email	10/19/2016
	13024	moment to express my opposition to the Directional Interchange" option for the I-20/I-126 East West Connector", However the impact on property owners in Quail Hollow would not only be detrimental to those property owners but to the community that remains.	Email	-
	13029	So I would appreciate your consideration in not running the project through Quail Hollow and considering some other alternative, take over 230 some properties and this would be very disruptive and very expensive and there are other alternatives that seem much more reasonable that would accomplish the same thing	Hotline Voice Mail Transcript	-
	13043	I am highly against it., These are the neighborhoods young families look at when considering moving here! Please do not squander the opportunity for our new elementary school and district 2 upgrades to potentially draw in new families (or encourage folks to stay!) by gutting the few places left with attractive and desirable housing.	Email	10/22/2016
	13067	I wish to register my objection to the alternative to the Carolina Crossroads Project mentioned above., eminent domain would have to be invoked to remove many established homes. In addition it would adversely impact the way of life at the Presbyterian Communities	Email	10/21/2016
	13130	my extreme concerns about the potential that homes in the Rivers Edge and Quail Hollow neighborhoods could be destroyed! These neighborhoods are the forever" homes for most of the people who live", So PLEASE don't destroy any homes especially in Rivers Edge	Email	10/22/2016
	13137	The other thing is I just can't see I putting something such as this through the middle of a subdivision, well over 200 or approximately 230 people losing their homes	Hotline Voice Mail Transcript	-
	13209	We who live in the Quail Hollow neighborhood off of SC Highway 378 in West Columbia are strongly opposed to the proposal detailed in Section 20 Option 3 to use a portion of our neighborhood as an alternative route to I-26., the demolition of 200 homes in our neighborhood and would result in the destruction of a long standing well maintained and flourishing community.	Alternatives Tool	10/20/2016
	13257	Take this option off the table., Running the East=West corridor thru Quail Hollow will not only destroy that neighborhood but it will devastate other surrounding communities	Alternatives Tool	10/22/2016
	13290	I-20/126 East-West Connector; Directional Interchange: This route impacts too many homes and splits a wonderful neighborhood in half, This route impacts too many homes	Alternatives Tool	10/20/2016
	13354	As a resident of the Quail Hollow neighborhood I do not support option #3 for the I-26/I-20 connector., This plan would have a major impact on the quality of life for the 400 families that call Quail Hollow home	Alternatives Tool	10/18/2016
	13409	do not support the direct connection going through the Quail Hollow sub-division, There are too many families who would be impacted over two hundred houses.	Alternatives Tool	10/22/2016
	13412	I-20/126 East-West Connector; Directional Interchange: THIS OPTION WOULD DESTROY NEIGHBORHOODS AND THE LIVES OF MANY FAMILIES., THIS OPTION WOULD DESTROY NEIGHBORHOODS AND THE LIVES OF MANY FAMILIES.	Alternatives Tool	10/20/2016
	13519	I would like to register my OPPOSITION to the Directional Interchange #3. The Quail Hollow subdivision is a well established neighborhood for 50+ years., To run a highway in the middle of this neighborhood would destroy a community	Web Comment Form	11/16/2016
	13870	The Quail Hollow alternative to malfunction junction is a terrible idea., I-20/126 East-West Connector; Directional Interchange: To impact 200 homes just to do this is crazy... very much against this one.	Alternatives Tool	11/15/2016
	13872	I-20/126 East-West Connector; Directional Interchange: I am opposed to your plans for a directional interchange which will run through Quail Hollow neighborhood., Not only will you destroy property values you will decrease the tax base for District 2 Lexington. Also please keep in mind that you have placed all real estate transactions on hold" until a decision is made."	Alternatives Tool	11/14/2016
	13911	Attached is a resolution unanimously approved by the City of West Columbia Council expressing opposition to the Directional Interchange alternative for the 1-20/1-26 East-West Connector. The opposition is based on the severe impact that the Directional Interchange would have on the City of West Columbia specifically the neighborhoods with several hundred homes along the proposed route. (See full resolution attached as page 2 of the pdf), The Directional Interchange alternative would be a significant disruption to several well-established residential areas impacting hundreds of residents. Due to the impact that it would have on the community plus the findings of the project's evaluation criteria the City of West Columbia respectfully requests that the 1-20/1-26 East-West Connector alternative designated Directional Interchange be removed from consideration.	Letter	11/8/2016
	13945	I-20/126 East-West Connector; Directional Interchange: I oppose this plan., I have lived at 225 Holly Ridge Lane in Quail Hollow for over twenty five years and do not want to lose my home. There has to be another solution.	Alternatives Tool	-
	13994	I totally oppose Alternative 3 the Directional Interchange., I totally oppose Alternative 3 the Directional Interchange. It would effectively destroy my neighborhood River's Edge as well as severely impacting Quail Hollow and damaging Westover Acres. Indeed the entire town of West Columbia will suffer the effects of this intrusion as will the Lex. 2 school district.	Alternatives Tool	-
14132	I oppose this alternative project., This project would destroy my home and neighborhood. This is a long established neighborhood that would be cut in half by a major highway to accommodate those who live further out in the suburbs -- by choice -- in new neighborhoods and who have to commute. It is not fair and would not make a lick of sense economically or environmentally. I OPPOSE this alternative project.	Alternatives Tool	11/4/2016	
General Opposition, Displacement Res/Comm, Alternatives	13430	However a plan which goes thru the middle of my neighborhood should not be an option., Condemning 200 houses would be a ridiculous option for a problem 30 years in existence., You should consider using Lexington Medical Center's land to cut them to get onto 378.	Alternatives Tool	10/20/2016

General Opposition, Displacement Res/Comm, Biological Resources	14164	Opposition to the Directional Interchange alternative for the I-20/I-26 East-West Connector, Based on the severe impact...specifically the neighborhoods with several hundred homes along the proposed route., tree-lined neighborhoods.	Letter	-
General Opposition, Displacement Res/Comm, Biological Resources, Land Use	13984	I am OPPOSED to the I-20/126 East/West Connector Directional Interchange that involves 236 properties., This alternative will displace many residents who have lived in their home for decades., It will also take away the natural woodlands on the river which is home to wildlife., I have property along the river and I hope to build a home there in the near future.	Alternatives Tool	-
General Opposition, Displacement Res/Comm, Biological Resources, Wetlands, Water Resources, Cost, Community Facilities & Services, Real Estate	14165	I am expressing to you in writing what I have expressed to you verbally on several occasions and that is my total and absolute opposition to the I-20/I-26 East West Connector directional Interchange Option., proposal....the proposal appears to destroy at a minimum 200 homes in our neighborhoods,would have an environmental impact on our community....,as well as an impact on wetlands and the river,as well as an impact on wetlands and the river,the most expensive alternative being proposed which in itself should disqualify it.,impact would have an astronomically negative impact on Lexington School District 2 as well as on the businesses in our comunity.,tremendous loss of property values by all property owners in and around this proposed option.	Letter	-
General Opposition, Displacement Res/Comm, Community Facilities & Services, General Opposition	14130	I-20/126 East-West Connector; Directional interchange: My wife and I very strongly oppose the selection of this option as a solution for the Malfunction Junction mess., We live in Quail Ridge just off HWY 378 and have lived within slightly more than one mile of the HWY 378/I-26 interchange for more than 40 years having lived in Moore Mobile Manor Quail Hollowand now Quail Ridge since 1968 except for four years for military service and a first home off Leaphart Road in the vicinity. We have seen the Quail Hollow/Quail Ridge/Gates at Quail Hollow/Hulon Green/River's Edge communities develop and grow into significant anchor communities for West Columbia. It stands on the edge of even more growth and revitalization as new young families are looking for the same sense of community and family security that we and our families realized in the 70's - 90's. This option would decimate this vital area of residential communities. Did I hear correctly that some 230+ homes would be directly affected not to mention the uncompensated for indirect impacts to the remnants of the area? Did I hear correctly that some 230+ homes would be directly affected not to mention the uncompensated for indirect impacts to the remnants of the area? Lexington County would lose property tax base. Lexington School District 2 expansion and renovation plans and a significant tax supported bond issue were approved residents in the area that will be virtually obliterated by this option. The tax increases will not go away just the tax payers leaving fewer tax paying citizens to shoulder the load. This is a bad deal for current property owners with no apparent upside., Selecting this option because it would be less inconvenient for commuters and truckers falls far short of a proper balancing of public interests. i.e. irrevocable damage to a community against a couple of years of construction hassle. That can never be upheld as in the public interest." Property rights are Constitutionally protected. Avoiding temporary inconvenience for the traveling public is not."	Alternatives Tool	11/17/2016
General Opposition, Displacement Res/Comm, Cost	13000	I am vehemently opposed to the proposal of routing a highway through the neighborhood, Not only would this be devastating to almost 200 homes, would be fiscally irresponsible as this is one of the costliest options beconsidered.	Web Comment Form	10/23/2016
	13047	It is absolutely the worst option financially andlogically if you stop to consider the impact it has on the people of this city, Not only is this the most expensive option but it will ruin a long standing community inWest Columbia., Not only is this the most expensive option but it will ruin a long standing community inWest Columbia.	Web Comment Form	10/27/2016
	13377	Please consider this my opposition to the I-20/I-26 East-West Connector DirectionalInterchange proposal. My husband and I live in Quail Hollow Village and would be directlyimpacted by this proposal, The loss of our homes or the impact of an interstateinterchange in our backyard would be devastating, Given thehigh cost of this option both in terms of taxpayer funds and the displacement of so manyfamilies I urge you not to move forward this this option	Web Comment Form	11/10/2016
	13425	I-20/126 East-West Connector; Directional Interchange: Please avoid running an interstate through myneighborhood., The property impact of 236 homes in Quail Hollow doesn't seem to make sense, nor does the high cost of that option compared to the direct connector or Bush River options	Alternatives Tool	10/20/2016
	13918	I am vigorously opposed to the Directional Connector for the 126-I-20 Interchange. , It would destroy several communities of homes. The Directional Interchange for I20 126 because of the large number of residences affected would likely lead to well over 100 legal proceedings as homeowners challenge the valuation of our homes. , Have the costs of this litigation been taken into account in your data?	Alternatives Tool	-
	14133	I oppose this alternative., This project would ruin our community that has been here for over 25 years., It also would be the most expensive and have the most negative impact on the environment.	Alternatives Tool	11/4/2016
General Opposition, Displacement Res/Comm, Cost, Community Facilities & Services, Economics, General Opposition	13955	Bringing the connector through Quail Hollow sub division would be an awful idea., It would mess up the lives of 236 families and destroy one of West Columbia's nicest neighborhoods. It would personally hurt me to lose the home that I've lived in since I was 12. The connector will also have a negative impact on my livelihood. I do not drive and am fortunate to have two jobs both of which are just minutes from my home., I understand that progress is necessary but why choose the most expensive option the one that will be devastating to a beautiful community as well as one that will harm the tax basis of West Columbia's Schools., I understand that progress is necessary but why choose the most expensive option the one that will be devastating to a beautiful community as well as one that will harm the tax basis of West Columbia's Schools., Surely choosing a less destructive option perhaps one on the outskirts of Columbia would be a better decision. Over the long run a connector at Holly Ridge would just be a quick fix" that would ultimately cause more problems.There is already a tremendous amount of congestion at the 110 exit. Putting the connector near it will only compound the traffic problem .Choosing the Quail Hollow option is an absolutely terrible terrible idea! "	Alternatives Tool	-

General Opposition, Displacement Res/Comm, Cost, Displacement Res/Comm	14125	I am opposed to the project for several reasons., The first problem I have is that it will affect the most properties (236) which are long time residents, second it's the most expensive to create which makes no sense as to why one would choose that route, last it would destroy a wonderful neighborhood that is drawing the same kids that grew up here to move back and raise their own family here. I think that Quail Hollow is a unique area that has a lot of history with it's residents which is why my wife and I chose to move into the neighborhood she grew up in. Please consider another option With less impact to long time residents.	Alternatives Tool	11/10/2016
General Opposition, Displacement Res/Comm, Cost, Noise, Biological Resources	13746	The officials at the DOT need to find a solution which takes into consideration the many lives adversely affected by the plan to destroy Riverâ€™s Edge and Quail Hollow, Purchasing and bulldozing homes in the Riverâ€™s Edge and Quail Hollow communities will be both extremely costly and disruptive for so many families., Purchasing and bulldozing homes in the Riverâ€™s Edge and Quail Hollow communities will be both extremely costly and disruptive for so many families., A Riverâ€™s Edge picnic shelter will lose its ambience beside the Saluda River with the close proximity of a noisy newly constructed highway, We also believe the connector will be a poor choice environmentally	Email	11/18/2016
General Opposition, Displacement Res/Comm, Cost, Real Estate	13356	I-20/126 East-West Connector; Directional Interchange: No! No!! No!!!, Too many homes impacted, high cost, would significantly lower Lex Co tax base with loss of expensive homes in Quail Hollow community!	Alternatives Tool	10/20/2016
General Opposition, Displacement Res/Comm, Cost, Wetlands	12890	I urge the SCDOT to consider other alternatives to fix the Carolina Crossroads that are less costly and have less of an impact to families and wetlands., There are other alternatives that will not be as costly affect many families and their homes, This is the most expensive alternative, impact to families and wetlands	Web Comment Form	10/20/2016
General Opposition, Displacement Res/Comm, Cumulative Impacts	13734	We are shocked and disheartened that our DOT would believe it correct and ethical to destroy most of the homes in our and the surrounding neighborhoods simply to possibly shave off 10 - 20 minutes of drive time for others. , We are shocked and disheartened that our DOT would believe it correct and ethical to destroy most of the homes in our and the surrounding neighborhoods simply to possibly shave off 10 - 20 minutes of drive time for others. , Create a lower tax base: this will mean possibly higher taxes for the remaining West Columbia residents less money for schools and other infrastructure \$100000000 could be the negative impact to West Columbia	Letter	10/31/2016
General Opposition, Displacement Res/Comm, General Opposition, Wetlands, Water Resources	13932	East-West Connector; Directional Interchange: I do not agree with or support this option as it would greatly impact my home neighborhood and Lex 2 school district!, East-West Connector; Directional Interchange: I do not agree with or support this option as it would greatly impact my home neighborhood and Lex 2 school district!., East-West Connector; Direct Connector: I am against this option as it would greatly impact our wetlands and the Lower Saluda River. , East-West Connector; Direct Connector: I am against this option as it would greatly impact our wetlands and the Lower Saluda River. , East-West Connector; Direct Connector: I am against this option as it would greatly impact our wetlands and the Lower Saluda River.	Alternatives Tool	-
General Opposition, Displacement Res/Comm, Noise	13335	20/126 East-West Connector; Directional Interchange: I am totally against the directional plan, Touproot 236 home (with families) is a high cost to tax payers and devastating to the families involved., will also increase noise levels to the surrounding subdivisions	Alternatives Tool	10/24/2016
General Opposition, Displacement Res/Comm, Property Value, Displacement Res/Comm, Wetlands, Economics, General Opposition	13965	Directional Interchange: I am very opposed to the proposed I20/126 East-West Connector through the Quail Hollow and adjacent Quail Ridge in West Columbia! , These highly desirable well established family friendly communities are a great asset to West Columbia and Lexington County. Why in the world SCDOT and the powers that be would even consider splitting Quail Hollow in half resulting in destruction of homes and depreciation of property values is beyond me. , These highly desirable well established family friendly communities are a great asset to West Columbia and Lexington County. Why in the world SCDOT and the powers that be would even consider splitting Quail Hollow in half resulting in destruction of homes and depreciation of property values is beyond me. , SCDOT estimates that the cost of this route would be \$100 million impact 236 properties impact 9.97 acres of wetlands and 7057 linear feet. Certainly unfeasible and unacceptable! , SCDOT estimates that the cost of this route would be \$100 million impact 236 properties impact 9.97 acres of wetlands and 7057 linear feet. Certainly unfeasible and unacceptable! , I would think that the property taxes presently generated from Quail Hollow and the adjoining Quail Ridge are beneficial to Lexington County the City of West Columbia and the Lexington School District #2. , The elected officials on Lexington County Council the City of West Columbia and Lexington School District #2 should be on top of this matter and oppose this connector.	Alternatives Tool	-
General Opposition, Displacement Res/Comm, Real Estate	13431	Please do not do this., This would cause my childhood home to be destroyed, lower the property value of my current home	Alternatives Tool	10/18/2016
	13757	What you are proposing would destroy my home and itâ€™s environment, displacing families and driving property values into the toilet., displacing families and driving property values into the toilet.	Email	11/17/2016
	13963	A connector through the neighborhood would destroy it, Not only would homes be displaced but the value of the property for the remaining homes would be reduced drastically. , Not only would homes be displaced but the value of the property for the remaining homes would be reduced drastically.	Alternatives Tool	-
General Opposition, Displacement Res/Comm, Real Estate, Cost	13140	I am opposed to have the interstate run through Quail Hollow subdivision, force roughly 200 families to find different housing to live in, it would cause property values to decrease in this area, #3 proposal is not financially sound	Email	10/21/2016
General Opposition, Displacement Res/Comm, Real Estate, Cumulative Impacts	13374	I-20/126 East-West Connector; Directional Interchange: I feel that the directional interchange for the I20/126/126 is a horrible idea., It would devastate quail hollow and not only would it take many people's homes from them, it would devalue all the property around, This would have a huge negative impact on West Columbia	Alternatives Tool	10/23/2016
General Opposition, Displacement Res/Comm, Traffic/Safety	13305	I am a resident of Quail Hollow and am completely opposed to the Section 20 Option 3 proposal and am angry that you have not done more to make residents of this community aware of your plans., destroy the lives of others by stealing their homes forcing them to move and leaving the remainder of the neighborhood to founder and die as a highway zooms right outside our back doors, In fact option 3 would simply create another dangerous and overcrowded interchange	Alternatives Tool	10/19/2016

	13417	I-20/126 East-West Connector; Directional Interchange: I am writing to oppose the directional interchange that would go through Quail Hollow, Not only would it interrupt families living in this neighborhood, it would also potentially disrupt traffic on 378 which is another locally congested area.	Alternatives Tool	10/21/2016
General Opposition, Displacement Res/Comm, Water Resources, Community Facilities & Services, General Opposition	14145	I-20/126 East-West Connector; Directional Interchange: I am opposed to the I-20/126 east-west connector directional interchange option., Not only will it displace the largest number of homes at the greatest expense, it affects the largest area of the scenic Saluda river, It will rob the Lexington two district schools of thousands of tax payer dollars and be detrimental to the city of West Columbia., The least intrusive least expensive option should be first consideration. Once again I am in Opposition of the I20/126 East-West Connector directional interchange option.	Alternatives Tool	10/27/2016
General Opposition, Displacement Res/Comm, Wetlands	12995	Pleade chose the proposals that b would displace fewer families., proposed plan would destroy 200 families, would destroy 200 families and the Saluda River	Web Comment Form	10/23/2016
	13212	First I find it somewhat shady that no one in this area was notified and it took a homeowner to spread the word in our neighborhood. Obviously I am strongly opposed to this option, but 236 properties!!! And this is not just vacant land - these are homes in a well established neighborhood, it has the biggest impact on cost and wetlands	Alternatives Tool	10/19/2016
	13410	I-20/126 East-West Connector; Directional Interchange: The directional interchange option for the I-20/126 east-west connector is not an acceptable option, Over 200 properties would be impacted, almost 10 acres of wetlands	Alternatives Tool	10/21/2016
General Opposition, Displacement Res/Comm, Wetlands, Real Estate	13312	emphatically oppose this interchange option., This option destroys the most homes and wetlands., This option destroys the most homes and wetlands., This option would leave the remaining homes devalued by an interstate slicing our community in half.	Alternatives Tool	10/20/2016
General Opposition, Economics	13988	I oppose the current I-26-I20 proposed plans., My home is in the Quail Hollow Village. I also own properties in the Gates of Quail Hollow. This would be a financial disaster to me personally.	Alternatives Tool	-
General Opposition, Funding, Biological Resources	13992	I am adamantly opposed to building Carolina Connector through Quail Hollow., Also it's the most expensive plan and it would ruin the tax base for Lexington District 2 Schools., We frequently see deer foxes possums rabbits and squirrels in Quail Hollow. Please don't wreck this beautiful neighborhood!	Email	-
General Opposition, General Opposition	13401	I-20/126 East-West Connector; Direct Connector: I am strongly and angrily opposed to this east-west connector" being proposed", A major highway would destroy that. I'm disgusted that it's even being proposed. You can bet the residents of this neighborhood will be out in strong LOUD numbers opposing this at every turn. There has to be a better solution than to completely wreck West Cola's nicest neighborhood	Alternatives Tool	10/19/2016
	14151	I-20/126 East-West Connector; Directional Interchange: Oppose!, I-20/126 East-West Connector; Direct Connector: OPPOSED! 14151	Alternatives Tool	10/26/2016
General Opposition, General Support	13301	Now you want to disrupt the established neighborhood of Quail Hollow to fix it? No a thousand times NO!, The engineers who designed malfunction junction" deserve criminal charges against them. How many lives have been lost or changed forever by that disaster of highway planning?"	Alternatives Tool	10/20/2016
	13853	I-20/126 East-West Connector; Directional Interchange: I am opposed to the Directional Interchange alternative proposed for the I-20/126 East West Corridor. It is too expensive and will hurt the City of West Columbia and Lexington #2 schools., The best alternative is the Bush River option.	Alternatives Tool	-
	13856	I-26 @ I-20; Turbine: I am opposed to the Directional Interchange alternative proposed for the I-20/126 East West Corridor. It is too expensive and will hurt the City of West Columbia and Lexington #2 schools., The best alternative is the Bush River option.	Alternatives Tool	10/31/2016
	13906	I-20/126 East-West Connector; Directional Interchange: I oppose the I 20/1-26 East West Connector Directional Interchange Option, I-26 @ St Andrews; Flyover: I support the flyover; I-26 @ Lake Murray; Tight Diamond Interchange: I support the diamond interchange	Alternatives Tool	11/16/2016
	13936	I-26 @ Broad River; Diverging Diamond: I don't think this needs to happen., I-26 @ I-20; Turbine: Love this idea.	Alternatives Tool	11/3/2016
General Opposition, Harbison State Forest	13327	Please oppose the north expressway that would increase pollution at Harbison state forest , This is a horrible idea that will damage the forest and its recreation	Web Comment Form	11/10/2016
	13357	I oppose any option that would encroach upon Harbison State Forest. As I understand it specifically the Northern Connector/Arterial/Expressway option., I oppose any option that would encroach upon Harbison State Forest. As I understand it specifically the Northern Connector/Arterial/Expressway option.	Web Comment Form	11/10/2016
	13452	I oppose the Northern Arterial/Norther Expressway option of the Outside Corridor project, This will negatively impact an area that we love and use frequently. This is a green area and needs to stay that way. It needs to be protected not destroyed.	Web Comment Form	11/15/2016
	13695	I oppose the northern arterial and northern expressway options for fixing malfunction junction., It will negatively impact one of the midlands' greatest resources -- Harbison State Forest.	Web Comment Form	-
	13731	No to highway expansion!, No to highway expansion! Harbison is the largest green space in the Columbia area besides Sesquicentennial State Park and Harbison has more hiking and biking trails	Email	11/15/2016
General Opposition, Harbison State Forest, Traffic/Safety	13456	, This will negatively impact the natural green space and famed state forest of Harbison. Harbison State Forest is a multi use urban forest which is the pride of the Midlands., Care and consideration while operating a motor vehicle as well as education and enforcement of distracted drivers will prevent many of the accidents incidents errors and fatalities	Web Comment Form	11/15/2016
	13458	I oppose the Northern Arterial/Norther Expressway option of the Outside Corridor project., This will negatively impact the natural green space and famed state forest of Harbison. Harbison State Forest is a multi use urban forest which is the pride of the Midlands, Care and consideration while operating a motor vehicle as well as education and enforcement of distracted drivers will prevent many of the accidents incidents errors and fatalities	Web Comment Form	11/15/2016
General Opposition, Information Request	13063	I am very opposed to this move. There has to be an alternative to routing hundreds of families in these areas. SC dot needs to get their heads together and figure out an alternative to this, My name is Linda J Lee. My address 108 Quail Creek Drive West Columbia SC 29169. I would like someone to call me back about this"	Hotline Voice Mail Transcript	-

General Opposition, Land Use	13957	Directional Interchange: I'm opposed to this option, I think it would be devastating to the homes here. I think it would be much better suited to go to a commercial area as opposed to a residential area.	Alternatives Tool	-
General Opposition, Noise	13337	Am strongly opposed to any road going through quail hollow subdivision. Opposed to any additional lanes on 26, noise is terrible now since dot cleared trees near 26. Ne eds to be sound barrier installed like ones ne on 20.	Alternatives Tool	10/20/2016
General Opposition, Noise, Real Estate	13037	I'm totally against this I-26/126 corridor cutting me off in my neighborhood but also very much ruin the values of our property., So it does not look like anything plus the noise totally ruin our whole subdivision, ruin the values of our property	Hotline Voice Mail Transcript	-
	13141	Please select a solution that does not impact a neighborhood. This will drop home values as well as add significant noise to an otherwise quiet neighborhood, add significant noise, will drop home values	Email	10/21/2016
General Opposition, Noise, Water Resources	12882	THIS PLAN IS NOT THE RIGHT ONE., WE HAVE SOME INTERSTATE NOISE BUT THIS WOULD SURROUND US WITH NOISE AND RUIN PARTS OF THE SALUDA RIVER, RUIN PARTS OF THE SALUDA RIVER	Web Comment Form	10/20/2016
General Opposition, Property Value	13874	I-20/126 East-West Connector; Directional Interchange: I am opposed to the directional interchange for the I-20/126 East West Corridor due to the cost and personal effect (negative) that it will have on my neighborhood and property values, I am opposed to the directional interchange for the I-20/126 East West Corridor due to the cost and personal effect (negative) that it will have on my neighborhood and property values	Alternatives Tool	11/6/2016
	13953	East/West Connector Alt. 3 will cause a personal catastrophe for me!, Property with high elevation adjoining the Lower Saluda is so rare that I paid will above the going rate for these parcels. Your seizing of my land will prohibit me from recouping my investment in the development of it.	Alternatives Tool	-
	14032	I-20/126 East-West Connector; Directional interchange: Comments regarding the 126/126 East-West Corridor Directional Interchange. I am against this proposal. I have lived in Quail Hollow for almost 25 years. My property is not directly on the right-of-way. But it appears to be less than 2000 feet from the proposed roadway. The utility of this roadway will survive easily 5 future generations. In my opinion the true cost has been significantly underestimated. Were the proposal to be judged as the best (independent of cost) the Quail Hollow community should be condemned in its entirety to be used as wetlands., My first reaction is that the value of my property will be greatly diminished by this proposal. Its value comes from being in a quiet neighborhood. Noise pollution will be significant as will auto emissions. Were the roadway to be built it would need sound abatement barriers that are commonly seen on interstate highways running through residential neighborhoods. Second access to my property will no longer be easy. It is unclear from the map how the access to my property would change. Third the proposal is fundamentally unfair to all property owners in the Quail Hollow community because the proposal diminishes their property value by taking equity in those properties that are not immediately condemned by the right-of-way. The presence of the roadway condemns my equity.	Alternatives Tool	-
	14158	I totally oppose putting the directional interchange through Quail Hollow., It would ruin the community and our property values.	Alternatives Tool	11/2/2016
General Opposition, Property Value, Displacement Res/Comm, Noise, Cost, Displacement Res/Comm, Biological Resources, General Opposition	13958	Directional Interchange: I am opposed to this alternative. , Many families would lose their homes damaging personal finances and uprooting their lives. A greater number would not physically lose their property but its financial value would be diminished and their quality of life adversely affected. , Many families would lose their homes damaging personal finances and uprooting their lives. A greater number would not physically lose their property but its financial value would be diminished and their quality of life adversely affected. , (Noise abatement walls are an inadequate reply to the broad range of impacts on quality of life.) , Because of the foregoing it is clear the cost of this alternative would be high including addressing potential litigation from homeowners., This alternative rips a gash through long established neighborhoods destroying the sense of community which has developed over time., Finally this alternative would destroy significant natural areas primarily wooded which provide much needed wildlife habitats. , In summary there are other alternatives which do not have the same negative impact on individuals families and community are less costly and less destructive of natural areas and habitats. One of those alternatives should be selected but unequivocally not this one.	Alternatives Tool	-
General Opposition, Property Value, Property Value, Biological Resources	14111	I am writing to voice my concern and opposition to Directional Interchange Alternative #3. As a resident of the Riverâ€™s Edge neighborhood in West Columbia South Carolina I am shocked and disheartened that our DOT would believe it correct and ethical to destroy most of the homes in our and the surrounding neighborhoods simply to possibly shave off 10-20 minutes of drive time for others. These are our homes and our investments!, Create a lower tax base: this will mean possibly higher taxes for the remaining West Columbia residents less money for schools and other infrastructure., \$100000000 could be the negative impact to West Columbia, River Otters live along the Saluda River and all otters are protected under the Endangered Species Act. This must be considered before moving forward with this project. Please understand we know the traffic is an issue; we live next to I-26 and so we see and hear it every day. Yet punishing those of us who have chosen to live by the river and invest in this section of West Columbia is wrong. You also are further risking the environment of the river by choosing to build the Directional Interchange Alternative #3. As a life-long South Carolina resident a tax payer and a voter I ask you to choose another alternative and not go with the Directional Interchange Alternative #3.	Alternatives Tool	-
	12843	Your interchange option 17 which is regarding I-26 and US 378. Which is exit 110. I am opposed to most of the things that you were doing there, There are definitely other options I would like to be included in the mailings since no one in this neighborhood is been notified of this process and progress of what you're doing. So I appreciate someone getting back to me. Thank you.	Hotline Voice Mail Transcript	-
	13014	I am writing to object this interstate project through our Quail Hollow community, I am shocked that so many of the residents just found out about this which raises red flags and suspicion on an agency under so much public scrutiny anyway	Web Comment Form	10/25/2016
	13018	I am adamantly opposed to the direct Connector option that runs through Quail Hollow Subdivision, Please afford us the opportunity to hear explanations in a public forum.	Email	-

General Opposition, Public Involvement	13044	do not agree that malfunction junction should be going through Quail Hollow or the Lexington County Hospital because if you are not aware of it 378 is a nightmare to drive at anytime of the day and that is not gonna help the situation any at all, This is not a great idea and I can tell it was not a great idea because you didn't wanna let us know about here in West Columbia	Hotline Voice Mail Transcript	-
	13070	The notion of destroying the Quail Hollow neighborhood as an option is absurd and far too costly. There needs to be more thought and a better plan., I realize that there needs to be a solution but better communication and community input are a must	Web Comment Form	10/28/2016
	13147	I am adamantly opposed to the direct Connector option that runs through Quail Hollow Subdivision, Please afford us the opportunity to hear explanations in a public forum	Email	10/22/2016
	13299	I-20/126 East-West Connector; Directional Interchange: I am vehemently opposed to this option, Since I just learned of this situation yesterday I do feel that more project discussion is required before further decisions are made	Alternatives Tool	10/20/2016
General Opposition, Public Involvement, Mailing List Request	13097	The one that will completely destroy and eradicate my neighborhood by putting the highway right on top of us., I had no idea about this initiative at all. Now that I have been made aware I find that I missed an opportunity to come and voice my concerns about one of your options, So I most definitely would like to be put on your mailing list	Hotline Voice Mail Transcript	-
General Opposition, Real Estate	12842	am very opposed to the option of the I-20 I-26 connector passing through the QuailHollow neighborhood, It would have dire consequences for the properties in the area and forthe property values of other homes in one of the most established neighborhoods in West Columbia.	Web Comment Form	10/19/2016
	12916	Creating an interstate or bypass through Quail Hollow for the Carolina Crossroads project is not a good idea at all. I am totally against it!!!!, The cost of thisproject in addition to how many people will lose their homes is unheard of and not necessary	Web Comment Form	10/20/2016
	12977	I am vehemently opposed to this proposal, This will drive property values down	Web Comment Form	10/22/2016
	12978	I am vehemently opposed to this proposal, This will drive property values down	Web Comment Form	10/22/2016
	12979	I am vehemently opposed to this proposal, This will drive property values down	Web Comment Form	10/22/2016
	13034	This idea is a very poor one., this project would only serve to drive down propertyvalues and hurt our efforts at attracting residents and businesses	Email	10/20/2016
	13050	DO NOT put an over pass thru that neighborhood., That will greatly impact the Values of those homes	Email	10/20/2016
	13123	I am opposed to the connector going through the middle of Quail Hollowsubdivision in West Columbia., Seems to me property values would go down who wants a highway in their backyard.	Email	10/25/2016
	13131	I would like to voice my opposition to Alternative 3, Living conditions would be ruined and property values would plummet	Email	10/21/2016
	13243	I-20/126 East-West Connector; Directional Interchange: I strongly oppose the directional connector thatwould run through what is now Quail Hollow community, This proposal woulddestroy the beauty of this community and lower property values of the remaining homes.	Alternatives Tool	10/21/2016
	13256	am totally against putting this in the QuailHollow area. This is one of the nicest communities on West Columbia and the impact of this proposalwould be devastating to these neighborhoods and West Columbia as a whole, No one would want to live here. It would take a nice familyneighborhood and turn it into a vacant wasteland	Alternatives Tool	10/19/2016
	13261	I hope and pray that this is not a recommendation, Homes are often the major investments. If a corridor goesthru the neighborhood the property values would drop	Alternatives Tool	10/20/2016
	13263	am adamantly opposed to thisoption. This option is the only one which directly impacts a residential neighborhood and shouldabsolutely not be selected, In addition to forcing more than half the neighborhoodto sell those residents remaining would now live by a major highway and our property value wouldplummet.	Alternatives Tool	10/19/2016
	13306	I-20/126 East-West Connector; Direct Connector: This is a terrible alternative. , destroying homes and property values!	Alternatives Tool	10/18/2016
	13419	Asa home owner I would be willing to fight this in anyway I can to keep this neighborhood from becomingpart of a freeway., Not only would homes be displaced but the value of theproperty for the remaining homes would be reduced drastically	Alternatives Tool	10/25/2016
	13983	This one looks like a horrible idea., Huge property impact and just moves the problem to another spot.	Alternatives Tool	-
	14079	Selfishly speaking I DO NOT want this option to come to fruition!!!, I would hope that the high cost and number of homes impacted would stop this option from being considered.	Alternatives Tool	10/26/2016
	14088	The Northern Expressway and its exits would sit right on top of our property! PLEASE don't build the Outside Corridor there!, All of the property owners on Slatestone Trail are against this highway ruining our property values and our rural way of life.	Alternatives Tool	11/17/2016
	14090	As a resident and employee in Lexington county I strongly oppose the directional interchange that would occur through the Quail Hollow neighborhood., Considering the high impact of this proposal on the homes that would be removed concern also exists for the impact to the hundreds of remaining homes in the immediate area.	Alternatives Tool	11/18/2016
General Opposition, Real Estate, Biological Resources	13663	I am opposed to the Directional Interchange I-20/126 East-West Connector., The loss of the homes anddrop in property value of surrounding homes would have a negative effect on the schools inLexington District Two as well as West Columbia., The Saluda River a jewel ofColumbia will suffer from the construction.	Web Comment Form	-
General Opposition, Real Estate, Construction, Noise	13286	realize that improvements to Malfunction Junction are desperately needed but please eliminate this alternative from your plans., Living conditions would be ruined and property values would plummet., affected due to construction, highway noise	Alternatives Tool	10/21/2016
General Opposition, Real Estate, Cumulative Impacts	13408	I-20/126 East-West Connector; Directional Interchange: I am appalled that SCDOT would even consider putting a new east west connector for I20/I26 through Quail Hollow, Having a connector at Holly Ridge will not only ruin the peaceful lifestyles of the residentsit will destroy the value of their properties, Quail Hollow provides the tax basis for Lexington 2. Destroying Quail Hollow will decimate West Columbia's schools	Alternatives Tool	10/19/2016
General Opposition, Real Estate, Displacement	13081	I am strongly against the proposed changes to the malfunction junction interchange., it will negatively effect our community and will have a terrible impact on our home values., This action would affect over 230 homes in our community and cut this community in half	Web Comment Form	10/30/2016

General Opposition, Real Estate, Displacement Res/Comm	13246	I-20/126 East-West Connector; Direct Connector:Please do not disrupt the neighborhood of Quail Hollow., Please pick a path that avoids the lawsuits of buying houses and not giving the proper value and then displacing citizens to find other housing., Please pick a path that avoids the lawsuits of buying houses and not giving the proper value and then displacing citizens to find other housing.	Alternatives Tool	10/19/2016
General Opposition, Real Estate, Displacement Res/Comm, Cost	13149	This is truly a horrible idea., destroy the property values of the entire Quail Hollow community, Displacing these people and making that area a no-man'sland of interstate corridor would increase sprawl and congestion in other areas as the inhabitants would be forced to move further out., This would cost many millions of dollars and negatively impact yet another section of property when the right of way and substation are re-located.	Email	10/28/2016
General Opposition, Real Estate, Noise	13782	couldn't believe that the DOT would think destroying an established neighborhood to build an interchange., but the homes left in the neighborhood would lose value, would have to deal with the noise from the road	Email	11/17/2016
General Opposition, Real Estate, Noise, Biological Resources	13739	I20/126 East-West Connector - directional interchange.The options are extremely disruptive to the Quail Hollow neighborhood and surrounding neighborhoods, Housing values will decrease, noise will increase, wildlife habitats on Saluda will be destroyed	Email	11/11/2016
General Opposition, Real Estate, Noise, General Support	13082	This is to register my objections to the proposed construction of a connector through Quail Hollow subdivision in Lexington County, property values would plummet, substantial increase in noise generated by traffic, support your efforts in this regard just not this option	Email	10/21/2016
General Opposition, Real Estate, T&E Species	13238	Quail Hollow subdivision is adamantly opposed to the East West Connector option, This is an upscale neighborhood with home values above \$250K, areas full of wildlife	Alternatives Tool	10/20/2016
General Opposition, Real Estate, Wetlands	12937	This proposal is ludicrous. Destroying 236 homes? This will destroy not only the layout of the neighborhood but property values and a complete mess of work for who knows how long to come., Destroying 236 homes? This will destroy not only the layout of the neighborhood but property values and a complete mess of work for who knows how long to come., You cant destroy an entire neighborhood like that not to mention river and wildlife surroundings.	Web Comment Form	10/21/2016
General Opposition, Real Estate, Wetlands, Displacement Res/Comm	13134	Please do not allow this to move forward as it's not a viable option. We understand there is a true need for traffic mobility and there is a true issue with congestion limiting the options however this particular option has negatives that will outweigh the positives., negatively affecting property values, negatively impact our homes property values and wetlands, negatively impact our homes	Email	10/27/2016
General Opposition, Safety	12873	NO NO NO! I do not approve of the Carolina Crossroads Corridor Project! This would be devastating for those who live in or visit Quail Hollow., It will be very dangerous for the families that live there.	Web Comment Form	10/20/2016
	12912	I oppose this going through Quail Hollow.It would be devastating to the residents and bring down the value of their homes, It would be unsafe for children and compromise safety the neighborhood currently provides.	Web Comment Form	10/20/2016
	12915	I am completely opposed to any re-routing of traffic through Quail Hollow in W.Cola., It would be completely unsafe in my opinion.	Web Comment Form	10/20/2016
	12951	OPPOSED to any thoughts of putting more traffic onto Hwy 378. The safety of our citizens school children and hospital patrons would be put at an even higher risk than it has already become due to growth in Lexington Co, OPPOSED to any thoughts of putting more traffic onto Hwy 378. The safety of our citizens school children and hospital patrons would be put at an even higher risk than it has already become due to growth in Lexington Co	Web Comment Form	10/21/2016
General Opposition, Safety, Information Request	13033	We want to make sure that we stay intact we're a large supporter of the community., We have the schools nearby that our children attend and putting a super highway through our area would be at absolute destructive measure, I hope and that someone may return my call and I could ask questions. Thank you.	Hotline Voice Mail Transcript	-
General Opposition, T&E Species	13074	This is an outrage that it would be in consideration to not only move 236 families but where is the wildlife from the Saluda River to go., The others have been already put on a possible endangered list. please do not do this to our community	Web Comment Form	10/28/2016
General Opposition, Traffic/Safety	12881	Another solution needs to be considered as this proposal makes no sense, Having more traffic and a busier large road in the neighborhood will be a safety hazard for the people and especially young children.	Web Comment Form	10/20/2016
	12961	I write today to strongly oppose the I-20/126 East-West Directional Interchange Connector through Quail Hollow., The introduction of interstate traffic through the Quail Hollow neighborhood will increase car accidents in the neighborhood by the very nature of increasing the number of vehicles in transit.	Web Comment Form	10/21/2016
	13474	NO traffic is also going to increase in the space it's provided, NO traffic is also going to increase in the space it's provided	Web Comment Form	11/16/2016
	13682	I am very opposed to the Carolina Crossroads through Quail Hollow., It would seem that a more logical approach would be to reroute the I-20 traffic before the I-26 Charleston interchange perhaps around St. Andrews Road.This would lessen the traffic huddle at Malfunction Junction. Then by adding lanes to 126 and I-26 more vehicles could move through the chaotic area.	Web Comment Form	-
	14104	I am adamantly opposed to this alternative., It has by far the most negative impact on the many residents of several neighborhoods and doesn't seem to divert much traffic from malfunction junction.	Alternatives Tool	11/6/2016
General Opposition, Traffic/Safety, Alternatives	14076	I am opposed to the Directional Interchange running through Quail Hollow., Looking at all the alternatives I don't see any relief for Lexington traffic using 378 You will just be moving traffic faster to the stop light on 378 into Lexington., How about running a connector from I20/378 down Leaphart road to join I26.	Alternatives Tool	11/18/2016
	13133	I am sending this email to oppose the alternative that goes through Quail Hollow and Westover acres to I20., There is already too much traffic on Hwy 378 and this option is one of the most costly and impactful of any suggested alternatives, this option is one of the most costly	Email	10/24/2016

General Opposition, Traffic/Safety, Cost	14012	I am adamantly opposed to the proposed Carolina Crossroads project and am responding to the project from 2 perspectives: The first perspective is writing on behalf of my 81-year old mother who lives on McSwain Dr. in Rivers Edge. The impact of this project particularly in the I-20/126 East-West Connector and the I26 @ US 378 development would be devastating to her. At 81 she cannot afford the physical emotional and financial trauma that would occur if her home is destroyed and she would have to relocate. In addition to my mother my aunt and uncle also live in Rivers Edge and would lose their home. They have worked for 50 years to be able to enjoy retirement and they too should not be subjected to this trauma. Why should property owners like my mother and aunt/uncle have to sacrifice and uproot their lives to correct the incompetence of Wilbur Smith and other engineers? The second perspective is that of a person who travels through malfunction junction routinely. Traffic problems congestion and wrecks occur in every city large and small. In the big picture Columbia's problem is quite small. For example Columbia traffic pales when compared with Atlanta and Charlotte traffic. Virtually every time I travel in the malfunction junction area traffic problems exist because of wrecks. People need to slow the hell down and be ticketed if they do not. The law enforcement division with jurisdiction in the area probably could pay for itself and more with speeding tickets. In a state with such deplorable roads spending obnoxious sums of money on one "grand" project and ruining hundreds of family homes in the process is beyond ridiculous. The second perspective is that of a person who travels through malfunction junction routinely. Traffic problems congestion and wrecks occur in every city large and small. In the big picture Columbia's problem is quite small. For example Columbia traffic pales when compared with Atlanta and Charlotte traffic. Virtually every time I travel in the malfunction junction area traffic problems exist because of wrecks. People need to slow the hell down and be ticketed if they do not. The law enforcement division with jurisdiction in the area probably could pay for itself and more with speeding tickets. In a state with such deplorable roads spending obnoxious sums of money on one "grand" project and ruining hundreds of family homes in the process is beyond ridiculous. Please reconsider this project and modify it to minimize the destruction of family homes and the wasting of funds that are so desperately needed	Alternatives Tool	-
General Opposition, Utilities, ROW, Cost, Real Estate	13491	My family strongly opposes the option to put a highway through the Quail Hollow subdivision., Also with the transmission lines just being completed now the DOT sees this right of way as a feasible option? How much will it cost to reconfigure the transmission lines & keep this affluent area's property values from plummeting?, Also with the transmission lines just being completed now the DOT sees this right of way as a feasible option? How much will it cost to reconfigure the transmission lines & keep this affluent area's property values from plummeting?, Also with the transmission lines just being completed now the DOT sees this right of way as a feasible option? How much will it cost to reconfigure the transmission lines & keep this affluent area's property values from plummeting?	Web Comment Form	11/16/2016
General Opposition, Utilities, Wetlands, Displacement Res/Comm	13245	This idea should have never been on the table and should be removed immediately by SCDOT. This seems like an idea that is so bad that it is put out there to make other ideas look better., require SCE&G to relocate major power lines, impact a lot of natural vegetation areas, completely splitting the neighborhood in two	Alternatives Tool	10/20/2016
General Opposition, Water Resources	13865	I-20 @ Broad River; DDI: I OPPOSE any alternative that would impact our rivers! This includes but is not limited to the I-20/126 East-West Connector- direct connector Bush River directional interchange- and the Outside Corridor- Northern Expressway and Northern Arterial. Any alternative selected MUST avoid impacts to our rivers! My concerns with these impacting our rivers include water quality recreational use rare threatened and endangered species- these must be addressed!	Alternatives Tool	11/17/2016
	14138	I-20/126 East-West Connector; Directional Interchange: I am opposed to the Directional Interchange Option. It is not only the option most intrusive to the community impacting so many residents but also would affect the most linear feet of waterways. To cap it all off the Directional Interchange Option is the most expensive one. Considering all of this it seems the Directional Interchange Option should not even be up for consideration., While I am not a resident of the potentially affected community I do regularly use the Saluda River in that area. As a citizen I am deeply concerned that proposed construction of the Directional Interchange Option would adversely impact the Saluda. Moreover post-construction interchange operations would have a detrimental impact through highway noise vibrations fumes pollution runoff etc. seriously compromising the public's experience of the Saluda River. This is not just any waterway but one designated Scenic by law in 1989 to be protected to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values". The Directional Interchange Option appears heedless of this responsibility. 14138"	Alternatives Tool	11/16/2016
General Opposition, Water Resources, Biological Resources, Displacement Res/Comm, Water Resources, Aesthetics, Noise, Cumulative Impacts, Greenhouse Gas	13960	Directional Interchange: Oppose., This route further interferes with the Saluda River residences nearby and fishing and other recreational opportunities on this beautiful waterway., This route further interferes with the Saluda River residences nearby and fishing and other recreational opportunities on this beautiful waterway., This route is intrusive to the communities affected impacts too much waterway of the three options is environmentally destructive and impacts a scenic river which according to SC law (Scenic River Act) should be protected., This route is intrusive to the communities affected impacts too much waterway of the three options is environmentally destructive and impacts a scenic river which according to SC law (Scenic River Act) should be protected., The noise vibration fumes pollution and runoff will adversely affect this beautiful natural area so near our metropolitan area. The noise vibration fumes pollution and runoff will adversely affect this beautiful natural area so near our metropolitan area, The noise vibration fumes pollution and runoff will adversely affect this beautiful natural area so near our metropolitan area, The noise vibration fumes pollution and runoff will adversely affect this beautiful natural area so near our metropolitan area	Alternatives Tool	-

General Opposition, Water Resources, Displacement Res/Comm, Community Facilities & Services	13921	I oppose the Directional Interchange-reasons for this are the following-1) stream impact far larger2) erosion of local tax base that affects West Columbia and Lexington 2 school district 3) destroying too many private homes , I oppose the Directional Interchange-reasons for this are the following-1) stream impact far larger2) erosion of local tax base that affects West Columbia and Lexington 2 school district 3) destroying too many private homes , I oppose the Directional Interchange-reasons for this are the following-1) stream impact far larger 2) erosion of local tax base that affects West Columbia and Lexington 2 school district 3) destroying too many private homes	Alternatives Tool	-
General Opposition, Water Resources, Parks/Recreation	13928	OPPOSE, Saluda River is a treasure and should be protected. Far more valuable as a recreational asset and tourist draw than as highway interchange. , Saluda River is a treasure and should be protected. Far more valuable as a recreational asset and tourist draw than as highway interchange.	Alternatives Tool	-
General Opposition, Water Resources, Wetlands	13801	I strongly oppose the selection of the Directional Interchange" alternative.", It's is the most expensive of the three alternatives and impacts more linear feetof stream., The impact to wetlands is nearly the same for all three alternatives.	Email	11/17/2016
General Opposition, Wetlands	12939	After 10 happy years here in Quail Hollow the threat is horrifying. It is hard to believe thatsuch a project which would destroy lives property wetlands and streams can even becontemplated., wetlands and streams can even becontemplated.	Web Comment Form	10/21/2016
	12943	The plan to route I-126 through Qual Hollow is shocking, it would impact wildlife and vegetation that flourishes now along theriver but severing the ability to animals and plants to spread their territory on the south sideof the river. Please do not choose this plan!	Web Comment Form	10/21/2016
	13027	The Quail Hollow alternative to malfunctionjunction is a terrible idea., Not only that the wetlands you'll gothrough will kill thousands of Wildlife that are already in danger from humans	Email	10/22/2016
General Opposition, Wetlands, Displacement Res/Comm	12918	I am writing in opposition of the I-20/126 East West connector, negatively impacts many families and has a large effect onwetlands., negatively impacts many families	Web Comment Form	10/20/2016
	12965	The directional interchange option for the I-20/126 East West Connector should not beconsidered for this project, In addition to ruining more than a mile of streams, would displace over 230 homes	Web Comment Form	10/21/2016
General Opposition, Wetlands, Displacement Res/Comm, Cost	13049	I object to the option to build on Holly Ridge Lane in Quail Hollow neighborhood., with hardwoods and wildlife along the river, Woulduproot hundreds of families., would think this would be a very expensive option	Email	10/19/2016
General Opposition, Wetlands, Real Estate	13002	I am strongly opposed to a new east-west connector to go through Quail Hollow., This proposal would destroy our neighborhood & acres of wetlands., It would also devalue our homes & property.	Web Comment Form	10/23/2016
General Opposition, Wetlands, Water Resources	12872	I-20/126 East-West Connector; Directional Interchange: Are you crazy? This would cut right through my neighborhood not to mention a new bridge over the Saluda River? No way no how I 20/126 East-West Connector; Direct Connector: No no no. This would parallel the Saluda River a state scenic river not to mention impacting important wetlands., I-20/126 East-West Connector; Direct Connector: No no no. This would parallel the Saluda River a state scenic river not to mention impacting important wetlands., This would parallel the Saluda River a state scenic river	Alternatives Tool	-
General Support	12956	Courteous and helpful staff in understanding area where we live. Not being affected	Comment Form	10/4/2016
	12958	Great handouts and materials. Good presentation.Well organized public hearing.Will look at maps online for more details.	Comment Form	10/4/2016
	12985	Quail Hollow will not become another victim of the money pit of SCDOT and I and my family are strongly opposed to taking any roadways in around or near our quiet neighborhood.	Web Comment Form	10/22/2016
	13259	I-20/126 East-West Connector; Direct Connector: This is a great idea. Anything to reduce traffic through Malfunction junction. This way also needs to include any traffic from 26W to 20W	Alternatives Tool	10/18/2016
	13346	The faster these studies are completed the safer these roads will becomehandling high influx of traffic on daily basis.	Alternatives Tool	10/23/2016
	13524	We need this to improve traffic flow right? Something has to be done quickly. Do what isright for the city.	Web Comment Form	11/17/2016
	13813	It seems reasonable that an intermediate river crossing could be established to provide an alternate route for moderate traffic levels.	Email	-
	13833	I do not care what the DOT decides to do as long as it fixes the problems. I also do not care how much it cost.	Alternatives Tool	-
	13887	Outside Corridor; Northern Expressway: YES!!!! This is what we NEED!; Outside Corridor; Widen Broad River: Widening BRR and the Northern Expressway are GREAT options that should both be planned.;I-20/126 East-West Connector; Directional Interchange: I fully support this approach to keep traffic out of the I20/126 interchange.; Outside Corridor; Northern Arterial: My preference is the Northern Expressway but the Northern Arterial option is also acceptable to redirect traffic.	Alternatives Tool	11/3/2016
	13917	The direct connector is the best alternate for getting traffic from Columbia to Lexington.	Alternatives Tool	-
	14019	Vote for the Turbine	Alternatives Tool	-
	14046	It appears the direct connector for the East - West connection is the most viable lowest cost and few property impacts than the other two options.	Alternatives Tool	10/28/2016
	14081	I think the Bush River alternative for the 126-I-20 East West Corridor is the best solution for this issue. I support the Bush River alternative. 14081	Alternatives Tool	10/31/2016
	14082	I-20 @ Broad River; SPU: works great @ I-85 & Hwy 14 and I-26 @ Reidville Rd	Alternatives Tool	11/11/2016
	14116	This seems to make the most sense out of the 3 options if I want to use it in my lifetime. Outside Corridor; Northern Expressway; I really like the idea of the Northern Expressway. There is a lot of new development out there and it is the most forward thinking proposal out there.	Alternatives Tool	10/26/2016
14118	The roundabouts and the offset left will be the best options for I-20W at Broad River. NE option to expand I20W be good . Purchasing the property on the last roll in Emerald Valley to White and 20 will be a good idea or either putting a wall up so that it reduces the noise and theanimal life like coyotes and deer coming into the yards at Emerald Valley right near I20W.	Alternatives Tool	-	

General Support, Biological Resources	14006	I am opposed to the Directional Interchange option., I a very concerned about the impact of the Directional Interchange on the wildlife in our area including the Whitetail Deer (population is at least 15-I have photographs) red and grey foxes Canada geese red-tailed hawks red-shouldered hawks barred owls beavers blue herons and other animals. If you compare the population of wildlife on our" side of the river with the "Walmart" side of the river I think you'll find that the majority of these animals reside and thrive on the "Quail Hollow" side of the river. I am VERY CONCERNED about the impact of the Directional Interchange on this wildlife. "	Alternatives Tool	-
General Support, Biological Resources, Parks/Recreation	14154	100% agree with making enhancements to this corridor to improve traffic flow that's exciting news!, But I do not support any construction the Northern Expressway and Northern Arterial plans that affects Harbison State Forest. This is one of the few large green spaces we have in the area and we need must protect it for wildlife and humans alike., But I do not support any construction the Northern Expressway and Northern Arterial plans that affects Harbison State Forest. This is one of the few large green spaces we have in the area and we need must protect it for wildlife and humans alike.	Alternatives Tool	11/11/2016
General Support, Displacement Res/Comm	13880	I-20/126 East-West Connector; Direct Connector: This appears to be the best and cheapest routing and would disturb the least amount of existing property.; , I-20/126 East-West Connector; Directional Interchange: This would wipeout and entire neighborhood and be extremely expensive. It would delay project completion because of lawsuits over property.	Alternatives Tool	11/2/2016
General Support, Displacement Res/Comm, General Support	13916	I-20/126 East-West Connector; Direct Connector: This is the best option., I-20/126 East-West Connector; Directional Interchange: I grew up in Quail Hollow and this option would be devastating to this community. The path of the highway cuts through the middle of the subdivision. Should not even be considered.; , I-26 @ I-20; Turbine: This looks like a good option.	Alternatives Tool	10/28/2016
General Support, General Support, Traffic/Safety, General Support	14137	Outside Corridor; Northern Expressway: This looks like a sound idea. Many other cities (i.e. Charlotte NC) have used this Expressway idea and have been very successful., I-26 @ I-20; Turbine: Another very effective traffic alternative would be to make a HOV lane that directly goes to Chapin or Newberry or least to the Peak exit. That way the traffic coming from downtown Columbia could have faster uninhibited movement outbound. This has worked well around the Cleveland Ohio area with HOV (or all other traffic) going north or south being given a specific lane to their destination., There are however no turn off or decalation ramps until they get to the end. Since Columbia population has migrated outwards so much this would be a wise thing to do- get them out and not mixed in with other outbound traffic to Lake Murray Piney Grove etc. Could be done before the i-20 and I-26 merge., I-20/126 East-West Connector; Direct Connector: Another good idea- direct connector as it will also allow traffic flow through the malfunction junction.	Alternatives Tool	10/27/2016
General Support, Information Request	13764	I live in Quail Hollow and am in support of the Directional Interchange. I believe this would be the best alternative, I had 3 questions that I have asked twice previously and never received a response.1. How is Fair Market Value determined for our homes?2. How long will we have to vacate?3. Can we donate any salvageable building materials to Habitat for Humanity?	Email	11/18/2016
General Support, Noise, Wetlands	13748	If there is an alternative which causes commercial or residential structures to be moved rather than the rivers to be overshadowed enclosed and polluted I am in favor of the higher cost of razing the buildings and other structures rather than destroying the light and air and water quality of these rivers and feeder streams., The impact of the noise and shadow on the recreational value of these areas must be studied and mitigated if this is the chosen route., The Northern Expressway and Northern Arterial appear to have some of the highest stream and wetland impacts of all the proposed alternatives.	Email	-
General Support, Public Involvement, Harbison State Forest, Water Resources	13532	I live in Irmo and have to commute to Columbia. I certainly appreciate the effort to improve the capacity of the target area. , I also appreciate the fact that the public can get involved based on excellent upfront information., On the other hand I also pay for and enjoy the outdoor options that Harbison State Forest and the lower Saluda River offer, On the other hand I also pay for and enjoy the outdoor options that Harbison State Forest and the lower Saluda River offer	Web Comment Form	11/17/2016
General Support, Real Estate	14001	I live in Quail Hollow and I believe the Directional Interchange is the best option. , I however do have questions before I try to bring my neighbors to my point of view. Who determines fair market value? How much notice will be given? And will a charity such as Habitat for Humanity be allowed to salvage any usable building materials from the homes effected?	Alternatives Tool	-
General Support, Real Estate, Information Request	13010	I live in Phase 2 of Quail Hollow and I DO feel this 126 project would be the best solution to alleviate our traffic flow, My concern is property value. How will fair market value be determined? What is the move out" timeframe?", How will fair market value be determined? What is the move out" timeframe?"	Web Comment Form	10/24/2016
General Support, Traffic/Safety	13161	I believe that for the I-26 WB/ I-126 East-West Connector that Option #1 Direct Connector is the best option., The interchange at I-20 and Hwy 378 is already extremely congested and does not help solve any traffic issues	Email	10/20/2016
	13900	Outside Corridor; Northern Expressway: As someone who lives in Chapin and works in the NE. this would be terrific. It makes no sense that those traveling from I-77 to I-26 have to go all the way to the main corridor. this needs to be done. , I-20 @ Broad River; SPUI: I come home this way each day and it is dangerous. cars are constantly trying to merge and traffic comes to an instant halt. The traffic merging onto i-26 needs to be seperated from other traffic so it does not cause such a hazard.	Alternatives Tool	10/27/2016
General Support, Traffic/Safety, Alternatives	13829	Best of the alternatives presented.; Outside Corridor; Northern Arterial: Northern Expressway or Arterial plans would be preferable., All of the loop ramp alternatives retain the problems associated with high speed traffic needing to slow down for the tight loops., No Roundabouts - they create confusion for drivers when merging into them and slow down traffic flow too much.	Alternatives Tool	-
	13328		Web Comment Form	11/10/2016
	13383	The Northern Arterial and Northern Expressway proposals would be a horrible detriment to Harbison State Forest. Particularly the Northern Alignment Arterial proposal which would lead to: - an increase in noise pollution (increased traffic decreased tree buffer)- an increase in air pollution (exhaust etcâ€¦)- an increase in general pollution (runoff from car oil people throwing trash out of vehicles items falling off of vehicles etcâ€¦)- All of these impact wildlife recreational users educational users and tourism.	Web Comment Form	-

13626		Web Comment Form	-
13627		Web Comment Form	-
13628		Web Comment Form	-
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13655		Web Comment Form	-
13656		Web Comment Form	-
13657		Web Comment Form	-
13674		Web Comment Form	-
13724		Email	-
13326	Document Created: 11/10/2016 9:28:42 AM by Web Comment FormPlease do not select the Northern Arterial" or "Northern Expressway" proposals. These would cause irreparable harm to the Harbison Forest."	Web Comment Form	11/10/2016
13329		Web Comment Form	11/10/2016
13384	DO NOT!!!! DAMAGE HARBISON STATE FOREST	Web Comment Form	11/11/2016
13446	I strongly oppose the Northern Arterial and Northern Expressway options as they would adversely affect the Harbison State Forest	Web Comment Form	11/14/2016
13448	Please do not do anything that is going to impact alter or harm the Harbison State Forest!	Web Comment Form	11/14/2016
13449	I oppose the Northern Arterial and Northern Expressway options of the Outside Corridor project. They could severely impact Harbison State Forest.	Web Comment Form	11/14/2016
13450	I run at Harbison State Forest at least 3-4 times a week with my dad who also shares the same love I have for this natural green space.It would be heartbreaking to see the negative impact from both the Northern Arterial or Northern Expressway proposals.	Web Comment Form	11/15/2016
13455	Please do not disrupt Harbison Forest in any way	Web Comment Form	11/15/2016
13465	I oppose the Northern Arterial and Northern Expressway because it will alter the preservation of the State Harbison Forest	Web Comment Form	-
13466	Please do not choose any option such as the Northern Arterial or Northern Expressway ones that would affect Harbison State Forest	Web Comment Form	11/15/2016
13469	would be opposed to any proposal that could negatively affect Harbison State Forest.	Web Comment Form	11/15/2016
13471	I'd like to go on record as being strongly opposed to any plans that put major roadways in or adjacent to Harbison state forest.	Web Comment Form	11/15/2016
13473	I love Harbison forest and understand why folks are against these Northern routes however it is undeniable that they are sorely needed. Let's do it in the most unobtrusive way possible.	Web Comment Form	-
13475	Please keep the Harbison State Forest the way it is!	Web Comment Form	11/16/2016
13497	While I understand the need for changes to the current traffic flow in and around Columbia I am concerned that the Northern Alignment Arterial proposal and the Northern Alignment Expressway proposal would negatively impact Harbison State Forest.	Web Comment Form	11/16/2016
13507	No to the Northern Arterial & Northern Expressway on the malfunction junction project. It will kill a great landmark in the Midlands Harbison State Forest	Web Comment Form	11/16/2016
13526	I am commenting to say No to the Northern Arterial and Northern Expressway that would impact Harbison State Forest	Web Comment Form	11/17/2016
13527	I am against any improvement plans that negatively impact Harbison State Forest	Web Comment Form	11/17/2016
13530	Please to not disturb the natural beauty and peace of the Harbison State Forest!	Web Comment Form	11/17/2016
13531	I oppose the Northern Arterial and Northern Expressway proposals. My family and I have been hiking the trails in the Harbison State	Web Comment Form	11/17/2016
13658	I want to vote to protect the forest from this road expansion! I understand the frustration with the current traffic problems but please keep Harbison Forest untouched for people to enjoy!!	Web Comment Form	-
13660	If the Northern Arterial or the Northern Expressway are built your experience at Harbison will be forever changed and not in a good way.	Web Comment Form	-
13661	Please protect the Harbison State Forest for mountain biking opportunities.	Web Comment Form	-
13666	Please consider the broadening of St. Andrews Rd as the least intrusive of the proposals as it does not affect the highly desired Harbison State Forest greenspace property for bikers, hikers, runners, training etc.	Web Comment Form	-
13668	Please explore other options than the Northern Arterial/ Northern Expressway. Widening this road will negatively affect the Harbison forest which is a treasure in our city.	Web Comment Form	-
13672	Please widen St Andrews Rd instead of Broad River Rd! It would have much less impact on the Harbison State Forest!!	Web Comment Form	-
13676	I am opposed to the Northern Arterial and Northern Expressway options of the Outside Corridor project. They could severely impact Harbison State Forest.	Web Comment Form	-
13679	I support the concerns of the Congaree Riverkeeper and Friends of Harbison State Forest. Please do NOT damage our environment.	Web Comment Form	-

Harbison State Forest

13680	Please do NOT consider the Northern Arterial & Northern Expressway as a solution to malfunction junction because of the miserable environmental -- noise air pollution trash etc-- impact it will undoubtedly have on Harbison State Forest.	Web Comment Form	-
13681	I support the concerns of the Congaree Riverkeeper and Friends of Harbison State Forest. Please do NOT damage our environment.	Web Comment Form	-
13683	The options that interact with the roads near the forest would be very painful to handle and disrupt the forest and surrounding area tremendously.	Web Comment Form	-
13686	I would like that the utmost consideration be given to maintaining the integrity of Harbison State Forest and our rivers as this project planning continues.	Web Comment Form	-
13687	The Harbison Forest should not be considered for the corridor project. It is a beautiful natural green space that helps promote health and well-being in the Columbia area.	Web Comment Form	-
13688	I am against any improvement plans that negatively impact Harbison State Forest.	Web Comment Form	-
13692	PLEASE find an alternative to the proposed Northern Arterial and Northern Expressway" projects! Harbison and the surrounding area have seen huge growth... perhaps too much."	Web Comment Form	-
13696	The Northern Arterial and Northern Expressway option is a REALLY bad alternative due to the negative impact it will have on Harbison State Forest.	Web Comment Form	-
13697	I am in opposition to both the Northern Arterial and Northern Expressway proposals because either of these have the potential to negatively impact Harbison State Forest and the surrounding neighborhoods in very damaging ways.	Web Comment Form	-
13698	Please do not damage Harbison State Forest where many play and enjoy the woods and trails.	Web Comment Form	-
13704	Please protect Harbison State Forest. For the record I am opposed to the Northern Arterial and Northern Expressway proposed for Broad River Road.	Web Comment Form	-
13705	Please protect Harbison State Forest. For the record I am opposed to the Northern Arterial and Northern Expressway proposed for Broad River Road.	Web Comment Form	-
13718	Keep the Harbison State Forest as is....please	Email	11/17/2016
13728	Please use other proposals not the one that will effect Harbison State Forest.	Email	11/15/2016
13733	Please do not select the Outside Corridor alternative which includes the construction along Harbison State Forest	Email	11/14/2016
13735	We are shocked and disheartened that our DOT would believe it correct and ethical to destroy most of the homes in our and the surrounding neighborhoods simply to possibly shave off 10 - 20 minutes of drive time for others.	Email	11/15/2016
13741	I have been enjoying Harbison for over 25 years. Please do not take any of the land away	Email	11/16/2016
13766	Looking at all the alternatives I think that the Northern Alignment Arterial and the Northern Alignment Expressway pose serious threats to Harbison State Forest	Email	11/17/2016
13767	Please do not impact Harbison Forest in any way. That is a jewel in the state where there are very few green areas to enjoy.	Email	11/15/2016
13781	My name is Jennifer C Edmonds and I oppose Northern Arterial or Northern Expressway. My concerns are that it will damage the Harbison Forest and negatively impact the Broad River	Email	11/17/2016
13783	I wish to add my support to the many voices objecting to the building of the Northern Arterial or the Northern Expressway in such close proximity to Harbison State forest	Email	11/15/2016
13785	I do not support the northern artery concept that crosses the river at Harbison State Forest. If another beltway is to be built it should be much further north of the existing traffic mess	Email	11/15/2016
13788	I really have some concerns and environmental impact and just that pollution and erosion and all things that come with the big the big bill would like that. And I was just really encourage everyone to look at it maybe in another message or another way then impacting the Harbison State Forest	Hotline Voice Mail Transcript	11/15/2016
13792	I'm calling to note that I oppose the Northern alignment arterial second Expressway at least part release that plan route of it through this project the one that's gonna run through Harbison State Forest.	Hotline Voice Mail Transcript	11/17/2016
13800	write to express my deep dissatisfaction and opposition to the Northern Arterial and Northern Expressway proposals. My family and I have enjoyed the Harbison State Forest for more than 15 years and these proposals would permanently damage the public's use of this Forest.	Email	11/16/2016
13809	I oppose the Northern Arterial and Northern Expressway options of the Outside Corridor project. They could severely impact Harbison State Forest.	Email	11/14/2016
13811	Please do not make plans that will be detrimental to the Harbison Forest as claimed by the Friends of the Forest	Email	11/16/2016
13822	My family has enjoyed Harbison state forest for over 8 years and we oppose the building of the Northern Arterial and the Northern Expressway and feel widening St. Andrews rd is a better option. The two northern options would negatively affect the forest	Email	-
13861	I-20 @ Broad River; DDI: I do not support any proposal that results in detriment to the Harbison State Forest. We do not have enough of a problem to justify impacting an important and singular part of the Midlands environment. It would be a gross application of resources and the benefit doesn't warrant the resulting impacts.	Alternatives Tool	11/17/2016
13931	I-20 @ Broad River; DDI: I'm against the northern arterial as it will negatively impact one of the Midlands' greatest resources -- Harbison state forest.	Alternatives Tool	11/18/2016

	13982	Thank you for providing the opportunity for comments on the Carolina Crossroads Corridor Project. The SC DOT's Outside Corridor proposal for a Northern Arterial or Northern Expressway has the potential to negatively impact Harbison State Forest as it calls for an interstate spur that would run from the traffic circle on Piney Grove Road to Geology Road and cross the Broad River just south of the Harbison State Forest property line. Acres and acres of natural land and farmland are constantly disappearing due to development. This process of change not only makes the local landscape less beautiful and bleak but it also affects watersheds and may cause flooding. It takes away trees that provide oxygen and reduce carbon dioxide. Harbison State Forest is an unparalleled green space within the greater Columbia area. As an amazingly precious rare environmental treasure in our area the Friends of Harbison State Forest and its users seek to preserve and conserve it sharing its beauty with others. Individuals across all spectrums use Harbison as a place to enjoy the simple peace and quiet of nature through activities such as walking jogging mning and biking. Columbia simply does not contain another area like Harbison State Forest allowing individuals to enjoy 2200 acres of woodland located along the banks of the Broad River. Harbison State Forest is truly one in a million. Greenspace holds a huge value in our country these days as development is increasing and greenspace is disappearing. The fact that Harbison State Forest is the only area like it within the Greater Columbia Metropolitan area goes to show just how vital it is to Columbia as a greenspace. Yes we do have city parks and other green areas but none has the same sprawling forest acreage and therefore the same value as Harbison State Forest. Harbison State Forest adds both unparalleled recreational educational tourist and environmental value as a greenspace to the Columbia area and we simply cannot risk compromising this. Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11 24 3 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest. Both of these proposals if implemented would severely impact the local environment in a negative way including that which borders Harbison State Forest. The increased noise pollution not only due to an increase in heavy traffic but also to a decrease in tree buffer would impact the wildlife users of the	Letter	-
	13985	Outside Corridor; Northern Expressway: RESOUNDING NO to any highway or major DOT work going near Harbison Forest. No no a thousand times no. Harbison forest is an Irreplaceable green space that makes our community great. I find it dispiriting in the extreme to think that Columbia would damage itself by affecting one of its true treasures. I will speak out against any plan that runs near Harbison forest. I will fight it with every fiber in my being. I will do everything I can to organize others (and I've never spoken up about this sort of thing before). Northern Expressway and Northern arterial are horrible ideas.	Alternatives Tool	-
	14023	I-26 @ Harbison; Tight Diamond: Harbison state forest is a gem that should be left alone. As a scout master of Troop 14 we did numerous bridges and trail improvements as Eagle Scout projects for Boy Scouts. It is a very special place and there must be another way to solve the problem without impact on Harbison. Thanks	Alternatives Tool	-
	14065	I do not support the northern expressway concept that crosses the river at Harbison State Forest. If a northern beltway is to be built it should be much further north of the existing traffic mess. Harbison State Forest is too much a treasure to the community to squander on a bad idea.	Email	-
	14136	Outside Corridor; Northern Expressway: As a long time visitor to Harbison State Forest I support the views of Friends of Harbison State Forest. A highway of that scope would have a negative impact on such a wonderful resource. I hope this plan rejected.	Alternatives Tool	11/17/2016
	13727	The SC Forestry Commission prefers that the SC DOT use alternatives other than the Northern Arterial or Northern Expressway proposals because of the negative impacts that these highways would have on users of Harbison State Forest and on the forest's management., ,	Email	-
Harbison State Forest, Alternatives	13470	I oppose the Northern Arterial and Northern Expressway options of the Outside Corridor project. They could severely impact Harbison Forest., Please widen St Andrews Road rather than broad river.	Web Comment Form	11/15/2016
	13815	I oppose the Northern Arterial/Northern Expressway option of the Outside Corridor project. This will negatively impact the natural green space and famed state forest of Harbison., Care and consideration while operating a motor vehicle as well as education and enforcement of distracted drivers will prevent many of the accidents incidents errors and fatalities.	Email	11/14/2016
Harbison State Forest, Biological Resources	13393	I am writing because I understand I20/I26 construction could go through Harbison State Forest. This is a horrible idea, not to mention wildlife disruption	Web Comment Form	11/13/2016
	13460	I respectfully request that any route near Harbison Forest NOT be approved, it should be accomplished without sacrificing Harbison Forest.	Web Comment Form	11/15/2016
	13461	I strongly believe it would be a terrible loss if Harbison State Forest is negatively affected as a result, Forest is not only a vital green space in the midsts of our urban sprawl	Web Comment Form	11/15/2016
	13732	My request is that in your decision making process you consider and avoid any negative impact the Carolina Crossroads Corridor Project would have to Harbison State Forest, Harbison State Forest is one of a kind gem that benefits the entire Columbia area. A literal sanctuary within the city limits that very few cities of our size have access to or have been able to preserve from encroachment.	Email	11/15/2016
	13742	We feel the Northern Arterial and Northern Expressway will run too close to Harbison Forest, have a negative impact on the forest and the quality of life in the area	Email	11/18/2016
Harbison State Forest, Biological Resources, Traffic/Safety, Noise	13387	As a frequent user of Harbison State Forest (hiking mt. biking) I am deeply concerned about the Northern Arterial and Northern Expressway plans, consider other alternatives that will not impact Harbison and will not increase traffic congestion pollution noise impacts to wildlife, consider other alternatives that will not impact Harbison and will not increase traffic congestion pollution noise impacts to wildlife, consider other alternatives that will not impact Harbison and will not increase traffic congestion pollution noise impacts to wildlife	Web Comment Form	11/11/2016

Harbison State Forest, Biological Resources, Wetlands, Water Resources, Displacement Res/Comm	13716	The additional heavy traffic would also lead to an increase in air pollution surrounding Harbison State Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest	Email	11/16/2016
Harbison State Forest, General Opposition	13477	The Northern Arterial and Northern Expressway proposals could negatively affect Harbison State Forest. I am strongly against any projects that would negatively affect Harbison State Forest., The Northern Arterial and Northern Expressway proposals could negatively affect Harbison State Forest. I am strongly against any projects that would negatively affect Harbison State Forest.	Web Comment Form	11/16/2016
Harbison State Forest, Information Request, Biological Resources	13725	I was recently made aware of the project through SCDOT regarding traffic congestion on 26 and 20 and the detrimental impact that this could potentially have on the Harbison State Forest. I've been an avid user of State Forest for years now. As are a large group of my friends. Quite frankly I was very disturbed and I just think this idea is detrimental and harp just a horrible options to our community, The fact that you know you wanted to disturb this and mess with just a natural beauty that we have here in town it's quite frankly a disgusting business decision. So I would genuinely appreciate a call back on this., The fact that you know you wanted to disturb this and mess with just a natural beauty that we have here in town it's quite frankly a disgusting business decision.	Hotline Voice Mail Transcript	11/15/2016
Harbison State Forest, Noise, Biological Resources	13467	Both the northern arterial and the northern expressway proposals would have a terrible impact on Harbison State Forest, Noise pollution and displacement of wildlife are just two of the many negative impacts these projects would have, Noise pollution and displacement of wildlife are just two of the many negative impacts these projects would have	Web Comment Form	11/15/2016
	13749	I feel that it will severely impact Harbison State Forest secondary to increased noise and air pollution, I feel that it will severely impact Harbison State Forest secondary to increased noise and air pollution, This will significantly impact the wildlife and recreational use of Harbison State Forest and also tourism.	Email	11/16/2016
	13765	I oppose the Northern Arterial and Northern Expressway alternatives because it will ruin Harbison state forest., There will be an increase in noise, This will have a profound negative impact on the forest as well as it's wildlife	Email	11/16/2016
	13774	Northern Arterial and Northern Expressway proposals would be a horrible detriment to Harbison State Forest, Northern Arterial and Northern Expressway proposals would be a horrible detriment to Harbison State Forest, Northern Arterial and Northern Expressway proposals would be a horrible detriment to Harbison State Forest	Email	11/15/2016
	13789	I am writing to oppose the Northern Arterial and Northern Expressway proposals because either of these two proposals have the potential to negatively impact Harbison State Forest, The increased air and noise pollution, It would also impact all the wildlife that finds a home among its trees and streams as well as the approximately 60000 people who visit Harbison Forest each year.	Email	11/16/2016
	13803	construction could go through Harbison State Forest. This is a horrible idea., Cutting through some of the property only adds to noise, not to mention wildlife disruption.	Email	11/13/2016
Harbison State Forest, Noise, Biological Resources, Alternatives	13743	feel that the Northern Arterial and Northern Expressway proposals would be a horrible detriment to Harbison State Forest, an increase in noise pollution, All of these impact wildlife recreational users educational users and tourism, I believe the best option would be the development of a light rail/commuter rail system that would run in conjunction with the existing highways	Email	11/14/2016
Harbison State Forest, Parks/Recreation, General Opposition	13998	, , Strongly oppose the Northern Arterial and Northern Expressway proposals these would be a horrible detriment to Harbison State Forest. This is used by a tremendous amount of residents (young and old). Harbison forest is a valuable asset to our community and these alternatives would impact the wildlife recreational users and tourism in our area.	Alternatives Tool	-
Harbison State Forest, Traffic/Safety	13457	Please do not disrupt Harbison Forest in any way. Care and consideration while operating a motor vehicle as well as education and enforcement of distracted drivers will prevent many of the accidents incidents errors and fatalities	Web Comment Form	11/15/2016
	13459	oppose the Northern Arterial/Northern Expressway option of the Outside Corridor project. This will negatively impact the natural green space and famed state forest of Harbison., Care and consideration while operating a motor vehicle as well as education and enforcement of distracted drivers will prevent many of the accidents incidents errors and fatalities.	Web Comment Form	11/15/2016
Harbison State Forest, Wetlands	13706	I would like to express that I am opposed to both the Northern Arterial and Northern Expressway as both options would have a large negative impact on Harbison State forest., I also am opposed to the impact that both the northern arterial and northern expressway would have on our wetlands which are such an important part of our area ecosystem.	Web Comment Form	-
	13793	However I beg those in charge of designing improvements to not damage or destroy unnecessarily any of the important natural resources in this area such as the Harbison State Forest or the rivers and their surrounding wetlands., However I beg those in charge of designing improvements to not damage or destroy unnecessarily any of the important natural resources in this area such as the Harbison State Forest or the rivers and their surrounding wetlands.	Email	11/16/2016
	12759	I have tried 3 different browsers to open the CD Connections of Alternative I-26 @ Bush River."...I cannot get the "zoom in function to work" Once this is corrected I would be grateful if someone would let me know. Also I cannot find a key what does "CD" mean?"	Web Comment Form	-
	12817	I'm wondering what this has to do with me you sent me an notice for this meeting and I am currently living in Las Vegas but you can contact me at 702-672-6900	Hotline Voice Mail Transcript	-

Information Request

12830	I would love to comment on the different options but there is no written or audio description to go with the pictures. I don't understand the pictures. Can you provide a video from the meeting? I thought that was going to be on the website with audio of what the different options meant. Help.	Web Comment Form	-
12844	My name is Daniel Scurry. My address is 107 Eagle Nest Trail. 2 Words Eagle nest West Columbia 29169. My phone number is 803-493-3878. Please call me	Hotline Voice Mail Transcript	-
12846	Will all of this info be available on-line only through Oct. 19? What is comment deadline? Midnight Oct. 19?	Email	-
12902	Hello! received an email saying an on demand stream of the October meeting is online until oct 19. I do not see that link anywhere on the website.ThanksSebSent from my iPhone	Email	10/11/2016
13020	Question: I see that there are 3 phases to this project to begin in 2019 (phase 1) 2023 (phase 2) and 2027 (phase 3). What exactly are the 3 phases	Web Comment Form	10/19/2016
13035	I'm concerned about the impact it's gonna have one in particular Feather Run trail. It's easier to reach me at my email address at CRLCHAS@aol.com	Hotline Voice Mail Transcript	-
13042	Eric Crowin I live at 1704 Quail Lake Drive West Columbia SC. My phone number is agreeable exchange. My number is 864-630-5555. Anytime Monday afternoon or throughout next week will be perfectly fine. I do have a sincere interest in expressing my concerns"	Hotline Voice Mail Transcript	-
13060	I've been on the website but I need further explanation of the alternate route and what you might do off of I-77 onto I-20 potential roads at my crossover. 321 and 215. If you have someone call me anytime during the day 9 to 5.	Hotline Voice Mail Transcript	-
13061	I've been on the website but I need further explanation of the alternate route and what you might do off of I-77 onto I-20 potential roads at my crossover. 321 and 215. If you have someone call me anytime during the day 9 to 5.	Hotline Voice Mail Transcript	-
13102	I'm just a little confused because that's the first I've heard of it and I would just appreciate if you know concerns me greatly	Hotline Voice Mail Transcript	-
13110	What engineering firm developed the highway design alternatives for the I-26/I-20 East-WestConnector (Exit 108) and how are each of the alternatives weighted in the selection process	Email	10/25/2016
13124	am looking to obtain any of the following:preliminary drawings schematics roll maps or environmental documents. Any of these examples will suffice as long as it is the most recent. Please note I do not want to obtain all the documents mentioned. I only want to obtain the most recent document that will show the proposed project	Email	10/30/2016
13125	The proposed connector that it's to link I-26 with I-77 Irmo I assume up to around Blythewood why not extend that connector to I-20? To keep traffic coming down 20 entering at I-20/26 cross over and exit 26 and going towards Greenville?Where if traffic enter a connector on I-20 above Columbia and go across I-26 over to irmo would that not relieve some congestion going in to a malfunction junction? So I guess the question here why wasn't the connector extended from I-26 to I-20 West Columbia instead of just 77. Thank you	Hotline Voice Mail Transcript	10/26/2016
13146	Question: Where will construction begin in 2019? Will the 20/26 Interchange begin initially or will the connector for 126/20 occur first	Email	10/26/2016
13152	I have looked at what is online but don't see the impact that some neighbors are concernedabout. Realize the exit ramp to 378 will have some impact but others are saying the road will cutthrough the subdivision. Thank you	Email	10/19/2016
13155	How will Quail Hollow Subdivision be affected by the connector alternative?	Email	10/19/2016
13174	Will you please send me the names and addresses of the people who will be making the decision? Also who developed the proposals? Will there be a public hearing and if so at what point in the process? Also when you project the costs will it also include the economic impact on the community? In the proposal that impacts 236 properties will you please send me a list of the properties that would be affected?	Email	10/21/2016
13183	What neighborhoods will be affected with this?	Email	10/26/2016
13215	But if you did by some slim chance opt for putting a highway through Quail Hollow would we be compensated somehow?	Alternatives Tool	10/18/2016
13442	I-26 @ I-20; Turbine: The drawings are difficult for me to understand. Is there a legend or explanationfor the colors of the lines?	Alternatives Tool	10/24/2016
13451	I would love to view the alternatives" (http://scdotcarolinacrossroads.com/alternatives/)but that link seems to be broken or has been the past 3 times I've visited your website."	Web Comment Form	11/15/2016
13761	Question: How is public opinion and feedback quantified and reflected in the math used to determinewhich development alternatives are preferred?	Web Comment Form	11/13/2016
13773	I would love to hear back from you about what I had already submitted to you in other phone messages. I believe the mass transit message I have left very valuable and I would like to know what you are thinking about it.	Hotline Voice Mail Transcript	11/4/2016
13798	I would like more details how the widen of the road from Ashland Road to TramRoad will be done and what properties will be affected?	Email	11/13/2016
13806	Question: Hello! am curious as to whether each overhead proposal will be implemented and it is the alternatives for the proposals that we are able to choose between or whether we are choosing between overhead proposals? For instance are citizens able to say please choose proposal I-26 @ Piney Grove over the Outside Corridor because of ..." or are citizens having to say "please choose the existing improvement alternative over the split-diamond alternative for the I-26 @ Piney Grove interchange." Is each interchange proposal absolutely happening?"	Alternatives Tool	11/8/2016
13831		Alternatives Tool	-
13234	I-26 @ Harbison; Split Diamond: If I'm looking at this correctly under the ""Split Diamond"" configuration it would no longer be possible to get off of I-26 westbound at Harbison? This would cause difficulties for me personally. I don't want to know what the retailers along Harbison would think. The other plans look fine but I don't like the way that this one looks.; Outside Corridor; Northern Expressway: For purely selfish reasons I like the idea of a Northern Expressway. I live in the Harbison area and it would cut down on my drive time to Charlotte. Looks like it would have relatively minimal impact for a large project." , "Alternatives"	Alternatives Tool	10/18/2016

Information Request, Alternatives	12861	Is it possible to provide animation of each type of interchange from drivers perspective on this site? How many of these are in planning? Some like the I20-I26 direct connect would provide much of the traffic relief needed. Also I'd like details on the I26 to I77 bypass as I live in Spring Haven on Piney Grove. How far away noise abatement etc.?, I generally don't like driving roundabouts or any type of cloverleaf. I-26 @ Harbison could use a SPUI as 1 light intersection would mitigate the rear ending I would expect by the DDI system with the distracted shoppers at that intersection. Piney Grove would be good with as is unless the 2 versions of the bypass are implemented. I prefer single point interchange for Broad River as it provides 2+ holding lanes for traffic peaks. Bush River Rd over I26 should have the fly-over interchange. With improvements a Broad River and Bush River at I 20 does Bush I26 need any interchange. The Turbine interchange seem the best for I20-I26. Easy for non-residents to comprehend. I20-I26 direct connect would be useful.	Alternatives Tool	-
	12871	How many lanes will St. Andrews and Tram Roads be when widened? Why do we not widen Bush River Road between St. Andrews and I-20? Will the homes on St. Andrews Road be completely eliminated? When St. Andrews backs up because of wrecks on I-26 going into town most people take Bush River to Colonial and jump on I-126 near the zoo. The bottleneck is the two lane section of Bush River Road. DOT bought the right of way to widen that section of Bush River when it widened St. Andrews from a two lane to a five lane.	Alternatives Tool	-
	13721	Question: does this project address the 90deg turn on I 26? I would like to see a proposal to eliminate I26 from coming so close into Columbia and thus avoiding the 90deg turn which slows traffic regardless of time of day., I suggest a connection from Chapin to I 77 and I 26. this would eliminate a lot of traffic malfunction junction and would allow people not coming into Columbia to avoid the 90deg slow turn on I 26.	Email	11/17/2016
Information Request, Displacement Res/Comm, General Opposition	13251	I-20/I26 East-West Connector; Direct Connector: The map I was shown is different from your map. My map shows I26 going through Quail Hollow subdivision located south of the Saluda river. Yours shows I26 being located north of the river. which is correct, Quail Hollow has been a good place to live since 1975. I think it is ludicrous to think of an interstate being built that would cut our neighborhood in half, Quail Hollow has been a good place to live since 1975. I think it is ludicrous to think of an interstate being built that would cut our neighborhood in half	Alternatives Tool	10/22/2016
Information Request, General Opposition	13359	We saw the signs on I26 in IRMO but had no reason to think we were involved. Will there be a meeting for us in Quail Hollow? Our home is all we have and we are very concerned, oppose a road through Quail Hollow as this would destroy our neighborhood	Alternatives Tool	10/20/2016
Information Request, General Opposition, Displacement Res/Comm	13747	Will you please send me the names and addresses of the people who will be making the decision? Also who developed the proposals? Will there be a public hearing and if so at what point in the process? Also when you project the costs will it also include the economic impact on the community? In the proposal that impacts 236 properties will you please send me a list of the properties that would be affected? Thank you., I would like to go on record as being totally opposed to this project, I live in one of the 236 homes that will be destroyed in one of your proposals. I am too old to move and adjust to somewhere else in the community.	Email	11/18/2016
Information Request, Information Request	12824	Unfortunately I was not able to attend the Carolina Crossroads meeting on October 4 2016. Can you either send me pictures of the proposed changes or let me know where I can view the information boards that were used at the meeting. I have tried the Crossroads website but this is more informational and public relations. I could not find any information on the actual redesign considerations., information	Email	-
Information Request, Noise	12904	How will the alternatives at I-20 Broad River Road affect Driftwood Drive in Emerald Valley subdivision? I live at 2024 Driftwood Drive and there is only a ditch and a few trees separating my property from I-20 at Broad River. Are you considering widening I-20? If so are you considering purchasing the homeowner's property? Are you considering putting walls up to reduce the noise which is already too loud. PEARLINE LAWSON, Are you considering putting walls up to reduce the noise which is already too loud.	Email	10/8/2016
	13476	What is the impact going to be to the businesses on St. Andrews Road as far as widening of St. Andrews Road? How far from I-26 will widening take place?, Second when resurfacing I-26 will there be an attempt to lessen the noise created by the current surface? Currently the surface is so rough it is impractical to listen to a radio while driving. Also the noise impact on the Whitehall neighborhood is profound 24 hours a day	Web Comment Form	11/16/2016
Information Request, Public Involvement	13899	Outside Corridor; Northern Expressway: Until last week I was unaware of the scope of this project; the little reporting I'd heard on it suggested that it was focused on the I26/I26 interchange. Is there going to be another public meeting on this issue?	Alternatives Tool	10/30/2016
Information Request, Real Estate	13177	How will affected homeowners be compensated for loss of property value/inability to sell their homes?, How will affected homeowners be compensated for loss of property value/inability to sell their homes	Email	10/23/2016
Land Use	13978	I do not understand why you would consider a route that would destroy so many homes.	Alternatives Tool	-

	13170	ML	Email	10/21/2016
	13171	ML	Email	10/21/2016
	13172	ML	Email	10/21/2016
	13173	ML	Email	10/21/2016
	13175	ML	Email	10/21/2016
	13179	ML	Email	10/24/2016
	13180	ML	Email	10/25/2016
	13181	ML	Email	-
	13182	ML	Email	10/25/2016
	13184	ML	Email	10/26/2016
	13185	ML	Email	10/26/2016
	13186	ML	Email	10/27/2016
	13187	ML	Email	10/27/2016
	13188	ML	Email	10/27/2016
	13189	ML	Email	10/27/2016
	13190	ML	Email	10/27/2016
	13191	ML	Email	10/27/2016
	13192	ML	Email	10/28/2016
	13193	ML	Email	10/28/2016
	13379	ML	Web Comment Form	11/11/2016
	13586	ML	Web Comment Form	11/17/2016
	14166	ML	Web Comment Form	-
Mobility	13876	I-26 @ US 378; EB Hospital Direct will remove a lot of traffic off of 378. It is difficult to get off the 378E exit now.	Alternatives Tool	11/15/2016
	13968	Directional Interchange:I-126 is where a mass transit could make all difference in getting local drivers working downtown off the I-26 and I-20. Mass transit commuter trains stations /substations could be located Harbison and I-26 St. Andrews and I-26 Bush River and I-20 Farrow and Killian. Station Parking lots / Drop off parking could be built at these locations. This will also get most of the illegal/uninsured drivers off the roads. It will also paid for by train fares.	Alternatives Tool	-
	14071	I am concerned that although mass transit is listed in your areas for study there is no specific request for comments that address this portion of the solution to traffic problems on the corridor.	Alternatives Tool	11/17/2016
	14144	No road option will solve the commute problem!	Alternatives Tool	11/1/2016
Noise	12825	We have noticed a recent increase in noise due to traffic on I-26 in part due to increased traffic volume but also due to the deterioration of the roadway surface. We are most concerned about how noise from the highway will be addressed as the Carolina Crossroads Corridor.	Email	-
	13684	The future possible road next to the forest would weaken the event by the noise pollution that would be boosted	Web Comment Form	-
	13904	I would hope that the sound wall barrier would be analyzed early so if it is warranted it would be built at the beginning and serve double duty: containment of construction noise and containment of vehicle noise after construction.	Alternatives Tool	11/18/2016
	14067	The option to connect I-20 to I-126 through Quail Hollow or along the Saluda River would create excessive noise in the neighborhoods along those routes. If you are truly looking 20 yrs out for population growth it seems a southern loop from I-77 around towards Lexington would improve traffic flow both at the 20-26 junction and on Hwys 378 & 1 which are very congested during rush hour.	Comment Form	-
Noise, Bike/Ped	13922	I-26 @ St. Andrews; DDI: My concern is about the west side of Highway 26 between St. Andrews and Piney Grove. The people in the neighborhoods that are near Jamil Road will be affected by the widening and increased traffic on Highway 26. Please provide us with something we really need: a wall along the freeway to diminish the noise and a pedestrian pathway to allow us to travel by foot along Jamil Road more safely. , Please provide us with something we really need; a wall along the freeway to diminish the noise and a pedestrian pathway to allow us to travel by foot along Jamil Road more safely. It is extremely dangerous for people to walk or bike there now because traffic moves at a high speed and there are no shoulders beside the road. Residents without cars are at a terrible disadvantage . And many of the residents would like to be able to walk to schools shopping and for exercise.	Alternatives Tool	10/27/2016
Noise, Biological Resources, Harbison State Forest	13381	an increase in noise pollution (increased traffic decreased tree buffer, All of these impact wildlife, They both would be a detriment to Harbison State Forest	Web Comment Form	11/11/2016
Noise, Displacement Res/Comm, General Opposition	13730	The noise from I20 is very clear. Late at night I can hear cars drag racing on the interstate the emergency vehicle noise is louder. The buff of the trees was no longer there to block the noise, believe the cost would be significant to acquire the homes not counting the trauma hardship and mental anguish of the individuals and families and property depression in QH.PLEASE reconsider putting the road through our community., believe the cost would be significant to acquire the homes not counting the trauma hardship and mental anguish of the individuals and families and property depression in QH.PLEASE reconsider putting the road through our community.	Email	11/18/2016
Noise, General Opposition, General Opposition	13267	represent a significant noise impact on our home and the last alternative routes I-126 through our neighborhood, would our home be bought/condemned for this project our would alternative access to our home be provided? Would sound walls/barriers be part of this phase, In general these options adversely impact our neighborhood and I oppose them	Alternatives Tool	10/25/2016
Noise, Information Request	12689	Would like to know if Westcott neighborhood is represented on the noise advisory board., Would like to know if Westcott neighborhood is on the noise advisory board.	Web Comment Form	-
	13784	If my property would not be condemned what is the likelihood that there would be a noise barrier?, I would very much appreciate any information that you can give me by email (hwheeler@sc.rr.com) mail (109 Saluda View Court West Columbia SC 29269) or telephone (803 629-8669).	Email	11/11/2016

Noise, Information Request, Flooding/Floodplains, Information Request	13054	The traffic noise is overwhelming especially during peak traffic hours. If the highway is widened it will be nearly on top of our property and many of our neighbors. The noise pollution will have a serious impact on our quality of life. How is noise mitigation being prioritized, How is noise mitigation being prioritized, We also have serious recurring flooding issues in our neighborhood that have devastated several of the residents and threatens to do the same to many more including us. This flooding is due to increased commercial development without consideration of waterway/stormwater drainage impact and many residents can point to the original widening of I-26 in the 1980's as the start of the flooding issues, Nothing was done then to mitigate increased rainwater flow off the highway. What is being done now?	Web Comment Form	10/27/2016
Noise, Property Value	13897	I-20/126 East-West Connector; Directional Interchange: I oppose the I20/126 East-West Directional Interchange because it would increase the noise level in our neighborhood and devalue our homes. , I-20/126 East-West Connector; Directional Interchange: I oppose the I20/126 East-West Directional Interchange because it would increase the noise level in our neighborhood and devalue our homes.	Alternatives Tool	11/16/2016
Noise, Real Estate	13336	the noise is so bad at times on 26 and tried to get help and a sound barrier wall installed but it never happened. On 20 ne at Clemson they have a beautiful sound barrier wall, adding lane closer to our section will definitely cause the value of our homes to crash.	Alternatives Tool	10/20/2016
	13315	This alternative would cut Quail Hollow and the Gates at Quail Hollow in half and expose the community to noise, greatly reduce property values, In fact of the alternatives the Bush River alternative for commuters and others passing through the area seems likely to have the least environmental impact or negative impact on families and residents. ", "Alternatives"	Alternatives Tool	10/19/2016
Noise, Real Estate, Cost, Alternatives	13274	It will make our area noisy from traffic, reduce those who still own homes in quail Hollow values tremendously perhaps as much as 50%. Please choose another less costly option, Please chose the direct connector and leave Quail Hollow intact for future generations to live in our safe quiet Quail Hollow.	Alternatives Tool	10/21/2016
Noise, Real Estate, Displacement Res/Comm, General Opposition	13355	I am very concerned about this not only because it will destroy the quiet and beauty of the neighborhood, greatly lower the property values of the remaining homes., Over 250 families displaced who love their homes as much as I love mine. I am appealing that you would even consider this move, Please consider other viable options that have much lower impact such as mass transit.	Alternatives Tool	10/20/2016
Noise, Traffic/Safety	13849	Several weeks ago I ask the question if any sound barriers will be erected along I- 26 with the addition of additional lanes and/or interchanges., I have lived here over 30 years and the traffic is steadily getting heavier going up to the Ballentine and Chapin areas around Lake Murray. Traffic seems to bottleneck where it reduces back down to two lanes.	Alternatives Tool	11/18/2016
Noise, Traffic/Safety, Real Estate, General Opposition	13361	an interstate overpass that cuts RIGHT BY OUR HOUSE would be extremely noisy, unsafe for walking in the streets with young children, and diminish our property value on house we JUST purchased, Please reconsider building through an existing well established and quiet neighborhood	Alternatives Tool	10/20/2016
Out of Scope	12745	No text entered blank webcomment	Web Comment Form	9/27/2016
	12792	No text in body of webcomment	Web Comment Form	10/14/2016
	13205	spam	Web Comment Form	-
Parks/Recreation	13907	I-20/126 East-West Connector; Directional Interchange: This portion of the Saluda river is one of the finest parts of our state. Please do not build a road running the length of this great natural band recreational resource.	Alternatives Tool	11/16/2016
	14072	Like one of the options was widening Broad River Road would you just take off the front part of the forest and you know a lot of the trails and things are established there be great if you guys couldn't do that if you get around that.	Hotline Voice Mail Transcript	11/18/2016
	14073	Many people enjoy and use Harbison State Forest. This option would take a chunk out of this area so please avoid this alternative.	Alternatives Tool	11/16/2016
	14115	Please consider moving the connection away from Harbison State Forest. This is a local natural area that should be preserved at all cost!	Alternatives Tool	11/18/2016
Property Value	13667	My wife and I vehemently oppose this project going through our neighborhood River's Edge. Even though you may not take our house it will be greatly devalued and we will be unable to sell it.	Web Comment Form	-
	13675	I oppose the multi-directional alternative that will destroy Quail Hollow. This will take my home. I am nearing retirement age and cannot afford to start over.	Web Comment Form	-
	13819	Community that would suffer greatly from the construction of this alternative. The devastating consequences to the directly impacted properties and the hundreds more that would suffer indirectly from lost property values	Alternatives Tool	-
	13844	I-20/126 East-West Connector; Directional Interchange: I am strongly against this option. It would destroy a long established neighborhood. Just the possibility this might happen is adversely affecting my property value. As long as I live here I will avidly work to replace any politician that supports this incredibly stupid idea.	Alternatives Tool	11/6/2016
	14054	I-20 @ Broad River; DDI: I attended the public meeting last week and I still can't believe that putting an interstate through the middle of Quail Hollow subdivision could possibly be one of the best 3 alternatives. The homes that wouldn't be destroyed would have a lovely concrete wall in their front or back yards. Maybe. Who would want to live there? We have owners who currently have their homes on the market or were planning on selling their homes this spring and now their chances of accomplishing that are extremely compromised - not to mention their chances of selling at a reasonable price. If this is not a serious alternative then justice is not being served by holding this possibility over Quail Hollow's heads for the next 8 to 9 months.	Alternatives Tool	-
	14056	I-20/126 East-West Connector; Directional Interchange: Hello The 'directional interchange' alternative is by far the worst plan. It would literally destroy the Quail Hollow Community and I cannot understand that it would even be considered. From the photo it appears that the new section of 126 follows the path of the SCE&G power line right of way. So does the green shaded area also include the highway the power line right of way and any frontage roads? Or will more land need to be appropriated? Also if this unwise choice is made how will our splintered community be connected? While my home is not within the green shaded area this plan cannot be good for property values. If any of us wanted to move who would buy? Who wants to live so close to a busy interstate? You must choose either the 'direct connector' or the 'bush river' plan and not destroy our neighborhood.	Alternatives Tool	-

	14094	I am concerned that I would loose any property value and would not be able to sell my home (except for a loss).	Alternatives Tool	-
Property Value, Alternatives	13864	I-20/126 East-West Connector; Directional Interchange: I am opposed to the I-20/126 connector directional interchange alternative. This alternative would effectively destroy an established desirable neighborhood (Quail Hollow) and very negatively impact the value of homes near such a connector (Quail Hollow and other neighborhoods). Families who have made this their home would suffer significant financial loss and lose the community they are part of. Schools and the larger community would also suffer a negative impact. A solution to the Malfunction Junction problem can best be addressed by fixing the I-26 @ I-20 interchange at a lower cost fewer properties affected and less impacts to wetlands and streams.	Alternatives Tool	11/18/2016
Property Value, Community Facilities & Services, Displacement Res/Comm	13859	It is my understanding of the SCDOT I20/126 east-west connector proposal that properties north of the SCE&G power lines that parallel Holly Ridge Lane would be condemned. The SCDOT east-west connector proposal would obliterate two subdivisions (The Gates of Quail Hollow and Quail Hollow Village) and destroy half of the Quail Hollow subdivision. Property values of homes not taken would be adversely affected. The assessed value of land and homes in the affected area is over \$56000000 so SCDOT could spend 5% of its \$1.3-\$1.5 billion project budget to destroy our neighborhoods. , In addition the loss of assessed property values will have a major impact on Lexington School District 2 funding., In addition the Presbyterian Community of SC Columbia campus will be located between the proposed connector and the Saluda River. How does the SCDOT propose to solve this problem? Do they plan to evict these elderly residents or just build around them leaving their current quiet campus next door to a noisy major highway interchange?	Alternatives Tool	10/27/2016
Public Involvement	12758it would be greatly helpful to see animations of the different interchange designs.	Web Comment Form	-
	12777	outside corridor - pdf is not working	Web Comment Form	10/11/2016
	12868	Just a general comment on all these scenarios. It would be helpful if there was an option to see exactly how the interchange is set up now and THEN be able to click the alternatives. I am having a hard time seeing the difference. Things like diverging diamonds" etc. mean little and I can't see what's underneath the colored changes to view what changes are being made"	Alternatives Tool	-
	12896	Is it possible to have someone speak at a Saturday Breakfast Meeting on December 10 2016 at 9:00 .am? Thanks Paulette Ledbetter	Email	10/13/2016
	13132	(S Hefner) I would be happy to introduce you to our principals and have you do a very brief overview (5 minutes) of the information you have to share. Based on the information you would provide I suspect that many of our principals would like to schedule you to make an in-depth presentation to their parent groups(B Klauk) I would be happy to share a very brief overview of where the Carolina Crossroads Project stands. Unfortunately I am not available on November 2 but I would be happy to come on December 7 at1:00. Please feel free to call anytime if you would like to discuss this project and I look forward to meeting you on December 7	Email	10/24/2016
	13670	Hello. I submitted a suggestion about scdot teaming up with t.v. stations to air what do you ddo" scenario commercials."	Web Comment Form	-
Public Involvement, , General Opposition	13093	She showed me the flyer I'm on our HOA board here and I thought if we got it. I don't even know if we would've paid attention very unclear as to how it affected our neighborhood, So if somebody could please give me a call back so we can get more information and pass this on to our neighbors. Again my number is 622-9016.", "Information Request", our board will be talking to our neighborhood. to voice objections if this is going to be taking out along I-26 pass south(?) of the salute the river.	Hotline Voice Mail Transcript	-
Public Involvement, Alternatives	13304	I-20 @ Broad River; DDI: First a complement; thanks for allowing the public to make comments on the various proposals. We appreciate being able to have input into this project", The solutions proposed so far look like band aid patches and are very much inside the box. Look to Atlanta and Charlotte and you will have the plain and simple solution: we must have a beltway that takes traffic away from the I-26/I-20 intersection. Run it from the end of I-77 or the airport exit to I-20 to get the Lexington folks off malfunction junction and continue it on through near Hwy 6 to I-26 near Ballentine then to I-77 near Blythewood and on to I-20 near Pontiac. The cost would be quite high but these other fixes that are proposed will be ineffective and a waste of money. Just ask Charlotte and Atlanta	Alternatives Tool	10/21/2016
Public Involvement, Construction	12838	Our neighborhood has not been provided this information. Is it possible to have a public meeting in our area?, It seems impractical to add more construction in a residential and business area that is already bursting at the seams. New medical offices and a Marriott Residence Inn are currently being built.	Email	-
Public Involvement, Displacement Res/Comm, General Opposition	13351	We should be able to see our neighbors comments. I like the presentation of the site overall but it should be interactive. Otherwise how is it a conversation, The Directional Interchange I-26 diversion using the power easement would decimate our beautifulcommunity of River's Edge. So I will have to say no, I will have to say no	Alternatives Tool	-

Public Involvement, General Support, Alternatives	13947	Outside Corridor; Northern Expressway: I can't believe I stumbled into these illustrations. This has not been in the forefront nearly as much as it should be. I knew that there were meetings and ideas but this website and it's accessibility from a public standpoint is paramount for this city's citizens. , I believe that the Northern Expressway" is the foremost important idea for the city of Columbia that does not currently exist. It would directly connect the two most affluent and heavily populated suburban areas of the greater Columbia area. Northeast Columbia connected to Northwest Columbia. I'm so happy about this idea being brought to fruition. It is so badly needed because between I-20 and SC-213 there is no other way to cross the Broad River. That is approximately a 20 mile gap and the land is largely undeveloped especially along the river itself. Connecting Geology Road west of the river to Koon Store Road east of the river is something that I have been personally drawing up in my own mind for YEARS. The southwest part of town already got their traffic relief years ago with the 12th Street extension from Cayce to I-77. It's time for the state of SC to look north of the city and creste a smarter way for the communities of everyone from Blythewood to Ballentine to connect. There's no reason for these two regions to have to touch I-20 to connect. Lake Murray would benefit Lake Wateree would benefit and businesses in these communities would benefit. This needs to be implemented ASAP. ", I believe that the Northern Expressway" is the foremost important idea for the city of Columbia that does not currently exist. It would directly connect the two most affluent and heavily populated suburban areas of the greater Columbia area. Northeast Columbia connected to Northwest Columbia. I'm so happy about this idea being brought to fruition. It is so badly needed because between I-20 and SC-213 there is no other way to cross the Broad River. That is approximately a 20 mile gap and the land is largely undeveloped especially along the river itself. Connecting Geology Road west of the river to Koon Store Road east of the river is something that I have been personally drawing up in my own mind for YEARS. The southwest part of town already got their traffic relief years ago with the 12th Street extension from Cayce to I-77. It's time for the state of SC to look north of the city and creste a smarter way for the communities of everyone from Blythewood to Ballentine to connect. There's no reason for these two regions to have to touch I-20 to connect. Lake	Alternatives Tool	-
Public Involvement, Information Request	13055	Nobody in my neighborhood was notified about any meeting on October 4. Not one person was notified and I don't understand that, Not one person was notified and I don't understand that. If this means the demolition of my home why wasn't I noticed put in my mailbox in the mailbox with everybody in my neighborhood. This is totally unethical and I would like this problem addressed and another meeting held as soon as possible	Hotline Voice Mail Transcript	-
Public Involvement, Traffic/Safety	12840	1) People in Quail Hollow a neighborhood affected by these plans are just hearing about this plan today. Please keep your comment period open for a while longer to allow people to speak., Self-driving cars are already on the roads in some cities. Self-driving cars are going to wildly decrease the incidence of wrecks. They will optimize traffic flow such that the current infrastructure may turn out to be sufficient.	Email	-
Public Involvement, Water Resources, Cumulative Impacts	13839	Thanks for making the alternative plans for Carolina Crossroads available for review in easy online format., I realize this is a complicated task but it is crucial that DOT adopt no plan which will have an adverse impact on the Saluda and Broad Rivers water quality recreational use and biodiversity in these basins. These bodies of water are a foundation for the further sustainable economic development of the Midlands. It would be a shame for the mistakes of the pass to be magnified by new mistakes especially where there are a number of viable alternatives., Options 1 2 and 3 for the Lower Saluda are simply not acceptable owing to the risks posed to these important assets both by construction and by ongoing operation after construction; likewise with option 1 for the Broad River. The other options developed by DOT well-protect the river basins while meeting the traffic capacity demands.	Alternatives Tool	11/18/2016
Real Estate	13331	This option effects too many expensive homes. Putting an interstate through this area would destroy the value of at least 3 subdivisions.	Alternatives Tool	10/19/2016
	13832	By taking this property for the Directional Interchange you are taking away properties and homes that people have worked all their lives to obtain.	Alternatives Tool	-
	14083	Directional Interchange is not the option to pursue. Too many homes affected at too high a cost.	Alternatives Tool	11/3/2016
	14160	Will houses between Holley Ridge Dr. and the river be impacted by this project alternative?	Alternatives Tool	10/28/2016
Real Estate, Alternatives	12945	Can you imagine your house being devalued by \$100000 or more??, With the availability of public transport taxis and various ride sharing services I thinkwe need a more stringent test to weed out potential future careless drivers on our roads.	Web Comment Form	10/21/2016
Real Estate, Cost, Displacement Res/Comm	13436	This Directional Interchange option would be dreadfully impactful to property values, This option not only impacts the most properties and LIVES but it has the highest cost, This option not only impacts the most properties and LIVES but it has	Alternatives Tool	10/18/2016
Real Estate, Cost, General Opposition	13108	Property values of homes not taken wouldbe adversely affected, From cost/benefit standpoint this proposal does not appear tobe very viable to me not to mention the emotional and financial costs to those whose homes aredestroyed, This proposal for an I20/126 connector does not make economic environmental or societal orcommon sense and must be summarily rejected.	Email	10/27/2016
Real Estate, Cumulative Impacts, Water Resources, General Opposition	13768	Thiswould totally devalue my property and all my eggs are in this basket!, believe itwould affect all of West Columbia in a terrible way. Most of the tax base would bewiped out and this would affect the schools among many other things., It is also athreat to one of the most scenic areas of the Saluda River., I realize that your job is to find the best traffic solution but I pray that this optionwill not be the solution.	Email	11/18/2016
Real Estate, Displacement Res/Comm	13317	I am concerned that I would loose anyproperty value and would not be able to sell my home (except for a loss, also noticed that this option has one of the highest Property impact I am sure I am notthe only one who feels this way. Please vote a different solution	Alternatives Tool	10/25/2016
Real Estate, General Opposition	12834	The neighborhood is a lovelyquiet secluded oasis bordering the chaotic sea of highway 378. The connector would cut the neighborhood in half and ruin the lifestyles of the residentsnot to mention the value of their property., I am appalled that SCDOT would even consider an I26/126 east-west connector to go through Quail Hollow . Doing so would destroy one of West Columbia's long time residential gems	Web Comment Form	-
Real Estate, Noise	13553	Ruining the homes and the Quail Hollow neighborhood and lowering the value of all theother neighboring homes has to be the worse idea on the lis, Putting up a 'wall' to help with the noise willNOT make it any better	Web Comment Form	11/17/2016
Real Estate, Noise, General Opposition	13282	This could have significant impact on our property values, DOT be constructing sound barriers to keep noise out, This alternative would not be acceptable to Quail Hollow homeowners	Alternatives Tool	10/20/2016

Real Estate, Noise, Property Access, General Opposition	13794	It is clear to me that the value of my property will be significantly reduced if this proposal takes effect. We can expect noise pollution as well. Another concern I have is that access to Quail Hollow and to my property may become more difficult. If this proposal turns out to be judged as the best (independent of cost) then the entire Quail Hollow community should be condemned and used as wetlands.	Email	11/18/2016
Real Estate, Noise, Water Resources	13812	Property values there for the tax base for West Columbia and Lexington County would be adversely affected. Noise and traffic detritus would further degrade the quality of life in those neighborhoods. The environmental impact on the Saluda River and several of its tributaries would probably be significant.	Email	11/16/2016
Real Estate, Water Resources	13993	I oppose this alternative because there are thousands of middle class homes that will be wrecked or bought for nothing close to what their worth! I oppose this alternative because it would ruin river frontage along with thousands of middle class homes almost all of Lexington school district 2 families homes are in the route!	Alternatives Tool	11/18/2016
Real Estate, Water Resources, Alternatives	12893	I-20/126 East-west connector; bush river; the bush river design is the only option of the 3 that will not significantly affect property values of the neighborhoods bordering the Saluda River and the wonderful resource of the river itself. The Bush River design is the only option of the 3 that will not significantly affect property values of the neighborhoods bordering the Saluda River and the wonderful resource of the river itself.	Alternatives Tool	-
Road/Bridges, Cost	14057	It appears to have the best use of existing roads although 82 properties impacted is a lot. High cost and high impact to properties; destroying well established neighborhoods reduction of property tax base	Alternatives Tool	10/26/2016
Safety	12837	Again we see how Malfunction Junction causes a Havoc during an emergency evacuation. Hurricane Matthew showed the State how ill prepared we are. There is no way to navigate around the Midlands if an incident occurs. I would like to know what has been done to prepare for an incident in the middle of this troubled area. You have to find a means of getting around this spot. I do like the thought of another bridge crossing above the current problem tying together Clemson road to 26.	Email	-
	12860	I-26 @ Broad River; Diverging Diamond: some heavy and NEW enforcement of ungodly speeding in this area would be a tremendous help and lifesaver. There is ZERO traffic enforcement within two miles of this area 24 hours a day and the safety oriented citizens are afraid and really upset that no one cares one drop about it	Alternatives Tool	-
	12906	How on I-26 126 20 put designated lanes with barriers and on Killian rd near 77 is horrible wrecks every morning. I'm a trucker it I've seen it done other states.	Email	10/5/2016
	14080	West-bound cars exiting towards the hospital cross three or four lanes to be able to get on Kinlerly road. This can be very dangerous.	Alternatives Tool	11/14/2016
Safety, Displacement Res/Comm	13196	One of the biggest problems with traffic is the fact the speed limit is ignored and no one is being ticketed for it. I do not want my home to fall victim to the road expansion. My mortgage is paid I am retired and can not afford a new home at today's prices. Many of us here are in the same situation	Web Comment Form	11/4/2016
Safety, Study Area/Termini, Cost, Traffic/Safety, Traffic/Safety, Parks/Recreation, Mobility	13997	Widen St. Andrews Road "not in favor - this thoroughfare flows relatively well and efforts to increase its capacity would be ineffective due to safety issues with school traffic. Widen Broad River Road "in favor with modifications" the scope of the project does not extend far enough to the northwest where there are major backups along the stretch between I-26 and Ballentine. The stretch between I-26 and St. Andrews Road flows relatively well except for the two-lane portion between Kennerly Road and Lake Murray Boulevard where the lack of turn lanes impedes traffic flow and poses a higher safety risk. Widening from St. Andrews Road to I-20 and beyond would improve traffic flow as a rush hour alternative to I-26. In regards to the Northern Arterial or Northern Expressway proposals it is clear that the government-owned land included in these routes would result in savings to the overall cost of a project. There would be a significant detrimental impact on the Harbison State Forest AND the ending at Piney Grove Road is much too close to I-20 to relieve enough rush hour traffic in the morning or to offer an efficient alternative route when there are major incidents along I-26. Additionally any incidents on the new road could quickly impact flow on I-26 and I-20. Another option is to shift the route further to the north terminating at a new I-26 interchange with Shady Grove Road. This would ensure that relief is actually provided to the I-20/I-26 congestion instead of having a new route still in domino-effect range during backups. With the more horizontal trajectory it would also provide greater incentive for some of those traveling towards Greenville from the eastern side of Columbia to utilize the new road rather than I-20. The impact to the Harbison State Forest would be devastating and should not be dismissed. The forest adds unparalleled recreational educational tourist and environmental value as a greenspace to the Columbia area and it would be a shame to compromise the benefit of this unique natural resource. Adding another major road that would serve as an escape route from such an extensive prison system seems counterproductive.	Email	11/18/2016
Safety, Traffic/Safety	12835	It will also increase crime and decrease our property value. Directing traffic through Quail Hollow community what caused a major backup. We citizens and homeowners already have a very difficult time trying to get into our homes. Please find some oatmeal and redirect traffic and not through Quail Hollow community!	Web Comment Form	10/19/2016
Specific Landowner Issue	13860	I-20/126 East-West Connector; Direct Connector: Is 1136 Statler Rd. & Belmont Estates affected?	Alternatives Tool	11/18/2016
Specific Landowner Issue, General Support, General Support	13777	Central Electric Power Cooperative Inc. (Central) is a business that just recently constructed a new headquarters several hundred yards away from the intersection of I-26 and St. Andrews road. Accordingly changes made to this interchange will have a direct and lasting impact upon our business and our employees. In accordance with the instructions provided on your website we intend this letter to serve as Central's official comment concerning construction alternatives for the I-26 exit at St. Andrews Road portion of the I-20/26/126 Corridor Project. Central believes that the Diverging Diamond Interchange Frontage Connect is the best alternative for the I-26 exit at St. Andrews Road. For clarity and convenience a picture of this selection is attached. (Image not attached to the pdf/e-mailed version). While Central strongly prefers the Diverging Diamond Interchange Frontage Connect alternative Central is not opposed to any of the options and believes that any choice would be an improvement over the existing interchange.	Email	11/7/2016
Study Area/Termini, Traffic/Safety	14040	Road is too close to I-20 move it up to Little Mountain area. Still too much traffic on I-26 until they get off at Piney Grove Rd. This road should have no interchanges that slows traffic.	Alternatives Tool	11/18/2016

Study Area/Termini, Traffic/Safety, Real Estate	14029	Widening St. Andrews and Broad River is the smarter idea., The Northern and the other one are a horrible idea. It may improve traffic but widening the roads where actual traffic is would be the smarter idea., It also would not destroy natural beautiful land. I myself have a business and a far the interstate would run through taking the home of many animals and myself. This has been our family land for hundreds of years. I would be devastated to have everything my family has worked to make be bulldozed to make an interstate.	Alternatives Tool	11/14/2016
Topography Geology & Soils, Noise, Alternatives, Traffic/Safety, Cost	12858	I-20/126 East-West Connector; Direct Connector: Concerned that any elevated roadway will further increase noise pollution and be more difficult and expense to abate that additional noise.; I-20/126 East-West Connector; Direct Connector: Concerned that any elevated roadway will further increase noise pollution and be more difficult and expense to abate that additional noise.; I-26 @ St Andrews; Single Point Urban interchange: Interested in knowing how access to St Andrews Rd and 1-26 will change as a result of closing current road.;I-20 @ Bush River; Offset Diamond Interchange: Preferred option (I think).; I-26 @ I-20; Turbine: My choice - seems traffic should continue to flow which would seem to be the objective to prevent congestion, I-26 @ Bush River Road; Offset Diamond: Seems \$\$\$ would be better utilized if focus were on access to/from I26 and 26/20 corridor rather than create more traffic flow on either St Andrews or Broad River.;	Alternatives Tool	-
Traffic/Safety	12855	I-26 @ Broad River; Diverging Diamond: Familiar with this interchange. Must be well marked and well lit especially at night in order to avoid traffic collisions especially with people not familiar with the route layout	Alternatives Tool	-
	12879	I-26 @ Broad River; Diverging Diamond: Please do something here where lanes merge down to 2 lanes going out. With increased traffic going to Peak exit and Chapin this has created another critical area. 3 lanes needs to go to Chapin!	Alternatives Tool	-
	12895	I-20 @ Broad River; DDI: I've driven through the diverging diamond type interchange in the Charlotte. I've never experienced sitting in traffic	Alternatives Tool	-
	13202	Along I 26 it would help (until everything is done) if the trees between 26 and an oncoming entrance and exit had the woods cleaned out so oncoming cars are visible	Web Comment Form	11/6/2016
	13213	While I would expect this new road to have some traffic on it I don't see it having much impact on the main interchange. My opinion is that an interchange bypass that connects I-26 & I-20 would be more beneficial. In the evenings there are a LOT of cars that get onto I-26 West from I-20 West.	Alternatives Tool	-
	13222	Can these roundabouts actually handle the volume of traffic that will come through these particular routes at peak traffic hoursThey can be confusingintimidating and for some that don't know how to properly merge into them they can lead to pausesincorrect merges and I would expect slow-downs. I know locals would get used to them rather quicklybut inexperienced drivers with these passages would seem to be the concern most	Alternatives Tool	10/22/2016
	13330	Because of the likely heavy traffic at times I recommend against the traffic circle options	Web Comment Form	11/10/2016
	13494	As I live just off Hwy. 378 I feel like the area could not handle the extra traffic that would be created from the road being put through Quail Hollow.Please consider another route.	Web Comment Form	11/16/2016
	13690	However I would also like to know why there is no consideration of interchange improvements at Greystone which impacts traffic flow from Colonial and I26 into town and I26 coming out of Columbia?	Web Comment Form	-
	13691	When possible I think the DDI options make the most sense; especially in regards to safety benefits.	Web Comment Form	-
	13835	Both of these additions would reduce the I20 I26 conjestion.	Alternatives Tool	-
	13855	I-20/126 East-West Connector; Directional Interchange: Directional Interchange is a bad idea: too expensive kills residential communities and over complicates traffic flows.	Alternatives Tool	11/18/2106
	13883	I-26 @ Lake Murray; DDI: Diverging diamond pattern at the Lake Murray and I-26 will not change the dangerous lane changing that occurs with people coming off I-26 and then quickly positioning themselves to make a left hand turn onto Kinley Road. The other two alternatives make that distance much greater so people might be more courteous and safe in changing lanes once they exit.	Alternatives Tool	11/17/2016
	13893	I-20 @ Broad River; Roundabouts: Roundabouts for cost and safety. ; I-20 @ Bush River; Roundabouts: Roundabouts for reduce left hand turns and safety.; I-26 @ St Andrews; Roundabouts: St. Andrews Roundabouts for safety and flow of traffic; I-26 @ I-20; Turbine: Turbine	Alternatives Tool	11/17/2016
	13929	I-26 @ US 378; EB Hospital Direct Connect: I live behind the hospital and getting off at 378 is impossible at 5:00 at night. Sometimes it takes 15 minutes or more. Then to deal with all the traffic to get around the hospital and where I live. Lately I have been going down to Hwy 1 and getting off and coming back onto Harbor Drive.	Alternatives Tool	11/16/2016
14030	Outside Corridor; Northern Expressway: This is a general observation and not related to any one interchange. I regularly drive from Camden to Irmo in the afternoons via I20/I26. I've noticed that traffic tends to slow or back up at certain points such as between Monticello Road and the Broad River between St. Andrews and Piney Grove Roads and between Harbison and Lake Murray Blvd. One thing that these areas have in common are inclines or curves which obstruct driver's view of traffic ahead. I suspect that drivers are subconsciously slowing down because they cannot see what is in front of them. I would suggest to the extent possible that you attempt to reduce these curves and crests in the roadway to provide drivers with a clearer sight line. This should be possible through simple grading near the Jamil Temple but in other areas may be a challenge.	Alternatives Tool	-	
14122	No one will be able to figure out how to drive the St. Andrew's Roundabouts options. There will be more wrecks than there are now sorry I have no faith in my fellow driver.	Alternatives Tool	11/5/2016	
12845	This is just a shame this road like this but they can go to Charlotte and then look at the roads up there and they got traffic moving. Several roads coming together and they don't have the kind of problem we have here, I do have a call me and if someone would like to call me 803-772-2610. I'd like to have a call me please. Thank you. Bye.", "Information Request"	Hotline Voice Mail Transcript	-	

	13498	Heavy traffic on 378 west of the hospital is stop and go and a traffic light at Leapheart and 378 further gridlocks this traffic. Leapheart Road heavy traffic builds up from Hwy 1 and Jarvis Klappman to this light. Also trying to get onto 378 from I-26 eastbound is almost impossible due to stopped traffic out onto the moving Interstate. A similar situation exists at I-20 southbound at the City of Lexington line. , A bypass from I-77 directly to SC Highway 6 at Lexington would be the best solution.	Web Comment Form	11/16/2016
Traffic/Safety, Alternatives	13905	I-26 @ Lake Murray; DDI: I travel this area ten or more times weekly in the morning afternoon and evening. There is not a problem with traffic flow on the exits or bridge. It is wasteful spending to put money here when so many other roads genuinely need work. This interchange works!, I-20/126 East-West Connector; Directional Interchange: From the 3 options that were offered it appears that Option 3 is the least desirable & most detrimental to the communities of Quail Hollow Gates at Quail Hollow Quail Ridge & surrounding housing that would also be adversely affected. My husband & I built in Quail Hollow 37 years ago. I was 31 years old. Our children attended public school in West Columbia. We love this home". My husband & I intended to live here in our old age. Quail Hollow is a vibrant caring community where you'll see people young and old walking or jogging or taking their dog for a stroll on a daily basis. New homes are being built nearby & many renovated as well. A young toddler across the street had her new sister born recently. The younger residents look after the older residents too. One young neighbor regularly cuts an older neighbor's lawn. I've see deer & other wildlife in our neighborhood. We don't brag about the beauty here of our rolling hills river front & beautiful tree lined streets. We also don't want to see it destroyed by concrete and noise. Think about it if it was your home your neighborhood where an interstate and exchange was going to rip straight through your community and grossly divide it end to end. This option needs to be terminated now. Besides the substantial tax base that will be destroyed lives and homes will be too. It appears Section 20 Option 3 is the most expensive & disruptive option whereas Option 1 or 2 has the least impact on people their homes and the tax base. Although something needs to be done to help the flow of traffic in the future it is senseless to believe that Option 3 will be less disruptive to the current traffic flow during construction when the reality is that Option 1 2 or 3 will be a traffic nightmare during construction. Why prolong the nightmare with Option 3? Ultimately Option 3 is the least favorable option.Stop it now before our homes devalue again with the uncertainty of this interstate. Thank you."	Alternatives Tool	-
	14033	All options appear to involve doing away with the current 2 separate exits (depending on which way you want to travel on Lake Murray). Everyone will now have to get off at one exit which I believe will back up traffic onto I-26 which is what currently happens at the exit before this (Harbison).; Outside Corridor; Widen Broad River: Widening Broad River is definitely needed. I currently use this route when I-26 is very backed up but it gets very clogged as well -- particularly from the area past DJJ all the way up to I-20 interchange. People must have alternate routes to take when there are major traffic issues on I-26 and currently Broad River is ineffective at moving large traffic volumes. Adding a lane to each side would help. I-26 @ I-20; Braided Directional Two Loops: I was unable to make the October 4 meeting so this may have been covered at it but none of the alternatives for this area involve widening I-26. All options only improve intersections but I think additional lanes on I-26 are needed due to the traffic volume. Intersections can only improve the flow so much -- additional lanes are needed to help with the volume.	Alternatives Tool	10/25/2016
Traffic/Safety, Alternatives, Traffic/Safety	12926	The blind ramp from I-20 eastbound to SC-277 looks dangerous. Some drivers have enough sense to move to the left lane of SC-277 to be out of the way of cars and trucks that suddenly appear coming up the rampart. And a lot of clowns decide to pass the on right the cars in the left lane only to suddenly see a truck or trucks coming up the circular ramp... SC-277 is just two lanes through there ... The right lane should be reserved for turns onto eastbound I-20 and westbound I-20 . The left lane of SC-277 north should be signed for through traffic not just for speeders trying to run over others. It should be prohibited for through traffic on SC-277 to move from the left lane to the right lane through the interchange. Regular drivers in the area learn what to do but it is not visitor friendly in an area with a lot of visitors -- tourists those going to graduation at Fort Jackson	Web Comment Form	10/20/2016
Traffic/Safety, Biological Resources	14161	The need for a connection between I77 and I26 from Blythewood are to Harbison area would do a lot to alleviate traffic in the corridor., Care does need to be taken to reduce the impact on the protected state forest at Harbison.	Alternatives Tool	11/18/2016
Traffic/Safety, Displacement Res/Comm, Cost, Economics, Aesthetics, Conservation, General Support	13962	I fervently hope that your traffic flow solutions beginning at Lake Murry Blvd will obviate the need to build the I20/I26 East/West connector. , Please please don't destroy Quail Hollow The Gates at Quail Hollow or Quail Ridge. These communities are gems for West Columbia., It would be costly to do so there would be additional delays and costs from litigation and it is just not right to uproot so many families., The county/state tax base would be impacted and tax revenues would plummet., The Direct Connector would forever change the natural beauty and tranquility of the Saluda River another gem in our city. We should protect and preserve the few natural areas in the Midlands to enhance its overall beauty and livability., The Direct Connector would forever change the natural beauty and tranquility of the Saluda River another gem in our city. We should protect and preserve the few natural areas in the Midlands to enhance its overall beauty and livability., If a connector must be built I favor the Bush River connector as that route is already heavily commercialized would impact fewer residential communities and spare the beauty of the Saluda River.	Alternatives Tool	-
Traffic/Safety, Harbison State Forest	13662	I drive on I-26 and I-126 five times a week for work and traffic can get a little thick to saythe least. I think an HOV lane would encourage people to carpool and help the afternoonrush., I just ask that the Harbison State Forest remains as it is. It is an amazing park and a true gem not just in this area but in our great state.	Web Comment Form	-

Traffic/Safety, Information Request	13167	I do however sit every morning and evening and have seen many wrecks at the Longs pond and Two Notch Intersection. This seems to be based from how people traveling from all the new housing editions in the area have to turn left at a stop light to get on I-20 when traveling toward Columbia. Most people that I know that live in this section of Lexington and have to travel into Columbia avoid going this way and travel way out of the way toward Irmo therefore adding to the problems you have in that area listed. Since I work at Michelin I am forced to sit for 30 minutes each morning to travel that last mile of Longs pond from around the Bar road intersection to the Two Notch light. I can see changes are being made to the US1 and US6 interchanges but I don't see any designs for a loop or another interchange with I20 from Calks Ferry road. Has any provisions been made in those areas to help with the huge growth we have seen on this side of Lexington?	Email	10/20/2016
Utilities, General Opposition	13390	Not to mention this option also causes a trickle down affect to SCEG. Not only would SCEG have to relocate thier high KV service lines but SCEG would also have to relocate the new transformer switch yard., stay out of Quail Hollow and surrounding the neighborhoods and let SCEG meet the needs of their service area	Alternatives Tool	10/18/2016
Utilities, Noise, Property Value	13970	As the owner and one of the residents or 1601 Blackbird Drive I would be very negatively impacted by the rerouting along the power lines. The noise from the highway would be aesthetically offensive., there is no doubt that there would be a significant reduction in the value of the property. This choice would harm the quality of my life and bring financial damage to me.	Alternatives Tool	-
Water Resources	13915	I-20/126 East-West Connector; Directional Interchange: Opposed- The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 19891 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda "	Alternatives Tool	11/15/2016
	13987	please do not affect the water quality for trout fishing	Alternatives Tool	11/15/2016
	14129	I-20/126 East-West Connector; Direct Connector: I oppose this option as it has far to much environmental and stream impacts. This is a scenic river!; I-20/126 East-West Connector; Directional Interchange:I oppose this option for the large amount of stream impact.	Alternatives Tool	11/18/2016
Water Resources, Alternatives, General Opposition, Displacement Res/Comm	13411	Direct ConnectorWhile this option is indicated to have the lowest cost it looks to have the largest negative impact on theSaluda River probably the greatest asset Columbia has. At a minimum there should be a bufferbetween the river and the new construction., Bush RiverI prefer this option due to its setback from the river moderate cost and a belief that this option wouldbe effective in relieving the congestion through the area., Directional InterchangeThis alternative is our greatest concern. It is the most expensive option would have a catastrophicimpact on one of the premier sections of river in our state and would negatively impact a high numberof properties., Directional InterchangeThis alternative is our greatest concern. It is the most expensive option would have a catastrophicimpact on one of the premier sections of river in our state and would negatively impact a high numberof properties.	Alternatives Tool	10/24/2016
Water Resources, Conservation	13516	The Northern Arterial and Northern Expressway corridors are objectionable due to impacts on natural resources including protected lands and the Broad River., including protected lands	Web Comment Form	11/16/2016
Water Resources, Cost	13400	I-20/126 East-West Connector; Direct Connector: Of the three options under the east/west corridor the direct connector makes the most sense in terms of cost and property and stream impact., I-20/126 East-West Connector; Direct Connector: Of the three options under the east/west corridor the direct connector makes the most sense in terms of cost and property and stream impact.	Alternatives Tool	10/24/2016
Water Resources, Cost, Aesthetics, Parks/Recreation, Biological Resources, Cultural Resources, Geology, Noise, Greenhouse Gas, Cumulative Impacts	13938	The Directional interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 ptions and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 1989 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of the Saluda. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect the Saluda and all those who enjoy it. ". The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 1989 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of the Saluda. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect the Saluda and all those who enjoy it. ". The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 1989 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of the Saluda. Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes	Alternatives Tool	-

Water Resources, Cumulative Impacts	13867	I-20/126 East-West Connector; Directional Interchange: The Directional Interchange option is most intrusive to the community impacts the most linear feet of waterways of the 3 options is the most expensive option is the most environmentally destructive of the 3 options and impacts a scenic river which according to the South Carolina Scenic Rivers Act of 1989 should be protected so as to maintain unique or outstanding scenic recreational geologic botanical fish wildlife historic or cultural values" of selected rivers or river segments in the state.". Even if the construction itself does not adversely affect the Saluda (which seems impossible) the highway noise vibration fumes pollution runoff etc. will adversely affect what we experience on the Saluda.	Alternatives Tool	11/15/2016
Water Resources, Displacement Res/Comm, Traffic/Safety, General Support, Cost, Wetlands, Displacement Res/Comm	13991	, , Offset left option seems to allow for increased traffic in the future lower impact on resident and water, Direct Connector seems to make most sense. Lower cost lower impact on residences and wetlands , Direct Connector seems to make most sense. Lower cost lower impact on residences and wetlands , Direct Connector seems to make most sense. Lower cost lower impact on residences and wetlands , Direct Connector seems to make most sense. Lower cost lower impact on residences and wetlands	Alternatives Tool	-
Water Resources, General Opposition	13884	-20/126 East-West Connector; Directional Interchange: I am opposed to the Directional Interchange alternative for the I-20/126 East West Corridor. Harmful to river environment., -20/126 East-West Connector; Directional Interchange: I am opposed to the Directional Interchange alternative for the I-20/126 East West Corridor. Harmful to river environment.	Alternatives Tool	11/16/2016
	14124	too much impact to stream and fish. we are running out of trout area in the Columbia area., Oppose this option	Alternatives Tool	11/15/2016
Water Resources, General Support, General Support	14147	I-20/126 East-West Connector; Direct Connector: Oppose too many adverse impacts to a State Scenic River and development of future Saluda Riverwalk.; I-20/126 East-West Connector; Bush River: Too many adverse impacts to a State Scenic River and the future Saluda Riverwalk. Oppose; I-20/126 East-West Connector; Directional Interchange: Oppose. Too many adverse impacts to a State Scenic River and the future Saluda Riverwalk., Outside Corridor; Northern Expressway: Seems to be the most reasonable alternative to divert cars from malfunction junction with least impact to rivers and wetlands., I-26 @ US 378; EB Hospital Direct Connect: Seems to be the best alternative to ensure emergency vehicles can access the hospital and relieves congestion at intersection.	Alternatives Tool	11/16/2016
Water Resources, T&E Species	13520	Please avoid any alternative that would have a major impact on the rivers that are important to protecting the environment and recreation in the Columbia area, If we can do this without disrupting endangered and protected species I can't possibly imagine why we wouldn't.	Web Comment Form	11/16/2016
Water Resources, T&E Species, Biological Resources	13821	I OPPOSE any alternative that would impact our rivers!, My concerns with these impacting our rivers include water quality recreational use rare threatened and endangered species- these must be addressed, My concerns with these impacting our rivers include water quality recreational use rare threatened and endangered species- these must be addressed	Email	11/17/2016
Water Resources, Wetlands, Biological Resources, Harbison State Forest	13787	Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest, Yet the Northern Alignment Arterial proposal would impact 206 local properties 36.62 wetland acres and 11243 linear feet of stream and the Northern Alignment Expressway proposal would impact 98 local properties 21.7 wetland acres and 6110 linear feet of stream bordering the Forest	Email	11/15/2016
Water Resources, Wetlands, Biological Resources, Parks/Recreation, T&E Species	13842	The Saluda Broad and Congaree Rivers are valuable natural resources in the midlands area. They are home to many varieties of fish and they are valued by many people as places for healthy outdoor recreation., Please remove from the 49 alternative design plans for Carolina Crossroads the following plans: the Northern Alignment Arterial and Northern Alignment Expressway proposals the Directional Interchange the Direct Connector the Bush River Option. These design plans pose serious problems with wetlands degradation that would adversely affect natural flood control as well as having adverse effects on biological diversity and recreational opportunities for many people. Rare threatened and endangered species of fish are put at risk by these options. , Please remove from the 49 alternative design plans for Carolina Crossroads the following plans: the Northern Alignment Arterial and Northern Alignment Expressway proposals the Directional Interchange the Direct Connector the Bush River Option. These design plans pose serious problems with wetlands degradation that would adversely affect natural flood control as well as having adverse effects on biological diversity and recreational opportunities for many people. Rare threatened and endangered species of fish are put at risk by these options. , Please remove from the 49 alternative design plans for Carolina Crossroads the following plans: the Northern Alignment Arterial and Northern Alignment Expressway proposals the Directional Interchange the Direct Connector the Bush River Option. These design plans pose serious problems with wetlands degradation that would adversely affect natural flood control as well as having adverse effects on biological diversity and recreational opportunities for many people. Rare threatened and endangered species of fish are put at risk by these options. , Please remove from the 49 alternative design plans for Carolina Crossroads the following plans: the Northern Alignment Arterial and Northern Alignment Expressway proposals the Directional Interchange the Direct Connector the Bush River Option. These design plans pose serious problems with wetlands degradation that would adversely affect natural flood control as well as having adverse effects on biological diversity and recreational opportunities for many people. Rare threatened and endangered species of fish are put at risk by these options.	Alternatives Tool	11/18/2016
	13308	The Directional Interchange option for the I-20 Corridor seems to destroy the most wetlands at a large environmental cost	Alternatives Tool	10/24/2016

Wetlands	13881	I-20 @ Broad River; DDI: I am not in favor of impacting streams; I-26 @ St Andrews; Modified DDI: I am not in favor of impacting streams; I-26 @ I-20; Turbine: I am not in favor of impacting streams or wetlands; I-26 @ Bush River; Offset Diamond: I am not in favor of impacting streams or wetlands; I-20/126 East-West Connector; Directional Interchange: I am not in favor of impacting wetlands and streams; I-26 @ Harbison; Tight Diamond: I am opposed to impacting streams; I-26 @ Lake Murray; DDI: I am opposed to impacting streams; I-26 @ Broad River; DDI: I am opposed to impacting streams and wetlands; I-26 @ US 378; EB Ramp Extension: I am opposed to impacting streams.; I-20 @ Bush River; Partial Cloverleaf Interchange: I don't approve of ever harming wetlands as a flood victim and nature lover	Alternatives Tool	11/17/2016
	13888	Outside Corridor; Widen St Andrews: Please do not choose the Northern Expressway or the Northern Arterial plans. The impacted wetlands and river would be a huge loss for Columbia in the Harbison Forest area. The St Andrews widening hardly impacts wetland or river!	Alternatives Tool	11/17/2016
	14096	I prefer the Northern Expressway due to the lower impact to the wetlands and streams as well as properties.	Alternatives Tool	10/31/2016
Wetlands, Cost	13266	This alternate would impact the much appreciated Saluda waterway., The cost of this impact must be included in the low \$ cost of the road.	Alternatives Tool	10/21/2016
Wetlands, Displacement Res/Comm, Real Estate, Biological Resources, General Opposition	13367	I-20/126 East-West Connector; Bush River: At the I 20 / 26 east west connector it will be vitally important to impact the saluda river as LITTLE as possible (and said water quality, Very established nice neighborhood that you would destroy- both in the homes and the property values, Very established nice neighborhood that you would destroy- both in the homes and the property values, can't even imagine the direct connector or the directional interchange because they threaten the ecology, I can't even imagine the direct connector or the directional interchange because they threaten the ecology and the neighborhood	Alternatives Tool	10/18/2016
Wetlands, General Opposition	12930	This proposal would destroy acres of wetlands. Please consider another an alternative that does not involve going through Quail Hollow., Please consider another an alternative that does not involve going through Quail Hollow.	Web Comment Form	10/21/2016
	13971	Thirty six acres of wetlands being impacted is NOT ok with me!! , I think this is a bad idea and am totally against it!	Alternatives Tool	-
Wetlands, Public Involvement, General Opposition	13006	The wetlands considerations are about the same for all 3 proposals, Quail Hollow property owners received no public notice of this project, The Directional Interchange" option would adversely affect 136 homes and multiple homes owners in Quail Hollow and surrounding subdivisions cutting off entire neighborhoods and impacting revenues to state & local governments and our schools."	Web Comment Form	10/24/2016