



South Carolina
Department of Transportation

REASONABLE ALTERNATIVES PUBLIC INFORMATION MEETING COMMENT SHEET

Comments are due by October 19, 2017

CAROLINA CROSSROADS I-20/26/126 CORRIDOR PROJECT RICHLAND AND LEXINGTON COUNTIES

NAME

Mr, Mrs, Ms, Mr & Mrs

(Please choose one:)

MAILING ADDRESS

June Suber
1620 Morninghill Dr, Columbia SC 29210
Street/Route City State Zip Code

PHONE NUMBER

803 673 7566

COMMENTS

- I hope this won't be obsolete by the time it's completed - we've lived at 'Malfunction' for 40+ years.
- Are you leaving room for expansion, updating if you find you do need to update.
- Noise issues, need sound barriers.
- Additional lanes need to be added to at least Chapin exit.
- Need toll collection on all 3 interstates going from South to North and vice-versa.
- Restrict width of semi-tractor trailer trucks or widen the lanes

June Suber

Mail Comments to:



SCDOT Midlands Regional Production Group

C/O Brian Klauk

PO Box 191

Columbia, SC 29202-0191

Or make verbal comments by phone: 800-601-8715

Or email to: info@CarolinaCrossroadsSCDOT.com

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NAME

Mr, Mrs, Ms, Mr & Mrs _____

(Please choose one:)

MAILING ADDRESS

Street/Route _____

City _____

State _____

Zip Code _____

PHONE NUMBER _____

COMMENTS

- Keep the environmental safe or less impacts
- noise walls (that are attractive)
- RA1 - may be best alternative

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NAME

Mr, Mrs, Ms, Mr & Mrs

(Please choose one:)

MAILING ADDRESS

KATHLEEN SHEPHERD

1900 COFIELD DR, W. COLA, SC 29169

Street/Route

City

State

Zip Code

PHONE NUMBER

COMMENTS

SCDOT has done a fabulous job in explaining the options and informing the public on this project.

Good Job!

Mail Comments to:



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NAME

Mr, Ms, Ms, Mr & Mrs

Jerri Hayden

(Please choose one:)

MAILING ADDRESS

1807 Middle Loop Rd. W. Cda. SC 29169

Street/Route

City

State

Zip Code

PHONE NUMBER

COMMENTS

RAI - appears the best choice for traffic
flow issues!

Mail Comments to:



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C/O Brian Klauk

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NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

MR DAVID Bitters

MAILING ADDRESS

724 TARA LANE Columbia SC 29210
Street/Route City State Zip Code

PHONE NUMBER

COMMENTS

plan 01 is the best in ALL ASPECT.

Please keep trucks ON INSIDE LANES AWAY
from thru LANES.

Need A barrier of sort getting off I26-I20
to St Andrew Rd. Barrier would be to keep
drivers from ENTERING St. Andrews EAST AND
go 3 LANES ONTO Fernandina Rd. This will MAKE
drivers use the Chuckle Cheese ENTERENCE to
go straight to Fernandina Rd, NORTH.

GOOD Job.

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NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Clif LeBlanc

MAILING ADDRESS

448 Winstaire Dr. Columbia SC 29210
Street/Route City State Zip Code

PHONE NUMBER

(803) 727-4569

COMMENTS

Please consider time-limited HOV lanes that extend to Chapin
Add a traffic light at the intersection of Jamil & Tram roads.
Consider painted arrows^{more of them} for upcoming turn lanes at high-traffic intersections.

Mail Comments to:



SCDOT Midlands Regional Production Group

C/O Brian Klauk

PO Box 191

Columbia, SC 29202-0191

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NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Beverly Elmore

MAILING ADDRESS

138 Crestland Dr Columbia SC 29210

Street/Route

City

State

Zip Code

PHONE NUMBER

COMMENTS

Maybe I missed it, but notification about this meeting via the overhead flashing interstate signs ~~was~~ would have been a great reminder.

- The meeting location was comfortable.
- event staff were helpful and pleasant

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NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Elizabeth Catchings

MAILING ADDRESS

117 Blackhawk Trl. West Columbia SC 29169
Street/Route City State Zip Code

PHONE NUMBER

COMMENTS

The effort to hold the Public Information
Session on Carolina Crossroads is appreciated.
Option 1 seems to be the best alternative.

Mail Comments to:



SCDOT Midlands Regional Production Group

C/O Brian Klauk

PO Box 191

Columbia, SC 29202-0191

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NAME

Mr, Mrs, Ms, Mr & Mrs

(Please choose one:)

MAILING ADDRESS

Anne Walker
43 Mason Craft Dr. Sumter SC 29150

Street/Route

City

State

Zip Code

PHONE NUMBER

803-606-4943

COMMENTS

I own property (condo) at Lakewood Village, 240 Jamil Rd., #300. If the current plan stands, then the value of my property (which I rent out) will tank. No one wants to walk out of their front door and look at a wall (noise barrier). Again, if the plan stands, please consider just taking the 2 front rows of condos that face Jamil Rd and give us a fair price for that right of way.

P.S. Our only other option is to engage an attorney and our legislative reps, as the people in Quail Hollow did, which resulted in their property being removed from consideration. Money talks and gets action.

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PO Box 191
Columbia, SC 29202-0191
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NAME

Mr Mrs, Ms, Mr & Mrs

ANDY KUSHLAK

(Please choose one:)

MAILING ADDRESS

27 NORTHGROVE CT

COLA

S.C.

29212

Street/Route

City

State

Zip Code

PHONE NUMBER

COMMENTS

IT'S ABOUT TIME WE DO SOMETHING ABOUT MALFUNCTION
JUNCTION. DID NOT FIND A TIME LINE PAST 2019. PLEASE DON'T GIVE A
BLANK CHECK TO THE COMPANY THAT WINS THE CONTRACT.

Mail Comments to:



SCDOT Midlands Regional Production Group

C/O Brian Klauk

PO Box 191

Columbia, SC 29202-0191

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NAME

Mr, Mrs, Ms, Mr & Mrs

Chip Land

(Please choose one:)

MAILING ADDRESS

133 Pond Oak Lane Columbia S.C. 29212

Street/Route

City

State

Zip Code

PHONE NUMBER

803-413-7747

COMMENTS

Positive

- ① Like 1 & 2, had concerns about dropping 7 & 8 because liked direct connection; HOPE C & D lanes will be helpful in eliminating weaving movements
- ② Like dropping Northern Arterial, expensive project with bad connection to Broad River & I-26
- ③ Like eliminating bush river Rd. exit off I-26 & upgrading Colonial life Blvd. Interchange
- ④ This will eliminate major weaving movements
- ⑤ HOPE proposed improvements to Harbison & Broad River, Bush River, & St. Andrews will help. Unsure if divergent diamond will be final answer especially based on several years experience with 378 & I-26

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Negative

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- ① Very Confusing need good signage, detailed maps at Visitors Center, send good detailed maps to major trucking firms, Port, ~~to~~ S.C. ^{S.E.} manufacturers | Big P.R. campaign to get local drivers used to new routes & exits
- ② Do Not look forward to 2-3 years construction mess



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NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Andrew Peck

MAILING ADDRESS

Street/Route

City

State

Zip Code

PHONE NUMBER

COMMENTS

The intersection of Tram & Jamil has been seen as a problematic spot by folks in my neighborhood. So see how visibility at said intersection can be improved. Another tweak I recommend you explore with I-26/Harbison is to try to seek to tweak so as to minimize impact on the Best Buy... Another thing is that Harbison Blvd - the way it is currently has 8 traffic signals and they currently don't sync like they should and 'smart signal' systems need to be investigated and explored - especially at the intersections of Columbiana Drive and Park Terrace meet Harbison as those two are very congestion-prone. Also, I have a better vision for Piney Grove/Jamil Rd/Bower Parkway and on the back is a schematic of what I envision should be done...

Mail Comments to:



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NAME

Mr, Mrs, Ms, Mr & Mrs

CONNIE DELANEY

(Please choose one:)

MAILING ADDRESS

1208 Bush River Rd

Cola

SC

29210

Street/Route

City

State

Zip Code

PHONE NUMBER

803-351-9918

COMMENTS

ZAC, BETH + DAN WERE VERY HELPFUL AND
INFORMATIVE. THE 2 ALTERNATIVES ARE
BRILLIANT AND WILL, HOPEFULLY, SAVE LIVES.
+ SAVE TIME.

Thank you for the HARD WORK & MANY
HOURS OF PLANNING



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SCDOT Midlands Regional Production Group

C/O Brian Klauk

PO Box 191

Columbia, SC 29202-0191

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NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one:)

Mary Teague

MAILING ADDRESS

2824 Woodland Hills East Columbia, SC
Street/Route City State Zip Code

PHONE NUMBER

803 798-3289

COMMENTS

1. Infrastructure — particularly drainage — worried about Stag's Creek off of St. Andrews Rd. It flooded in 2015.
2. Noise — will need sound barriers — the noise is oppressive now
3. Speed Regulations — Trucks should be restricted to driving in the right two lanes and should be driving to ~~at least~~ restricted to a speed limit 10 miles less than autos.
4. Quality of materials the contractors are using — roads are not lasting as long as they should — poor workmanship and materials. Create an escrow account where the contractors have to deposit money if the roads don't last as long as they should
5. Eliminate the two tractor trailers come through our State — damage the road too much
6. Staff the weight stations all the time — fine trucks overweight
- 7.

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Issue	Comment ID	Issue Text	Date
Aesthetics	15179	When you get to the signage stage- in addition to overhead signs directing traffic to the correct lanes; it would be an incredible benefit to paint the interstate signage onto the pavement on the proper lane so the driver would easily be able to to select the correct lanes well ahead of reaching the "turn" area. We have used such signage in other cities and can honestly say that this type pavement signage makes correct lane selection so much easier and safer. Joey McIntyre was extremely helpful.	9/19/2017
	15460	I'd like to suggest that some considerations be made to the aesthetic quality of the interchanges and flyovers. Creative lighting solutions or special use of colors to denote different directions while adding to the visual appeal of the changes should be considered. But, at a minimum, since DOT has utilized creative, artistic concrete forms for the Upstate and Lowcountry, a special form should be utilized for the Midlands that is unique to the area. I suggest working with an artist to create something unique and distinctive that still meets necessary requirements. Changes to this corridor give us an opportunity to showcase our unique talents and the creativity of the area which will in turn have positive economic benefits through tourism and business/employee recruitment.	10/9/2017
Aesthetics & Safety	15163	I hope the project will include state of the art lighting. Most of the urban interstates in SC are dark which make them very dangerous. This is a once in a generation project that should be done right and include all the latest technology as well as extensive landscaping.	9/26/2017
Aesthetics, Agency Coordination, Bike/Ped, Mobility & ROW	16348	<p>The City of Columbia's Planning Department would like to provide comments on the proposed "Carolina Crossroads" project. While we understand that we will be included in the planning process as it continues to move forward, we would like to provide some preliminary comments. Each of these is a brief summary of topics that will be clarified further as our conversation and the project evolves.</p> <ul style="list-style-type: none"> • Coordination with Adopted Plans: The City of Columbia has adopted the Walk Bike Columbia Pedestrian and Bicycle Master Plan as a part of the City's Comprehensive Plan, and Richland County has adopted the Broad River Corridor and Community Master Plan, both of which make specific infrastructure recommendations for the area in question. While these plans have been provided to SCDOT as a part of The Carolina Crossroads project, we have not received any follow up communication regarding the inclusion of these plans. The documents released to the public for comment were at a diagrammatic level, so it is difficult to ascertain with the materials that are accessible to us how these plans will or will not be incorporated into the proposed project. • Pedestrian and Bike Infrastructure: Walk Bike Columbia has a number of on-road and off-road pedestrian and bicycle recommendations for Broad River Road, Bush River Road, and Saint Andrews Road as well as recommendations for other secondary and tertiary roads, and the Plan proposes a road diet and bicycle facilities on Colonial Life Boulevard. We are uncertain how this project will affect these corridors and would like clarification on how these recommendations will be implemented throughout this project. • Pedestrian Facilities and Intersection Design/Improvements: It is unclear from the public documents how pedestrian facilities and intersection designs will be affected or improved. Walk Bike Columbia makes numerous recommendations with regard to proposed and existing signalized intersections and mid-block crossing improvements in the project area; as such it is unclear how this project will impact or integrate these recommendations. • Sidewalks: Walk Bike Columbia recommends sidewalk improvements for every roadway possibly affected, with the exception of the restricted access interstates. Within the documents provided to the public it is unclear how existing sidewalk facilities might be affected, or what additional pedestrian pathways might be added. • Design Elements: The City also has not seen details regarding the physical construction of this project; we understand that these may not yet have been developed. SCDOT has developed unique concrete patterns and brick details on retaining and structural walls corresponding to the region of the state the project is in. Both the Low Country and Upstate have concrete stamping patterns specific to their region that have been utilized to give projects more vibrancy. We are unaware of a Midland-specific ornamentation option, and would encourage SCDOT to work with the arts community to ensure a distinctive and pleasing aesthetic design. Projects throughout the U.S. that are at this magnitude have integrated simple design options that help reinforce the unique charter of the region, and we hope Midlands-specific options may be developed for the Carolina Crossroads project and become available for other local projects in the future. We are developing a list of examples from other communities that we will share at future meetings. • Development of a Super Cycle Highway Element: The Walk Bike Columbia Plan recommends facilities are developed for those in the community from 8 to 80 as well as for those traveling long distances. The City Staff would like to discuss the how the right-of-way for this project may provide for the future development of a super cycle highway element that would allow for transportation connectivity within the City, between cities, and connect the region. The same routes that can move motor vehicles are often the same routes that bicyclists can access the region as quickly if not quicker. We will prepare a more detailed summary of this discussion topic for future meetings. <p>Additionally, attached to this letter are maps that show in greater detail the locations of proposed facilities on these roads based on the recommendations of the Walk Bike Columbia plan.</p> <p>Thank you for your considerations. The City of Columbia is willing and able to provide assistance to ensure this project is a success.</p>	10/19/2017
Aesthetics, Alternatives & Traffic/Safety	15177	<p>1.) At the Lake Murray Blvd exit on I-26 coming from Columbia, there is a dangerous situation. For those who want to get to Cracker Barrell, one of the two hotels, Walgreens, Rite Aid, or Publix, they have to cross three lanes to get to the left turn lane for Kinley Road. * While you are fixing up the big exchanges, could you extend it and put in a two-lane left turn? Since traffic backs up in the turn lane, the procedure would give room for more cars to be in line. I don't know of a solution for getting across the three lanes quickly. Going up to the Broad River exit is not a viable option. 2.) The number of lanes of Broad River Road needs to be addressed. I am sure that the problems stem from having three separate projects, none of which paved quite enough. Therefore there are two relatively short sections of Broad River Rd: (a) Between I-26 intersection paving and the intersection paving for the shopping at Kennerly (b) Between the intersection paving and the intersection with the Lake Murray Drive. * While you are fixing the I-26- Broad River Road intersection, would you extend it to pave four lanes in the, two, two-lane sections? As of now, there is a huge traffic build up between Lake Murray Blvd and Kennerly Rd. 3.) The engineer Joey at the station I went to said he would speak to maintenance tomorrow about this situation. I'm sure he will, but just in case he forgets- * There needs to be a hospital sign on I-26. There is no indication that a hospital (Lexington) is just down the road, maybe one or two miles at most. If they have not stopped at Parkridge Hospital, they may need a larger emergency than it has. Lexington Hospital has one. Also the added time to get to Baptist or Providence would mean the difference between life and death. 4.) I believe I saw such on the smart board presentation, but I want to make sure that the Harbison- I-26 interchange will be "fixed". At present, there are no right turn lanes to get on I-26 and on Woodcross Drive and on Saturn Parkway- all going north on Harbison Blvd from Harbison shopping. Going south of Harbison, the two lanes going straight across the bridge need to be restored and right turn lane added for getting on I-26 going towards Spartanburg. So- lots of right turn lanes and probably some left turns and two straight lanes everywhere.</p>	9/19/2017

Aesthetics, General Support & RA1	15178	I am astonished at the amount of good work that has been done on this project. I would like to express my preference for Alternative 1 since it appears to be a superior alternative in terms of traffic flow, traffic speed and cost. I would also like to throw my support behind the installation of street lighting along this corridor. Lighting greatly enhances night time safety since drivers will be better able to see their surroundings while navigating a complicated stretch of road.	9/19/2017
	15112	Why not put a new interstate north of Columbia to alleviate the traffic flow between Irmo/Chapin to Northeast via I-120?	9/6/2017
	15076	Exiting off of I-26 West onto Bush River- two lanes should be able to go straight there. Get rid of the white lines not allowing two lanes to go straight. Two lanes go straight and then two lanes turn left onto Bush River. Many more people would take this exit and relieve some of the traffic on I-26.	9/18/2017
	15086	Dear Sir/Maam, I don't understand why you would consider a route from from I-77 into an already heavily congested area at Piney Grove Rd. An east/west corridor would help relieve traffic at the clover leaf, but the western interchange should be north of the already congested interchanges around Irmo. The west end junction should be between Ballentine or Chapin. Also on I-26, the entrance westbound St Andrews entrance should have been extended to the Piney Grove exit ramp While they were working on it. Good luck on a solution. Columbia has been ignored by our legislators for some time.	9/18/2017
	15183	Harbison Blvd/ I-26 interchange- make an A&B interchange. This way the I-26 W to Harbison Blvd W keeps moving- no light. Also add another lane from I-26W to Harbison Blvd W ramp to Columbiana Drive. New lane should be right only onto Columbiana Drive.	9/19/2017
	15187	I-20 W to exit on I-26W and Broad River Road. Start these exits right after the River. Including a barrier between the exit and I-20W.	9/19/2017
	15186	I-20 changes off of Bush River Rd going to Florence, adding left entrance to Florence will cause those that used to go right, to go left. A traffic light for traffic coming from the opposite way will cause many accidents.	9/19/2017
	15182	Still a big supporter of the norther connector from I-26 to I-77. The land needed to construct a connector is only going to cost more and be harder to acquire as the population moves north of I-20. A connector also lengthens the "life" of any improvement made to I-20 by a lot- i.e. \$1 billion improvement on I-20/ I-26 will go many more years into the future if the connector exists. Also think the connector should connect at or above I-26 or Broad River Road.	9/19/2017
Alternatives	15181	PROBLEM: The merging of traffic from I-26 (Charleston) and I-26 (Columbia) West bound; the weaving of traffic from lane to lane to interchange between I-26 and I-20; and the injection of local traffic all in a short span of roadway. The terrain, river and railroad are additional items that complicate the solution. SOLUTION: I have no overall solution to the problem, but I have comments based on my observations of highways in other areas such as Charleston, SC, Atlanta, GA, and Great Britain. COMMENTS: 1.) Solve the problem in its present right-of-way location without building entirely new road ways in different locations. 2.) Separate interstate thru traffic from local traffic with barricades limiting (Combining) the number of access and exit points between thru and local traffic. (I-26 Charleston- Goose Creek area and I-526 area). 3.) Add more lanes, as needed. 4.) Extend multiple lanes further to the west in both traffic directions. 5.) Go three dimensional with more elevated highways. (Charleston Cooper River bridge project exists and access points to bridge). 6.) In Great Britain they have an interesting interstate interchange which seems to require less space than our cloverleaf design. They elevate one roadway over the other as we do but they put an elevated traffic circle between them. The interchange of traffic takes place on the traffic circle. Both interstate roadways are connected to traffic circle by 8 straight lane access and exit ramps.	9/19/2017
	15144	Hi my name is Robert Hawfield. H-A-W-F-I-E-L-D. I live at 4 Pine Shadow Court Columbia 29210. I've lived off the I-20/126 courridor for over for 18 years and what I'd like to see on the website, I think it's great, if there's a key couple of key on off ramps that would be interesting and representative one and representative two, which is the direction to to highlight the direction from 20 to 26 West Bound to Spartanburg the the on off ramps underneath 26 from 20 Tronics and off from off of 26 is one of the worst on off ramps that I've experienced. So if you could highlight the direction the most of the directions seem to be focused on getting to Charleston or downtown it would be interesting to see the highlight going from 20 from either direction North bound or west bound on 26. The other recommendation that I would that I'd like to see is exiting off of 26 West Bound on to St. Andrew's Road. It appears that they have changed some there's a loop that goes under 26 and then up over the bridge of St. Andrews. So that you're going I guess West bound on St. Andrews from 26. If you could highlight that that would be great because that off ramp...	9/19/2017
	15248	Although the northern connector has been tabled in this project plan, I firmly believe that both the northern connector from I-26 Irmo area to I -77 at Killian Rd area is/will be badly needed. Likewise, a southern connector across Lexington county is badly needed from approx. I-26/I-77 interchange across to I-20 near Longs Pond Rd and continue same as a limited access parkway across US Hwy #1 to terminate at US Hwy #378 west of Lexington. US Hwy#1 between I-20 and I-26 is overloaded with cars and trucks short cutting between these 2 interstates in order to avoid malfunction junction.	10/2/2019

	15900	RA1 and RA2 don't appear to address the congestion that develops on the west bound lanes of I-26 around Harbison Blvd. This congestion seems to stem from the inability of the exit ramps and associated Harbison Blvd traffic controls to absorb and allow traffic flowing from I-26 to safely and efficiently transition onto Harbison Blvd. This congestion leads to numerous backups and wrecks on I-26 westbound. Would like to see this considered or see more detail on how either alternative addresses this.	10/16/2017
Alternatives & General Comment	15920	we should continually reseal all of our roads with liquid asphalt sealer. It restores and maintains the asphalt. Especially the interstates. The exit onto Bush river Rd. from I-26 should be two lanes and two lanes turning onto Bush River Rd. Many more people would then take that exit and help relieve I-26 through the Crossroads.	10/16/2017

<p>Alternatives & General Support</p>	<p>15118</p>	<p>I called and left a voice mail but did not leave my number, 803-665-3545. I've been driving this malfunction junction for 16 years on a daily basis. To repeat: Website is awesome, a couple of enhancements, Please offer more highlights of I-20 on ramps to I-26 Westbound, they are mostly centered around getting into downtown, but several individuals regularly travel I-20 to I-26 Westbound. Also please highlight or make more obvious if there are any changes to I-26 West Bound exits on St Andrews, they appear to have changed, Is the loop under the bridge going away? Is there any way we can reduce the collision from I-20 on ramp to I-26 interfering with St Andrews exits on I-26 Westbound? This is a major hazard experienced daily by many individuals who live off St Andrews. Thank you!</p>	<p>9/19/2017</p>
<p>Alternatives & Information Request</p>	<p>15081</p>	<p>Discussion about improving frontage roads occurred at last nights meeting. Can you tell me what is planned for the Fernandina and Piney Grove Road intersection?</p>	<p>9/20/2017</p>
	<p>15120</p>	<p>is there no alternative to build another crossing over the broad river closer to irmo/chapin</p>	<p>9/20/2017</p>

Alternatives & Traffic/Safety	15123	<p>I'm disappointed in both alternatives as I feel they don't do enough to address congestion at major intersections such as I20 - 378, Harbison blvd., and lake murray blvd. to name a few. It should improve congestion but will not eliminate it, and does not address future needs.</p> <p>Widening is not enough, flow on the secondary roads needs to be addressed otherwise it backs up onto the corridor.</p> <p>This is the lesser of two evils as it does seem to reduce the risk of rollover accidents at the I20 I26 interchange.</p>	9/20/2017
	15167	<p>Immediate Short-term "Helps" at least for north bound I26 travelers:</p> <p>1.Add signs on N bound ramp coming off I20 onto I26 toward Spartanburg that say: "KEEP MOVING - MERGE LATER!" (people try to "merge" immediately - stopping north bound traffic flow)</p> <p>2.Extending the north bound I26 lane coming from I20 at St. Andrews West exit, and add another exit lane under overpass to St. Andrews W with "SLOW" warning signals due to sharper turn on exit ramp</p> <p>Help for malfunction junction south bound I26 at I20</p> <p>3.Eliminate BushRiver exit off south bound I26 at malfunction junction to broaden that interchange - enhance I20 Bush River exit and/or add-to existing exit at Colonial Life Blvd. - those areas are not highly trafficked.</p> <p>(offer walmart free advertising/signage if they complain :)</p>	9/27/2017
	15166	<p>Immediate Short-term "Helps" at least for north bound I26 travelers:</p> <p>1.Add signs on N bound ramp coming off I20 onto I26 toward Spartanburg that say: "KEEP MOVING - MERGE LATER!" (people try to "merge" immediately - stopping north bound traffic flow)</p> <p>2.Extending the north bound I26 lane coming from I20 at St. Andrews West exit, and add another exit lane under overpass to St. Andrews W with "SLOW" warning signals due to sharper turn on exit ramp</p> <p>Help for malfunction junction south bound I26 at I20</p> <p>3.Eliminate BushRiver exit off south bound I26 at malfunction junction to broaden that interchange - enhance I20 Bush River exit and/or add-to existing exit at Colonial Life Blvd. - those areas are not highly trafficked.</p> <p>(offer walmart free advertising/signage if they complain :)</p>	9/27/2017

<p>Alternatives, Bike/Ped, Mobility & Public Transit</p>	<p>15153</p>	<p>From the first meeting of the stakeholder group of the Carolina Crossroads Project, where I represent the League of Women Voters, my message has been that all of the solutions to traffic congestion are not asphalt. Mass transit and, on this corridor particularly, rail transit are crucial elements for any solution. I have been assured throughout subsequent meetings and telephone conversations that mass transit is and will be an integral part of the project plan.</p> <p>In anticipation of the Sept. 19 public meeting, when I was unable to find any evidence on the website of plans for mass transit, I called the project office and was told that the documents had not been posted, but mass transit was still part of the plan. Imagine my dismay when the online meeting content, confirmed by the video at the meeting itself, stated that the decision not to move forward with mass transit was made in "preliminary analysis"!</p> <p>In conversations at the public meeting with Henry Phillips of SCDOT and Brian Klauk, Project Manager, it was clarified that mass transit had only been eliminated as a "stand alone option." That was not a surprise. I don't think anyone had the expectation that mass transit improvements alone would be the entire solution.</p> <p>I then asked how mass transit would be integrated into the "preferred option.", and specifically who on the project team would be working on this aspect of the overall plan. No specific staff were identified to have this responsibility or expertise, and I could not find on line documentation of the analysis of transit potential in alleviating traffic congestion on the corridor, including any review of studies by CMCOG that affirmed the feasibility of commuter rail from Newberry to Columbia on an existing track that parallels I-26 in the area of the Crossroads project.</p> <p>It was suggested that I put my concerns into written comments, voice them at the stakeholder meeting on Monday, September 25, and request a work session with project staff that would include transit advocates and experts. particularly those familiar with the CMCOG work and other efforts to get attention and support for commuter and inter-city passenger rail service.</p> <p>The evidence is plentiful of the positive impacts of passenger rail service and other mass transit initiatives such as express bus service, and express lanes, sometimes combined as HOV lanes. In addition to relieving congestion and increasing safety, the quality of life gains for commuters have been documented many times over. Another very appealing benefit is the economic development that accompanies plans for passenger rail service where every specified stop becomes an economic engine for jobs, businesses, and housing.</p> <p>As if these attractions were not enough, there is measurable impact on air quality when a portion of the traveling population is able to use mass transit. Adding lanes for more cars only increases this health and life-threatening consequence of solely depending on individual vehicles for transport.</p> <p>When you add the fact that no amount of road-building will sustain the independence and productivity of an aging population, and the economic gains of being able to access jobs without owning a car or enabling families to exist comfortably with only one car, the evidence just keeps piling up that a project like Carolina Crossroads that doesn't include significant transit development is short-sighted and unacceptable.</p> <p>For those concerned with attracting more businesses and industry, consider what it would mean for the employer not to have to devote costly land to parking lots or to be able to take advantage of repurposing property closer to our city and surrounding towns that would not require large tracts for parking and would increase access for a larger employee pool. The recent news article citing Amazon as saying that one of their criteria for locating their new headquarters is "direct access to public transit" should be a clarion call for us.</p> <p>South Carolina and the Midlands Area lag far behind our neighbors in North Carolina in developing rail transit. One of the excuses before now has been the necessity of having a viable bus system to get people around the city once they arrive on the train. The COMET now fills that gap and will continue to grow and expand as we recognize and support the benefits to our whole population.</p> <p>Another routine excuse is lack of funding for a rail start-up. The cost of demonstrating the benefit of rail service as a stand-alone effort has been a significant hurdle. On the other hand, to include rail transit and other transit initiatives as part of a \$1.5 billion road-building project makes its relative cost very appealing and doable.</p> <p>I believe the Carolina Crossroads project offers us the opportunity to do something innovative and different, to actually implement a broader definition of transportation--moving people and goods from place to place--and not just be one more failure to build our way out of congestion. As someone once said: if we do what we've always done, we will get what we always got. This project is a chance to change that trajectory. Let's not let it pass.</p> <p>I do formally request that the Crossroads Project arrange for a work session with rail and other transit experts and advocates. I will gladly supply a list of names that I know, and I am sure there are others readily available beyond my circle of knowing.</p> <p>Thank you for your attention to my urgent concern for the success of the Carolina Crossroads Project.</p>	<p>9/21/2017</p>
<p>Alternatives, Community Facilities & Services & Public Transit</p>	<p>15084</p>	<p>Per your info website I read: "Several modes of transportation including transit were considered in developing the preliminary alternatives. While mass transit provides some relief to traffic, it does not solve the issues in the corridor today as a standalone solution. For more information, view the project's Purpose and Need." I am personally disappointed that the idea of adding mass transit which, "...provides some relief to traffic, it does not solve the issues in the corridor today as a standalone solution..." was totally removed from the conclusion. Adding mass transit as a NEW commuter Train system down the MEDIAN of the interstates I-20, I-26, and I-126, will eliminate 1 vehicle per train passenger, on a daily basis, to and from employment. In addition it will prevent road wear and tear. I would venture to say adding NEW lanes to I-26, as purposed, would be close in cost to adding a NEW commuter Train system. I would venture to say adding NEW lanes to I-26 will guarantee additional future road repair costs. I would venture to say adding a NEW Commuter train system will eventually pay for itself overtime with commuter fares. Adding a NEW Commuter train system will guarantee jobs with state payroll taxes revenue. New additional lanes on I-26 will have an initial, and a guaranteed repetitive repair cost. A NEW commuter train system will have an initial cost, when completed, will bring in moneys to keep it maintained and add new revenues from fares and revenues for payroll taxes from the Train system employees. To be even more attractive, using solar power to run the Trains could be easily built into the system. I am suggesting rethinking the mass transit solution.</p>	<p>Email</p>
<p>Alternatives, Conservation, ROW & Utilities</p>	<p>15170</p>	<p>Please consider adding a right-turn lane on Jamil Road at the Piney Grove Road intersection. Move existing power poles, construct retaining wall, minimal property acquisition!</p>	<p>9/19/2017</p>
<p>Alternatives, General Support & Public Involvement</p>	<p>15121</p>	<p>Your presentation was excellent. The video at beginning helps a lot. If I had to pick, Alt. 01 would be my choice. Like the design for I-26 & I-20. Really like the Diverging Diamond interchange at I-26 and Bush River Rd.. Finally an exit for I-126!!!</p>	<p>9/20/2017</p>

<p>Alternatives, General Support, RA1 & RA5</p>	<p>15161</p>	<p>I attended the 10/19 meeting (and the previous ones) and I want to praise the SCDOT and those involved in this well researched project and the fact that public thoughts are also considered. 1)I cannot open/download the pdf files for Alternative 1 or 5. I am using Windows 10. 2)Alternative #1 is fantastic except the I-26W right after I-20 where there is still an issue with cars existing over to St Andrews Rd and cars merging from I-20 in a very short distance. I think that this can be improved by backing up the exit ramp to St. Andrews Rd from I-20 so that cars cannot scoot over from I-26W to exit at the last second. They should have existed prior to the I-20 overpass, but give them a chance and they will wait until the last second to exit. This will also allow for a longer I-20 to I-26W merge which should go as far as the St Andrews Rd overpass. 3)Alternative #5 - I do not like the I-20W to Bush River Rd exit. Since the vast majority want to take Bush River Rd to the west (not East), this exit is will be backed up during the late afternoons.</p>	<p>9/26/2017</p>
<p>Alternatives, Information Request & Traffic/Safety</p>	<p>15119</p>	<p>Do either of the plans factor in the likelihood that people who are leaving downtown in the afternoons via Broad River Road, who would have accessed I26 via Bush River Road, will now stay on Broad River, then exit Broad River onto I20W to access I26W at the next junction? And increase traffic volume at those intersections?</p>	<p>9/20/2019</p>
<p>Alternatives, Mobility & Traffic Safety</p>	<p>15082</p>	<p>The crisscrossing of traffic where traffic goes left then right for entry to I-20 on Bush River road would be accidents waiting to happen. Drivers will be disoriented before passing over the I-20 bridge at Bush river. Arriving at the light and trying to decide to turn left for the interstate ramp, which they won't need to, or turn left for the frontage roads before the bridge, while the oncoming traffic is crossing in front of them to get to the their side of the road, will be too much. The traffic lights would be difficult to time. The drivers needing to stay on Bush, will get caught up in the lanes switching back and forth. I can see getting rid of the cloverleaf west side of the road to go east on I-20 because there is already an east entry ramp on the other side of the road. Drivers could just use that ramp across the I-20 bridge and make a left turn to go east on I-20. Having 2 left turn lanes on Bush River road for the east entry ramp should work easier if space allows and be less costly.</p>	<p>Email</p>
<p>Bike/Ped</p>	<p>15085</p>	<p>Between Bush River Road/Morninghill Drive and St Andrews Road, there is a frontage road that has a lot of pedestrian traffic. The street names between these two locations on the frontage road are shown as Burnette Road, Browning Road, and Burning Tree Road. 1.It would be good for those walking along this route if there was a sidewalk. Currently, there is a sidewalk along Burnette Road from Morninghill Drive to Fairhaven Lane, but no further. After that, the only walkway along the road between Fairhaven and St Andrews is the shoulder of the road. 2.The bridge on this frontage road that crosses I-20 does not have a safe, protected walkway for people crossing the bridge. It is especially dangerous for pedestrians when there is motor vehicle traffic on the bridge. That bridge now has a concrete "railing", but it isn't very high -certainly not high enough to ensure pedestrian safety.</p>	<p>9/20/2017</p>
<p>Bike/Ped</p>	<p>15942</p>	<p>This is Reverend Rokuzane Kroenke with the Columbia and Buddhist Cryery. I just wanted to make sure you had gotten either my letter or my email. And I was also wondering if there is any chance that you would be able to , or the designers, or whoever would be responsible; would be able to put some of that into action. I was told you might have some information for me. I would be really grateful to hear from you. I'm at 803-772-7552. I should be available tomorrow; I should be available next week- not on Monday and not Thursday morning. I'd be grateful to hear from you. I know you're very busy and I hope you're well, but anyway, thank you for all of your work. It's obvious you and your associates put a lot of thought into that. And hopefully, pedestrians and cyclist can be included. Thank you now. Bye</p>	<p>10/12/2017</p>
<p>Bike/Ped & Greenway Projects</p>	<p>16234</p>	<p>The River Alliance is a participant in the Carolina Crossroads Corridor Project as part of the Stakeholder Advisory Committee. We appreciate the wide-ranging effort for public comments. The Reasonable Alternatives Public Meeting on September 19, confirmed the two Preferred Alternative as being 1 and 5. The graphics are well illustrated in your material and on your site (scdotcarolinacrossroads.com). We are pleased to offer comments.</p> <p>The River Alliance, a non-profit corporation, was founded in 1995 to create public benefit from our regions rivers. With regard to the Carolina Crossroads, this is the Saluda and Broad Rivers and their intersection with I-26 and I-20. Public access to the water is our imperative. To create this access, the Alliance proposed the Three Rivers Greenway system in 1996. This is an expanding series of projects, which allow pedestrian, bike and ADA access to the water. (Details can be reviewed on www.riveralliance.org.) This system and its potential additions, confronts the physical barriers of the rivers themselves and the transportation network roads and railroads that must be crossed to provide access. The Carolina Crossroads project must recognize the need for this public access as a principle of design.</p> <p>Specifics to the Saluda River, the Saluda Riverwalk Phase 1 from I-26 to I-126 is under construction with completion in 2018. Both Preferred Alternatives intersect with this project. The Carolina Crossroads must accommodate the Saluda Riverwalk.</p> <p>Additionally on the Saluda, the City of West Columbia with SCOOT is in design of a pedestrian bridge connecting Lexington and Richland Counties. This connects to the Saluda Riverwalk at the I-26 SCDOT Right of Way on the Richland side. This project includes a freestanding bridge below the existing I-26 bridge and then neighborhood connections above and below I-26 on the Lexington side. The intent of these connections is to link the neighborhoods stretching up Highway 378 to the river. This project is funded in part from a Congressional authorization. This project is the I-26 Saluda Crossing and will be the only public pedestrian crossing on the Saluda below Lake Murray. Carolina Crossroads must accommodate this project.</p> <p>A proposed project on the Saluda is the Saluda River Greenway (riveralliance.org/other-projects). This would connect to the Saluda Riverwalk below I-26. It would also connect to the I-26 Saluda River Crossing. The Saluda River Greenway was developed as a Greenway Expansion option in conjunction with the Irmo Chapin Recreation Commission and the Central Midlands Council of Governments. This project runs up the Saluda through Saluda Shoals Park and links to the crossing on the top of the Lake Murray Dam. It allows inland connections to be established using the existing bike pedestrian system there. Carolina Crossroads must accommodate this with access under I-26 and I-20. This project was selected to become part of the Lexington County Penny Sales Tax Proposal. That proposal was not approved by the taxpayers, but there is still a concept plan to construct this project at some point in the future.</p> <p>For some 23 years, the Alliance has worked to add pedestrian, bike and ADA access that not only provides access to water but also provide an alternative transportation system. Typically, it is necessary to work around the transportation legacy of the past when transportation planning excluded alternative modes. The three miles of our Saluda Riverwalk project is an example. Bounded on the north by I-26 and on the south by I-126, the river is cut off by the transportation plans of prior centuries. The Saluda Canal, the railroad, I-26 and I-126 (with the exception of the Riverbanks exit) make no allowance for pedestrian, bike or ADA access to</p>	<p>10/18/2017</p>

		this state scenic river. We strongly recommend that the Carolina Crossroad create an alternative transportation component to the planning process and that this become a decision criterion for alternative analysis. A number of local governments and organizations have worked to develop bike/pedestrian options. These are readily available. Most have had input for Central Midlands Council of Governments as part of regional transportation planning. Inclusion of alternative transportation now will set South Carolina on a path to overcome the past. Planning can connect neighborhoods to the Greenway system and to the rivers	
Bike/Ped & Safety	16062	One way to help reduce congestion is to encourage biking and walking, especially in Columbia which has mild weather about 9 months of the year. Please include safe bike and pedestrian passages through the maze of road work that is being planned.	10/16/2017
	16326	<p>2 comments:</p> <p>In lieu of bridging Executive Point Dr across I-20 and Berryhill Dr, was it considered to build a 2-lane traffic circle at Bush River and Outlet Point Blvd to allow access to I-20.</p> <p>Also, will pedestrian traffic be safely accommodated through the DDI and if so does that require signaling the ramps and how would that affect the operation of the DDI.</p> <p>Thanks</p>	10/18/2017

<p>Bike/Ped, Community Facilities & Services, Greenway Projects & Public Transit</p>	<p>16351</p>	<p>This project, whichever alternative is selected, needs to ensure and incorporate multi-modal connectivity, including increased transit access, bike and pedestrian facilities, officially designated park and ride sites throughout the corridor, and space/ROW to accommodate future HOV/HOT lanes. A central focus of bike and pedestrian connectivity should be inclusion of the future Lower Saluda Greenway which will connect the Lake Murray Dam to the existing three rivers greenway at the zoo. Currently there are no continuous north-south or east-west pedestrian/bicycle facilities through the study area, but there is popular support for these facilities. The existing Saluda River Greenway Project will provide a solution to meet this need in our community. This project will be more than just a much needed public recreation facility. It will also form the backbone/spine of a regional greenway network that will connect many residential areas to downtown Columbia via a separated multi-use path. This network will provide alternative for commuters in the Lexington, Irmo, and St. Andrews area, and will also be an important means for facilitating short non-work based trips in these areas.</p> <p>In addition to multi-modal connectivity, the project alternatives need to take into consideration long term non-point source pollution mitigation measures. The project is in an impaired watershed in which a new bacteria TMDL is expected in the next few years. As the largest MS4 in the state, SCDOT can positively impact the watershed by implementing innovate and state of the art stormwater management BMPS, to include Low Impact Development(LID) strategies, for this project. SCDOT should also work closely with local and regional stakeholders to develop appropriate short and long term environmental mitigation strategies to minimize the overall impacts of this project.</p>	<p>10/19/2017</p>
<p>Bike/Ped, General Comment & Greenway Projects</p>	<p>15401</p>	<p>Dear Mr. Klauk and Colleagues, Thank you for trying to get in touch with me. I am sorry that I missed your call, but I decided to try to write down my concerns and suggestions for the Carolina Crossroads Corridor Project, hoping that that way they might be clearer, and make more sense. I plan to send it both by letter and email to make sure you get it. First, I would like to urge your group to include access for pedestrians and cyclists across I-126 from Colonial Life Blvd. This should facilitate access to the Saluda River and the new River Walk. Second, in the design of the I-26/I-126 connection, please include the possibility of connecting this new Saluda River Walk (which will go under the I-26 Saluda River bridge) for pedestrian/cyclist access to West Columbia. As of now there is no public, pedestrian/cyclist bridge anywhere along the Saluda except at the Lake Murray dam. The plan for the new Colonial Life Blvd access overpass (over I-126) is not clear to me. If it is currently not potentially pedestrian and cyclist friendly, I would like to suggest that that might be overcome by making the overpass' center separator a walk/bike way. That way a pedestrian or cyclist crossing Colonial Life Blvd at West Colonial Life Rd could simply enter this center "lane" and go over the interstate from there, thus always being safely separated from potentially accelerating traffic. If my suggestion somehow does not work, please don't just ignore this access. I have faith that you can come up with a workable alternative. It is also important to me that the access across Colonial Life Blvd at West Colonial Life Rd be maintained. I walk over Colonial Life Blvd to West Colonial Life Rd several times a week. My house backs onto Colonial Life Blvd, on the northwest side. At this time, that crossing is not at all problematic. I wish to urge you to speak to the River Alliance (https://riveralliance.org), a group advocating access to the area's rivers, while protecting them. They are currently involved in building the new Saluda River portion of the Three Rivers Greenway. Also, I would be happy to speak with you about my input, especially if my ideas are not clear. I would be particularly grateful to hear from you about my suggestions. For years, South Carolina's highways have been designed not only ignoring non-motorized travel, but actively discouraging and even prohibiting it, making areas like parts of the Saluda River inaccessible. Please don't perpetuate that. I hope that you will keep this in mind for the entire project, and not just in those areas about which I have made suggestions. I know that you have a lot to deal with, and taking pedestrians and bicyclists into account in your designs only complicates your lives. But your designs will affect us for decades. Please help South Carolina be more friendly to non-motorized modes of travel, and please allow the Saluda River, as well as West Columbia, to be more accessible to a broader range of Columbia residents.</p>	<p>10/6/2017</p>
<p>Bike/Ped, Public Transit & Traffic/Safety</p>	<p>15670</p>	<p>Please consider the following:</p> <p>All past efforts to add lanes seem to have led to more traffic and more accidents. We need to provide public transit and provide for humans to move about their neighborhoods without being forced into automobiles.</p> <p>All road projects affect the ability of people to walk or ride bicycles and should provide for their needs whenever possible.</p> <p>We should separate major intersections so that traffic has time to settle down before they encounter another intersection.</p> <p>I would be good to have dedicated lanes into and out of Columbia that extend past Harbison Boulevard without any intersections. Same to connect I-26 from above Irmo to past Airport Boulevard so local traffic is separated from through traffic.</p>	<p>10/12/2017</p>
<p>Blank</p>	<p>16353</p>		<p>10/19/2017</p>

<p>Capacity, Cost, Greenway Projects & Public Transit</p>	<p>15673</p>	<p>Carolina Crossroads team –</p> <p>Although I am Chair of the Bicycle and Pedestrian Advisory Committee in Columbia, these comments are not on behalf of the Committee although the members are potentially likely to share these sentiments. I have cc:ed them and others as this is an important feedback opportunity.</p> <p>It appears that little to no effort has been made to analyze or seek traffic minimizing strategies in the approach to malfunction junction. While I understand this is a state-wide priority, ignoring these true traffic-mitigating alternatives is short-sited and 10 year-ago thinking.</p> <p>1) Additional lanes have been proven to fill up with additional cars – a University of Pennsylvania study found a 1:1 ration in additional supply and additional demand – https://www.wired.com/2014/06/wuwt-traffic-induced-demand/. Other DOTs have recognized this and are employing different techniques to address saturation of a freeway - http://www.startribune.com/the-drive-ideas-floated-to-keep-congestion-from-growing/449999703/</p> <p>2) Columbia has an existing parking and traffic problem; adding additional lanes does not minimize the traffic coming into Columbia and therefore moves the problem. It’s like increasing the hose to allow more water but keeping the same bucket at the end of the hose. It’s not clear that your analysis took into account this effect. DOT should be looking at the system and its impact to nearby areas as well as the local problem.</p> <p>3) South Carolina has almost no regional mass transportation. Once a commuter in Portland, ME I could easily take busses with wifi and movies every half hour to regional destinations. There is no system for non-car connectivity between Greenville, Columbia, Charlotte, incl the airport, and Charleston. Nowhere on the site is an analysis of what/how increased mass transportation would provide benefit to the problem area.</p> <p>4) In fact SC DOT has actually recently cut funding to local commuter solutions, such as the Newberry shuttle, which is a traffic mitigating solution.</p> <p>5) No analysis or proposed solutions include additional bicycle corridors, rideshare, HOV or other programs which minimize demand. In fact there is now a new bicycle trail between malfunction junction (Saluda trail) and downtown, which if connected and developed could relieve some traffic.</p> <p>Given the price-tag on this solution, \$1.5 billion, and the long-term impact of this project, Midlanders expect a full discussion and possibly funding of these alternatives. The website and meetings were simply displays of interstate exit configurations, which seems to be a very 1970s transportation approach.</p> <p>Please provide true analysis, public meetings, and serious consideration and funding for the following –</p> <ul style="list-style-type: none"> • Regional mass transportation funding • Local mass transportation funding • HOV and ride-share design • Bicycle and pedestrian corridor investment • Programs/funding with businesses to reduce commuter demand or alternate start/stop business hours • Programs/funding with businesses to reduce truck demand – incentives for railroad potentially <p>At the urban level, imagine a scenario where \$1.5 billion was distributed between Greenville, Charleston, and Columbia and the potential improvements that could be made with \$500 million to these areas’ complete transportation network – pedestrian, vehicular, and other. While I share equally the frustrations of Midlanders with the malfunction junction corridor at key times (5-6PM and Saturdays in the summer), spending this much money to only kick the problem down the road 5-10 years from now is not a sound fiscal or transportation strategy for South Carolina.</p>	<p>10/12/2017</p>
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Community Facilities & Services, Mobility & Traffic/Safety	15169	<p>Good morning, I want to put a few things on paper that I think are going to be tactically challenging for all first responders that will be responding to the this project area.</p> <p>The Irmo Fire Dept. covers about 80% of the area involved but we utilize automatic aid over the entire area and that involves three other fire departments and two EMS systems from Richland and Lexington Counties. The biggest challenge that we see right now is the collector-distributor lanes that isolate lanes based on where the vehicles are headed, i.e. Irmo to Charleston, Irmo to Augusta, Irmo to Down town etc. Vehicle fires and vehicle accidents are historically reported very poorly on the interstates. Drivers are usually unsure of their location or direction of travel when they see or are involved in the situation. We currently rely heavily on the DOT camera system to help us determine the actual location and severity of the call and that limits fire trucks and ambulances from running up and down the interstate "looking" for the incident. In the current design we can recover from missing the incident by getting off at the next closest exit or by using the clover leaf to redirect. The new designs will not allow that option once you are in a collector lane and this could produce major delays in the delivery of emergency services. Below are some ideas I would like to bring to the table as you move forward.</p> <ul style="list-style-type: none"> *major enhancement to the existing camera system to provide us early and accurate locating. *color coding, numbering or lettering the lanes by collector section to help drivers quickly identify which collector they are in. *1/4 or tenth mile markers that correlate with the collector ID system. *Lane barrier input for tactical planning. <p>Thank you again for asking and listening to how our part of the big fix works!</p>	9/27/2017
Conservation, Noise & RA1	15193	Keep the environmental safe or less impacts. Noise walls (that are attractive). RA1 may be the best alternative.	9/19/2017
Construction	15171	As a former land surveyor (extensive boundary, topographic work and construction surveying). I had a great deal of frustration working with older route baselines that most likely were run with a transit and chain. It may be a good idea to utilize GPS to establish fresh values on existing baseline control otherwise, the error in the baseline, both horizontal and vertical can be very great even in relatively short distances. If starting on two sets of monument and closing on another set of known points, the error is a couple of foot the ground crews must work and balance "excessive slop" into the control and this slows progress as it affects all things connected with this control. Please consider adding a right turn lane on Jamil Road at the Piney Grove Road intersection.	9/19/2017
Construction, Flooding/Floodplains, Noise, Out of Scope & Traffic/Safety	15205	1.) Infrastructure-particularly drainage. Worried about Steep's Creek off of St. Andrews Road. It flooded in 2015. 2.) Noise- Will need sound barriers. The noise is aggressive now. 3.) Speed Regulations- Trucks should be restricted to driving in the right two lanes and should be restricted to a speed limit, 10 miles less than autos. 4.) Availability of materials contractors are using- Roads are not lasting as long as they should- poor workmanship and materials. Create an escrow account where the contractors have to d.... money if the roads don't last as long as they should. 5.) Eliminate the two tractor trailers coming through our state- damage the road too much. 6.) Staff the weigh stations all the time- fine trucks that are overweight.	9/19/2017
Construction, ROW & Schedule	15168	Good morning Crossroads Team . After speaking with some of your consultant team members and reading your pamphlet I have a couple points from my own experience at NYSDOT .I know it is very early in the scoping of this very costly proposal. The one concern I have is your Real Property department Beginning row acquisitions sometime in late 2019 ? Seems a little late, if as was stated at the meeting a planned letting in the same year .Also what are the proposed surface treatments going to be , full depth flexible pavement , or high strength concrete. My guess would be a combination of both choices . Anyway , best of luck to your teams ...a lot of work ahead . Looking forward to the next meeting .	9/27/2017

Cumulative Impacts, Flooding/Floodplains, Information Request & Specific Landowner Issue	16063	<p>I am writing in regards to 450 Jamil Rd. After looking over the possible scenarios I have a few questions you can hopefully answer.</p> <p>The highway is our main focus of advertising and brings in most of our business. With this proposal we stand to lose our storefront. How long would we have till this is started? What steps are taken to buy us out in time, so we can rebuild while we stay open?</p> <p>There is a drainage problem that comes from the highway that has always been a problem, will this be fixed at this time?</p> <p>I understand the traffic situation but I hope you take into consideration I have built this business from the ground up, like many that are being effected and this is our source of income. I purchased this property for the location and have spent years of hardwork and dedication to make a dream come true.</p> <p>What ways are you willing to help us to make this a smooth transition for both parties?</p>	10/16/2017
Cumulative Impacts, Flooding/Floodplains, Noise & Property Value	16237	<p>I live in the Woodland Hills subdivision at the intersection of I-20/I-26/St Andrews Road and, in fact, my property backs onto Sloops Creek. In 2015 a number of homes in this immediate area suffered flooding. What steps are you taking to insure that the redesign will not result in flooding in this area? Is this a factor that is being considered? What about during the construction itself? Are there procedures during and after construction to insure that culverts and drains will be kept clear to facilitate drainage?</p> <p>Increasing the number of lanes may result in more traffic. Have you considered noise abatement steps for those of us living near the project? Have any studies been done as to whether the redesign will have any impact on our property values, either positively or negatively, and, if negatively, how will we be compensated?</p> <p>I appreciate your attention to my questions and look forward to a response.</p>	10/18/2017
	16241	<p>I live in the Woodland Hills subdivision at the intersection of I-20/I-26/St Andrews Road and, in fact, my property backs onto Sloops Creek. In 2015 a number of homes in this immediate area suffered flooding. What steps are you taking to insure that the redesign will not result in flooding in this area? Is this a factor that is being considered? What about during the construction itself? Are there procedures during and after construction to insure that culverts and drains will be kept clear to facilitate drainage?</p> <p>Increasing the number of lanes may result in more traffic. Have you considered noise abatement steps for those of us living near the project? Have any studies been done as to whether the redesign will have any impact on our property values, either positively or negatively, and, if negatively, how will we be compensated?</p> <p>I appreciate your attention to my questions and look forward to a response.</p>	10/17/2017
	16243	<p>I live in the Woodland Hills subdivision at the intersection of I-20/I-26/St Andrews Road and, in fact, my property backs onto Sloops Creek. In 2015 a number of homes in this immediate area suffered flooding. What steps are you taking to insure that the redesign will not result in flooding in this area? Is this a factor that is being considered? What about during the construction itself? Are there procedures during and after construction to insure that culverts and drains will be kept clear to facilitate drainage?</p> <p>Increasing the number of lanes may result in more traffic. Have you considered noise abatement steps for those of us living near the project? Have any studies been done as to whether the redesign will have any impact on our property values, either positively or negatively, and, if negatively, how will we be compensated?</p> <p>I appreciate your attention to my questions and look forward to a response.</p>	10/17/2017
Displacement Res/Comm, Information Request, Real Estate & Specific Landowner Issue	15079	Please advise if you are going to take my home.	9/20/2017
	15397	<p>"Yes my name is Donald Bishop I live on the and Fair Haven Drive in Columbia South Carolina which bumps(?) of again 5:20. I was just curious what they gonna do because my house is in this project and I would like to see a map sent to me show me what they what they plan to do because I was on the doing some renovations to my house and I wanna spend no more money on my house if I'm gonna get taken from me and you can reach me at 803-260-1211. But if you would send me a copy of what they plan to do I'd appreciate it because I have I have handicap issues that I'm not able to do a lot of attending different meetings but my address again is 1837 Fair Haven Drive Columbia South Carolina 29210. My name is Donald the Bishop. That's my address and I would appreciate it very much if I got some kinda information show me what they plan to do because my house bumps up against 20 and but anything you can do to help me show me what they're gonna plan to do and if they plan on taking my house I'd like to know something. Thank you very much. God bless you."</p>	10/6/2017
Flooding/Floodplains, Noise & Property Value	15162	I live in Emerald Valley Subdivision off of I-20. We need a wall to deflect the additional noise the new lane will create in our subdivision. Also, we will need a trench for the water so that it does not flood our yards. Will the wall decrease the value of our homes? If so, how will we be compensated as homeowners? Also I would like to be included on the noise advisory committee.	9/26/2017
	15164	I live in Emerald Valley Subdivision off of I-20. We need a wall to deflect the additional noise the new lane will create in our subdivision. Also, we will need a trench for the water so that it does not flood our yards. Will the wall decrease the value of our homes? If so, how will we be compensated as homeowners? Also I would like to be included on the noise advisory committee.	9/27/2017
	15202	<p>Positive: 1.) Like 1&2, had concerns about dropping 7&8 because liked direct connection; HOPE C&D lanes will be helpful in eliminating weaving movements. 2.) Like dropping Northern Arterial, expensive project with bad connection to Broad River & I-26. 3.) Like eliminating Bush River Road exit off I-26 and upgrading Colonial Life Blvd Interchange. This will eliminate major weaving movements. 4.) HOPE proposed improvements to Harbison, Broad River, Bush River, and St. Andrews will help. Unsure if divergent diamond will be final answer, especially based on several years experience with 378 and I-26. Negative: 1.) Very confusing, need good signage, detailed maps at Visitor's Center, send good detailed maps to major trucking firms, Port, S.C, S.E. Manufacturers. Big P.R campaign to get local drivers used to new routes and exits. 2.) Do not look forward to 2-3 years construction mess.</p>	9/19/2017

	15192	I hope this won't be obsolete by the time it's completed- we've lived at 'Malfunction' for 40+ years. Are you leaving room for expansion, updating if you find you do need to update. Noise issues need to update. Additional lanes need to be added to at least Chapin exit. Need toll collection on all 3 interstates going from South to North and vice versa. Restrict width of semi-tractor trailer trucks or widen the lanes.	9/19/2017
	15156	Have you considered traffic lights to monitor amount of traffic yielding onto interstates, esp hours or events when high volume occurs? From a recent trip to Atlanta, we were impressed by stop lights on the ramps leading onto Interstates. We did not notice any pileup on Interstates from excessive traffic merging onto interstates. Traffic didn't come to a complete stop with us.	9/26/2017
	15158	I know the lady that attended the meeting is passionate about the light rail system. I don't believe there is a rail (that is usable for short personnel rides) available. That rail is industrial, and I don't believe the owners would consider allowing short passenger service. I trust this consideration, if impractical, will not slow down progress. I thought both alternatives would work. Leave it up to the engineers to make the best program.	9/26/2017
	15508	Traveling on Jamil road from St Andrews road. There is a need for a right turn lane on Jamil road at Piney Grove road. This would help with the traffic back up. Most of the traffic is either going straight or turning right. Thanks for considering this suggestion.	10/10/2017
	16064	If they would just put up signs that say "KEEP MOVING MERGE LATER" on the ramp from I20 to I 26 N and extend the Northbound lane under the St. Andrews overpass that would help immediately! There is definitely room. - and extend and move over to the right on ramp off St. Andrews onto onto I26 that would also help.	10/16/2017
General Comment	16066	Yes I am calling because I'm concerned about the Lake Murray Boulevard and I-26 exit. I have tried to look at the alternatives, I'm not I'm not really sure that I've seen them all, but I think you're down to just to now. But I'm very concerned about the fact that people are traveling from town going West on I-26, exiting at Lake Murray Boulevard and then cutting across all the-all-all the lanes to try to get into the Kennerly Road left turn lane. I don't know if you're familiar with it but if you're coming from downtown and you're exiting off of Lake Murray Boulevard going, I guess it would be north, you...there are multiple-multiple-multiple people who take that exit and then go across all the lanes to get in the left turn lane to make a left turn at the Park Ridge Hospital, Kinnerly Road stoplight, it's almost immediately after you would merge onto Lake Murray Boulevard and it's it's been a bottleneck because people stop on the exit because they can't get over all the lanes to get over in the left lane and I really think that it should be marked-like-so that you're forced to stay in that, in the lane that you're coming off of and some way to encourage those people to go to the next exit which is more appropriate to them but they found that this probably helps cut off a little bit of time going home going Kinnerly Road and picking it up on Lake Murray Boulevard instead of on Broad River Road so they prefer to do that even though it's a lot more dangerous trying to get over to the Kinnerly Road....	10/16/2017
	16143	I don't see any improvements for Broad River Rd. Especially between St Andrews Rd & I-20. That is a nightmare!!	10/17/2017
	16254	Hello this is Ann Marie White WH I TE. I reside at 12."	10/17/2017
	16327	As a runner and cyclist, I would like to express my enthusiasm and support for this project. Safety for walkers, runners, and cyclists in South Carolina is seriously lacking due to narrow, unmaintained, and sometimes non-existent shoulders on most of our roads. Once complete, this project would provide a place for so many communities to exercise safely and enjoy the beauty this area of the state has to offer. This is a very exciting plan that I would love to see happen!	10/18/2017
	16325	I'd like to let you know of my support for this project, and my excitement at the possibility of having bicycle and walkways from the Saluda Shoals area to the zoo. This project will benefit so many people in the midlands area, not to mention encouraging healthy habits and a greater appreciation of the beauty of our area.	10/18/2017
	16324	I want to support the Saluda River Greenway Project.	10/18/2017
	16321	To Whom It May Concern, As a concerned citizen in the Irmo area, I wish to offer my hearty endorsement for the SRGP. It is a splendid idea that will benefit citizens throughout the Midlands of SC. We frankly do not have many amenities in this area along the lines of the Greenway Project. This would be a boost to our area that would greatly benefit local residents and perhaps attract newcomers to the Midlands. Thank you for your efforts to facilitate this extremely worthy project.	10/18/2017
General Comment & Greenway Projects	15402	Good Afternoon, My family and I are residents of the Columbia area (29212) near Irmo off of Nursery Road. We are of the opinion that after sitting in traffic many hours simply trying to get home that the Carolina Crossroads Project would be a much needed improvement to our community. We also support and would welcome the Saluda River Greenway Project. This would be a tremendous boost to our community to have infrastructure for pedestrians and bicycles going from the Lake Murray Dam to the zoo and ultimately to the Three Rivers Greenway along the Lower Saluda River! Thank you for your time.	10/8/2017
General Comment & Traffic/Safety	15213	If you have traveled Highway 378 in the last 5 years you would realize that malfunction junction is not the only traffic issue in the given area. And outer Beltway to this city could probably eliminate a lot of congestion that the three major interstates bring through our city. As we have continued to grow in the last 25 years the issues of congestion and traffic have not been addressed and now we have this major problem. Our belief is that an outer Beltway could improve a goodly portion of congested traffic.	9/27/2017

<p>General Comment & Public Transit</p>	<p>15509</p>	<p>I just want to start by thanking you time in advance for reading and considering my comments. I am currently a PhD candidate in chemistry at USC, and I have a question and a comment.</p> <p>First the question. Has a "service road" been considered in the traffic simulations? This "service road" could replace the existing two-lane roads to the east and west of 26/126, making them both one way "service roads" which run alongside 26 allowing easier entering and exiting of the highway over longer distances? These two-lane roads appear to mostly accompany 26/126 most of the distance between graystone road and harbison road, and can easily be replaced/added in to create a "service road." This idea mimics sunrise highway in Islip, N.Y. I would post a picture but I cannot do so here.</p> <p>Lastly the comment. Adding a light rail for commuting passengers next to 26/126 into the city would greatly enhance; commute time, weekend travelers to the city/columbian mall increasing commercial revenue, diversity of apartments deemed in an acceptable radius of Columbia, tax revenue due to train ticket fair, and jobs due needed operation of the train</p> <p>it would also decrease; passenger car use, pollution, congestion of the old malfunction junction, congestion inside Columbia, and needed parking space in downtown Columbia.</p> <p>A commuter railroad is economically advantageous to the city and its residence do to an increase in taxes needed to maintain the railroad and an great way for people without cars to get to their jobs in the city, or go to where ever they need. Railroads also increase property values due to an increase in demand to live near a properly places train station. A basic cost-benefit analysis of the railroad requires a measurement of the tangible and intangible benefits and an accurate subtraction on any subsidies from the economic-development gains.</p>	<p>10/11/2017</p>
<p>General Comment, Greenway Projects & RA1</p>	<p>16352</p>	<p>First, I support the inclusion of the Saluda Greenway in the Carolina Crossroads project. Having bike and walking paths from the Lake Murray Dam along the Saluda River to ultimately connect to downtown Columbia provides a recreational and commuting advantage to the residents of this area.</p> <p>Second, from what I can see of the two alternatives shown on your website, Alternative 1 looks like the better option. It is very difficult to see the details of these alternative, though. For example, I would like to see whether or not either of these alternatives include having traffic lanes cross each other (like on the overpass at the Lexington Medical Center exit on I-26). Perhaps that design is technically superior, it is confusing to drivers when it appears that you are driving head-on into traffic, which results in slower starts and confusion.</p> <p>From looking at the data you present on your website, the congestion occurs between Piney Grove Road and the I-26/I-126 split. These areas need work, and closing the Bush River Road exit will help to minimize weaving.</p> <p>Additionally, the Broad River Road exit needs work as well to reduce congestion and accidents.</p> <p>The other exits can be left as is, more or less.</p> <p>I-26 westbound gets congested when it goes down from 4 lanes to 2 lanes (at the _I-26 merge) and then at the Broad River Road exit when it goes from 3 lanes to 2 lanes. Additional lanes at these points will help to alleviate this problem.</p> <p>I travel from Lake Murray Blvd to Huger Street, and back again, almost daily. Weaving is a major cause of traffic congestion. Exceeding the speed limit and tailgating are also problems along this route. Regardless of the changes made to the highway and exits along this route, poor driving habits will continue and I suspect that congestion and accidents will continue. Perhaps the best alternative is to do very little construction and put more effort into speed limit enforcement!</p>	<p>10/19/2017</p>
<p>General Comment, ROW & Traffic/Safety</p>	<p>15203</p>	<p>The intersection of Tram and Jamil has been seen as a problematic spot by folks in my neighborhood. So see how visibility at said intersection can be improved. Another tweak I recommend you explore with I-26/Harbison is to try to seek to tweak so as to minimize impact on the Best Buy. Another thing is that Harbison Blvd- the way it is currently has 8 traffic signals and they currently don't sync like they should and smart signal systems need to be investigated and explored- especially at the intersections of Columbiana Drive and Park Terrace meet Harbison as those two are very congestion-prone. Also, I have a better vision for Piney Grove/Jamil Road/Bower parking and on the back is a schematic of what I envision should be done.</p>	<p>9/19/2017</p>
	<p>14783</p>	<p>This is the worsted idea since the creation of the way it is now ! Why don't you just install mirrors around Malfunction Junction so it will look like a carnival ride also !Who comes up with this crap ???GaryJust cut the freaking trees down !!!!If you do that you will have enough room to build 6 more lanes !!!!</p>	<p>9/5/2017</p>
	<p>14784</p>	<p>Just cut the trees down and get rid of the landscapeThen you have room for more lanes</p>	<p>9/5/2017</p>
	<p>15114</p>	<p>You people are absolute idiots/stupid for eliminating the (Irmo-piney grove connector to Killian road & I-77), in order to relive congestion at the I-26 & I-20 intersection you have no choice but to connect the two most populated parts of Columbia/Richland & the second most populous part of the state. Because of this irresponsible decision to cut out the NorthWest-NorthEast connector as well as the I-126, & I-20 direct connector. SC will forever and always lag behind NC , VA, FL , & GA. This is why most of my friends move to Charlotte or ATL. If you people are not progressive with infrastructure the problem will only get worse overtime. But this is SC!! and I'm sure SCDOT is anything but progressive more like a bunch of elementary kids thinking of how to make a one lane road into a two lane road.</p>	<p>9/6/2017</p>

General Opposition	16329	<p>After reviewing the two PUZZLING Harbison Blvd interchange Alternatives, 1 and 5, the Harbison Community Association must file these comments:</p> <p>1) The elimination of the loop-ramp from Columbia, STOPS the "FREE-FLOW" of traffic from Columbia to Harbison Blvd which sustains one of, if not THE largest concentration of successful commercial businesses in the Midlands.</p> <p>2) The replacement "diamond" off-ramp from Columbia with its required traffic lights would seem to back-up exiting traffic on the interstate. This new traffic light will also be placed in very close proximity (approximately 150 feet) from the existing traffic light at Woodcross Dr.</p> <p>3) The proposed new configuration of this interchange will destroy 5 - 6 highly successful businesses, and severely affect access to the Harbison business concentration.</p> <p>4) The new location of the frontage road runs directly into the center of an earthen dam for Lake Woodcross, a seven (+) acre town-wide storm-water detention facility.</p>	10/18/2017
General Opposition & Out of Scope	15087	<p>2 years later you are still asking for ideas? This is ridiculous. All DOT senior staff and or decision makers need to be fired. 2 years ago we were told you needed an environmental study. Now 2 years later you have not even done one suggestion from my TV interview or moved exit only sings at St Andrews exit farther up 26 as a minimum. I was interviewed for 5 minutes and gave many ideals. None have been put into play. You all need to resign or be fired. That will be my recommendation to all media. Failing to act is criminal. DOT is complicit in pay for play and there will be a reckoning.</p>	9/18/2017
General Support	15204	<p>Zach, Beth, and Dan were very helpful and informative. The 2 alternatives are brilliant and wil, hopefully, save lives and save time. Thank you for the hard work and many hours of planning</p>	9/19/2017
	15194	<p>SCDOT has done a fabulous job in explaining the options and informing the public on the project. Good jon!</p>	9/19/2017
	15174	<p>Thank you for this well prepared presentation with such knowledgeable staff who are kind and considerate in addition to being competent. Also appreciated are the various options for learning more.</p>	9/19/2017
	15180	<p>Think the SCDOT has done a great job with this project. Making sure the public is aware of all the in's+out's & what will work & what will not.</p>	9/19/2017
	16346	<p>I am not sure which route to comment on, so an overall comment of mine would be I am excited about a change in malfunction junction. I do not travel to this interchange daily, however I do listen to the radio on the way to work and there is always an incident at this interchange. The few times I have had to utilize this part of the road system, I cringe and hope to not get into an accident because of the on and off ramps not being separate. It is so dangerous because of the amount of vehicles.</p>	10/19/2017
General Support & Schedule	15201	<p>It's about time we do something about malfunction junction. Did nt find a timeline past 2019. Please don't give a blank check to the company that wins the contract.</p>	9/19/2017
	15395	<p>Good morning, I am sending this email to voice my strong support for the proposed Saluda River Greenway Project in conjunction with the Carolina Crossroads project. I think the Saluda River Greenway will fill a void in Columbia's recreation and tourism industry, as there is currently no non-roadway area more than a few miles long in the area. In Greenville, the Swamp Rabbit Trail has become a standalone tourist destination, bridging the gap to shops, restaurants, and breweries in Travelers Rest with downtown Greenville. I firmly believe that the Salulda River Greenway could have a similar positive economic impact in Columbia while also promoting the health of our citizens.</p> <p>Best regards, David Prim</p>	10/5/2017
	15396	<p>Please count me as a vigorous supporter of the Saluda River Greenway Project. This would be a magnificent asset to the Midlands and to the state as well. Move ahead with the Greenway project.</p> <p>My Thanks, Jim Taylor</p>	10/5/2017
	15398	<p>What a great boost to our community this project would add. Being able to walk/ride/run from the Lake Murray dam to the Zoo and downtown would be a great way for folks all along the path to enjoy this great part of the Columbia area. Let alone the economic boost for many downtown business locations.</p> <p>I wish the project planners much success getting the plan approved!</p>	10/6/2017
	15399	<p>I am in support of the Greenway. I live in Beautort and am an avid cyclist with many friend s in Columbia of the same mind. I come often to ride and would be more inclined to come more often if there were more trails to ride, staying and spending my money in Columbia and the surrounding areas. As more and more communities increase their trails, there will eventually be a connected network that can do nothing but benefit the entire state. I hope you proceed with all urgency on this great project for Columbia and South Carolina.</p>	10/6/2017
	15429	<p>I am writing to show much support for the Greenway/bike path project linking the Saluda Shoals corridor with the Lake Murray Dam corridor. I will not be able to attend the public meeting, but wanted to cast a favorable vote to help better our community in a healthy way promoting healthy lifestyles, the outdoors and mother nature.</p> <p>Warmest Regards, Tara H. Stewart, RN BSN</p>	10/9/2017
	15463	<p>I am all for the Saluda Greenway project.</p>	10/9/2017
15461	<p>I am writing in support of the Saluda River Greenway project. Please include this in the plans. Thank you!</p>	10/9/2017	

Greenway Projects

15708	I would like to see bicycle and pedestrian infrastructure as a part of this project and believe the Saluda River Greenway would be a great way to accomplish that.	10/9/2017
15507	<p>Hello,</p> <p>I would like to express my support for the expansion of safe bicycle and pedestrian passages in our state. The Saluda River Greenway Project appears to be a very good plan that would connect to the Three Rivers Greenway and give us the opportunity to link Lake Murray to downtown Columbia. The creation of such a long passage that excludes motorized vehicles would be an ideal setting for safe pedestrian and cycling traffic.</p> <p>Please count me as a supporter of the Saluda River Greenway Project.</p>	10/10/2017
15462	I think this is a great idea. Promotes health and wellness and creates long term values in the community (Saluda River Greenway)	10/10/2017
15458	Saluda River Greenway Project would be a great addition to either plan.	Web Comment Form
15678	I support the path designated The Greenway project. .	10/11/2017
15681	I am in favor of the Saluda River Greenway Project	10/11/2017
15684	<p>The idea of the bike trail from the dam to the Saluda River and downtown is just AWESOME!! WE NEED MORE OF THIS.</p> <p>So many cities have this type thing and our city is certainly large enough. We are getting better!</p> <p>Ellen Faris</p>	10/11/2017
15667	To whom it may concern. I am in support of this bike trail for ease of transportation into town, as well as an effort for a healthier Columbia.	10/12/2017
15677	My name is Sandy Morgan. My address is PO Box 927 Chapin South Carolina 29036. I think that the salute over river(?) Way project would be amazing for our area I think it would increase revenue to the area also provide some help with congestion with our people being able to bike from the dam to Columbia walk the dogs it would just be a great resource to this area. Thank you."	10/12/2017
15817	<p>Dear Sir / Madam,</p> <p>The public in the Midlands have been waiting for more that 15 years for a North / South and East / West connection to the Greenway Trail that currently exists in Saluda Shoals Park. The Greenway Trail in Saluda Shoals Part is approximately 2 miles long and 8 ft wide, offering very safe recreational bike riding and walking without users having to be on roadways and competing for space with motorized vehicles. To be in compliance with the LWCF grant that funded the two grants to build the trail, no recreational motorized vehicles are permitted on the trail</p> <p>Connecting the bike track from the town of Lexington to across the Dreher Shoals Dam and extending the trail along Bush River Road into Saluda Shoals Park, then continuing the Greenway Trail along the Saluda River through Shaw industries, onto Riverbanks Zoo and Garden and into the City of Columbia, would create a safe bike and walking / hiking trail that is over 25 miles. This distance fits well with families and biking club activities who would make use of this trail for recreational and competition participation bringing tourism Dollars to towns in the Midlands.</p> <p>Many people who work in areas that are connected to the Greenway Trail, would choose to ride bikes to work. Having the safety of the Greenway Trail would alleviate traffic congestion on Rt 6 across the Dreher Shoals Dams, Bush River Road, St Andrews Road, Interstate 26 and 126 into Columbia. The Greenway Trail would also give access to emergency vehicles to people who need assistance anywhere on the trail and to DNR, who have jurisdiction on the Saluda River, the necessary access to recreactors on the river who need assistance.</p> <p>I view the connectivity of the existing Greenway Trail an absolute must that will bring more people to the outdoors, exercising safely for pleasure, promoting a healthy lifestyle and bringing people closer to nature.</p> <p>Thank you for the opportunity for being able to voice my opinions regarding the need for the Greenway Trail and having connections to other en route areas It is past time of its anticipated completion.</p> <p>Sincerely, Jeanette Wells. Sent from my iPad - Jeanette Wells</p>	10/14/2017
15819	<p>We are extremely interested in having the Saluda River Greenway included in the SCDOT Carolina Crossroads Project. Providing infrastructure along the Lower Saluda River with continuous trail access from the Lake Murray Dam to the heart of Columbia is a great idea! Not only would it be wonderful for expanding bicycle and pedestrian facilities near the SCDOT project area, but also would utilize greenspaces and beautiful river landscape. We are very fortunate to have these natural resources in this area and should utilize them.</p> <p>Please include the Saluda River Greenway in the Carolina Crossroads Project!</p> <p>Sincerely, Ron and Linda Byars</p>	10/15/2017
16068	My name is Heather Boyd BOYD 711 Pine Springs Road Columbia South Carolina 803-318-1060. I live in Woodland Hills. I'm calling to voice my support for the proposal for the salute River Greenway project that would improve pedestrian and bike infrastructure and expanding bicycle pass and pedestrian pass near the project area	10/16/2017

16244	<p>This project gives the State an historic opportunity to change our image from one of the past to a progressive future. I hope that the new design will not just be functional, but attractive as well. hopefully giving the center of our state a functional, interesting architecturally, landscaped crossroads.</p> <p>It is also very important that DOT do everything possible in this project to facilitate the final phase of the Saluda Greenway connecting Lake Murray with Downtown Columbia. Providing an alternative for bikes and pedestrians in this corridor will hopefully help take traffic off the road as well has help with the ozone issues that naturally occur in this region.</p>	10/17/2017
16246	<p>Gentlemen/Ladies,</p> <p>I am a resident of one of the Lexington County communities this project would impact. We know the downtown communities have challenges with a transient, homeless community that impacts the Saluda river use in downtown Columbia. In those same areas, there are issues with drug use, crime and solicitation that goes on continually.</p> <p>We also see that this project/proposal provides what appears to be sites for adding new public restrooms and parking lots among residential communities. It would be logical to be concerned that the direct, fluent connection would allow that downtown foot/bicycle traffic a means to increase crime and vagrants making their way to the (Lexington County) side of town and even compromise the safety of our currently non-thru trails.</p> <p>How would this project would resolve the issues concerning the diverse city/county agencies since part of the area is currently Lexington County and another portion is City of Columbia and/or Richland County? Would that situation pose the potential risk for our Lexington County areas to get pursued for annexation by Richland County/City of Cola should the politics seek to streamline county services/maintenance/law enforcement along the parkway?</p> <p>I think autonomy for each trail location is the way to go until these challenges could be resolved. It would be my preference, however, to keep downtown with its own trails and the Lexington county side separate/sectioned off from the City of Columbia and Richland County.</p>	10/17/2016
16249	<p>I want to encourage SCDOT and others to please pursue the Greenway Project. I'm an avid bicyclist, but the lack of paved trails gets frustrating for me, especially after living in such bike-friendly communities as Minneapolis and Madison, Wisconsin. We have a lot of beautiful areas in Columbia that many people never get to see close-up, and a well-developed greenway system will open up a whole new view of our city. Plus, as one who's been hit by a car while riding my bike (resulting in a broken hip), I'm all for making as many trails as possible.</p>	10/17/2017
16252	<p>I'm calling in regards to the Saluda Shoals Greenway, which is included in the Carolina Crossroads Project. I live in the area and feel it is very important for our community to have this greenway from Saluda to the zoo. Please consider that carefully. Ida McCaskill 605 Broken Hill Road Columbia 29212. Thank you.</p>	10/18/2017
17264	<p>This is Carol MacEnet, C-A-R-O-L, M-a-c-E-N-E-T-T. I would like to support the Carolina Crossroads Project and I would like them to have the Greenway project considered when you were doing this I think it's very important and my telephone number is 803-407-9064. I also might, and my address is 104 Wells Point Drive Irmo South Carolina 29063 and I'm in support of the Saluda River Greenway to be included in the Carolina crossroads corridor. I think it's a very important thing and it's would be a wonderful asset in the county. Thank you very much. Bye bye</p>	10/18/2017
17265	<p>My name is Sandra Kerby. First name is Sandra, last name is Kerby it is spelled KERBY. Address is 6 Wessex, that's spelled W-E-S-S-E-X, Boulevard Irmo, South Carolina 29063. My telephone number is 803-315-0117. I am really excited about this opportunity and I hope you get enough response from the public and all to proceed with this project the crossroads project which would have a pedestrian and bike infrastructure build between the Saluda Shoals and the zoo and then connect with with the Three Rivers project for Three Rivers or I guess it's the Saluda River Greenway project. So that I would really I think it would be great for all of us out this way and certainly add to the beauty and the outdoor activities available to people in our communities. So I thank you for your time and for registering my my vote in support of this project.</p>	10/18/2017
17266	<p>Hello this is Ann Marie White W-H-I-T-E at 12 Paddock Chase in Irmo South Carolina 29063. I just wanted to voice to my, consideration regarding the Saluda Shoals Greenway to be added in the Carolina Crossroads project. I think that would be an excellent addition to our community. My number, I don't need a call back, but my number is 803-749-1262. Thank you.</p>	10/18/2017
16323	<p>Please incorporate the Lower Saluda Greenway into the plan. completing the greenway will allow bike and foot traffic from Lexington-Irmo to downtown.</p> <p>also, please build something that we can be proud of, not some ugly structure. we deserve better than what we have been getting. Greenville gets trees on the interstate and we get broken green things on top of a concrete wall. Please landscape it and make it look good too.</p>	10/18/2017
16354	<p>I fully support the Saluda River Greenway Project and hope that this will be incorporated into the Carolina Crossroads Project.</p>	10/19/2017
15189	<p>Realtors took too much of Joey's time- other property owners have/deserve questions answered.</p>	9/19/2017
17267	<p>Vicky Paster, 1253 Winter Wood Road Columbia South Carolina. 803-240-8051. Would this address be affected? 1253 Winter Wood Road Columbia South Carolina 29203. Thank you would you please give me a call.</p>	9/6/2017
15152	<p>Hello,</p> <p>I was wondering when the period for public comment ended for the current portion of the Carolina Crossroads project? Could you please let me know when that date is?</p> <p>Thanks for your help! Shane</p>	9/19/2017

Information Request	15145	Hi my name is Al Bob i(?) yes I would like a return call from the project team I'm curious to know how I 26 is just gonna go to gonna go with the St. Andrew's gonna go all the way to potter grove Road going all the way to Harbison. How is it going all the way to Belmont. I was out of town and I want able to make the meeting. So if you to send me a list at anything where you can send me a list of approved whatever areas is going on. Could you send me a list at area code 8:03 I mean my phone number is area code 803-446-2539. My mailing address is gonna be almost South Carolina gonna be PO Box 534 Oak Irmo South Carolina 29063. I would greatly appreciate that. Give me a call back so I can understand half of this is going and what the project is gonna entail. I would greatly appreciate the comments whatever you gonna house I have paperwork that I can get. I thank you. Bye.	9/22/2017
	15271	Nina, N-I-N-A, Shirer ,S-H-I-R-E-R. 1806 Fair Haven Drive, Columbia, 29210. I live on Fair Haven Drive, 1806, and my question was on the map where the red line goes, it is indented into each one of the streets and I was wondering about those indentions were for. My number is 803-772-8120. I would like someone to call me please. Thanks.	10/4/2017
	17268	Hi I'm returning Melissa's call in regards to a red line or a one and my name is Nina N-I-N-A Shirer S-H-I-R-E-R 1806 Fair Haven Drive 803-772-8120 and again I was calling in regards to the red line on Fair Haven RA1. Thanks and have a good day	
	15679	Uhhm. Yes, my name is Boineau, Robert T. Boineau. B-O-I-N-E-A-U. My phone number is 803-738-9040. One more time- Boineau, Robert T. Boineau; 803-738-9040. Would like so much to talk to somebody about the situation at the Interchange of I-26 and Bush River Road and the Frontage Roads along them. 803-738-9040. Robert T Boineau. Please call me: 803-738-9040. Thanks, bye. We appreciate all you all are doing. Great. Bye.	10/11/2017
	15894	Good afternoon, I was checking to see if you received the input that I emailed on 9/27/17. I did not get a confirmation that you received it so I was just checking. Thanks, Mike Sonefeld Irmo Fire District	10/16/2017
	17269	The SC Education Association is located at 421 Zimalcrest Drive. We are trying to determine how (if any) will our facilities be impacted by this project. Can you please send us the minutes from the September 2017 meeting as well? Thank you in advance.	10/18/2017
Information Request & Real Estate	15270	This is Virginia Ellisor, E-L-L-I-S-O-R. My number is area code 803-791-3914. I wanna know specifically is McSwain Drive gonna be widened, because I live in Quail Hollow. When we thought they were gonna take out houses in here, I found a house over in Westover Acres and I was interested in buying it and living in but if they going to widen McSwain drive it'll end up taking that house out and I need to know specifically if McSwain Drive is going to be widened or if I-126 is gonna be widened. I was unable to attend that last meeting. I had a conflict that day but can somebody call me back and let me know about McSwain Drive? Virginia Ellisor, area code 803-791-3914 and I did write a comment before and all that and put it online when we thought they were gonna take out Quail Hollow but I need to know if I should buy this house or not and what what's gonna happen to McSwain Drive. Please return my call thank you.	10/2/2017
	15122	Please- In regards to both options 1 & 5: I want to see a list of the private properties which could be affected through full or partial acquisition, including my home at 1616 Morninghill Drive, Columbia, SC 29210. Please provide more detailed information on the potential impacts to my property and street. Thank you, Brie Bramlett	9/20/2017
Information Request & ROW	15165	In the online public meeting with the alternatives explained, it still does not give homeowners in the affected areas any idea on which alternative would impact ROW acquisitions. When will that knowledge become public? We need to know as soon as possible how our properties will be affected. Are we going to have interstates running through our yards? Do we have any choice in this matter?	9/27/2017
Mailing List Request & Public Involvement	15078	I just read about meeting held yesterday. I have attended previous meeting before and requested to be on email list to be notified of up-coming meetings. I did not receive notice of meeting held yesterday on September 20. Please included me on email list of meetings. Thank you Sandra Burton (803) 917-6370	9/20/2017
Mitigation & Wetlands	16347	Thank you for the opportunity to comment on this project. We are aware of the dire need for a solution to the age old Malfunction Junction problem. We are requesting the greatest efforts in utilizing an alternative with the least River and wetlands impact. The local rivers and wetlands are a diverse and wonderful benefit to living here in the State of South Carolina. They are a great economic advantage to the area, to attract a diverse level of tourism. We are extremely appreciative of the loss of the most objectionable of the alternatives. That does not diminish our empathic request of the lowest possible impact to the wetlands and riverine areas this project involves. The second most important of our concerns is that the mitigation required directly benefits the State Scenic river- The Lower Saluda and Broad River downstream of the Parr Dam which will ultimately benefit the Saluda/Broad and Congaree Confluence. There is no mitigation, in another area, that we find acceptable to satisfy the requirement, other than locally where the negative impact is effecting those same area rivers.	10/19/2017
Mobility & Traffic/Safety	15159	When I drive on I-20 east and want to go downtown, I should not have to cross 3 busy lanes of traffic to get to I-126. I should leave I-20 and get onto a ramp to 126. Can't tell from your map if you have planned this.	9/26/2017
	15160	This is an option you don't offer: getting from NE Columbia to Irmo. When I drive west on I-20 and want to go to exit 4 or 5 on I-26, I should not have to cross 3 busy lanes of traffic to get to I-26. Can't tell from your map if you've planned for that.	9/26/2017
Noise	15111	I live very close to the I-26/I-20 interchange so I am keenly interested in plans for and progress toward the Carolina Crossroads project. At last fall's public information meeting I asked to be included in the noise reduction area. I have highway noise 24/7 from the highway. Currently, at 10:00 at night, the noise on my screened porch is averaging 66 dB with a maximum of 92 dB from the highway. I would like to know what steps will be taken toward noise abatement as this project progresses.	9/5/2017
	15457	I live in Quail Hollow Village (I-26 and Saluda River area) and the proposed SCDOT right-of-way borders the property of this sub-division on the eastern most portion within 100 yards of the residential properties. What is being planned to minimize the noise?	10/10/2017

Out of Scope	15115	I used to live in Montreal Canada which has a MESS of their roads dating to 1920. Roads for you guys to look at is how the English Canadians engineered their roads coming into Ontraio. beautiful crash proof engineering =====Look, I imagine it is impossible to go underground, so consider not only going over, but even doubling over existing roads to double the available travel channels. Has to be built STRONG. Done correctly you leave existing roads in place, changing them in years to come, and done correctly, they might even look graceful. Galen Manapat	9/6/2017
	15206	Add more Waffle Houses at each intersection.	9/19/2017
Property Value & Real Estate	15191	The SCDOT has made making improvements to roadways, traffic moving faster and more efficiently more of a priority than my home and neighborhood staying the same. We lived there since 1999- love the neighborhood- my street- neighbors- home- yard- it's perfect. Because of this- we are looking to move. Because of this my home's value is on a downward slope. I am not happy or angered- what if this was your neighborhood?	9/19/2017
	15185	My office is located at 1515 Burnette Drive, Columbia, SC. Based on the info I reviewed today the subject office building is being made worthless. With the increased traffic and noise, no work can be accomplished in this little triangle. Thanks for listening.	9/19/2017
Property Value, Real Estate & ROW	15113	The public needs more information about what the Proposed Right of Way means for us and for our property values. I live on King George Way which is just off Jamil Road between St. Andrews and Piney Grove Roads. I need to know if my property will be affected. I do not want to be ANY closer to the interstate than I already am. It's not safe.	9/6/2017
Property Value, Real Estate & Specific Landowner Issue	15200	I own property (condo) at Lakewood Village, 240 Jamil Rd., #30. If the current plan stands, then the value of my property (which I rent out) will tank. No one wants to walk out of their front door and look at a wall (noise barrier). Again, if the plan stands, please consider just taking the two front rows of condos that face Jamil Road and give us a fair price for the right of way. PS, our only other option is to engage an attorney and our legislative reps, as the people in Quail Hollow did, which resulted in thier property being removed from consideration. Money talks and gets action.	9/19/2017
Public Involvement	15108	All this is so complicated. The technical high lights overshadow the basic problem. Too much together in one picture. You need to show now, then, now and next, then, now and next, etc.. in pictures side by side at the same time.	9/5/2017
	14786	This online version is way too hard to understand and I am a mechanical engineer. Something needs to be done to make it more user friendly.	9/6/2017
	15077	I regret that I will not be able to attend the meeting tomorrow. I have a conflicting meeting, but will watch the video.	9/18/2017
	15199	The effort to hold the Public Information session on Carolina Crossroads is appreciated. Option 1 seems to be the best alternative.	9/19/2017
	15198	Maybe I missed it, but notification about this meeting via the overhead flashing interstate signs would have been a great reminder. The meeting location was comfortable. Event staff were helpful and pleasant.	9/19/2017
	15190	Attend 9-19 presentation and felt it was very hard to follow.	9/19/2017
Public Involvement & RA1	15209	I think I like this alternative the best. These large circling archs seem like they would handle more traffic at a constant rate than the tight clover leaf design proposed in Alternate 5. I would recommend that you plan on providing plenty of signage miles prior to reaching the new junction so motorists have plenty of time to get in the appropriate lane to continue on to their desired destination. I appreciate the meeting you held with interactive screens of the alternatives. Although I couldn't run the map by myself, with the assistant, the larger maps were much easier to read than they are here online. I also want to thank you for the flyers you sent out as well as the e-mail notifying me of the meeting and letting me know the Quail Hollow alternative was no longer on the table.	9/28/2017
	15109	I had suggested building a commuter train system located in the medium strips of land between the Interstates 77, 277 ,26, 126, 20 into downtown. This would eliminate thousands of local commuters during rush hour. Rush hour is really the only time when the traffic is the problem. There would be less new roads and current roads to maintain. The train's power could solar energy. The train fees would pay for the train system and would eventually be profitable.	9/5/2017
	15197	Please consider time-limited HOV lanes that extend to Chapin. Add a traffic light at the intersection of Jamil and Tram roads. Consider painted arrows, more of them, for upcoming turn lanes at light-traffic intersections.	9/19/2017
	15188	It is unconscionable not to include a transit component in this plan. Planning models suggest any new capacity will be consumed in 5-7 years with billions of dollars spent. Atlanta and Charlotte have already demonstrated the folly of this strategy. Adding transit capacity can be done much more inexpensively if transit lanes (HOV/HOT/Transit) are included in the project. Obviously in a state that does not already have high quality transit people are not going to ask for it in these meetings but DOT staff who look lat other communities should be able to see the value in having transit. At least allow transit in the shoulders.	9/19/2017
	15143	Please include the option for transit. This is an interstate route, and if you widen it, the result will be induced demand for more intra-city travel. It is a misuse of federal transportation funds to widen an interstate, meant for interstate and intra-state travel, when this location will induce demand for intra-city travel. There may still be a need for work to increase efficiency, but in no way should this project add capacity, in additional lanes within any configuration.	9/22/2017
	15459	I travel through this area, but do not live near it, so I am most concerned with safety and congestion. I see that a lot of work has gone into selecting these alternatives, but it troubles me that addressing congestion is being left to lane widening. Please, please consider thinking outside the car box to consider mass transit (probably special buses) and commuter lots to encourage fewer cars on the road. Why build another lane if you can reduce traffic itself? Why have you put off considering the options of mass transit and transit system management until later as add-ons. They should be considered as an integral part of the solution. One bus full of people takes up a tiny amount of space on the road compared to the 20-40 cars those riders might drive! And if you dedicate lanes for those buses, it is further incentive to get people to ride them (express lane in and out of town!). Additionally, please consider the affects on pedestrians and bicyclists. I know that few people will ride all the way back and forth, but locally pedestrians and cyclists need to be able to maneuver safely around and through this frightening and dangerous knot of highways. A surprising number of people who live locally, might walk or bike to a commuter lot with a bus pick-up if the infrastructure made them feel safe. And think about what Lexington is doing with traffic lights to speed up commute times. You need to be considering how traffic management could reduce congestion and possibly eliminate the need for extra lanes (which, in turn might prevent more impacts to wetlands and private property). Thank you.	10/9/2017

Public Transit

15904	<p>I have not heard or read anything about where are all the traffic will go once work starts on malfunction junction.</p> <p>I drive from Newberry to work on Shop Road every day. I leave home around 6AM to get ahead of some of the 'crazy drivers'. I rode the Newberry Express before it was discontinued (due to lack of funding) on September 1st of this year. I was wonderful not having to drive and 'fight' the traffic on I-26.</p> <p>It would be GREAT if we got another bus that would pick up in Newberry with stops in Little Mountain, Chapin & Irmo. Who wouldn't like riding instead of driving every day.</p> <p>PLEASE add funding for mass transit to the Cross Roads Project.</p> <p>Thanks Much</p>	10/16/2017
15899	<p>I am writing to let you know how much we valued the commuter bus program, to advocate for a return of the Newberry to Columbia and ask DOT to prioritize sustainably funding these programs.</p> <p>I know you are in the midst of the Carolina Crossroads project. This is a huge investment in the I-26/I-20 corridor. Although your current proposals show alternatives that only incorporate road construction, efforts should also be made to reduce traffic demand through regional mass transit, park and ride programs, HOV lanes, etc.</p> <p>I am writing to urge DOT to move in the right direction and know that citizens want commuter transit options and WILL ride them. I want to 1) raise concern for the singular focus on only funding road construction in current proposals and 2) recommend that DOT redevelop its proposals with a package of options that includes analysis and serious consideration:</p> <ul style="list-style-type: none"> · Regional mass transportation funding · Local mass transportation funding · HOV and ride-share design · Bicycle and pedestrian corridor investment · Programs/funding with businesses to reduce commuter demand or alternate start/stop business hours · Programs/funding with businesses to reduce truck demand – incentives for railroad potentially <p>Thanks for your consideration,</p> <p>Michael C. Sheriff</p>	10/13/2017
15896	<p>I'd like to give my 2 cents on interstate spending coming into Columbia from Irmo. I do not live in that area, so I don't make that commute. I intentionally don't drive that way in the evening because of the traffic jam.</p> <p>I do not feel like building more lanes is the end-all solution. By the time the lanes are built, we will need more lanes. We also will need more parking downtown. Downtown already is feeling urban growing pains.</p> <p>Columbia has never been a pedestrian/bike friendly city, and you may think people wouldn't bike or walk from Irmo anyway. I bet if you built bike paths, you'd have bikers and walkers use them on the weekends, and some during the week. I foresee I'd use them on weekends and then end up eating downtown or in Irmo, thus adding to the economy. Similarly, for the 27 years I have lived in Columbia, I've heard the idea of a light rail system from Irmo to Columbia. Why not explore that? Maybe you have a fun terminal with things like a coffee shop, maybe a bowling alley for weekends or some other type of ide to make the terminal a gathering place and then you run either light rail or buses out of it. Have the buses also go to Greenville, Charlotte or Charleston. Maybe for those cities they leave from one airport and go to the other before going downtown too. From Irmo, you could have a stop at the zoo. If you ran the light rail in the evening from Irmo to downtown, it would cut down on DUI's. Perhaps the Soda City Connector could add the downtown stop to its route and have parking.</p> <p>Another idea would be to reverse lanes and let those reversed lanes be reserved for buses or HOV carpoolers.</p> <p>I would like to see some of these ideas implemented before we spend millions of dollars for a band-aid.</p>	10/13/2017
15818	<p>Please consider adding commuter park and ride options from Chapin and add high occupancy vehicle lanes to cut down on number of cars traveling I-26 in and out of Columbia.</p> <p>Additional exits need to be added between 97 an 91.</p> <p>I used to travel the Smart Ride from Chapin to downtown. Funding needs to be earmarked to restore this option</p>	10/14/2017
16061	Please include mass transit for your plans.	10/16/2017
16071	We urge you to consider a public transportation option for our growing community.	10/16/2017
16322	I think traffic in and out of Columbia in the morning rush, lunchtime between 11:30 a.m. and 2:30 p.m is total gridlock on 378 and I-26. We need to consider more mass transit from and to Columbia fro Lexington, Irmo, and the Cayce/West Columbia areas.	10/18/2017

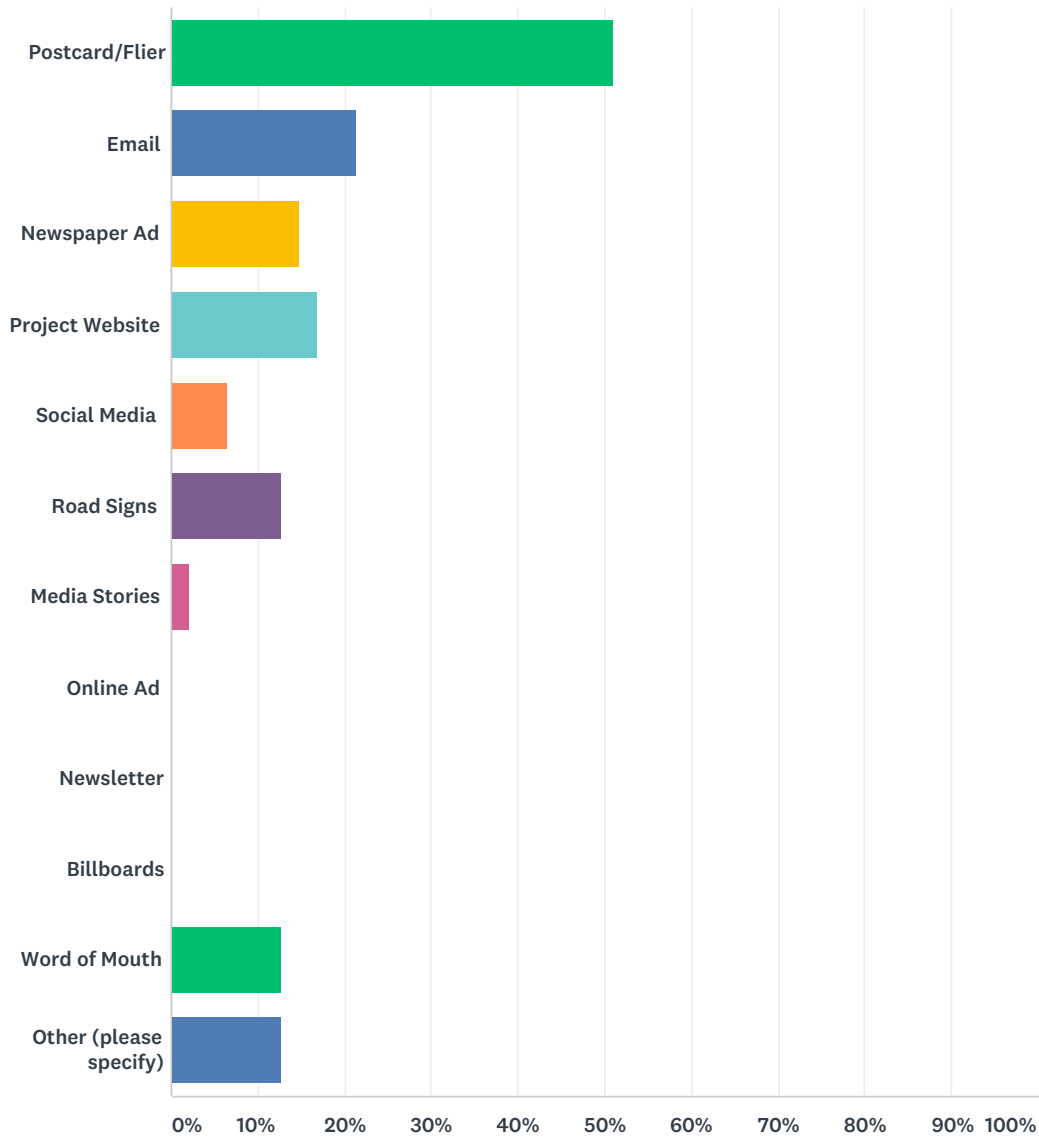
	16320	<p>I am a Newberry resident and work in downtown Columbia, so I travel through the 1-26/1-20 every workday. I am also a member of the City of Columbia's Bike and Pedestrian Advisory Committee. I attended the Carolina Crossroads public meeting in September.</p> <p>The alternatives presented draw major concern for me because the options only incorporate road construction and redesign. At the public meeting, representatives informed me that mass transportation and other strategies to reduce environmental impact and congestion would be added after the roadway design was chosen. This piecemeal approach is not a good strategy. I urge you to include efforts to reduce traffic demand through regional mass transit, park and ride programs, HOV lanes, and other options not as an afterthought with "leftover funds" but as part of a complete package. Furthermore, mass transportation and transportation demand management should be prioritized over road infrastructure.</p> <p>Following the basic transportation planning principle of triple convergence, additional lanes will fill with additional cars and expanded or reconfigured roadways will ultimately not solve congestion. Further, any road construction in the corridor will make safety and congestion worse before it gets better -- all the more reason to put transportation demand management strategies at the forefront of your planning process.</p> <p>Midlands residents demand new strategies for solving our transportation challenges, and public efforts must move forward, not lose ground. For example, I rode a commuter bus from Newberry to Columbia that was discontinued September 1 not for lack of ridership (the bus was consistently full even though it was under promoted) but a decision not to continue funding. Many decision makers still assume that residents prefer the comfort and convenience of driving, and are reluctant to participate in mass transit. When I spoke with project representatives at the public meeting, several reiterated this stereotype. It's simply not true -- as Columbia attracts new residents from other parts of the country, or even as natives travel to other places, we look at Columbia and ask, "why not here?"</p> <p>I urge you to consider more forward-thinking approaches for using the funding for this project. For example, distribute the funding across the Midlands region to address the root of the problem -- the sources of traffic congestion -- through commuter alternative programs and transit oriented development. Just as in the medical profession, it's not enough to simply alleviate the symptoms, you must diagnose and intervene early. Please redevelop your proposals for public consideration with a package of options that including funding (and promoting):</p> <ul style="list-style-type: none"> • regional and local mass transportation networks, especially for large commuting patterns • HOV and ride-share design • bicycle and pedestrian connectivity • partnerships with major businesses to reduce commuter demand or create commuter alternative incentives • transit oriented development and strategic land use -- because transportation and land use are intertwined • commuter rail - update previous studies like this one with data to reflect current travel demand <p>Many people make choices about where to live, work and play based on transportation accessibility. We need to make the choice to settle down and stay in the Midlands an easy one by assuring residents that our communities are connected by transportation networks with more than just roadways.</p>	10/18/2017
	16065	<p>I am writing to let you know how much we valued the commuter bus program, to advocate for a return of the Newberry to Columbia and ask DOT to prioritize sustainably funding these programs.</p> <p>I know you are in the midst of the Carolina Crossroads project. This is a huge investment in the I-26/I-20 corridor. Although your current proposals show alternatives that only incorporate road construction, efforts should also be made to reduce traffic demand through regional mass transit, park and ride programs, HOV lanes, etc.</p> <p>I am writing to urge DOT to move in the right direction and know that citizens want commuter transit options and WILL ride them. I want to 1) raise concern for the singular focus on only funding road construction in current proposals and 2) recommend that DOT redevelop its proposals with a package of options that includes analysis and serious consideration:</p> <ul style="list-style-type: none"> · Regional mass transportation funding · Local mass transportation funding · HOV and ride-share design · Bicycle and pedestrian corridor investment · Programs/funding with businesses to reduce commuter demand or alternate start/stop business hours · Programs/funding with businesses to reduce truck demand – incentives for railroad potentially <p>Thanks for your consideration,</p> <p>Michael C. Sheriff</p>	10/16/2017
Public Transit & RA1	15227	<p>Thank you so much for all the hard work you guys have done to improve our highway system. I believe Alternative #1 is the best option. It relieves more traffic and costs less than Alternative #5. I do believe we need to also look at mass transit for this corridor. I remember reading the rail transit study and remember a line from Newberry to Columbia being an option. It would be great to tie in that infrastructure with the Carolina Crossroads project. Thank you for your time.</p>	9/28/2017
	16060	<p>As far as I can determine, alternative one seems reasonable; however, I'm very concerned about the omission of mass transit. If we don't include mass transit in the planning now we'll be even farther behind cities like Charlotte and Atlanta. Even people who have cars use the mass transit systems in those cities.</p>	10/16/2017
	15117	<p>Alternative RA-1 provides the most positive improvement to traffic and operations and through speed and has the lower cost. It should be selected. It also impacts fewer property owners. Wetlands and public open space can be replaced. Alternative RA-1 is the superior option and should be selected and implemented.</p>	9/18/2017
	15195	<p>RA1 appears the best choice for the traffic flow issues.</p>	9/19/2017
	15172	<p>Phillip & Jennifer were very helpful in explaining the plan in detail to my satisfaction. It should be a great improvement to area traffic. (RA1)</p>	9/19/2017
	15173	<p>Looks great - option #1 get it going!!!</p>	9/19/2017
	15175	<p>Let's get started w/RA 1 today!!</p>	9/19/2017

	15141	Alt 5 is really not much change and still congested for I20 and I26 interchange and continued back up and wrecks. Alt 1 is best to relieve all congestion and accident points for both I26, I126 and I 20!!	9/22/2017
	15142	Best alt to relieve congestion and accidents and continuous flow through intersection!! Do it!!	9/22/2017
RA1	15212	<p>Based upon the presentation to the Stakeholder Advisory Committee on September 25, 2017, we are endorsing Representative Alternative #01.</p> <p>We prefer it to the others because it meets all of the objectives of the project, proposes to perform the greatest at improving traffic metrics, and certainly better than the no-build alternative.</p> <p>Since it is projected out to 2040, we believe it serves freight needs the best, and is the most cost-effective of the alternatives. Representative Alternative #01 shows overall highly improved level of service, reduced travel times, higher average through speeds within the corridor, eliminates dangerous geometric deficiencies such as weaving movements, left exits, and substandard ramps.</p> <p>We like the proposed turbine interchange for I-26/20, elimination of loops, capacity expansion of I-26, new collector-distributor lanes, removal of conflicts and select interchanges, and improvements to interchanges. These measures should positively impact operational efficiency, environmental impacts, and safety. These should be of benefit to all users, not just freight interests.</p> <p>We will be happy to provide additional comments should you need them or find them useful.</p> <p>We also respectfully request these comments been given proper weighting, considering the size, scope, and fundamental importance of motor freight mobility and safety to the local and state economy.</p> <p>Thank you for the opportunity to provide these comments.</p>	9/28/2017
	16350	<p>This alternative appears to make more sense than the RA5 alternative being considered.</p> <p>It is difficult to see the details of the routes and changes on a computer screen, however,</p> <p>I think the only change that should be made on the Harbison exit is to increase the length of the exit ramp on the west-bound exit, to allow more car stacking during holiday shopping season.</p>	10/19/2017
	16355	While I will admit to not knowing much about traffic patterns, this alternative seems to pass the eye test better than the other alternative. Your research seems to agree with this, as RA 1 has a higher level of improvement for both speed and operations. I can't wait to see this project moving forward	10/19/2017
RA1 & Traffic/Safety	15196	Plan 1 is the best in all aspects. Please keep trucks on inside lanes away from thru lanes. Need a barrier of sort getting off I-26 to I-20 to St. Andrews Road. Barrier would be to keep drivers from entering St. Andrews East and drivers use the Chuck E Cheese entrance to go straight to Fernidina Road, North. Good job.	9/19/2017
RA1, RA5 & Traffic/Safety	15176	R5; consider height for young and senior drivers. Consider speed between R1+R5 for accidents. We favor R1 over R5	9/19/2017
RA5	15157	I feel that plan 5 would be easier for drivers to understand and the cost would be comparable to plan 1 which I also favor.	9/26/2017
Real Estate	15116	how will this affect the woodland hills west subdivision along bush river road.thanks	9/6/2017
Traffic/Safety	15110	You have not addressed the problem of a major traffic incident around the intersecting interstates. How do you keep the traffic flowing if a major incident happens. Or when and evacuation of low country is mandated. The state is cut in Half by the Broad River. How do we move that may cars around that intersection	9/5/2017

Appendix E – Exit Survey

Q1 How did you find out about today's meeting?

Answered: 47 Skipped: 0



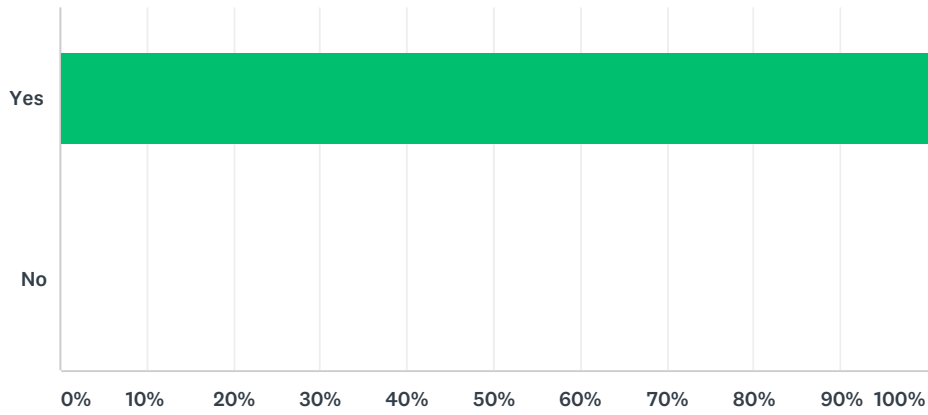
ANSWER CHOICES	RESPONSES	
Postcard/Flier	51.06%	24
Email	21.28%	10
Newspaper Ad	14.89%	7
Project Website	17.02%	8
Social Media	6.38%	3
Road Signs	12.77%	6
Media Stories	2.13%	1
Online Ad	0.00%	0

Newsletter	0.00%	0
Billboards	0.00%	0
Word of Mouth	12.77%	6
Other (please specify)	12.77%	6
Total Respondents: 47		

#	OTHER (PLEASE SPECIFY)	DATE
1	Jubilee festival	9/19/2017 7:28 PM
2	Work	9/19/2017 6:32 PM
3	Neighborhood email blast	9/19/2017 6:02 PM
4	Everywhere	9/19/2017 5:02 PM
5	Aware	9/19/2017 4:50 PM
6	Planning Commission Richland County	9/19/2017 1:05 PM

Q2 Was the SCDOT staff helpful?

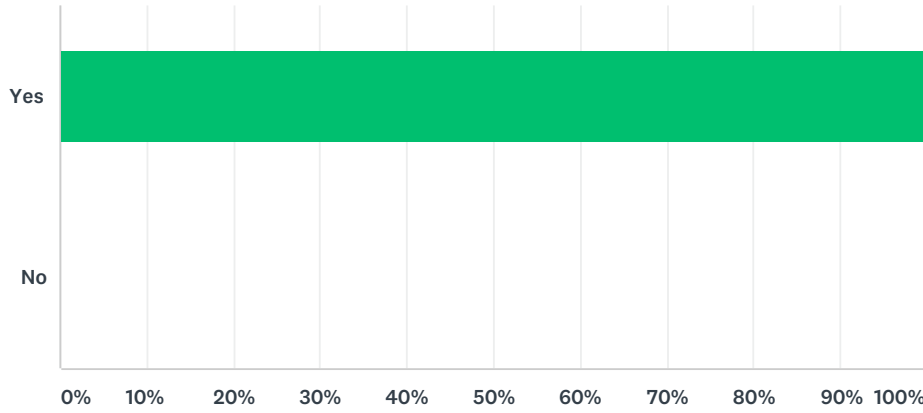
Answered: 47 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	47
No	0.00%	0
TOTAL		47

Q3 Was the meeting time convenient for you?

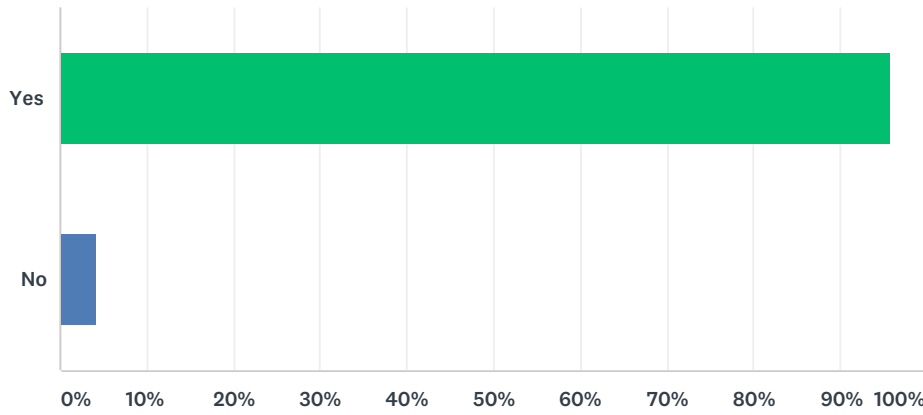
Answered: 47 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	47
No	0.00%	0
TOTAL		47

Q4 Was the meeting location convenient for you?

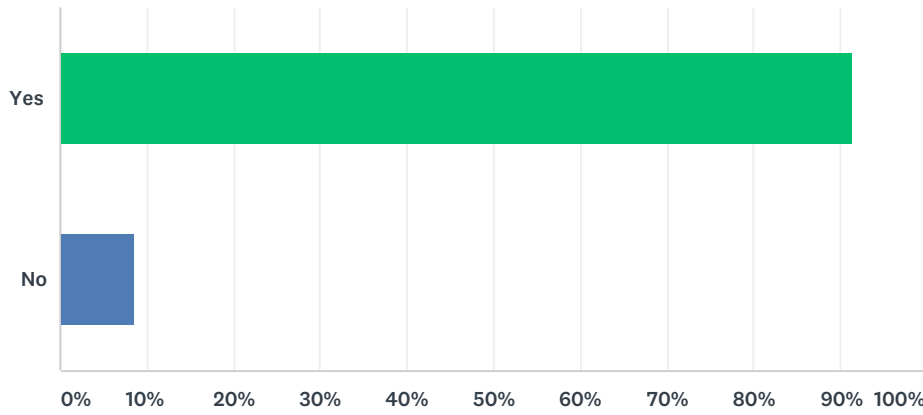
Answered: 47 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	95.74%	45
No	4.26%	2
TOTAL		47

Q5 Did you find the content in the video informative?

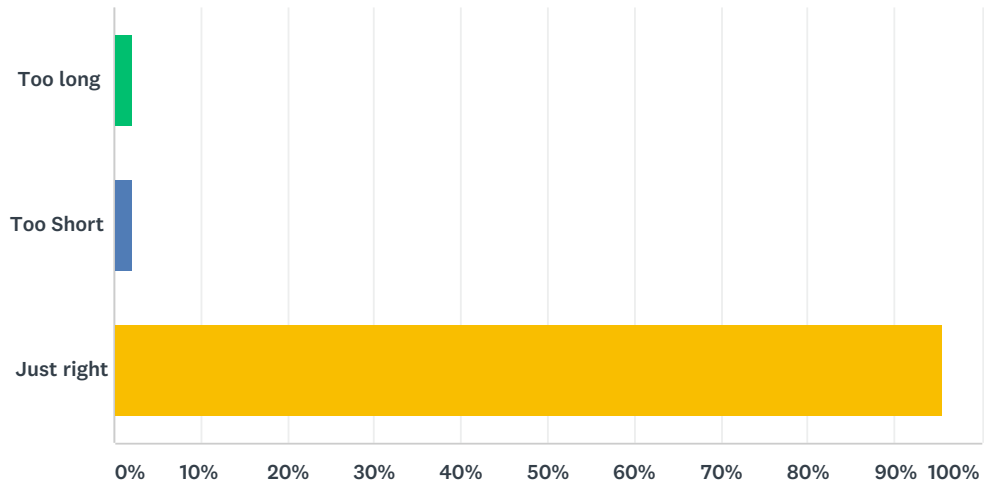
Answered: 47 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	91.49%	43
No	8.51%	4
TOTAL		47

Q6 How was the length of the video?

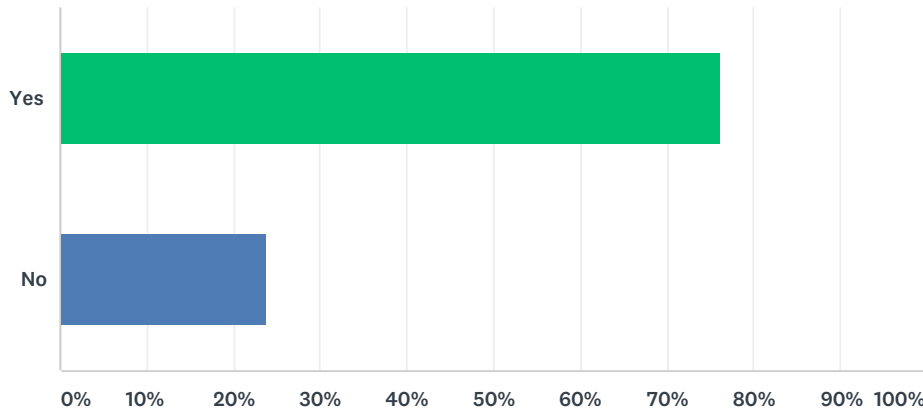
Answered: 46 Skipped: 1



ANSWER CHOICES	RESPONSES
Too long	2.17% 1
Too Short	2.17% 1
Just right	95.65% 44
TOTAL	46

Q7 Was the information in the magazine helpful?

Answered: 46 Skipped: 1

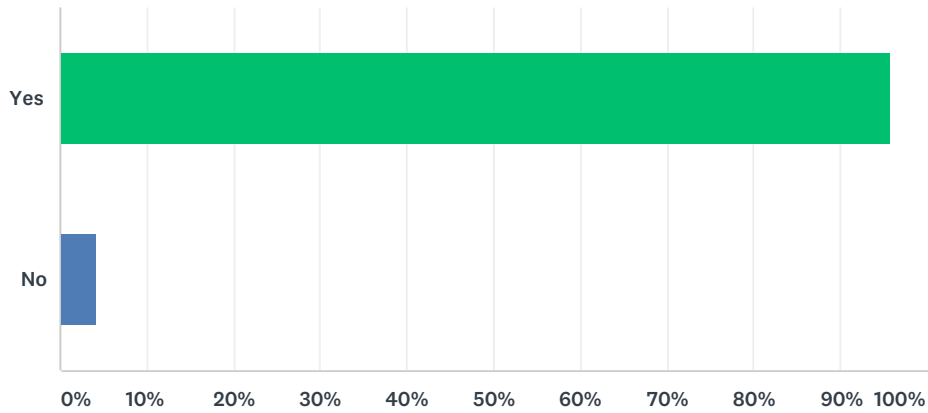


ANSWER CHOICES	RESPONSES	
Yes	76.09%	35
No	23.91%	11
TOTAL		46

#	IF NO, PLEASE COMMENT	DATE
1	Haven't had chance	9/19/2017 6:55 PM
2	Haven't looked yet	9/19/2017 6:32 PM
3	Hard to tell	9/19/2017 6:19 PM
4	Scanned magazine will study at home	9/19/2017 6:02 PM
5	Haven't looked	9/19/2017 5:14 PM
6	Haven't seen	9/19/2017 5:02 PM
7	Haven't looked; distressed nothing with Broad River, St Andrews and Bush River	9/19/2017 4:50 PM
8	Haven't looked yet	9/19/2017 4:24 PM
9	Spent too much money on this; "people just want to know how their property is going to be impacted... Don't need to sit through a video. Waste of time"	9/19/2017 4:16 PM
10	Haven't looked yet	9/19/2017 4:10 PM
11	Haven't looked yet	9/19/2017 3:48 PM
12	Haven't looked yet	9/19/2017 3:40 PM
13	No chance yet	9/19/2017 3:18 PM
14	Hopefully	9/19/2017 3:13 PM
15	Computer screens are more helpful.	9/19/2017 1:20 PM
16	Don't know yet	9/19/2017 12:46 PM

Q8 Were you able to use and understand the interactive map displays?

Answered: 47 Skipped: 0

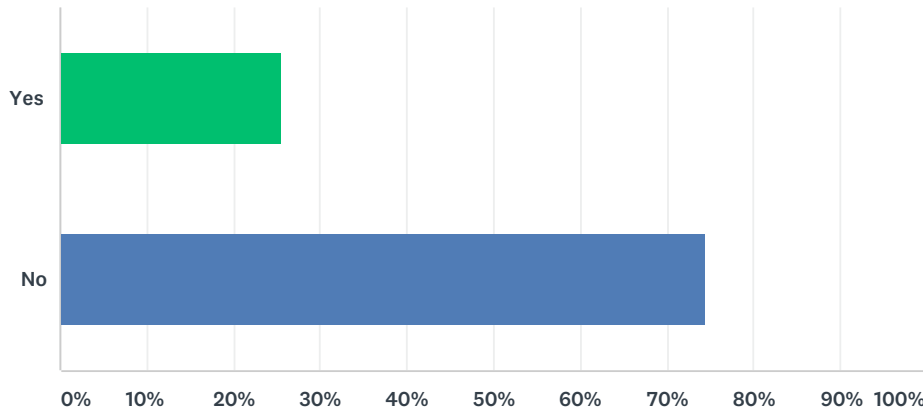


ANSWER CHOICES	RESPONSES	
Yes	95.74%	45
No	4.26%	2
TOTAL		47

#	IF NO, PLEASE COMMENT	DATE
1	With help	9/19/2017 7:28 PM
2	They rocked	9/19/2017 6:32 PM
3	Siobhan great	9/19/2017 5:02 PM
4	Very good	9/19/2017 4:24 PM
5	With help	9/19/2017 3:48 PM
6	Very nice	9/19/2017 3:04 PM
7	Very helpful	9/19/2017 2:59 PM
8	With help. Not easy for someone on their own.	9/19/2017 1:14 PM

Q9 Did you sit at the GIS station?

Answered: 47 Skipped: 0

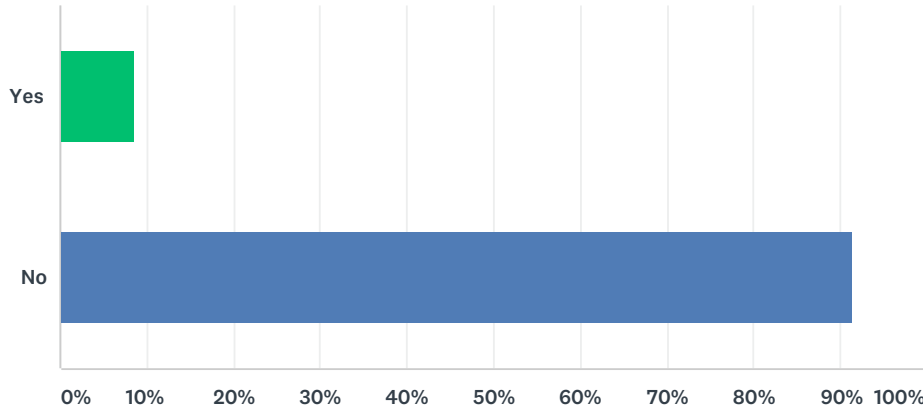


ANSWER CHOICES	RESPONSES	
Yes	25.53%	12
No	74.47%	35
TOTAL		47

#	IF YES, WAS THE INFORMATION GIVEN HELPFUL?	DATE
1	Talked to ROW	9/19/2017 7:28 PM
2	Blair did a great job!	9/19/2017 4:52 PM
3	Helpful	9/19/2017 3:13 PM
4	Potential impacts	9/19/2017 1:48 PM

Q10 Did you watch the Noise video?

Answered: 47 Skipped: 0

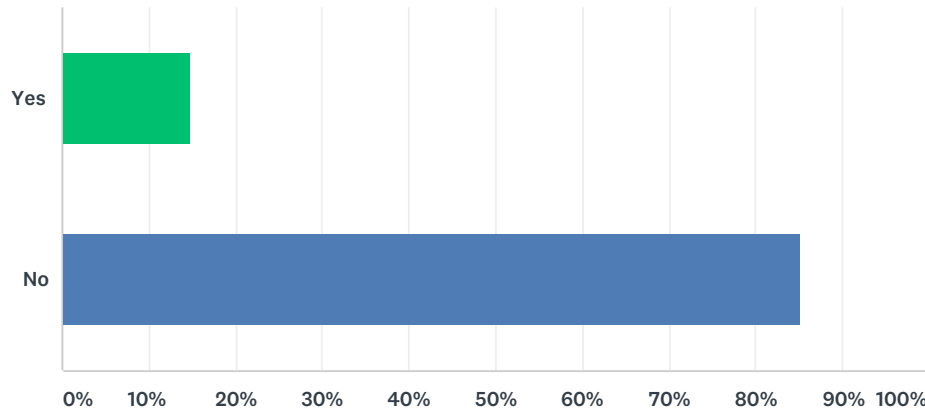


ANSWER CHOICES	RESPONSES	
Yes	8.51%	4
No	91.49%	43
TOTAL		47

#	IF YES, WAS THE INFORMATION ABOUT THE PROCESS CLEAR? PLEASE ANSWER YES OR NO.	DATE
	There are no responses.	

Q11 Did you watch the Project Development video?

Answered: 47 Skipped: 0

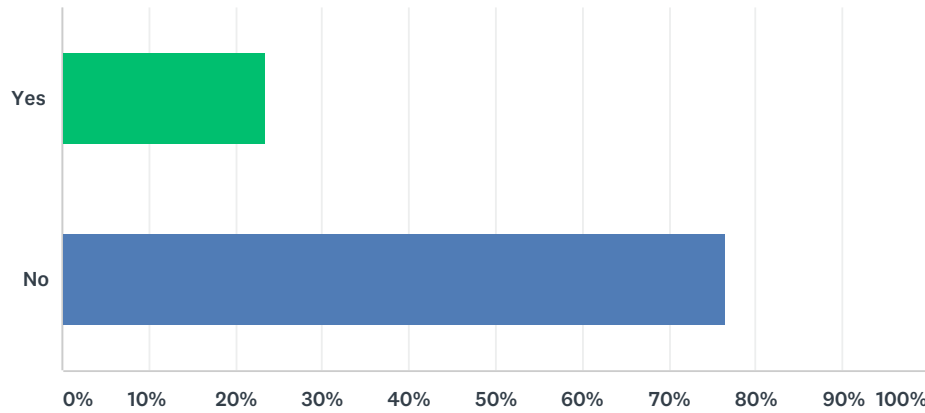


ANSWER CHOICES	RESPONSES	
Yes	14.89%	7
No	85.11%	40
TOTAL		47

#	IF YES, WAS THE INFORMATION ABOUT THE PROCESS CLEAR? PLEASE ANSWER YES OR NO.	DATE
1	Talked to them	9/19/2017 7:18 PM

Q12 Was there any information missing from today's meeting?

Answered: 47 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	23.40%	11
No	76.60%	36
TOTAL		47

#	IF YES, WHAT INFORMATION WAS MISSING FROM THE MEETING?	DATE
1	Biggest issue from I-20 to I -26; learned about new interchange; Brian Klauk and Shane were great	9/19/2017 7:28 PM
2	More direction on different stations beyond smart boards	9/19/2017 7:18 PM
3	Need instruction manual for driving	9/19/2017 6:55 PM
4	Signage along I-20 could easily be shifted over to reduce confusion for traffic trying to get to August. If the sign was shifted to the right cars wouldn't think they had to speed and change over 3 lanes for "next right" when their exit is not the next right. This could be a simple change to help this traffic issue at this spot.	9/19/2017 6:22 PM
5	Widen Piney Grove in Lexington; cutoff access to I26 from St Andrews (same problem there as on this project); getting more cars they but same issues; not solving problem	9/19/2017 6:06 PM
6	Change I-26 to I-226 because I-126 too similar	9/19/2017 5:02 PM
7	This is temporary fix; real fix at Little Mtn, fork off to right and left to tie into interstates; moves trucks	9/19/2017 4:50 PM
8	Really wish the northern connector was still in the mix. These alternatives are not going to fix the problem, this is just putting a bandaid on it. The northern connector would catch traffic before it would get to malfunction junction and help with a lot of the issues. Very disappointed that's not being considered .	9/19/2017 2:49 PM
9	Best meeting so far. Like one on one.	9/19/2017 1:39 PM
10	Clarify what is involved in the environmental document.	9/19/2017 1:29 PM
11	More detail about timeline, estimate after 2019.....look 8-10 years down road.	9/19/2017 1:20 PM
12	Map online is too small.	9/19/2017 1:14 PM
13	Need to look at existing layout more clearly.	9/19/2017 1:05 PM

Q13 Please provide your contact information.

Answered: 44 Skipped: 3

ANSWER CHOICES	RESPONSES	
Name	100.00%	44
Address	59.09%	26
City, State ZIP	72.73%	32
Email	18.18%	8

#	NAME	DATE
1	Jude Peck	9/19/2017 7:18 PM
2	David Rummel	9/19/2017 6:55 PM
3	Elizabeth catchings	9/19/2017 6:48 PM
4	Greg wood	9/19/2017 6:43 PM
5	Beverly Elmore	9/19/2017 6:36 PM
6	Mary Anne Gilbert	9/19/2017 6:32 PM
7	Nina shirer	9/19/2017 6:30 PM
8	Mack Eubanks	9/19/2017 6:22 PM
9	HeAther Boyd	9/19/2017 6:19 PM
10	Vicki Dodds	9/19/2017 6:11 PM
11	Art Guerry	9/19/2017 6:06 PM
12	Margaret McKechnie	9/19/2017 6:02 PM
13	Kevin Grindstaff	9/19/2017 5:27 PM
14	Roque Kneece	9/19/2017 5:14 PM
15	Lawrence Garris	9/19/2017 5:02 PM
16	John Thompson	9/19/2017 4:52 PM
17	Lester Blackwell	9/19/2017 4:50 PM
18	Kathleen Shepherd	9/19/2017 4:37 PM
19	Ronald Kendall	9/19/2017 4:33 PM
20	Ben Mauldin	9/19/2017 4:28 PM
21	Thad Brunson	9/19/2017 4:24 PM
22	Anne walker	9/19/2017 4:16 PM
23	Jerry Yarborough	9/19/2017 4:10 PM
24	Bethany Bauman	9/19/2017 3:55 PM
25	Mitch Draper	9/19/2017 3:51 PM
26	Jerry Stone	9/19/2017 3:48 PM
27	Frank Koenig	9/19/2017 3:40 PM
28	Marilyn and Duanne Littlefield	9/19/2017 3:18 PM
29	Mark Bolding	9/19/2017 3:13 PM