

PROPOSED I-85/I-385 INTERCHANGE IMPROVEMENT
PROJECT

Greenville County



**PUBLIC COMMENT SUMMARY
FOR
PUBLIC INFORMATION MEETING
January 27th, 2011**

**BECK ACADEMY
GREENVILLE, SC**

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1.0 EXECUTIVE SUMMARY

PROJECT BACKGROUND AND DESCRIPTION

The South Carolina Department of Transportation (SCDOT) has identified the need to reconfigure the existing I-85 and I-385 interchange in Greenville County. The purpose of the project is to improve the existing deficient interchange to accommodate the existing and projected traffic volumes. Specifically, this interchange currently ranks #2 on the SCDOT priority list of deficient interchanges. Due to the unknown and potentially widespread impacts of this interchange reconfiguration on I-385, I-85, and the adjacent interchanges, the project was divided into multiple phases of work, as described below:

Phase I (Complete):

Phase I consisted of traffic analysis, alternative conceptual designs, and an overview of potential impacts of several alternatives. The results of this phase will be incorporated into Phase II.

Phase II (In progress):

Phase II includes the preparation of an Environmental Assessment per the National Environmental Policy Act (NEPA) and ultimate development of final right-of-way plans.

Phase III (To be determined):

Phase III includes the negotiation/acquisition of new right-of-way; development of final construction plans; and construction of the project. Phase III is anticipated to begin as early as 2012 with right-of-way negotiations.

PUBLIC MEETING DESCRIPTION

The purpose of this meeting was to provide an opportunity to review and discuss individually with representatives from the SCDOT the need for the project, limits of the project, and the various alternatives that have been developed. Personnel from, and representing the SCDOT were available to answer questions and discuss the project with interested citizens on an individual basis. In addition, participants were encouraged to submit any comments or questions utilizing the available comment forms; electronically through the SCDOT website (<http://www.scdot.org>, "Public Hearings Quicklink"); or by contacting Mr. Tommy Elrod.



2.0 PUBLIC MEETING ATTENDEES

<i>Name</i>	<i>Address</i>
David Squillace	139 Charles Drive, Piedmont SC
George Scott	106 Whispering Hollow Road, Greenville SC
Judy Scott	106 Whispering Hollow Road, Greenville SC
Sharon E. Johnson	10 Frosty MDW. Court, Greenville SC
Don Fogle	164 Glassy Road, Landrum SC 29356
Jim Doolittle	19 Springhaven Court, Simpsonville SC
Will Hannifin	21 Creek Ridge Road, Greenville SC 29607
George Lukemire	311 Parker Scalton Road, Simpsonville SC
Ruth Lukemire	311 Parker Scalton Road, Simpsonville SC
Patrick Tyndall	FHWA
Matthew Grant	68 Cardinal Creek Drive, Greenville SC 29607
Stan Smith	1025 Woodruff Road, Greenville SC 29607
Nick Rotondo	710 N. Maple Street, Simpsonville SC 29681
Jay Sinnett	201 Briton Way, Greenville SC 29615
Carolyn Freshour	913 Crestwyck Lane, Greenville SC 26515
Keith Brockington	1 Boyce Avenue, Greenville SC 29601
Ed Jenson	WORD Radio
Dennis Garber	109 Heritage Lane, Simpsonville SC 29681
Mike Ridgeway	801 Mahawk Drive, North Columbia SC 29619
David Nelson	670 Verdae Boulevard, Greenville SC
Kendall Gray	610 Old Pelzer Road, Piedmont SC
Rodney Dell	11 Woodway Drive, Greer SC
Jonathan Pyle	2501 Utafal Drive, Greenville SC
Bryan Pyle	335 Ascot Ridge Lane, 29650
Jack Valetti	48 Brookfield Oaks Drive
Ross Knight	35 Pond Bluff Lane
John Gardner	111 Royal Oak Road 29607
Dan Chism	109 Laure Meadows 29607
Terry Stem	213 Holts Lane, Simpsonville SC 29681
WYFF	WYFF
Mark Elliott	17 Western Brook Lane 2962
Harry Balick	140 Coventry Road, Greenville SC 29615
Margaret Hunter	206 Sharron Lake Circle 29615



Mike Hunter	206 Sharron Lake Circle 29615
Phil Hampton	1 POW Bluff Lane, Greenville SC
John Edwards	(no address given)
Karolyn Edwards	(no address given)
Joe Razum	210 Burning Bush Road, Greenville SC
Frank Mansbach	128 Sandpiper Lane, Greenville SC 29607
Ben Espada	219 Walnut Trace Court, Simpsonville SC 29681
Mark Lamore	23 Heather (unreadable), Simpsonville SC 29681
Roan Garcia Oint	106 Brockman Drive, Mauldin SC 29662
Barry Pyle	335 Asers Ridge Lane, Greer SC 29650
Scott Grand	111 St. Andrews Way
Susan Grand	111 St. Andrews Way
Rick Sumerel	124 Verdae Boulevard
John Eby	WYFF
Mark Barber	1700 Wade Hampton Boulevard
Mayor Don Godbey	105 Gail Drive, Mauldin SC
John Hoffman	107 Bell Road
Dwayne Heuson	122 Merrit Drive, Easley SC
Larry Freshour	913 Crestwyck Lane, Greenville SC 29615
Joe Jaynes	213 Olegon Street, Greenville SC 29605
Greg Minton	5 Eagle Ridge Lane, Greenville SC 29615
Laura Griffin	227 West Trade Street, Charlotte NC 28202
Charles Brockman	407 Muddy Ford Road, Greenville SC 29615
Jean Brockman	407 Muddy Ford Road, Greenville SC 29615
Phil Verzella	2455 Bull Hill Road, Gray Court 29645
Roy Curtis Brockman	403 Muddy Ford Road, Greenville SC 29615
Nate Cary	Greenville News
Jack Postle	Cascades
Jim Biggers	Cascades
Rebecca Armes	207 Pike Court, Simpsonville SC 29681
Dwayne Cooper	10 Page Lane, Greenville SC 29607
Adam Mercer	439 S Buncombe Rd Apt. 408, Greer SC 29650
Dave Pzakeju	560 Stone Ridge Road
Louie P. Wallace, III	1031 Scott Drive, Thomasville, AL 36784
Laura Diaz	307 W. Park Avenue, Greenville SC 29601



Mitchell Bradford	120 Truett Place, Simpsonville SC 29681
Sherry Bradford	120 Truett Place, Simpsonville SC 29681
Chris Trabookis	5 Woods Edge Court, Greenville SC 29615
Cathy Dyer	1266 Woodruff Road, Greenville SC 29607
Chris Jordan	SCDOT
Davis Baron	108 Compton Drive, Greenville SC 29615
Tim Miller	206 Chestnut Oaks, Simpsonville SC
Joyce Peterson	222 Cannon Circle, Greenville SC
Tom Jones	204 Honey Horn Drive, Simpsonville SC
Marcia Jones	204 Honey Horn Drive, Simpsonville SC
Bill Eswin	101 Cedar Court, Greenville SC
J. Austin	308 McCarter, Greenville SC
R. Hoffman	208 Ledgewood Way, Greenville SC
Pete Kellos	16 Carter Run Court, Simpsonville SC 29681
Gray Cecil	21 Interstate Court, Greenville SC 29615
Darrel Fields	107 Lemon Circle Drive, Lyman SC 29365
S. Rahyn	1143 Woodruff Road, Greenville SC 29607
Susan Bradley	3 Starling Court, Greenville SC 29607
Batina Feaster	SCDOT
Betsy Baumgardner	107 Wilderness Lane, Greenville SC 29607

3.0 SUMMARY OF WRITTEN PUBLIC COMMENTS

<i>Written Public Comment Submitted By</i>	<i>Comment</i>
<p>Willis Hannifin 21 Creekridge Rd Greenville, SC 29607</p>	<p>I represent the Cascades Continuing Care Retirement community which would have been heavily impacted by the two alternatives which were dropped from considerations in December. That action was much appreciated and the flexibility and willingness to consider all alternatives is appreciated. Good meeting and presentation of a complicated issue and situation.</p>
<p>Phil Hamilton 1 Pond Blufflane Greenville, SC 29607</p>	<p>Post 3D version of planned project on DOT websites for public awareness. Consider installing red light cameras at intersections along Woodruff Road, Haywood and Roper Mountain roads. Real effective in stopping vehicles blocking intersections, etc. Not to mention revenues generated.</p>
<p>Terry Stein 213 Harts Ln. Simpsonville SC 29681</p>	<p>Add red light cameras to provide temporary improvement in traffic flow until major project is implemented.</p>
<p>Jim Doolittle 19 Springhaven Court, Simpsonville, SC 29681</p>	<p>Alternative 4 gets my vote. Number 4 and 2C are certainly similar, but I prefer the loop from 385 NB to 85 SB removed as Alternative 4 accomplishes. Anything (almost) would be an improvement. Please follow the sage advice of Larry the Cable guy and “Git ‘R Dun!”</p>
<p>Mathew Grant 68 Cardinal Dr. Greenville SC 29601</p>	<p>Alternative 4 has the most upside to improving the interchange traffic but it must be coordinated with Greenville County Woodruff Rd since there will still exist an “X” crossing of traffic for those coming from I-85 and wanting to merge onto I-385S to the Woodruff Road exit. The increase in travel length on Woodruff to get to old Greenville Mall /Hollywood 20 will increase congestion on an already busy corridor. Please consider one way access onto Roper Mtn Road from I-85N and one way access from Roper onto I-85N onto the collector access Road in Alternative 4. This would serve as a secondary access point and alleviate some of the peak traffic. Coordinate that effort with expansion of Roper Mtn. between Feaster Road and Roper Mtn.</p>



<p>Keith Brockington, AICP 1 Boyce Ave Greenville SC 29601</p>	<p>As a planner for the Greenville County Planning Dept. and the GPAS MPO, I would request that the option for a I-385 at Woodruff Rd SPUI be reconsidered for either option. This interchange is one of the most congested in the region. Fixing the immediate problem of the I-85 at I-385 is pointless if the adjacent interchanges are left to wallow. Please consider adding it to both 2C and 4. Thanks!</p>
<p>Nick Rotondo 710 IV. Maple St # 4, Simpsonville SC 29681</p>	<ol style="list-style-type: none">1. Make an entire bridge to go directly from 85 coming off Woodruff Road that gets traffic going to Greenville Mall directly into there instead of onto Woodruff Rd.2. Make an exit ramp onto Garlington Rd because GE has so many employees that could be eliminated from using the Woodruff Road exits off 85 or 3853. Get rid of the I-185 toll booths and make it a free passage to and from 85 to 25, Fork Shoals, 385 and others! Since it is a loser anyhow.
<p>John Huffman 107 Bell Road GVL SC 29607</p>	<ol style="list-style-type: none">1. Subsidize I-85 toll road- make it "free"! Take all I-85 traffic bound for Columbia out of the mix- they take I-85- free and never come into the nether world of Woodruff/385/85.2. Provide take off into "Shops at Greenridge" from Feeder Road, (85 to 385 Feeder) into "shops..."3. <u>Caution</u>: Roper Mountain will become a huge problem as you close the Woodruff road exit from 385 southbound <p>Good luck!</p>
<p>Sharon Johnson 10 Frosty Meadow CT Greenville SC 29615</p>	<p>Remember to keep in mind the impact the redesign of the I-85/ I-385 interchange has on the other roads especially Woodruff. If you improve the flow on the interstates but make Woodruff Rd worse, no one will be happy.</p> <p>Also please consider putting in secondary roads behind Target connecting Woodruff Rd industrial, Green Heron Dr. and Ketron w/ Verdae. This will relieve a lot of traffic on Woodruff Rd.</p> <p>Also the bridge at St Rd. 435 and I-85 needs widening for traffic and pedestrian use.</p>



<p>Matthew Grant 68 Cardinal Creek Drive Greenville, SC 29607</p>	<p>The SCDOT should reference the direct/direct off design for on ramp into the Old Greenville Mall from the upstate NY design for Crossgates Mall on I-87 just outside of Albany, NY. Another consideration should be direct on ramp access from Greenridge shopping plaza to the I-85N/I-385 north and south access point. The main source of traffic is people trying to get to the shops at Greenridge and the Hollywood 20 cinema. SCDOT should work with Greenville County to make a secondary access road that combines all shopping plazas from I-385/Woodruff Rd ramp to Feaster Road (This would merge the Sam's Club/ Wal-Mart/Hobby Lobby shopping plazas). The Costco/Old Greenville Mall shopping plazas should also be merged. Please also work with the County to join Market Point Drive and Carolina Pkwy as well as provide "left turn" lights where there are dedicated left turn lanes.</p>
<p>Mark McLemore 23 Heather Stone Court Simpsonville, SC 29680</p>	<p>First, thank you for asking the public's input. This project, as we all know, is way overdue and the sooner we can get started the better. In comparing both proposed designs, Alternative 4 appears to be the best option. The option removes all the existing cloverleaves and replaces them with flyover direct access. This will help keep traffic flowing at a higher rate of speed vs. slowing down to go up or down a blind cloverleaf.</p>
<p>Barry Pyle 335 Ascot Ridge Lane Greer, SC 29650</p>	<p>I prefer option 4 because it is simple and eliminates the dangerous turns. Also because it will get rid of traffic and afternoon rushes.</p>
<p>Bryan Pyle 335 Ascot Ridge Lane Greer, SC 29650</p>	<p>Of the two proposed alternatives, I prefer option 4. I like the simple design of the new structure; however, I don't like the early off ramps in the design. They seem to have no forgiveness in them.</p>
<p>Tom Jones 204 Honey Horn Drive Simpsonville, SC 29681</p>	<p>I like the alternative 4 with the loop from I-385 left to get to Woodruff Road past the shops of Greenridge.</p>
<p>Harry Bolick 140 Conventry Road Greenville, SC 29615</p>	<ol style="list-style-type: none"> 1. Best selection is #4 – good flyover from Woodruff Road to 85 south. 2. Put SPUI bridges on Woodruff/385 and 85. 3. DOT – Rail Road – GE plan show 4 large bridges for Garlington & RR. Wise traffic for GE.



	<ol style="list-style-type: none"> 4. Widen Hudson Road 5. Study alternative for less “op home” traffic from Greenville City to by-pass Woodruff Road. 6. Widen Roper Mtn. Road extension.
<p style="text-align: center;">Barry Pyle 335 Ascot Ridge Lane Greer, SC 29650</p>	<p>Both options will be a huge improvement. I’d prefer option 4 as it completely eliminates the tight radius loop altogether which reduces my safety concerns over speeding this turn. I like the idea of flyovers as long as they are graceful and add class to the roadway. I was very pleased to see that the “bottleneck” on 85 NB just prior to Pelham Road will be eliminated – widened and the off ramps to Pelham Road will be widened. My concern with option 4 is that it seems once you “commit” to getting off 385 that you don’t really have an opportunity or 2nd chance to get back/stay on it. My regret is that this is still 2 years out from starting and will take 3 years to complete afterward. Long overdue!</p>
<p style="text-align: center;">Jay Sinnett 201 Briton Way Greenville, SC 29615</p>	<p>My ranking of the listed deficiencies: 1-bad problem; 2 – fair; 3 - bad; 4 – bad; 5 – fair (not so bad); 6 – fair; 7 – fair; 8 – fair</p> <p>My vote is for solution 4 – smoother pathways (and cool multi-level.</p> <p>Problems not addressed:</p> <ol style="list-style-type: none"> 1. Weave of I-385 SB between Roper Mtn and I-85. A car entering 385 from Roper Mtn needs to quickly cross 2 lanes in order to stay on 385 SB! 2. Gridlock on Woodruff I-85 Bridge. The buffers for left-turn traffic from Woodruff to I-85 in either direction are inadequate. Cars queue up and block the intersections, creating true gridlock. Why not use the “butterfly” interchange like Highway 14? Thanks for extending I-85 lanes across Rocky Creek. <p>Small quibble: The little back road from Roper Mountain to Chrome Drive will be blocked. It’s a convenient way to go from Roper Mtn. to Greenridge without the backup at the Roper / Garlington intersection.</p>



<p>Darrel Fields 107 Lemon Creek Drive Lyman SC 29365</p>	<p>Alternative 2C</p> <p>-The new 385 South exit from 85 South – should the 2 lane taper down be moved back towards (<i>no name inserted here</i>) to move the 2 lane to 1 Lane competition out of the curve at the bridge approach to a safer straight taper before the curve into the bridge approach.</p> <p>-The new 385 North exit from 85 south at the Woodruff Road single left lane/single 385 North split – should the 385 north continue as a 2 lane thru the split with 1 lane splitting left as indicated to eliminate left to right lane passing/competition.</p> <p>-385 South bound Woodruff Road exit - would moving the new 385 south Woodruff Road exit ramp to existing 385 south to 85 north exit ramp and splitting the Woodruff Road traffic to the right lane and bridging into the proposed new Woodruff collector give you more vehicle storage and better distance for speed and visual than the proposed new 385 south to Woodruff collector.</p> <p>Alternate 4 – seems the better flow choice.</p> <p>-385 South to Woodruff Road – could the new exit proposed to the existing 385 South to 85N collector and split the Woodruff Road exit out of the right lane and bridge to the 85N to Woodruff ramp (either high or low) to stop exit competition and give more vehicle storage.</p> <p>-385N collector to 85 South-could a crossover from the proposed new ramp access the 85 South to 385 South flyover bridge to give access to the existing 85 South Woodruff Road Exit to alleviate extra heavy loop traffic on Woodruff from Roper Mountain.</p>
<p>Don Fogle 164 Glassy Road Landrum, SC 29356</p>	<p>An I-85 southbound direct access ramp to Woodruff Road must be provided for the following reasons:</p> <ol style="list-style-type: none">1. Diverting this traffic to either the I-385/Roper Mtn Road interchange or the I-385/Woodruff access will only add to the peak hour congestion that already exists at these locations.2. Reasonable access to existing businesses along Woodruff Road between Roper Mountain Road and I-385 should be maintained to avoid negative economic impact.3. The magnitude of future development along



	<p>Woodruff Road will be dependent upon providing expected access to this corridor. And last but not least, the Department is to be highly commended for coming up with an excellent solution to the weaving problems that now prevail.</p>
<p>George & Judy Scott 106 Whispering Hollow Road Greenville SC 29615</p>	<p>First impression is that a thoughtful approach to solution options occurred!</p> <ol style="list-style-type: none">1. Twice a year late fall/early spring, sun angle falls directly in path horizon southbound and causes as much slowdown as exits!2. Whispering Hollow to Muddy Ford connection extremely dangerous as driver cannot see though tunnel! Most dangerous on bright sunny days!3. The dead end of Whispering Hollow has become a trash dump especially since Enoree County Landfill is now closed to commercial handlers! This is s state road not City or County!4. The current highway discharge at 106 Whispering Hollow is NOT located at the property line easement but on our property!5. When the 4 lanes were expanded to 6 lanes the runoff increased dramatically! So when 6 lanes become 9 lanes, the increase will again escalate and will require remediation all the way to “Rocky Creek” near Muddy Ford!6. If the present homes on Whispering Hollow are not acquired by SCDOT, what noise prevention techniques will be incorporated?7. What provisions are being made for traffic rerouting during Roper Mtn overpass construction specifically Muddy Ford underpass/Whispering Hollow Road/8. Thanks for the presentation and the opportunity to comment.9. Please keep us on your distribution list for project activities.10. Please provide details and ID project regarding 4th lane Pelham to I-385 that is already planned according to newspapers! Distribution: Tommy Elrod Clint Link Gaye Sprague11. Website PDF files indicate partial rerouting



	<p>of Whispering Hollow Road and property acquisition. Nothing has been done to the entire length of roadway since 1973 probably earlier!</p> <p>12. Have lived at above address since 1973 and will be glad to offer any knowledge or assistance desired!</p>
<p>Mrs. Maura S. Copsy</p>	<p>I would like to register my opinion AGAINST closing the Woodruff Rd. exit from I-85. I have lived in Downtown Greenville for more than 20 years. My primary route to access Woodruff Rd. is to take 385, to I-85 then to the Woodruff Rd. exit. This route provides the quickest route with the least amount of traffic. Please do not close this exchange as part of the current widening project. Many drivers will be very unhappy to have this access route closed. Please feel free to contact me directly with any questions or comments. Thank you.</p>
<p>Earnest G. Trammell 477 Compton Road Clinton SC 29325 864-833-4789</p>	<p>The long-term negative impact of this project will be irreversible. Ozone standards for the Greenville SC area set by the EPA will in the near future be lowered to protect the health and safety of its residents. The effect of increased traffic brought on by lane increases in the impacted area will make the new standard unobtainable for existing and new business and industry. Interchanges in the proposed area should be designed green friendly. Past recommendations/proposals by the USDOT for SCDOT to build a limited access connector from I-85 in Anderson County SC to I- 385/SC49 In Laurens County SC would help eliminate approximately 10-15% of traffic flow in the proposed area of the project. This reduction would help in keeping the area within EPA ozone guidelines. Why are you letting already spent money on this project be forgotten when it is so vitally needed? The SCDOT proposal would without doubt do the opposite. Furthermore: The completion of the SC 72 “old truck route” from Atlanta GA to Charlotte NC needs to be realized – work on the project stopped at I26 in Laurens County SC with the overpass completion. SCDOT’s excuse for delay is that too many hills and gullies exist in and around Whitmire, SC to continue.” This completed project would eliminate</p>



	<p>another 10-15? Of traffic flow in the proposed area of the project. Ten unacceptable ozone level warnings were issued by the SC Department of Health and Environmental Control in 2010 for the area in question. If this project goes to fruition – industrial and commercial emission will be set so low that it will not be economical feasible to make profit as auto traffic is permitted by road designers to add considerably more than its fair share to acceptable emissions limits – leaving business and industry to fend for themselves for the remainder. The results are pure economics: development will reach a plateau in the area. SC’s major industrial center is the “Upstate” where the project is proposed. “Midstate” where business, politics and education abound or the “Low state” where tourism flourishes don’t have the workforce or infrastructure to absorb the role industry would place upon them – thus resulting in an unprecedented loss of revenue to a state already plagued with socio-economic concerns: where one in four don’t eat well on a daily basis. If vehicular traffic continues to be permitted to consume a large percentage of the acceptable emissions in the project area – industrial expansion will cease because they can’t afford to pay twice for emission control. Industry’s cost per pound to treat emissions will be much greater than what regulations normally require because the competition for what limit is left over from vehicular traffic. Taxes, wages and utility costs are predictable; but dealing with an almost depleted emission limit from the planning stage is unheard of. How can the SCDOT knowingly – without a long term impact study on emissions – bring in more vehicles to use up the majority of the acceptable emission limit in the area while ignoring the long term damage they are doing or will do to new industry that now will never consider SC as a viable location to put people to work.</p>
<p>Larry W. Hasselfeld, VP Drury Hotels</p>	<p>On Thursday January 27, 2011, SCDOT held a public information meeting at Beck Academy regarding the Project. I was unable to attend the meeting, but did visit the SCDOT website to review the information that was disseminated at the meeting. You have asked for comments from</p>

affected stakeholders regarding the Project and that is the purpose of this letter. For your information, Drury Inns, Inc. now manages the hotel for DDC Hotels, Inc. as a result of a corporate reorganization.

We would support the original Alternative #2 since it allowed traffic from both southbound and northbound I-385 to access the I-85/Woodruff Road interchange. This allows all of the stakeholders who make investment in the Woodruff Road area to maintain the access from I-385 that they expected to have at the time each made an investment in their respective facility.

Somehow Alternative #2 was jettisoned and in its place Alternative #2C was created. Alternative #2C adversely impacts not only our hotel, but all of the other businesses in the vicinity of the hotel by eliminating access to the I-85/Woodruff Road interchange from southbound I-385. I was told, and Greg Schuch's February 10, 2011 Memorandum to you confirms, that this access was eliminated because there is allegedly too much traffic for safe movement on the existing access ramps and because it would not be possible to properly sign the I-385 Southbound to Woodruff movement along with the I-385 to I-85 split. There were evidently several comments about the short weave distance that currently exists between the entrance from Roper Mountain Road and the I-85 split, and maintaining an exit to Woodruff Road would allegedly make this situation much worse by creating three decision points. Eliminating an access to Woodruff Road results in a significant adverse impact to Woodruff Road customers with minimal improvement to any I-385 merge issues. The primary merge issue remains between the southbound I-385 and I-85 and the Roper Mountain on-ramp. We believe the Woodruff Road exit is an insignificant part and not the solution to any issue that may exist. Your consultants need to come up with a solution that keeps the status quo regarding access and provides adequate signage to direct drivers to the appropriate road. While we can't quantify how much business our neighbors and the hotel generate from traffic traveling southbound on I-385, SCDOT's decision to



	<p>eliminate this access adversely impacts everyone. We cannot support Alternative #2C. We believe that SCDOT and its consultant need to focus on improving the I-85/I-385 area in a way that does not adversely impact all of the businesses that have located adjacent to Woodruff Road. Access from all directions must be maintained particularly for businesses like ours, that in order to be successful, rely on out of town travelers unfamiliar with the area. Additional alternatives should be considered which could include acquiring additional right of way from Wholesale Flooring or the LaQuinta and/or reconfiguring the access to southbound I-385 from Roper Mountain Road.</p> <p>Alternative #4 is simply unacceptable. It would severely impact the economic value of existing improvements and eliminate any chance of new development.</p> <p>We appreciate the opportunity to participate in the process. At the end of the day, we all want the same result of improving traffic flow with minimal economic impact on the surrounding business/potential future development and the tax dollars paid by those businesses. Please don't hesitate to contact either Larry or me with any questions or comments. Larry's email is larry.hasselfeld@ddcmal.com and his direct dial is 314-587-2513.</p>
<p>Helen Shockley 4 Dove tree Ct Greenville SC 29615</p>	<p>I am sure lots of studies have been made, but has anyone looked at traffic feeding off Roper Mt. Road onto Woodruff on a Saturday afternoon. This past Saturday, I sat through 3 light rotations trying to go straight on Roper Mt from Verde to go home. Cars coming from 385/Roper Mt. Road were so backed up that every time the light changed cars were in the middle of the road. Can you imagine the mess if drivers had no other option to access Woodruff in that area. This intersection is like this every Saturday not just the holidays.</p>
<p>Carol Morgan 9 Woodhedge Ct Mauldin SC 29662</p>	<p>While both solutions are likely to better manage congestion on I-85 and I-385 and the interchange, they do so by shifting traffic flow onto secondary roads, specifically Roper Mountain Road and Woodruff Rd. Traffic congestion at the I-85/385 interchange is caused by two factors: motorist driving through the interchange en route to other</p>



	<p>places – and many of these are suburban/city core commuters; and residents accessing the regional shopping and entertainment hub along Woodruff Rd. at this interchange. Both these proposed solutions will result in even greater traffic volumes along Woodruff Road. Instead of the interstates dropping people right into the middle of this hub, drivers will have to access Woodruff Rd. from Roper Mtn Road or Miller Rd to get to the shopping/entertainment hubs. Merely building a better bridge at Roper Mtn Road is certainly not going to improve the bumper-to-bumper, barely-moving traffic along Woodruff Rd at the shopping centers that typifies a weekend day in Greenville. Solutions to this problem need to be built as part of the rebuilding of the I-85/385 interchange.</p>
<p>George & Judy Scott 106 Whispering Hollow Road Greenville SC 29615</p>	<p>Re: Federal Register/Vol.75, N.133/Tuesday, July 13, 2010/Rules and Regulations/23 CFR part 772/Pages 39820-39838 Background, Pg 39820</p> <ol style="list-style-type: none"> 1. Has the SCDOT coordinated with the appropriate FHWA division office to determine which I85 and/or I385 projects, if any, should be completed under the previous 23CFR772 and previous highway agency’s approved noise policy in lieu of the final rule 23CFR772 whose effective date is July 13, 2011? 2. What is the status of SCDOT’s revised noise policy submissions as detailed on pg 39820? 3. Are copies available to the public and if so, how are they obtained? <p>Definitions, Pgs 39821 Design Year, Pg 39822</p> <ol style="list-style-type: none"> 1. What future design year and what probable traffic volume were used for: the initial I85 project, the later additional through traffic lanes, and the development of I-385? <p>Noise Reduction Design Goal, pg 39822</p> <ol style="list-style-type: none"> 1. What is SCDOT’s goal between the FHWA’s minimum of 7dBCAJ and maximum 10dBCAJ? <p>Existing Noise Levels, Pg 39822</p> <ol style="list-style-type: none"> 1. SCDOT has within the past few months significantly trimmed the foliage of the trees on both sides of Whispering Hollow Road!



	<ol style="list-style-type: none">2. SCDOT has also cut the trees and brush on the highway side of the animal barrier fencing all the way to the ground in the past few months!3. Not only has this increased the present existing noise level BUT it was accomplished prior to any noise predictions/measurement/analysis for the I-85/I-385 Improvement Project! Thus these future tasks will be erroneously biased in its comparisons of present versus future noise levels!4. Are copies of the prior project's noise documents available to the public and, if so, how are they obtained? <p>Other Comments:</p> <ol style="list-style-type: none">1. What are SCDOT's construction plans/schedule re both the increase to 4 lanes through traffic project and the I-85/I-385 interchange project/2. What ratio of daylight to night construction is envisioned? Is this a function of location, i.e. bridges & overpasses vs. paving?
<p>John Gardner Economic Development Planner City of Mauldin PO Box 249 Mauldin, SC 29662 864-444-1872</p>	<ol style="list-style-type: none">1. Every effort should be made to coordinate this design with other road improvements in the GPATS plan in this area: intersection improvement at Woodruff Rd/Garlington Road/Miller Rd and future widening of Garlington Rd, and if coordinate construction activities.2. Cost and traffic control benefits of retaining the existing I-385 mainline bridges over I-85 should be evaluated carefully.3. The GPATS/City of Greenville Woodruff Road Corridor Study recommendations for a Single Point Urban Interchange at I-85/Wodruff Road should be incorporated into the project if the Woodruff Road/I-85 overpass is replaced as part of the project.4. Additional storage on the Woodruff Road/I385 overpass is essential if this remains as a diamond interchange. A Single Point Urban Interchange should be considered if the bridge is replaced. Bridge may need to accommodate additional through lanes on Woodruff Road in the



<p>Mike Dubose</p>	<p>future.</p> <p>What I want to comment on is the interchange at I-385/I-85 at Woodruff Road. Could you look at removing the exit at I-385 onto Woodruff road? Then install an exit from I-385 southbound that goes thru the old Greenville Mall parking lot. You see there is already a road there. Now this parking lot is huge. Very little or few stores use the remains of the mall since the mall is now defunct. A road through its parking lot will have no effect on it and maybe will help the remains of the old mall. If this exit is built I would put a designated exit from I-85 to Woodruff Road for that traffic.</p> <p>Later on when it can be afforded I would look at putting a road that runs parallel to Woodruff road that runs behind the stores on the I-385 side of Woodruff Road. If this is done increase the traffic light time at the exit from I-385 northbound to Woodruff Road. This would help the traffic on Woodruff also. All this are my ideas to lessen traffic on Woodruff and make driving on that road in the vicinity of the shopping center safer and less congested. There is another road that enters into Woodruff that goes beside the big golf place I do not know the name. I would try to add one more lane on the side that goes to Woodruff Road. The other side of that road does not need another lane. All this will work to remove traffic from Woodruff and to do that there is no one way to do that. It will take several things to do that. Some of these things will have to be done as a group project but others can be done separately to clear traffic on Woodruff Road.</p>
<p>Josh Wofford</p>	<p>Traffic issues will continue to grow and be magnified until I385 is 3-4 lanes per side from SVL to downtown and I85 is 4-5 lanes per side from exit 40 to HWY 290. I think interchanges are a symptom rather than the true problem – traffic volume. Additionally, a rear entrance/exit to the Greenridge shopping center should be designed into any rerouting plans. This would divert major volumes of traffic away from the 385/85 interchange.</p>



<p>Linda Shivery</p>	<p>I don't drive this area during rush hour so I won't comment on that particular time. I did want to state that I NEVER EVER go to any of the stores on the side of Woodruff Road going toward Columbia due to the incredibly ill-timed lights, heavy congestion, etc., no matter the time of day. There are lots of places I would like to visit but I tried twice and that were enough!! I live in Easley so driving that far and then being frustrated is not worth the effort. Now I WILL go to the other side of Woodruff, i.e., where Trader Joe's, Capris, Costco, etc., are because I can reach them by getting off a the Laurens Road exit and coming up the back way!!! And then I do use the entrance ramp from Woodruff Rd onto I-85 SB. I am wondering if adjusting the light pattern on Woodruff would help any of the congestion patterns, including Woodruff and Roper Mt. Road. That intersection gets quite backed up all the way back over 385 during rush hour and may be causing a lot of the congestion coming up off those ramps!! Maybe fixing this is easier than it seems?</p> <p>One suggestion I would make if you haven't done so is for a team to visit what they call the "mixing bowl" on I-95 in Virginia. That used to be incredibly grid-locked at rush hour and they spent quite a few years doing flyovers, revamping the interchange, 2-lane exit ramps, etc., and it is MUCH improved now. Maybe something on a smaller scale would suffice at the I-385/I-85 interchange? The mixing bowl is a much bigger mess but could give you some ideas of how some of these solutions would look in real life!!</p> <p>Just some thoughts and I hope something I have said proves worthwhile! I'm sure the merchants that I and MANY friends here in Easley won't shop at due to the congestion on Woodruff would appreciate the efforts to fix that congestion as well.</p>
<p>Helencavinhe@aol.com</p>	<p>I think the option of having the traffic exit 385 onto Roper Mountain to access Woodruff Road is wrong. I am sure there have been studies done but has anyone been at the Roper Mtn Rd. and Woodruff Road intersection on a Saturday afternoon? Not just during the holidays but every Saturday afternoon. This past Saturday I was trying to go straight from Verde to Roper Mtn.</p>



	<p>Road on my way home and the intersection was so backed up that after waiting through three lights myself and several other cars were able to get in the far left and turn in the opposite directions. This took me by Beck Academy and by the mall and circled back around to Roper Mtn. Road to get home. I live on Dove Tree which is off Roper Mtn. Road. Having the south bound 385/85 exit on to Woodruff relieves some of the traffic. Can you imagine the bottle neck if all the traffic wanting to go to Woodruff Road only had one option in that area, the other option near Sam's is too far down. Thank you for your time.</p>
<p>James Fleming</p>	<p>This is a very important and expensive project for the upstate. I would advocate designing the bridges so that lanes on 385 and 85 could be added to match traffic projections of the useful life of the bridges. At a minimum, that would be for one lane of expansion each direction on 85 and 385. Option 4 takes away the 385 NB exit to Woodruff Rd. near Academy Sports, which make the other plan favorable. If plan 4 is significantly cheaper, it seems that the Woodruff Road 385 NB traffic could be split from the 385 NB traffic to 85 SB after crossing over on the new bridge and then go over or under the 385 SB traffic to 85 SB and Woodruff Road. Then 385 NB to Woodruff would merge with the 385 SB traffic to Woodruff.</p>
<p>Edward Hardwicke</p>	<p>How will the plans support existing and future mass transit (buses, rail, or car-pool)? Greenville continues to grow, and as the article in the Tribune-Times state, the alternatives do nothing for the growing volume. Every plan should have consideration for existing and future possible mass transit. Read the book on Robert Moses title "The Power Broker" to see how widening roads and building more interchanges does not solve traffic problems.</p>
<p>Richard Falasco Simpsonville, SC</p>	<p>I did not get a chance to attend the meeting. The option of closing the I-385 southbound ramp sounds the best. However two things that concern me is first, it seems it will increase traffic to the Roper Mountain exit. It should be assured that the Roper Mountain exit will be able to handle the increased traffic and if not improvements should be made to that exit also. Second, since this is a growing area</p>



	<p>there are always a large number of people who are not familiar with this area traveling that section of the interstate. Proper signs should be posted near the Woodruff exit and at the Roper Mountain exit stating that Roper Mountain is an alternative route to Woodruff Road. If motorist are properly informed they may use the Roper Mountain exit thus taking some of the traffic load off of the Woodruff exits.</p>
<p>Janet & David Poleski 206 Trails End Greenville, SC 29607</p>	<p>Just wanted to express my hope that this interchange will remain open as it is used A LOT. Every time I use it there seems to be a lot of traffic on it so it seems it is used a lot for “Downtown” folks as well as others. Please consider leaving this interchange as the other options are difficult and already congested. Thank you.</p>
<p>William Rowland</p>	<p>I was unable to make it to the meeting. However, closing of the Woodruff road exit is a bad idea and this is why.</p> <ol style="list-style-type: none">1) The Roper Mountain Road exit area is already very congested and very heavily traveled and if it were not for traffic lights; it would be difficult for anyone exiting to Roper Mt. Road to even get on it.2) Then we also have the problem with Woodruff being also very congested and the congestion is growing more and more from the Roper Mountain area up to 385 Bridge. It used to be that only the area around Sam’s Club was congested but that is no more. As Greenville grows it will get even more congested.3) If you are going to close any exits to and off 385 to Woodruff—close the sharp angled Y exit that sharply directs traffic to 385 crossing the path of the exit to Woodruff as this exit should have never been constructed to exit into the traffic flow of traffic exiting to Woodruff from 385 where as this offending exit directs traffic into the pathway of those exiting to Woodruff road. This is an accident/collisions waiting to happen if there have not already been so. Many years ago before all the build-up of the Woodruff Road area this exit was not a problem.



	<p>May I suggest that some of these problems be handled as they are in Atlanta and San Francisco— build some Bridges over and through this area which will become absolutely necessary in the future anyway and it will be far cheaper to do this now than in the future when construction costs will be much more.</p>
Leroy Sullivan	<p>I like the alternative 2C plan, because it would keep the existing ramps, but put northbound I-385 traffic on a loop. I would like any that keep the existing ramps open.</p>
Dave McQuaid	<p>I live in close proximity to the 385/85 interchange, and work just off 385, just 2 miles from the interchange. My family uses this interchange for commuting and shopping close to 30 times per week. Thank you for addressing the obvious needs that exist here.</p> <p>However, it appears that plans 2C and 4 both eliminate at least one access point from 385 to Woodruff Road (although I admit it’s hard for me to tell for certain). This is a very large mistake: it may rectify problems with the interstates, but it exacerbates an already awful traffic situation on Woodruff Road.</p> <p>During lunch, weekend or commute hours, it can take 10 minutes to travel along Woodruff Road from 385 to 85, or from Roper Mtn Road to 85. By eliminating the ability to get off of 385 directly onto Woodruff Road at the 85 location (between Greenridge and Target), all of that additional traffic will then flood the already crossed stretch of Woodruff in front of Greenridge or Target.</p> <p>With room for additional commercial growth along both of these stretches of road this seems tremendously ill-advised.</p> <p>As an example: when heading to Target from our home in Mauldin, currently, we can leave our house, head NB to 385, exit to Woodruff via the 85/Woodruff loop exit to 85 NB, and then turn right onto Woodruff. This takes approximately 10 minutes.</p> <p>If, however, this exit were to be closed, to reach Target we would then need to exit for 385 NB onto Woodruff Road, turn left and cross over 85, then endure 4 traffic lights and the congestion front of the Shops at Greenridge. This trip easily takes 20</p>



	<p>minutes.</p> <p>As I mentioned earlier, we are grateful for any work to improve the interchange and traffic flow. But adding 10 minutes to travel only 1 mile on an already-overstressed Woodruff Road does not seem to be the best all-around solution.</p> <p>I'd be more than happy to clarify any of my comments, if you wish. Thanks for listening!</p>
Jill Wolf	<p>Please don't close the exit off of 85 to Woodruff Road. If a downtown resident needs to go to the Shoppes of Greenridge, they would have to go thru too much traffic to Woodruff Road by getting off at Roper Mtn or 385. Have you ever tried to go to Target on the weekend by getting off of Roper Mtn? Traffic is backed up to Jeff Lynch. I go to Greenville Gymnastics 4 days a week (8 trips from downtown) and the 38 exit to Woodruff Road is often backed up to Roper Mtn. Often, I can take the 85 exit when it is backed up.</p> <p>Another consideration is to provide access to the Target area from Verdae (without getting on Woodruff Rd).</p>
April Louris	<p>I just heard about the project that the DOT is working on by 85/I385 and was told that there will not be access to Woodruff Road via the exit right near Trader Joes/Greenridge/Target. This is VERY inconvenient for many people who use this exit regularly. Is there any way that it can be left open and operations for use during the construction? Thanks so much for your consideration.</p>



The meeting began at 5:00 PM but citizens began to arrive at 4:45 PM. The meeting had a steady flux of citizens until 7:00 PM. The local news arrived at the meeting and interviewed citizens and videoed the alternates. WORD Radio, WYFF, and the Greenville news were represented.

There were 80+ citizens that attended the public meeting. Out of the 41 comments received, about 15 were not signed in as attending the meeting. Of the ones that responded, 10 citizens approved of Alternative 4; 1 citizen supports the original Alternative 2, but not 2C; one supports 2C; 2 citizens want red light cameras installed and 2 citizens want the timing of red lights on Woodruff adjusted; 1 citizen is requesting a SPUI for all alternatives; 2 citizens want to get rid of toll booths; 3 citizens want secondary roads behind shopping areas; Multiple citizens support direct access ramp to Woodruff; 1 citizen is worried about sun angles and run-off results of the widening; 1 citizen is worried about ozone levels and emissions control as a result of the widening; 1 citizen is worried about noise pollution. There is a common concern among the citizens and business owners about the Woodruff Road and Roper Mountain Road traffic congestion.

ATTACHEMNT A: PUBLIC MEETING NOTICE

PROPOSED I-85/I-385 INTERCHANGE IMPROVEMENT PROJECT

Greenville County

Public Information Meeting

Meeting:

The South Carolina Department of Transportation (SCDOT) has scheduled a public information meeting Thursday, January 27, 2011, concerning the I-85/I-385 interchange improvement project.

The meeting will be from 5:00 p.m. to 7:00 p.m. at Beck Academy located at 901 Woodruff Road in Greenville. The meeting will have a drop-in type format with displays for viewing, and citizens will have the opportunity to provide written comments. A brief presentation regarding the proposed project will be conducted at 6:00 p.m. Formal, verbal comments will not be taken after the presentation, however in the future if an official Public Hearing is held citizens will have the opportunity to make formal, verbal comments immediately following a presentation. Project information, including meeting materials and comment forms will also be available on the SCDOT website (<http://www.scdot.org>).

Purpose:

The purpose of the meeting is to provide an opportunity to review and discuss individually with representatives from the SCDOT the need for the project, limits of the project, and the various alternatives that have been developed. The project includes the re-configuration of the existing I-85/I-385 interchange to improve the operational deficiencies along these transportation facilities. Another purpose of the meeting is to gather information from the public or any interested organization on historic or cultural resources in the area. Personnel from, and representing the SCDOT will be available to answer questions and discuss the project with interested citizens on an individual basis.

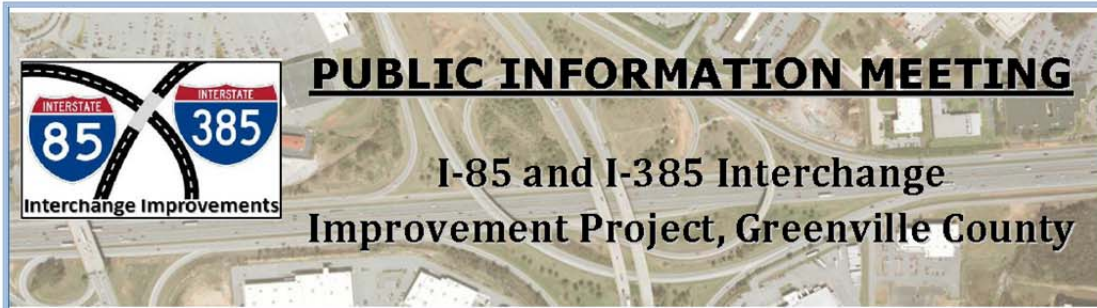
Contact:

For more information, the public may contact Tommy Elrod, SCDOT Program Manager, at (864)241-1010 in Greenville, or at elrodjt@scdot.org. Persons with disabilities who may require special accommodations should contact Karen Davis at (803)737-1549.

 South Carolina Department of Transportation



**ATTACHEMNT B:
MEETING MATERIALS – PROJECT INFORMATION
SHEET (HANDOUT)**



PUBLIC INFORMATION MEETING

I-85 and I-385 Interchange Improvement Project, Greenville County

January 27, 2011

Beck Academy, 901 Woodruff Road

Welcome

The South Carolina Department of Transportation (SCDOT) is very pleased to have you attend this public meeting on the proposed I-85 and I-385 interchange improvement project. The purpose of this meeting is to provide an opportunity to review and discuss individually with representatives from the SCDOT the need for the project, limits of the project, and the various alternatives that have been developed. Personnel from, and representing the SCDOT will be available to answer questions and discuss the project with interested citizens on an individual basis. In addition, participants are encouraged to submit any comments or questions utilizing the available comment forms; electronically through the SCDOT website (<http://www.scdot.org>, "Public Hearings Quicklink"); or by contacting Mr. Tommy Elrod.

Project Background

The South Carolina Department of Transportation (SCDOT) has identified the need to reconfigure the existing I-85 and I-385 interchange in Greenville County. The purpose of the project is to improve the existing deficient interchange to accommodate the existing and projected traffic volumes. Specifically, this interchange currently ranks #2 on the SCDOT priority list of deficient interchanges. Due to the unknown and potentially widespread impacts of this interchange reconfiguration on I-385, I-85, and the adjacent interchanges, the project was divided into multiple phases of work, as described below:

Phase I (Complete): Phase I consisted of traffic analysis, alternative conceptual designs, and an overview of potential impacts of several alternatives. The results of this phase will be incorporated into Phase II.

Phase II (In progress): Phase II includes the preparation of an Environmental Assessment per the National Environmental Policy Act (NEPA) and ultimate development of final right-of-way plans.

Phase III (To be determined): Phase III includes the negotiation/acquisition of new right-of-way; development of final construction plans; and construction of the project. Phase III is anticipated to begin as early as 2012 with right-of-way negotiations.

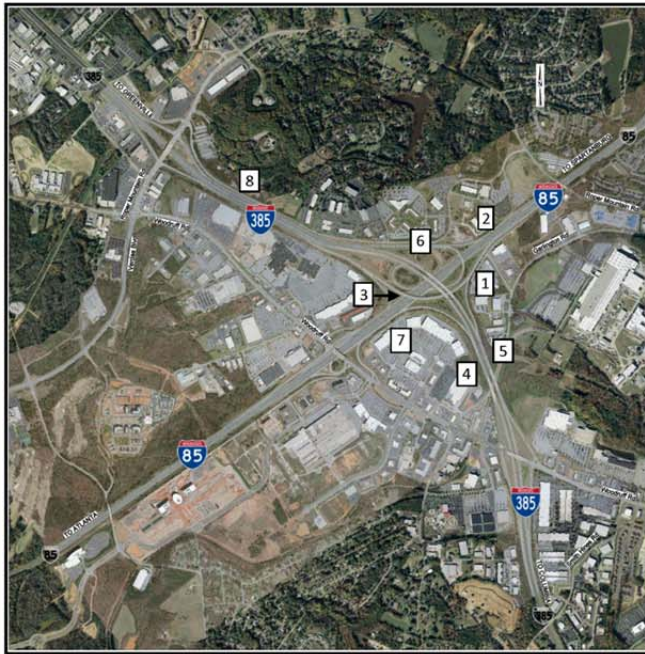
"The primary purpose of the project is to improve the existing deficient I-85/I-385 interchange to accommodate the existing and projected traffic volumes".



Comments will be accepted until February 11, 2011

For Additional Information Contact:

Mr. Tommy Elrod, P.E
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010



Existing Deficiencies

- Deficiency 1:** I-385 southbound PM peak hour back-up going to I-85 northbound;
- Deficiency 2:** I-85 southbound AM peak hour back-up at I-385 northbound off-ramp;
- Deficiency 3:** Weave area along I-85 southbound collector-distributor;
- Deficiency 4:** Weave area along I-385 southbound between I-85 and Woodruff Road;
- Deficiency 5:** Weave area along I-385 northbound between Woodruff Road and I-85;
- Deficiency 6:** Safety issue on I-385 northbound loop off-ramp to I-85 southbound;
- Deficiency 7:** Weave area along I-85 northbound collector-distributor between Woodruff Road and I-385.
- Deficiency 8:** Weave area along I-385 northbound between I-85 and Roper Mountain Road due to back-up on Roper Mountain Road off-ramp during the AM peak hour.

Proposed Alternatives

Numerous design alternatives to improve the existing transportation deficiencies have been previously developed and evaluated. Many of these alternatives were determined to be not feasible or practicable due to various issues, including but not limited to inability to address the deficiencies, impacts to current transportation facilities, right-of-way impacts, impacts to current businesses/development, and costs. As a result, the following two alternatives have been identified and are being further evaluated in the determination of the ultimate preferred alternative.

- **Alternate 2C:** New direct-connect ramp from I-85 southbound to I-385 southbound; improve radius on loop from I-385 northbound to I-85 southbound; and remove access from I-385 southbound to I-85/Woodruff Road Interchange. This interchange eliminates the weave along the existing I-85 southbound CD through construction of the direct-connect I-85 southbound to I-385 southbound ramp as well as the relocation of the I-85 southbound to Woodruff Road ramp to the north of the I-385 northbound to I-85 southbound loop. The Roper Mountain Road bridge will be reconstructed to accommodate the additional ramps lanes along I-85. Collector-Distributor roadways will be constructed northbound and southbound along I-385 to remove the weaving movements between I-85 and Woodruff Road off of I-385.
- **Alternate 4:** New direct-connect ramps from I-85 southbound to I-385 southbound and I-385 northbound to I-85 southbound; and remove access from I-385 northbound to I-85/Woodruff Road interchange. This interchange eliminates the weave along the existing I-85 southbound CD through construction of the direct-connect ramps from I-85 southbound to I-385 southbound and I-385 northbound to I-85 southbound as well as the relocation of the I-85 southbound to Woodruff Road ramp to the north of the direct connect ramps. The Roper Mountain Road bridge will be reconstructed to accommodate the additional ramps lanes along I-85. Collector-Distributor roadways will be constructed northbound and southbound along I-385 to remove the weaving movements between I-85 and Woodruff Road off of I-385.

Comments will be accepted until February 11, 2011



HOW WILL ALTERNATIVE 2C ADDRESS THE DEFICIENCIES?

Deficiency 1: I-385 SB to I-85 NB back-up will be improved by merging the two ramps from I-385 together separately from the I-85 mainline and a two-lane entrance will be provided with improved merge lengths. In addition, the fourth lane on I-85 NB will be extended across Rocky Creek to the exit ramp at Pelham Road.

Deficiency 2: I-85 SB to I-385 NB back-up will be improved by providing two 2-lane exits to I-385 NB & SB and Woodruff Road which will eliminate the bottleneck at the existing exit. Additionally, a fourth lane on I-85 SB will be provided for the entire length between Pelham Road and I-385.

Deficiency 3: The short weave along I-85 SB between I-385 and Woodruff Road will be improved by providing a two-lane loop to align the traffic from I-385 NB for the I-85/Wodruff split. In addition, all traffic to Woodruff Road will be removed from the weave by providing separate ramps.

Deficiency 4: The short weave along I-385 SB between I-85 and Woodruff Road will be improved by separating the weaving movement from the I-385 mainline.

Deficiency 5: The short weave along I-385 NB between Woodruff Road and I-385 will be improved by separating the weaving movement from the I-385 mainline. Additionally, Woodruff Road to I-385 NB traffic will be removed from the weave with the addition of a bridge carrying the I-385 to I-85 traffic over the on ramp.

Deficiency 6: The safety issues associated with the existing loop carrying I-385 NB to I-85 SB will be addressed by providing a separate bridge for the loop ramp traffic which will allow for adequate rotation of the pavement surface approaching the loop departure. In addition, the radius of the new loop will be increased to achieve a 30 MPH design speed.

Deficiency 7: The short weave length on the C-D along I-85 NB has not been improved. However, the C-D/Ramp system will be reconfigured to reduce the potential conflict points.

Deficiency 8: The weave area along I-385 NB between I-85 and Roper Mountain Road will not be significantly improved. However, the heavier traffic volume from I-85 SB will be moved to the inside of the lighter volume movement from I-85 NB.



HOW WILL ALTERNATIVE 4 ADDRESS THE DEFICIENCIES?

Deficiency 1: I-385 SB to I-85 NB back-up will be improved by merging the two ramps from I-385 together separately from the I-85 mainline and a two-lane entrance will be provided with improved merge lengths. In addition, the fourth lane on I-85 NB will be extended across Rocky Creek to the exit ramp at Pelham Road.

Deficiency 2: I-85 SB to I-385 NB back-up will be improved by providing two 2-lane exits to I-385 NB & SB and Woodruff Road which will eliminate the bottleneck at the existing exit. Additionally, a fourth lane on I-85 SB will be provided for the entire length between Pelham Road and I-385.

Deficiency 3: The short weave along I-85 SB between I-385 and Woodruff Road will be eliminated by the removal of both existing loop ramps and by providing a separate ramp for Woodruff access from I-85.

Deficiency 4: The short weave along I-385 SB between I-85 and Woodruff Road will be improved by separating the weaving movement from the I-385 mainline.

Deficiency 5: The short weave along I-385 NB between Woodruff Road and I-385 will be improved by separating the weaving movement from the I-385 mainline. Additionally, Woodruff Road to I-385 NB traffic will be removed from the weave with the addition of a bridge carrying the I-385 to I-85 traffic over the on ramp.

Deficiency 6: The safety issues associated with the existing loop carrying I-385 NB to I-85 SB traffic will be eliminated with the addition of a directional flyover ramp.

Deficiency 7: The short weave length on the C-D along I-85 NB has not been improved. However, the C-D/Ramp system will be reconfigured to reduce the potential conflict points.

Deficiency 8: The weave area along I-385 NB between I-85 and Roper Mountain Road will be improved by providing two separate entrances from I-85 NB & SB and increasing the spacing between the I-85 entrance and Roper Mountain Road exit. In addition, the heavier traffic volume from I-85 SB will be moved to the inside of the lighter volume movement from I-85 NB.



ATTACHEMNT C:

COMPLETED SIGN-IN SHEETS



**SCDOT PUBLIC INFORMATION MEETING
SIGN-IN SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

SIGN IN

Name

PLEASE PRINT

Address

DAVID SQUILLACE

139 CHARLES DR. PIEDMONT

GEORGE/JODY SCOTT

106 WHISPERING HOLLOW RD GRNV

SHARON E. JOHNSON

10 FROSTY MDR. CT GRNVL

Don Fogle

164 Glassy Rd. Landrum, SC

Jim Footittle

19 Springhaven Court, Simpsonville 29306

Will Hawthorn

21 CREEK RIDGE RD. Greenville 29607

George/Ruth Lukemire

311 Parker Statton Rd. Simp

Patrick Tyndall

FHWA

Matthew Grant

68 Cardinal Creek Dr. Greenville SC 29607

Stan Smith

1025 Woodruff Rd Greenville 29607

Nick Rotondo

710 N. Maple St. Simpsonville, SC 29681

Jay Sinnott

201 Briton Way Greenville SC 29615

Candyn Freshman

913 Crestwyck Lane Greenville SC 29615

Keith Brockington

1 Boyce Ave. Greenville, SC 29601

Ed Jensen

World Radio

Dennis Garber

109 Heritage Ln Simpsonville, SC 29681

Mike Ridgeman

801 Mohawk D. W. Blvd, SC 29169

David Nelson

670 Yendoe Blvd. GVL

27

**SCDOT PUBLIC INFORMATION MEETING
SIGN-IN SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

SIGN IN

Name

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Address

Kenneth Gray

610 Old Pelzer Road Pelzer, SC

Rodney Nell

11 Woodway Dr. Greer SC

Orlando Pyle

250 Lakeland Dr Greer SC

Bryan Pyle

335 Ascot Ridge Lane, 29650

JACK VALETTI

48 Brookfield Oaks Dr

Ross Knight

35 Pond Bluff Ln

John Gardner

111 Royal Oak Rd 29607

Dan Carson

109 Laurel Meadows 29607

Tony Stein

215 Hofs Ln Simpsonville 29681

Paul A

WYFF

Frank Elliot

17 Westin Brook Ln 29622

Henry Bolick

140 Country Rd Greenville SC 29615

Margaret Hunter

206 Shannon Lake Cir 29615

Mike Hunter

PHIL HAMPTON

1 POND BLUFF LN GREENVILLE

Joe Razum

FRANK MANSBACH

210 BURNING BUSH ROAD, Greenville

128 Sandpaper Ln Gre 29601

**SCDOT PUBLIC INFORMATION MEETING
SIGN-IN SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

SIGN IN

Name

Ben Espada
~~*Mark L...*~~
~~*Xuan Garcia-D...*~~
~~*Barry Pyle*~~
~~*Barry Pyle*~~
cat + Susan Meard
Rick Summerel
John Ely
Mark Barber
Mayor Bob Hodley
John Hoffmann
Dwayne Henson
Larry Freshour
Joe Jaynes
GREG MINTON
Laura Griffin
Charles Brockman
Jean Brockman

PLEASE PRINT

Address

219 Walnut Trace Court - S.V. 16 SC 29681
23 Harder Brown, S.V. SC 29680
106 BROCKMAN DR, MAULDIN, SC 29662
335 Ascot Ridge Ln GREEN SC 29650
335 Ascot Ridge Ln
11 St. Andrews way
124 Verdaz Blvd
WUFF
1700 Wade Hampton Blvd.
105 Gail Pt Mauldin
107 Bell Road 29607 JIRHOFF 3977 @ GMCL.COM
122 Merrit Dr Eastley
913 Crestwyck Lane, Greenville 29615
213 Oregon St Greenville, SC 29605
5 EAGLE RIDGE LANE GREENVILLE 29615
227 West Trade Street, CHARLOTTE, NC 28202
407 Muddy Ford Rd. Greenville, SC 29615
407 Muddy Ford Rd Greenville, SC, 29615



**SCDOT PUBLIC INFORMATION MEETING
SIGN-IN SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

SIGN IN

Name

Phil Verzella
Roy Curtis Brockman
Nate Cury
Jack POSTLE
Jim Biggers
Rebecca Aries
DWAYNE COOPER
Adam Mercer
Dave Rokeger
Louis P. Wallace III
Laura Tiaz
Mitchell Henry Buford
CHRIS TRIBOOKIS
Cathy Dyer
CHRIS JORDAN
Doris Beaton

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403 Muddy Ford Rd Greenville, SC 29615
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CASCADES
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207 Pike Ct., Simpsonville, SC 29689
10 PAGE LANE, GREENVILLE, SC 29607
439 S Boncombe Ed Art 408 Greer SC 29650
500 Stone Ridge Rd
1031 Scott Dr.
Thomasville, AL 36784
207 W. Park ave. Greenville 29601
120 Tract PL Simpsonville 2981
E WOODS EDGE CT, GREENVILLE 29615
1206 Woodruff Rd Grvl 29607
SCDOT
108 Compton Dr., Greenville, SC 29615



**SCDOT PUBLIC INFORMATION MEETING
SIGN-IN SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

SIGN IN

Name

Tim Miller

JOYCE PETERSON

Tom & MARCIA JONES

Bill FSWIN

J. Austin

R HOFFMAN

PETE KELLO

Gray Cecil

DARREL FIELDS

PLEASE PRINT

Address

206 Chestnut Oaks Cr. Simpsonville

222 Cannon Circle, Greenville

204 Honey Horn Dr Simpsonville

101 Cedar Ct Greenville, SC

3025 McCauley G'ville

202 WEDGEWOOD Way Greenville

16 CARTER RIDGE Simpsonville 296

21 Interstate Ct. Gvl 29615

107 LEMON CR DR LYMAN SC 29365



**SCDOT PUBLIC INFORMATION MEETING
SIGN-IN SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

SIGN IN

Name

S. Raley

Susan Bradley
Batina Feaster
Betsy Baumgardner

PLEASE PRINT

Address

3 Leann Street
11434 Woodruff Rd. Suite A
Greenville, SC 29607

3 Starling Ct Greenville SC 29607

SCDOT

107 Wilderness Ln Greenville SC
29607



ATTACHMENT D:

COMPLETED COMMENT FORMS



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Willis Harsenicus PHONE NO. (optional): _____
ADDRESS: 21 CREEK RIDGE RD Greenville SC 29607
Street/Route City State Zip Code

Comments:

*I REPRESENT THE CASCADES CONSULTING
CARE RETIREMENT COMMUNITY WHICH
WOULD HAVE BEEN HEAVILY IMPACTED
BY THE PAST ALTERNATIVES WHICH
WERE DROPPED FROM CONSIDERATION
IN DECEMBER. THAT ACTION WAS
MUCH APPRECIATED & THE FLEXIBILITY
AND WILLINGNESS TO CONSIDER ALL
ALTERNATIVE IS APPRECIATED.
GOOD MEETING AND PRESENTATION
OF A COMPLICATED ISSUE AND
SITUATION.*

*Willis Harsenicus
from the Cascades*

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: PAUL HAMILTON PHONE NO. (optional): 864-561-5800

ADDRESS: 1 POND BLUFF LANE GREENVILLE SC 29607
Street/Route City State Zip Code

Comments:

POST 3D VERSION OF PLANNED PROJECT ON DOT
WEBSITE FOR PUBLIC AWARENESS

CONSIDER INSTALLING RED LIGHT CAMERAS
AT INTERSECTIONS ALONG WOODRUFF ROAD,
HAWWOOD & ROPER MTN RDOS. BEAL EFFECTIVE
IN STOPPING VEHICLES BLOCKING INTERSECTIONS, ETC.
NOT TO MENTION REVENUE GENERATED.

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Perry Stern PHONE NO. (optional): _____

ADDRESS: 213 Harts Ln Simpsonville SC 29681
Street/Route City State Zip Code

Comments:

Add red light cameras to provide temporary improvement in traffic flow until major project is implemented.



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Tim Doolittle PHONE NO. (optional): 864.297.4131
ADDRESS: 19 Springhaven Court, Simpsonville, SC 29681
Street/Route City State Zip Code

Comments:

Alternative 4 gets my vote.

#4 and 2C are certainly similar,
but I prefer the loop from 385-NB
to 85-SB removed as Alternative 4
accomplishes.

Anything (almost) would be an improvement.
Please follow the sage advice of Larry
the Cable Guy and "Get 'R Dun!"

Tim Doolittle
1/27/11

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Matthew Grant PHONE NO. (optional): _____

ADDRESS: 68 Cardinal Creek Dr. Greenville SC 29607
Street/Route City State Zip Code

Comments:

Alternative 4 has the most upside to improving the interchange traffic but it must be coordinated with Greenville County Woodruff Rd since there will still exist an "X" crossing of traffic for those coming from I-85S and wanting to merge onto I-385S with those traveling from Downtown Greenville on I-385S to the Woodruff Rd Exit. The increase in travel length on Woodruff to get to Old Greenville Mall/Hollywood Dr will increase congestion on an already busy corridor.

Please consider one way access onto ~~the~~ ^{Roper MTN Rd} from I-85N and one way access from Roper onto I-85N. ~~This would~~ onto the collector access rd in Alternative 4. This would serve as a secondary access point and alleviate some of the peak traffic. Coordinate that effort with expansion of Roper MTN between Feaster Rd and Roper

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011 MTN



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Keth Brockington, AICP PHONE NO. (optional): (770) 410 7353
 ADDRESS: 1 Boyco Ave Greenville SC 29601
Street/Route City State Zip Code

Comments:

*As a planner for the Greenville County Planning Dept. and the
 GPATS MPO, I would request that the option for a I-385 @ I-85
 SPLIT be reconsidered for either option. This interchange
 is one of the most congested in the region. Fixing the immediate
 problem of I-85 @ I-385 is pointless if the adjacent interchanges
 are left to rot.*

Please consider adding it to both 2C and 4. Thanks!



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Nick Rotondo PHONE NO. (optional): 864/631-3029

ADDRESS: 710 N. Maple St #4, Simpsonville, SC 29698
Street/Route City State Zip Code

Comments: *(an extra)*

- ① *Make a bridge to go directly from 85 coming off Woodruff Road that gets traffic going to Greenridge Mall directly into there instead of onto Woodruff Rd*
- ② *Make An Exit ramp onto Garlington Rd because GE has so many employees that could be eliminated from using the Woodruff Road Exits off of 85 or 385*
- ③ *Get rid of the I-85 Toll ~~Booths~~ Booths and make it a free passage to and from 85 to 25, Furh Shoals, 385 and others. Since it is a loser anyhow*

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: JOHN HOFFMAN PHONE NO. (optional): 864-430-1872

ADDRESS: 107 BELL ROAD GVL SC 29607
Street/Route City State Zip Code

Comments:

① SUBSIDIZE I85 TOLL ROAD - MAKE IT 'FREE'!

TAKE ALL I-85 TRAFFIC BOUND FOR COLUMBIA
OUT OF THE MIX - THEY TAKE I85 - FREE
AND NEVER COME INTO THE NETHER WORLD OF
WOODRUFF / 385 / 85

② PROVIDE TAKE OFF INTO 'SHOPS AT GREENRIDGE'
FROM FEEDER ROAD (85 TO 385 FEEDER)
INTO 'SHOPS ...'

③ CAUTION: ROPER MOUNTAIN WILL BECOME
A HUGE PROBLEM AS YOU CLOSE THE WOODRUFF
ROAD EXIT FROM 385 SOUTHBOUND

GOOD LUCK

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: SHARON JOHNSON PHONE NO. (optional): 864-458-7487

ADDRESS: 10 FROSTY MEADOW CT GREENVILLE SC 29615
Street/Route City State Zip Code

Comments:

REMEMBER TO KEEP IN MIND THE IMPACT THE
REDESIGN OF THE I-85/I-385 INTERCHANGE HAS ON THE
OTHER ROADS ESPECIALLY WOODRUFF. IF YOU IMPROVE
THE FLOW ON THE INTERSTATES BUT MAKE WOODRUFF RD
WORSE, NO ONE WILL BE HAPPY.

ALSO PLEASE CONSIDER PUTTING IN SECONDARY RDS. BEHIND
TARGET CONNECTING WOODRUFF RD INDUSTRIAL, GREEN HEEN DR &
KETRON W/ VERDAE. THIS WILL RELIEVE A LOT OF TRAFFIC ON
WOODRUFF RD

ALSO THE BRIDGE @ ST RD. 435 & I-85 NEEDS WIDENING FOR
TRAFFIC & PEDESTRIAN USE.

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Matthew Grant PHONE NO. (optional): _____

ADDRESS: 68 Cardinal Creek Dr Greenville SC 29607
Street/Route City State Zip Code

Comments:

The SCDOT should reference the Direct/Direct off design for on Ramp into the Old Greenville mall from the Upstate NY design for Crossgates Mall on I-87 just outside of Albany, NY. Another consideration should be direct on ramp access from GreenRidge Shopping plaza to the I-85N/I-385 North and south access point. The main source of traffic is people trying to get to the Shops at ~~Green~~ GreenRidge and the Hollywood 20 Cinema. SCDOT should work with Greenville County to make a secondary access road that combines all Shopping plazas from I-385/Woodruff Rd Ramp to Feaster Road (This would merge the Sams Club/Walmart/Hobby lobby shopping Plazas). ~~Then~~ ^{should} The Costco/Old Greenville Mall shopping plazas should also be merged. Please also work with the County to Join Market Point Drive and Carolina Pkwy as well as provide "Left turn" lights where there are dedicated Left turn lanes.

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

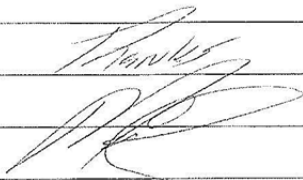
(Please Print):

NAME: Mark McEmore PHONE NO. (optional): (872) 913 5329
 ADDRESS: 23 HEATHWELL STONE CT Simpsonville SC 29680
Street/Route City State Zip Code

Comments:

First, thank you for asking the public's input. This project, as we all know, is what we've had and the answer we can get started the better.

In comparing both proposed designs, Alternative 4 appears to be the best option. This option removes all the existing cloverleafs and replaces them with 11 hour direct access. This will help keep traffic flowing at a higher rate of speed vs. slowing down to go up or down a blind cloverleaf.

Thanks


Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Barry Pyle PHONE NO. (optional): _____

ADDRESS: 335 Ascot Ridge lane Greer SC 29650
Street/Route City State Zip Code

Comments:

I prefer option 4 because it is simple and eliminates
the dangerous turn. Also because it will get rid of traffic and
Afternoon Backups.

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Bryan Pyle PHONE NO. (optional): _____
ADDRESS: 335 Ascot Ridge Ln, Greer, SC 29650
Street/Route City State Zip Code

Comments:

Of the two proposed alternatives, I prefer option 4,
~~The other~~
I like the simple design of the new structure;
however I don't like the early off ramps in
the design. They seem to have no forgiveness
in them

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Tom Jones PHONE NO. (optional): 864-987-0368

ADDRESS: Ard Honeys Hoandr Simpsonville SC 29681
Street/Route City State Zip Code

Comments:

I like the ALTERNATIVE 4 WITH THE LOOP
FROM I-385 LEFT IN TO GET TO WOODRUFF RD
PAST THE SHOPS OF GREEN RIDGE.

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

NAME: Harry Belick (Please Print): harrybelick@charter.net
PHONE NO. (optional): _____
ADDRESS: 140 Cedarwood Circle SC 29415
Street/Route City State Zip Code

Comments:

1. Best selection is #4 - road fly over
in Woodruff Rd to 85 south
2. Put **SPUI** bridges on
Woodruff / 385 @ 85
3. DOT - Rail Road - OE
Plan shows 4 large bridges
for construction & RR
ease traffic in OE
4. Widen Hudson Road
5. Study alternatives for less
"op home" traffic in Civil City to by pass
Woodruff
6. Widen Cedar Rd Extension

Please mail, fax (864-241-1113), or email (EProdJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: ZARRY PYLE PHONE NO. (optional): 864-551-6575
 ADDRESS: 335 HSCOR RIDGE LN GREEN SC 29650
Street/Route City State Zip Code

Comments:

Both options will be a huge improvement. I'd prefer option 4 as it completely eliminates the tight radius loop altogether which reduces any safety concerns lower speeding thru turn. I like the idea of flyovers as long as they are graceful or add class to the roadway. I was very pleased to see that the "bottleneck" on 85 NB just prior to Pelham Rd will be eliminated - widened and the off-ramps to Pelham Rd will be widened. My concern with option 4 is that it seems once you "commit" to getting of 385 that you don't really have an opportunity to get back/stay on it. My regret is that this is still 2 years out from starting & will ~~be~~ take 3 yrs to complete afterward. So 5 yrs

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011

From now we'll be able to get full



PROPOSED I-85/I-385 INTERCHANGE
IMPROVEMENT PROJECT

Public Information Meeting

*Place first
class
postage
here*

Mr. Tommy Elrod
SCDOT
252 S. Pleasantburg Drive
Greenville, SC 29607

(fold along dotted line)

(fold along dotted line)

Additional Comments:

long overdue !!

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Jay Sinnott PHONE NO. (optional): 864-297-0369
 ADDRESS: 201 Briton Way Greenville SC 29615
Street/Route City State Zip Code

Comments:

My ranking of the listed Deficiencies:

1 - bad problem 2 - fair 3 - bad 4 - bad
5 - fair (not so bad) 6 - fair 7 - fair 8 - fair

MY VOTE IS FOR SOLUTION (4) - smoother pathways (and cool multi-level)

Problems not addressed:

1) Weave of I 385 SB between Roper Mtn and I-85. A car
entering 385 from Roper Mtn needs to quickly cross 2 lanes
in order to stay on 385 SB!

2) Gridlock on Woodruff at I-85 bridge. The buffers for
left-turn traffic from Woodruff to I-85 in either direction
are inadequate. cars queue up & block the intersections, creating
true gridlock.

Why not use the "butterfly" interchange like Highway 14?



Please mail, fax (864-241-1115), or email ElkodJ@scdot.org comments by February 11, 2011

(OVER)



Place first
class
postage
here

Mr. Tommy Elrod
SCDOT
252 S. Pleasantburg Drive
Greenville, SC 29607

(fold along dotted line)

(fold along dotted line)

Additional Comments:

Thanks for extending I-85 lanes across Rocky Creek.

*Small quibble: the little back road from Roper Mountain to
Chrome Drive will be blocked. It's a convenient way to
go from Roper Mtn to Greenridge without the backup
at the Roper/Garlington intersection.*

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: DARREL FIELDS PHONE NO. (optional): 864-303-3275

ADDRESS: 107 Lemon Creek Drive Lyman S.C. 29365
Street/Route City State Zip Code

Comments: ALTERNATIVE 2 C

- The new 385 South Exit from 85 South - should the 2 Lane taper down be moved back towards to move the 2 Lane to 1 Lane competition out of the curve at the Bridge approach to a safer straight taper before the curve into the Bridge approach.
- the new 385 North Exit from 85 South at the Woodruff Rd single Left Lane / single 385 North split - should the 385 North continue as a 2 Lane thru the split with 1 Lane splitting Left as indicated to eliminate Left to Right Lane passing / competition.
- 385 South Branch Woodruff Rd Exit - would moving the new 385 South Woodruff Rd Exit Ramp to existing 385 South to 85 North Exit Ramp and splitting the Woodruff Rd traffic to the Right Lane and bridging into the proposed new Woodruff collector give you more vehicle storage + better distance for speed + visual than the proposed new 385 South to Woodruff collector

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011

OPTION →

Place first
class
postage
here

Mr. Tommy Elrod
SCDOT
252 S. Pleasantburg Drive
Greenville, SC 29607

(fold along dotted line)

(fold along dotted line)

- Additional Comments: ALTERNATE 4 - seems the better flow choice
- 385 South to Woodruff Rd - could the new Exit proposed to the Existing 385 South to 85N collector AND split the Woodruff Rd Exit out of the Right Lane + Bridge to the 85N to Woodruff Ramp (Either high or Low) to stop Exit competition AND give more vehicle storage.
 - 385N Collector to 85 South - could a crossover from the proposed New Ramp access the 85 South to 385 South flyover bridge to give access to the Existing 85 South to Woodruff

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Don Fogle PHONE NO. (optional): _____
ADDRESS: 164 Glassy Rd. Landrum, SC. 29356
Street/Route City State Zip Code

Comments:

An I-85 southbound direct access ramp to Woodruff Rd. must be provided for the following reasons:

- 1. Diverting this traffic to either the I-385/Roper Mountain Rd interchange or the I-385/Wodruff access will only add to the peak hour congestion that already exists at these locations.*
- 2. Reasonable access to existing businesses along Woodruff Rd. between Roper Mountain Rd and I-385 should be maintained to avoid negative economic impact.*
- 3. The magnitude of future development along Woodruff Rd. will be dependent upon providing expected access to this corridor.*

And last but not least, the Department is to be highly commended for coming up with an excellent solution to the weaving problems that now prevail.

Please mail/fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011

Tommy Elrod

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

PAGE 1 of 2

NAME: GEORGE & JUDY SCOTT PHONE NO. (optional): 864-288-6986

ADDRESS: 106 WHISPERING HOLLOW ROAD GREENVILLE SC 29615
Street/Route City State Zip Code

Comments: ① FIRST IMPRESSION IS THAT APPROACH TO SOLUTION OPTIONS OCCURRED!

① TWICE A YEAR LATE FALL / EARLY SPRING SUN ANGLE FALLS DIRECTLY IN PATH HORIZON
SOUTHBOUND & CAUSES A3 MUCH SLOWDOWN AS EXITS!

② WHISPERING HOLLOW TO MUDDY FORD CONNECTION EXTREMELY DANGEROUS
AS DRIVER CANNOT SEE THROUGH TUNNEL! MOST DANGEROUS AT
BRIGHT SUNNY DAYS!

③ THE DEAD END OF WHISPERING HOLLOW HAS BECOME A TRASH DUMP
ESPECIALLY SINCE FLORENCE COUNTY LANDFILL IS NOW CLOSED TO
COMMERCIAL WHEELERS! THIS IS A STATE ROAD NOT CITY OR COUNTY!

④ THE CURRENT H/WAY DISCHARGE AT 106 WHISPERING HOLLOW IS NOT
LOCATED AT THE PROPER LINE EASEMENT BUT ON OUR PROPERTY!

⑤ WHEN THE 4 LANES WERE EXPANDED TO 6 LANES, THE RUNOFF INCREASED
DRAMATICALLY! SO WHEN 6 LANES BECAME 9 LANES, THE INCREASE
WILL AGAIN ESCALATE & WILL REQUIRE REMEDIATION AL THE WAY TO
"ROCKY CREEK" NEAR MUDDY FORD!

⑥ IF THE PRESENT HOMES ON WHISPERING HOLLOW ARE NOT ACQUIRED BY SCDOT
WHAT NOISE PREVENTION TECHNIQUES WILL BE INCORPORATED?

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

PAGE 2 of 2

NAME: GEORGE & JUDY SCOTT PHONE NO. (optional): 864-282-6486
 ADDRESS: 106 WHISPERING HOLLOW ROAD GREENVILLE SC 29615
Street/Route City State Zip Code

Comments:

- ① WHAT PROVISIONS ARE BEING MADE FOR TRAFFIC REROUTING DURING ROPER MTN OVERPASS CONSTRUCTION - SPECIFICALLY MUDDY FORD UNDERPASS / WHISPERING HOLLOW ROAD?
- ② THX FOR THE PRESENTATION & THE OPPORTUNITY TO COMMENT
- ③ PLEASE KEEP US ON YOUR DISTRIBUTION LIST FOR PROJECT ACTIVITIES
- ④ PLEASE PROVIDE DETAILS & ID PROJECT RE 4TH LANE PULHAM TO I-385 THAT IS ALREADY PLANNED ACCORDING TO NEWSPAPERS! DISTRIBUTION: TOMMY ELROD
 CLINT LINN
 GAYE SPRAGUE
- ⑤ WEBSITE PDF FILES INDICATE PARTIAL RE-ROUTING OF WHISPERING HOLLOW ROAD & PROPERTY ACQUISITION. NOTHING HAS BEEN DONE TO THE ENTIRE LENGTH OF ROADWAY SINCE 1973, PROBABLY EARLIER!
- ⑥ HAVE LIVED AT ABOVE ADDRESS SINCE 1973 & WILL BE GLAD TO OFFER ANY KNOWLEDGE OR ASSISTANCE DESIRED!

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



Name Provided: Mrs. Maura S. Copsy

Comment: I would like to register my opinion AGAINST closing the Woodruff Rd. exit from I-85. I have lived in Downtown Greenville for more than 20 years. My primary route to access Woodruff Rd. is to take 385, to I-85 then to the Woodruff Rd. exit. This route provides the quickest route with the least amount of traffic. Please do not close this exchange as part of the current widening project. Many drivers will be very unhappy to have this access route closed. Please feel free to contact me directly with any questions or comments. Thank you.



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Ernest G Trammell PHONE NO. (optional) (864) 833-4789
ADDRESS: 477 Compton Rd Clinton SC 29325
Street/Route City State Zip Code

Comments:

The long term negative impact of this project will be irreversible. On one standards for the Greenville SC area set by the EPA will in the near future be lowered to protect the health and safety of its residents. The effect of increased traffic brought on by lane increases in the impacted area will make the new standard unobtainable for existing and new business and industry. Interchanges in the proposed area should be designed green friendly. Past recommendations/proposals by the USDOT for SCDOT to build a limited

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011

access connector from I 85 in Anderson County SC to I 385/SC 49 in Laurens County SC would help eliminate approximately 10-15% of traffic flow in the proposed area of the project. This reduction would help in keeping the area within EPA ozone guidelines. Why are you letting already spent money on this project be forgotten when it is so vitally needed? The SCDOT proposal would without doubt do the opposite. Furthermore: The completion of the SC 72 "old truck route" from Atlanta Ga to Charlotte NC needs to be realized - work on the project stopped at I 26 in Laurens County SC with the overpass completion. SCDOT's excuse for delay is that "too many hills and gullies exist in and around Whitmire SC to continue."

This completed project would eliminate another 10-15% of traffic flow in the proposed area of the project.

Five unacceptable ozone level warnings were issued by the SC Department of Health and Environmental Control in 2010 for the area in question.

If this project goes to fruition - industrial and commercial emissions will be set so low that it will not be economically feasible to make profit as auto traffic is permitted by road designers to add considerably more than its fair share to acceptable emissions limits - leaving business and industry to fend for themselves for the remainder. The results are pure economics: development will reach a plateau in

the area. SC's major industrial center is the "Upstate" where the project is proposed. "Midstate" where business, politics and education abound or the "Lowstate" where tourism flourishes don't have the workforce or infrastructure to absorb the role industry would place upon them - thus resulting in an unprecedented loss of revenue to a state already plagued with socio-economic concerns: where one in four don't eat well on a daily basis.

If vehicular traffic continues to be permitted to consume a large percentage of the acceptable emissions in the project area - industrial expansion will cease because they can't afford to pay twice for emission control. Industry's cost per pound to treat emissions will be

much greater than what regulations normally require because the competition for what limit is left over from vehicular traffic.

Taxes, wages and utility costs are predictable; but dealing with an almost depleted emission limit from the planning stage is unheard of.

How can the SCDOT knowingly - without a long term impact study on emissions - bring in more vehicles to use up the majority of the acceptable emission limit in the area while ignoring the long term damage they are doing or will do to new industry that now will never consider SC as a viable location to put people to work.



Drury Hotels Company, LLC • 721 Emerson Road, Suite 400 • St. Louis, MO 63141
314-429-2255 • FAX 314-429-6386 • 1-800-DRURYINN • druryhotels.com
Joseph B. Pereles • (314) 587-3126 • joe.pereles@druryhotels.com

February 11, 2011

Mr. Tommy Elrod
South Carolina Department of Transportation
252 S. Pleasantburg Drive
Greenville, SC 29607

Re: I- 85 and I- 385 Interchange Improvement Project (the "Project")

Dear Tommy:

On Thursday, January 27, 2011, SCDOT held a public information meeting at Beck Academy regarding the Project. I was unable to attend the meeting, but did visit the SCDOT website to review the information that was disseminated at the meeting. You have asked for comments from affected stakeholders regarding the Project and that is the purpose of this letter. For your information, Drury Hotels Company, LLC (the original developer of the hotel and successor to Drury Inns, Inc.) now manages the hotel for DDC Hotels, Inc. as a result of a corporate reorganization.

We would support the original Alternative #2 since it allowed traffic from both southbound and northbound I-385 to access the I-85/Woodruff Road interchange. This allows all of the stakeholders who made investments in the Woodruff Road area to maintain the access from I-385 that they expected to have at the time each made an investment in their respective facility.

Somehow Alternative #2 was jettisoned and in its place Alternative #2C was created. Alternative #2C adversely impacts not only our hotel, but all of the other businesses in the vicinity of the hotel by eliminating access to the I-85/Woodruff Road interchange from southbound I-385. I was told, and Greg Schuch's February 10, 2011 Memorandum to you confirms, that this access was eliminated because there is allegedly too much traffic for safe movement on the existing access ramps and because it would not be possible to properly sign the I-385 Southbound to Woodruff movement along with the I-385 to I-85 split. There were evidently several comments about the short weave distance that currently exists between the entrance from Roper Mountain Road and the I-85 split, and maintaining an exit to Woodruff Road would allegedly make this situation much worse by creating three decision points. Eliminating an access to Woodruff Road results in a significant adverse impact to Woodruff Road customers with minimal improvement to any I-385 merge issues. The primary merge issue remains between the southbound I-385 to I-85 and the Roper Mountain on-ramp. We believe the Woodruff Road exit is an insignificant part and not the solution to any issue that may exist. Your consultants need to come up with a solution that keeps the status quo regarding access and provides adequate signage to direct drivers to the appropriate road. While we can't quantify how much business our neighbors and the hotel generate from traffic traveling



Drury Inn & Suites: "Highest in Guest Satisfaction Among Mid-Scale Limited Service Hotel Chains, Five Years in a Row"
-J.D. Power and Associates

Drury Inn & Suites received the highest numerical score among mid-scale limited service hotels in the proprietary J.D. Power and Associates 2006-2010 North America Hotel Guest Satisfaction Index Studies™. 2010 Study based on responses from 53,174 guests measuring 14 mid-scale limited service hotels and measures opinions of guests who stayed in a hotel May 2009-June 2010. Preliminary study results are based on experiences and perceptions of consumers surveyed June 2009-June 2010. Your experiences may vary. Visit jdpower.com.



Drury Hotels Company, LLC • 721 Emerson Road, Suite 400 • St. Louis, MO 63141
314-429-2255 • FAX 314-429-6386 • 1-800-DRURYINN • druryhotels.com
Joseph B. Pereles • (314) 587-3126 • joe.pereles@druryhotels.com

Tommy Elrod
February 11, 2011
Page -2-

southbound on I-385, SCDOT's decision to eliminate this access adversely impacts everyone.

We cannot support Alternative #2C. We believe that SCDOT and its consultant need to focus on improving the I-85/I-385 area in a way that does not adversely impact all of the businesses that have located adjacent to Woodruff Road. Access from all directions must be maintained, particularly for businesses like ours, that, in order to be successful, rely on out of town travelers unfamiliar with the area. Additional alternatives should be considered which could include acquiring additional right of way from Wholesale Flooring or the LaQuinta and/or reconfiguring the access to southbound I-385 from Roper Mountain Road.

Alternative #4 is simply unacceptable. It would severely impact the economic value of existing improvements and eliminate any chance of new development.

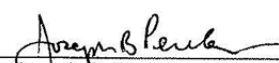
We appreciate the opportunity to participate in the process. At the end of the day, we all want the same result of improving traffic flow with minimal economic impact on the surrounding business/potential future development and the tax dollars paid by those businesses. Please don't hesitate to contact either Larry or me with any questions or comments. Larry's email is larry.hasselfeld@ddcmail.com and his direct dial is 314-587-2513.

Sincerely,

DDC HOTELS, INC.

DRURY HOTELS COMPANY, LLC

By: 
Larry W. Hasselfeld
Vice President

By: 
Joseph B. Pereles
Vice President



Drury Inn & Suites: "Highest in Guest Satisfaction Among Mid-Scale Limited Service Hotel Chains, Five Years in a Row"
- J.D. Power and Associates

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**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Helen Shockley PHONE NO. (optional): 864-270-0958

ADDRESS: 4 Dove Tree Ct Greenville SC 29615
Street/Route City State Zip Code

Comments:

1/31/11

I am sure lots of studies have been made, but has anyone looked at traffic feeding off Roper Mt Road onto Woodhuff on a Saturday afternoon. This past Sat. I sat through 3 light rotations trying to go straight on Roper Mt from Vende to go home. Cars coming from 385/Roper Mt. Road were so backup that everytime the light changed cars were in the middle of the road. Can you imagine the mess if drivers had no other option to access Woodhuff in that area. This intersection is like this every Saturday not just the holidays.

Thanks,

Helen Shockley

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

NAME: Carol Morgan PHONE NO. (optional): _____ email: Signname@aol.com

ADDRESS: 9 Woodhedge Ct, Mauldin SC 29662
Street/Route City State Zip Code

Comments:

While both solutions are likely to better manage congestion on I-85 and I-385 and the interchange, they do so by shifting traffic flow onto secondary roads, specifically Roper Mountain Rd and Woodruff Rd. Traffic congestion at the I-85/385 interchange is caused by two factors: motorists driving through the interchange en route to other places - and many of these are suburban/city core commuters; and residents accessing the regional shopping and entertainment hub along Woodruff Rd at this interchange. Both these proposed solutions will result in even greater traffic volumes along Woodruff Rd. INstead of the Interstates dropping people right into the middle of this hub, drivers will have to access Woodruff Rd from Roper Mountain Rd or Miller Rd to get to the shopping/entertainment hubs.

Merely building a better bridge at Roper Mtn Rd is certainly not going to improve the bumper-to-bumper, barely-moving traffic along Woodruff Rd at the shopping centers that typifies a weekend day in Greenville. Solutions to this problem need to be built as part of the rebuilding of the I-85/385 interchange.

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011



**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

PAGE 1 OF 3

(Please Print):

NAME: GEORGE & JUDY SCOTT PHONE NO. (optional): 864-288-6486

ADDRESS: 106 WHISPERING HOLLOW ROAD GREENVILLE, SC 29615
Street/Route City State Zip Code

Comments: RE FEDERAL REGISTER / Vol. 75, No. 133 / TUESDAY, JULY 13, 2010 /
RULES AND REGULATIONS / 23 CFR PART 772 / PAGES 39820-39838

BACKGROUND, Pg 39820

1. HAS THE SCDOT COORDINATED WITH THE APPROPRIATE FHWA
DIVISION OFFICE TO DETERMINE WHICH I85 AND/OR I385 PROJECTS,
IF ANY, SHOULD BE COMPLETED UNDER THE PREVIOUS 23CFR772 AND
PREVIOUS HIGHWAY AGENCY'S APPROVED NOISE POLICY IN LIEU OF THE
FINAL RULE 23CFR772 WHOSE EFFECTIVE DATE IS JULY 13, 2011?

2. WHAT IS THE STATUS OF SCDOT'S REVISED NOISE POLICY SUBMISSIONS
AS DETAILED ON Pg 39820?

3. ARE COPIES AVAILABLE TO THE PUBLIC AND, IF SO, HOW ARE THEY
OBTAINED?

DEFINITIONS, Pgs 39821

DESIGN YEAR, Pg 39822

1. WHAT FUTURE DESIGN YEAR AND WHAT PROBABLE TRAFFIC VOLUME
WAS USED FOR: THE INITIAL I-85 PROJECT, THE LATER ADDITIONAL
THROUGH TRAFFIC LANES, THE DEVELOPMENT OF I-385?

Please mail, fax (864-241-1115), or email (ElrodJT@scdot.org) comments by February 11, 2011

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

PAGE 2 OF 3

NAME: GEORGE & JUDY SCOTT PHONE NO. (optional): 864-288-6486

ADDRESS: 106 WHISPERING HOLLOW ROAD GREENVILLE, SC 29615
Street/Route City State Zip Code

Comments:

NOISE REDUCTION DESIGN GOAL, Pg 39822

1. WHAT IS SCDOT'S GOAL BETWEEN THE FHWA'S MINIMUM OF [dB(A)]
AND MAXIMUM 10 [dB(A)]?

EXISTING NOISE LEVELS, Pg 39822

1. SCDOT HAS WITHIN THE PAST FEW MONTHS SIGNIFICANTLY
TRIMMED THE FOLIAGE OF THE TREES ON BOTH SIDES OF
WHISPERING HOLLOW ROAD!

2. SCDOT HAS ALSO CUT THE TREES AND BRUSH ON THE HWAY
SIDE OF THE ANIMAL BARRIER FENCING ALL THE WAY TO
THE GROUND IN THE PAST FEW MONTHS!

3. NOT ONLY HAS THIS INCREASED THE PRESENT
EXISTING NOISE
LEVEL BUT IT WAS ACCOMPLISHED PRIOR TO ANY NOISE
PREDICTIONS/MEASUREMENTS/ANALYSIS FOR THE I-85/I-385
IMPROVEMENT PROJECT! THUS THESE FUTURE TASKS
WILL BE ERRONEOUSLY BIASED IN ITS COMPARISONS
OF PRESENT VERSUS FUTURE NOISE LEVELS!

Please mail, fax (864-241-1115), or email (EProdIT@scdot.org) comments by February 11, 2011

**SCDOT PUBLIC INFORMATION MEETING
COMMENT SHEET**

I-85 and I-385 Interchange Improvement Project

Thursday, January 27, 2011 – Beck Academy, Greenville, SC

(Please Print):

PAGE 3 OF 3

NAME: GEORGE & JUDY SCOTT PHONE NO. (optional): 864-288-6486
ADDRESS: 106 WHISPERING HOLLOW ROAD GREENVILLE, SC 29615
Street/Route City State Zip Code

Comments:

4. ARE COPIES OF THE PRIOR PROJECTS' NOISE DOCUMENTS
AVAILABLE TO THE PUBLIC AND, IF SO, HOW ARE THEY
OBTAINED?

OTHER COMMENTS

1. WHAT ARE SCDOT'S CONSTRUCTION PLANS/SCHEDULE RE
BOTH THE INCREASE TO 4 LANES THROUGH TRAFFIC ^{PROJECT} AND THE
I-85/I-385 INTERCHANGE PROJECT?

2. WHAT RATIO OF DAYLIGHT TO NIGHT CONSTRUCTION IS
ENVISIONED? IS THIS A FUNCTION OF LOCATION, I.E.
BRIDGES & OVERPASSES VS PAVING?

DISTRIBUTION:

MR. TOMMY ELROD, PM SCDOT

MR. CLINT LINK, PROJECT MGR F&H

MS. GAYE SPRAGUE, CITY COUNCIL / CIVIL ENGR

GRNV COUNTY VIA GAYE

Barrett Stone

From: Greg Schuch [gschuch@flohut.com]
Sent: Monday, February 07, 2011 2:39 PM
To: 'Barrett Stone'
Cc: 'David Beaty'; 'David Montgomery'
Subject: FW: I-385/I-85 Interchange Comments

Greg M. Schuch, P.E.
Project Manager / Associate
Florence & Hutcheson - Consulting Engineers
501 Huger Street
Columbia, SC 29201
gschuch@flohut.com
ph: 803-254-5800
fax: 803-929-0334
mobile: 803-622-0146
www.flohut.com

From: Elrod, Tommy [mailto:ElrodJT@dot.state.sc.us]
Sent: Monday, February 07, 2011 2:26 PM
To: John Gardner
Cc: Chasteen, Jonathan R; Robbins, Heather M.; Greg Schuch
Subject: RE: I-385/I-85 Interchange Comments

John: Thanks for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

From: John Gardner [mailto:jgardner@mauldincitysc.com]
Sent: Monday, February 07, 2011 2:22 PM
To: Elrod, Tommy
Subject: I-385/I-85 Interchange Comments

I-85/I-385 Interchange Comments:

1. Every effort should be made to coordinate this design with other road improvements in the GPATS plan in this area: intersection improvement at Woodruff Road/Garlington Road/Miller Road and future widening of Garlington Road, and if coordinate construction activities.
2. Cost and traffic control benefits of retaining the existing I-385 mainline bridges over I-85 should be evaluated carefully.
3. The GPATS/City of Greenville Woodruff Road Corridor Study recommendations for a Single Point Urban Interchange at I-85/Wodruff Road should be incorporated into the project if the Woodruff Road/I-85 overpass is replaced as part of the project.



4. Additional storage on the Woodruff Road/I385 overpass is essential if this remains as a diamond interchange. A Single Point Urban Interchange should be considered if the bridge is replaced. Bridge may need to accommodate additional through lanes on Woodruff Road in the future.

John Gardner, AICP
Economic Development Planner
City of Mauldin
PO Box 249
Mauldin, SC 29662

(864) 289-8979 phone
(864) 444-1872 cell



Barrett Stone

From: Greg Schuch [gschuch@flohut.com]
Sent: Friday, January 28, 2011 8:44 AM
To: 'David Montgomery'; 'David Beaty'; 'Barrett Stone'
Subject: FW: Email Generated by the East Butler Road Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Greg M. Schuch, P.E.
Project Manager / Associate
Florence & Hutcheson - Consulting Engineers
501 Huger Street
Columbia, SC 29201
gschuch@flohut.com
ph: 803-254-5800
fax: 803-929-0334
mobile: 803-622-0146
www.flohut.com

-----Original Message-----

From: Elrod, Tommy [<mailto:ElrodJT@dot.state.sc.us>]
Sent: Friday, January 28, 2011 8:29 AM
To: mdubose9867@myfrontiermail.com
Cc: Chasteen, Jonathan R; Robbins, Heather M.; Greg Schuch
Subject: RE: Email Generated by the East Butler Road Meeting

Thank you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

-----Original Message-----

From: mdubose9867@myfrontiermail.com
[\[mailto:mdubose9867@myfrontiermail.com\]](mailto:mdubose9867@myfrontiermail.com)
Sent: Thursday, January 27, 2011 2:58 PM
To: Elrod, Tommy; Chasteen, Jonathan R
Subject: Email Generated by the East Butler Road Meeting

Name: Mike DuBose

Email: mdubose9867@myfrontiermail.com

Comment: What I want to comment on is the interchange at I-385/I-85 at Woodruff Road. Could you look at removing the exit at I-385 onto Woodruff Road. Then install an exit from I-385 southbound that goes thru the old Greenville Mall parking lot. You see there is already a road already there. Now this parking lot is huge. Very little or few stores use the remains of this mall since the mall is now defunct. A road through its parking lot will have no effect on it and maybe will help the remains of the old mall. If this exit is built I would put a



designated exit from I-85 to Woodruff Road for that traffic.

Later on when it can be afforded I would look at putting a road that runs parallel to Woodruff Road that runs behind the stores on the I-385 side of Woodruff Road. If this is done increase the traffic light time at the exit from I-385 northbound to Woodruff Road. This would help the traffic on Woodruff Road also. All this are my ideas to lessen traffic on Woodruff Road and make driving on that road in the vicinity of the shopping center safer and less congested. There is another road that enters into Woodruff Road that goes beside the big golf place I do not know the name. I would try to add one more lane on the side that goes to Woodruff Road. The other side of that road does not need another lane.

All this will work to remove traffic from Woodruff Road and to do that there is no one way to do that. It will take several things to do that. Some of these things will have to be done as a group project but others can be done separately to clear traffic on Woodruff road.

Barrett Stone

From: Greg Schuch [gschuch@flohut.com]
Sent: Friday, January 28, 2011 10:17 AM
To: 'David Montgomery'; 'David Beaty'; 'Barrett Stone'
Subject: FW: Email Generated by the East Butler Road Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Greg M. Schuch, P.E.
Project Manager / Associate
Florence & Hutcheson - Consulting Engineers
501 Huger Street
Columbia, SC 29201
gschuch@flohut.com
ph: 803-254-5800
fax: 803-929-0334
mobile: 803-622-0146
www.flohut.com

-----Original Message-----

From: Elrod, Tommy [<mailto:ElrodJT@dot.state.sc.us>]
Sent: Friday, January 28, 2011 10:06 AM
To: joshwofford@gmail.com
Cc: Chasteen, Jonathan R; Robbins, Heather M.; Greg Schuch
Subject: RE: Email Generated by the East Butler Road Meeting

Thank you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

-----Original Message-----

From: joshwofford@gmail.com [<mailto:joshwofford@gmail.com>]
Sent: Friday, January 28, 2011 9:54 AM
To: Elrod, Tommy; Chasteen, Jonathan R
Subject: Email Generated by the East Butler Road Meeting

Name: Josh Wofford

Email: joshwofford@gmail.com

Comment: Traffic issues will continue to grow and be magnified until I385 is 3-4 lanes per side from SVL to downtown and I85 is 4-5 lanes per side from exit 40 to HWY290. I think interchanges are a symptom rather than the true problem - traffic volume. Additionally, a rear entrance/exit to the Greenridge shopping center should be designed into any rerouting plans, this would divert major volumes of traffic away from the 385/85 interchange.

Barrett Stone

From: Greg Schuch [gschuch@flohut.com]
Sent: Tuesday, February 01, 2011 8:21 AM
To: 'Barrett Stone'
Cc: 'David Montgomery'; 'David Beaty'
Subject: FW: I-85 and I-385 interchange and Woodruff Road

Follow Up Flag: Follow up
Flag Status: Flagged

Greg M. Schuch, P.E.
Project Manager / Associate
Florence & Hutcheson - Consulting Engineers
501 Huger Street
Columbia, SC 29201
gschuch@flohut.com
ph: 803-254-5800
fax: 803-929-0334
mobile: 803-622-0146
www.flohut.com

From: Elrod, Tommy [mailto:ElrodJT@dot.state.sc.us]
Sent: Tuesday, February 01, 2011 7:55 AM
To: Linda Shivery
Cc: Robbins, Heather M.; Dillon, Eric C; Greg Schuch; Chasteen, Jonathan R
Subject: RE: I-85 and I-385 interchange and Woodruff Road

Thank you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodit@scdot.org
864-241-1010

From: Linda Shivery [mailto:carolinabelle@charter.net]
Sent: Friday, January 28, 2011 3:35 PM
To: Elrod, Tommy
Subject: I-85 and I-385 interchange and Woodruff Road

Hi Mr. Elrod:

I don't drive this area during rush hour so I won't comment on that particular time. I did want to state that I NEVER EVER go to any of the stores on the side of Woodruff Road going toward Columbia due to the incredibly ill-timed lights, heavy congestion, etc., no matter the time of day. There are lots of places I would like to visit but I tried twice and that was enough!!! I live in Easley so driving that far and then being frustrated is not worth the effort. Now I WILL go to the other side of Woodruff, i.e., where Trader Joe's, Capris, Costco, etc., are because I can reach them by getting off at the Laurens Road exit and coming up the back way!!! and then I do use the entrance ramp from Woodruff Rd onto I-85 SB. I am wondering if adjusting the light pattern on Woodruff would help any of the congestion patterns, including Woodruff and Roper Mt Road. That intersection gets quite backed up all the way back over 385 during



rush hour and may be causing a lot of the congestion coming up off those ramps!! Maybe fixing this is easier than it seems?

One suggestion I would make if you haven't done so is for a team to visit what they call the "mixing bowl" on I-95 in Virginia. That used to be incredibly grid-locked at rush hour and they spent quite a few years doing flyovers, revamping the interchange, 2-lane exit ramps, etc., and it is MUCH improved now. Maybe something on a smaller scale would suffice at the I-385/I-85 interchange? The mixing bowl is a much bigger mess but could give you some ideas of how some of these solutions would look in real life!!

Just some thoughts and I hope something I have said proves worthwhile! I'm sure the merchants that I and MANY friends here in Easley won't shop at due to the congestion on Woodruff would appreciate the efforts to fix that congestion as well.

Barrett Stone

From: Greg Schuch [gschuch@flohut.com]
Sent: Tuesday, February 01, 2011 10:27 AM
To: 'Barrett Stone'
Cc: 'David Montgomery'; 'David Beaty'
Subject: FW:

Follow Up Flag: Follow up
Flag Status: Flagged

Greg M. Schuch, P.E.
Project Manager / Associate
Florence & Hutcheson - Consulting Engineers
501 Huger Street
Columbia, SC 29201
gschuch@flohut.com
ph: 803-254-5800
fax: 803-929-0334
mobile: 803-622-0146
www.flohut.com

From: Elrod, Tommy [<mailto:ElrodJT@dot.state.sc.us>]
Sent: Tuesday, February 01, 2011 9:40 AM
To: helencavinhe@aol.com
Cc: Chasteen, Jonathan R; Robbins, Heather M.; Greg Schuch
Subject: RE:

Thanks you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

From: helencavinhe@aol.com [<mailto:helencavinhe@aol.com>]
Sent: Monday, January 31, 2011 4:40 PM
To: Elrod, Tommy
Subject:

I think the option of having the traffic exit 385 onto Roper Mountain to access Woodruff Road is wrong. I am sure there have been studies done but has anyone been at the Roper Mountain Rd. and Woodruff Road intersection on a Saturday afternoon. Not just during the holidays but every Saturday afternoon. This past Saturday I was trying to go straight from Verde to Roper Mountain Road on my way home and the intersection was so backed up that after waiting through three lights myself and several other cars were able to get in the far left and turn in the opposite direction. This took me by Beck Academy by the mall and circled back around to Roper Mountain Road to get home. I live in Dove Tree with is off Roper Mountain Road. Having the south bound 385/85 exit on to Woodruff relieves some of the traffic. Can you imagine the bottle neck if all the traffic wanting to go to Woodruff Road only had one option in that area, the other option near Sams is too far down.



Thank you for your time,
Helen Shockley
4 Dove Tree Court
Greenville, SC 29615

Barrett Stone

From: Greg Schuch [gschuch@flohut.com]
Sent: Wednesday, February 02, 2011 8:40 AM
To: 'Barrett Stone'
Cc: 'David Montgomery'; 'David Beaty'
Subject: FW: Email Generated by the East Butler Road Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Greg M. Schuch, P.E.
Project Manager / Associate
Florence & Hutcheson - Consulting Engineers
501 Huger Street
Columbia, SC 29201
gschuch@flohut.com
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fax: 803-929-0334
mobile: 803-622-0146
www.flohut.com

-----Original Message-----

From: Elrod, Tommy [mailto:ElrodJT@dot.state.sc.us]
Sent: Wednesday, February 02, 2011 8:25 AM
To: jsmfleming@charter.net
Cc: Robbins, Heather M.; Greg Schuch
Subject: RE: Email Generated by the East Butler Road Meeting

Thank you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

-----Original Message-----

From: jsmfleming@charter.net [mailto:jsmfleming@charter.net]
Sent: Tuesday, February 01, 2011 5:31 PM
To: Elrod, Tommy; Chasteen, Jonathan R
Subject: Email Generated by the East Butler Road Meeting

Name: James Fleming
Email: jsmfleming@charter.net
Comment: This is a very important and expensive project for the upstate. I would advocate designing the bridges so that lanes on 385 and 85 could be added to match traffic projections for the useful life of the bridges. At a minimum, that would be for one lane of expansion each direction on 85 and 385. Option 4 takes away the 385 NB exit to Woodruff Rd near Academy Sports, which makes the other plan favorable. If plan 4 is significantly cheaper, it seems that the Woodruff Road 385 NB traffic could be split from the 385 NB traffic to 85 SB after crossing over on the new bridge and then go over or under the 385 SB



traffic to 85 SB and Woodruff Road. Then 385 NB to Woodruff would merge with the 385 SB traffic to Woodruff.

Barrett Stone

From: Greg Schuch [gschuch@flohut.com]
Sent: Monday, February 07, 2011 8:35 AM
To: 'Barrett Stone'
Cc: 'David Beaty'; 'David Montgomery'
Subject: FW: Email Generated by the East Butler Road Meeting

Greg M. Schuch, P.E.
Project Manager / Associate
Florence & Hutcheson - Consulting Engineers
501 Huger Street
Columbia, SC 29201
gschuch@flohut.com
ph: 803-254-5800
fax: 803-929-0334
mobile: 803-622-0146
www.flohut.com

-----Original Message-----

From: Elrod, Tommy [<mailto:ElrodJT@dot.state.sc.us>]
Sent: Monday, February 07, 2011 8:29 AM
To: yelkenli@bellsouth.net
Cc: Robbins, Heather M.; Greg Schuch
Subject: RE: Email Generated by the East Butler Road Meeting

Thank you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

-----Original Message-----

From: yelkenli@bellsouth.net [<mailto:yelkenli@bellsouth.net>]
Sent: Friday, February 04, 2011 5:07 PM
To: Elrod, Tommy; Chasteen, Jonathan R
Subject: Email Generated by the East Butler Road Meeting

Name: Edward Hardwicke

Email: yelkenli@bellsouth.net

Comment: How will the plans support existing and future mass transit (buses, rail, or car-pool)? Greenville continues to grow, and as the article in the Tribune-Times stated, the alternatives do nothing for the growing volume. Every plan should have consideration for existing and future possible mass transit.

Read the book on Robert Moses titled "The Power Broker" to see how widening roads and building more interchanges does not solve traffic problems.

Barrett Stone

From: Greg Schuch [gschuch@flohut.com]
Sent: Monday, February 07, 2011 8:36 AM
To: 'Barrett Stone'
Cc: 'David Beaty'; 'David Montgomery'
Subject: FW: I-85/I-385 Interchange improvement

Greg M. Schuch, P.E.
Project Manager / Associate
Florence & Hutcheson - Consulting Engineers
501 Huger Street
Columbia, SC 29201
gschuch@flohut.com
ph: 803-254-5800
fax: 803-929-0334
mobile: 803-622-0146
www.flohut.com

From: Elrod, Tommy [<mailto:ElrodJT@dot.state.sc.us>]
Sent: Monday, February 07, 2011 8:33 AM
To: Richard Falasco
Cc: Robbins, Heather M.; Greg Schuch; Chasteen, Jonathan R
Subject: RE: I-85/I-385 Interchange improvement

Thank you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

From: Richard Falasco [<mailto:richndiane60@gmail.com>]
Sent: Sunday, February 06, 2011 8:42 AM
To: Elrod, Tommy
Subject: I-85/I-385 Interchange improvement

I did not get a chance to attend the meeting. The option of closing the I-385 southbound ramp sounds the best. However two things that concern me is first, it seems it will increase traffic to the Roper Mountain exit. It should be assured that the Roper Mountain exit will be able to handle the increased traffic and if not improvements should be made to that exit also. Second, since this is a growing area there are always a large number of people who are not familiar with this area traveling that section of the interstate. Proper signs should be posted near the Woodruff exit and at the Roper Mountain exit stating that Roper Mountain is an alternative route to Woodruff Road. If motorists are properly informed they may use the Roper Mountain exit thus taking some of the traffic load off of the Woodruff exits.

-- Sincerely,
Rich Falasco
Simpsonville, SC

Barrett Stone

From: Greg Schuch [gschuch@flohut.com]
Sent: Thursday, February 10, 2011 2:37 PM
To: 'Barrett Stone'
Cc: 'David Beaty'; 'David Montgomery'
Subject: FW: I 385- 85 interchange

Greg M. Schuch, P.E.
Project Manager / Associate
Florence & Hutcheson - Consulting Engineers
501 Huger Street
Columbia, SC 29201
gschuch@flohut.com
ph: 803-254-5800
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www.flohut.com

From: Elrod, Tommy [<mailto:ElrodJT@dot.state.sc.us>]
Sent: Thursday, February 10, 2011 2:33 PM
To: Janet
Cc: Robbins, Heather M.; Greg Schuch
Subject: RE: I 385- 85 interchange

Thank you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

From: Janet [<mailto:janetpoleski@charter.net>]
Sent: Thursday, February 10, 2011 2:28 PM
To: Elrod, Tommy
Subject: I 385- 85 interchange

Mr Elrod,
I just wanted to express my hope that this interchange will remain open as it is used ALOT. Everytime I use it there seems to be alot of traffic on it so It seems it is used alot for "Downtown" folks as well as others. Please consider leaving this interchange as the other options are difficult and already conjested.
Thank You,
Janet & David Poleski
209 Trails End
Greenville SC 29607

Barrett Stone

From: Elrod, Tommy [ElrodJT@dot.state.sc.us]
Sent: Tuesday, February 08, 2011 3:00 PM
To: ludwigvan_beethoven@yahoo.com
Cc: Shealy, Stanley E; Gwinn, Steve W; Robbins, Heather M.; Greg Schuch
Subject: RE: Proposed woodruff road exit closing

William: Thank you for your comments. I have forwarded your comments to our design consultant for consideration as we move forward with the design of this project. Thanks again.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

From: ludwig [mailto:ludwigvan_beethoven@yahoo.com]
Sent: Monday, January 31, 2011 8:52 PM
To: D8SCDOTWebPageResponse
Subject: Proposed woodruff road exit closing

I was unable to make it to the meeting.

However, Closing of the Woodruff road exit is a bad idea and this is why.

(1)The Roper Mountain Road exit area is already very congested and very heavily traveled and if were not for traffic lights; it would be difficult for anyone exiting to Roper Mt. Road to even get on it.

(2) Then we also have the problem with Woodruff being also very congested and the congestion is growing more and more from the Roper Mountain area up to 385 Bridge. It use to be that only the area around Sam's Club was congested but that is no more. As Greenville grows it will get even more congested.

(3) If you are going to close any exits to and off 385 to woodruff---close the sharp angled Y exit that sharply directs traffic to 385 crossing the path of the exist to Woodruff as this exist should have never been constructed to exist into the traffic flow of traffic exiting to Woodruff from 385 where as this offending exit directs traffic into the pathway of those exiting to Woodruff road. This is an accident/collisions waiting to happen if there have not already been so. Many years ago before all the build up of the Woodruff Road area this exit was not a problem.

May I suggest that some of these problem be handled as they are in Atlanta and San Francisco---build some Bridges over and through this area which will become absolutely necessary in the future anyway and it will be far cheaper to do this now than in the future when construction costs will be much more.

William Rowalnd



Barrett Stone

From: Elrod, Tommy [ElrodJT@dot.state.sc.us]
Sent: Wednesday, February 09, 2011 8:58 AM
To: leroy8686@bellsouth.net
Cc: Chasteen, Jonathan R; Robbins, Heather M.; Greg Schuch
Subject: RE: Email Generated by the East Butler Road Meeting

Thank you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

-----Original Message-----

From: leroy8686@bellsouth.net [<mailto:leroy8686@bellsouth.net>]
Sent: Tuesday, February 08, 2011 5:17 PM
To: Elrod, Tommy; Chasteen, Jonathan R
Subject: Email Generated by the East Butler Road Meeting

Name: leroy sullivan
Email: leroy8686@bellsouth.net
Comment: I like the alternative 2C plan, because it would keep the existing ramps, but put northbound I-385 traffic on a loop. I would any that keep the existing ramps open.

Barrett Stone

From: Elrod, Tommy [ElrodJT@dot.state.sc.us]
Sent: Tuesday, February 08, 2011 2:54 PM
To: dmcquaid@vantagep.com
Cc: Chasteen, Jonathan R; Robbins, Heather M.; Greg Schuch
Subject: RE: Email Generated by the East Butler Road Meeting

Dave: Thank you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

-----Original Message-----

From: dmcquaid@vantagep.com [<mailto:dmcquaid@vantagep.com>]
Sent: Tuesday, February 08, 2011 1:30 PM
To: Elrod, Tommy; Chasteen, Jonathan R
Subject: Email Generated by the East Butler Road Meeting

Name: Dave McQuaid

Email: dmcquaid@vantagep.com

Comment: I live in close proximity to the 385/85 interchange, and work just off 385, just 2 miles from the interchange. My family uses this interchange for commuting and shopping close to 30 times per week. Thank you for addressing the obvious needs that exist here.

However, it appears that plans 2C and 4 both eliminate at least one access point from 385 to Woodruff Road (although I admit it's hard for me to tell for certain). This is a very large mistake: it may rectify problems with the interstates, but it exacerbates an already awful traffic situation on Woodruff Road.

During lunch, weekend, or commute hours, it can take 10 minutes to travel along Woodruff Road from 385 to 85, or from Roper Mtn Rd. to 85. By eliminating the ability to get off of 385 directly onto Woodruff Rd at the 85 location (between Greenridge and Target), all of that additional traffic will then flood the already crowded stretch of Woodruff in front of Greenridge or Target.

With room for additional commercial growth along both of these stretches of road, this seems tremendously ill-advised.

As an example: when heading to Target from our home in Mauldin, currently, we can leave our house, head NB on 385, exit to Woodruff via the 85/Wodruff loop exit to 85 NB, and then turn right onto Woodruff. This takes approximately 10 minutes.

If, however, this exit were to be closed, to reach Target we would then need to exit from 385 NB onto Woodruff Road, turn left and cross over 85, then endure 4 traffic lights and the congestion in front of the Shops at Greenridge. This trip easily takes 20 minutes.

As I mentioned earlier, we are grateful for any work to improve the



interchange and traffic flow. But adding 10 minutes to travel only 1 mile on an already-overstressed Woodruff Road does not seem to be the best all-around solution.

I'd be more than happy to clarify any of my comments, if you wish.
Thanks for listening!

Barrett Stone

From: Elrod, Tommy [ElrodJT@dot.state.sc.us]
Sent: Thursday, February 10, 2011 3:49 PM
To: Jill Wolf
Cc: Robbins, Heather M.; Chasteen, Jonathan R; Greg Schuch
Subject: RE: Woodruff Rd exit closing

Thank you for your comments.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

From: Jill Wolf [mailto:mjwolf@charter.net]
Sent: Thursday, February 10, 2011 3:38 PM
To: Elrod, Tommy
Subject: Woodruff Rd exit closing

Please don't close the exit off of 85 to Woodruff Rd. If a downtown resident needs to go to the Shoppes of Greenridge, they would have to go thru too much traffic on Woodruff Rd by getting off at Roper Mtn or 385. Have you ever tried to go to Target on the weekend by getting off of Roper Mtn? Traffic is backed up to Jeff Lynch. I go to Greenville Gymnastics 4 days a week (8 trips from downtown) and the 385 exit to Woodruff Rd is often backed up to Roper Mtn. Often, I can take the 85 exit when it is backed up.

Another consideration is to provide access to the Target area from Verdae (without getting on Woodruff Rd).

Thanks,
Jill Wolf
128 Knollwood Lane
Greenville, SC 20607
271-7784



Barrett Stone

From: Elrod, Tommy [ElrodJT@dot.state.sc.us]
Sent: Friday, February 11, 2011 7:42 AM
To: April Louris
Cc: Robbins, Heather M.; Chasteen, Jonathan R; Greg Schuch
Subject: RE: Woodruff Road Access

Thank you for your comments. We will consider all of the comments as we move forward with the development of this project.

Tommy Elrod
SCDOT Program Manager
elrodjt@scdot.org
864-241-1010

From: April Louris [<mailto:lourisapril@hotmail.com>]
Sent: Thursday, February 10, 2011 3:56 PM
To: Elrod, Tommy
Subject: Woodruff Road Access

I just heard about the project that the DOT is working on by 85/I385 and was told that there will not be access to Woodruff Rd. via the exit right near Trader Joes/Greenridge/Target. This is VERY inconvenient for many people who use this exit regularly. Is there any way that it can be left open and operational for use during the construction?

Thanks so much for your consideration.

April Louris