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</thead>
<tbody>
<tr>
<td>Charleston County Park and Recreation Commission</td>
<td>23-Apr-08</td>
<td>Please consider all feasible alternatives to avoid this property. Reasons: 1) The previous corridor identified would damage 40 acres of Park property that currently contain the Climbing Wall, Challenge Course, and a portion of the Campground. 2) The Park contains wildlife habitat within several acres of forest and marsh 3) The economic impact of losing a portion of the Campground is estimated at $700,000 in lost revenue and potentially a $4,000,000 impact to the local economy. 4) The social impacts of losing green space and quiet areas would affect the most visited park in the County Park system which has 300,000 visitors annually.</td>
<td>Refer to Chapter 3, Section 3.2</td>
<td>Refer to Chapter 3, Section 3.2</td>
</tr>
<tr>
<td>U.S. Fish and Wildlife Service</td>
<td>24-Jan-08</td>
<td>The following issues should be addressed in the EIS: • Clear purpose and need analyzing declared deficiencies in the existing transportation system; • T&amp;E survey; • Range of corridor alternatives to include improvements to existing roadways, consideration of ongoing projects, combining new and existing roadways, and no build; • Impacts to salt marsh wetlands and the Stono River; • Indirect and cumulative impacts including to the rural character of John’s Island; • Agency Coordination Team; • Avoidance of two 4(f) resources: James Island County Park and West Ashley Greenway</td>
<td>Agency Coordination Team was not implemented for this project</td>
<td>Refer to Chapter 2, Chapter 5, Sections 5.5, 5.20, 5.22, Chapter 3, Section 3.2; and the Draft 4(f) Evaluation</td>
</tr>
<tr>
<td>SCDHEC-Bureau of Water</td>
<td>14-May-08</td>
<td>In consideration of aquatic resource impacts, the EIS should include a thorough description and quantification of stream and wetland resource impacts, and an alternatives analysis addressing stream and wetland impact avoidance and mitigation. For unavoidable aquatic impacts, a mitigation (compensation) plan should be included.</td>
<td>Refer to Chapter 5, Sections 5.20 through 5.24</td>
<td>Refer to Chapter 5, Sections 5.20 through 5.24</td>
</tr>
<tr>
<td>US Fish and Wildlife Service</td>
<td>23-Apr-08</td>
<td>Please consider comments submitted by the Service in previous EIS development of this project. The Service would like all parties to approve future modifications of the draft coordination plan. Considerable attention to all potential alternatives should be given in the EIS. The purpose and need of the project may be fulfilled through the redevelopment of the existing road network.</td>
<td>Noted.</td>
<td>Refer to Chapter 3, Section 3.2</td>
</tr>
<tr>
<td>National Oceanic &amp; Atmospheric Administration</td>
<td>12-Jun-08</td>
<td>Examine indirect impacts from resulting development on Johns Island. Examine a broad set of alternatives that includes existing roadways and power line easements. Thoroughly map each alternative with wetland information in GIS format to be shared with agencies. Broadly scoped alternatives including those submitted by stakeholders Impacts to wetlands should be described with mitigation/monitoring plan. Formal functional assessment of wetland impacts and mitigation should be included. Include an essential fish habitat assessment.</td>
<td>Refer to Chapter 5</td>
<td>Refer to Chapter 5, Section 5.20</td>
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<tr>
<td>Purpose and Need Comments</td>
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<tr>
<td><strong>SCDHEC-OCRM</strong> 17-Oct-08 Distinction should be made between freshwater and salt marsh wetlands. Freshwater wetlands should be further subdivided into federally jurisdictional and federally non-jurisdictional.</td>
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<tr>
<td>Hurricane evacuation should not be included in purpose and need. Hurricane evacuation was not considered a need for this project. Refer to Chapter 2, Section 2.2</td>
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<tr>
<td><strong>SC Department of Natural Resources</strong> 23-Oct-08 Alternatives other than new road construction should be considered such as improvements to existing roads and improving travel efficiency. Evaluation criteria should be applied to all alternatives equally, including alternatives other than construction on new alignment. Consideration should be given to construction methods and roadway designs that avoid and minimize environmental impacts.</td>
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<tr>
<td><strong>SCDHEC-Bureau of Water</strong> 24-Oct-08 Add to the listed purposes that &quot;the purpose is to improve safety and enhance mobility in the West Ashley, Johns Island and James Island areas of Charleston.&quot; Table 1.X should be geographically specific concerning VNT projections. Hurricane evacuation should not be included in purpose and need. Hurricane evacuation was not considered a need for this project. Refer to Chapter 2, Section 2.2</td>
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<tr>
<td>Equal consideration should be given to alternatives that are not construction on new location. Water quality information should include total daily maximum load status. Bureau of Air Quality and Bureau of Land and Waste Management should be contacted for their assessment. These agencies were invited to become cooperating agencies. No response was received. Refer to Chapter 4</td>
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<tr>
<td><strong>National Oceanic &amp; Atmospheric Administration</strong> 21-Oct-08 Purpose should not be based on expanding the roadway simply because it was the design decades ago. Alternatives other than new road construction should be considered such as improvements to existing roads and improving travel efficiency. Hurricane evacuation should not be included in purpose and need. Hurricane evacuation was not considered a need for this project. Refer to Chapter 2, Section 2.2</td>
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<tr>
<td><strong>Charleston County Park and Recreation Commission</strong> 29-Oct-08 Preliminary routes considered do not minimize impacts to the park in the areas of wetlands, habitat, water quality, and archaeological sites. All routes should be evaluated equally. Evaluation criteria should give equal consideration to Section 4(f) properties, wetlands, habitat, water quality, and archaeological sites. Mapping of constraints does not show a civil war artillery embankment on park property. Archaeological sites are not shown due to their sensitivity.</td>
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<tr>
<td><strong>U.S. Environmental Protection Agency</strong> 3-Nov-08 Evaluate the use of existing roadways, mass transit, and traffic management in conjunction with build alternatives. Are current area evacuation plans adequate and could they be improved upon sooner? Would other bottlenecks form, which direction is best to send evacuees? Hurricane evacuation was not considered a need for this project. Refer to Chapter 3, Section 2.2; Chapter 2, Section 2.2</td>
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</table>
**Mark Clark Expressway EIS**
**Agency Comments**

<table>
<thead>
<tr>
<th><strong>Provide detailed descriptions and analyses of alternatives other than road construction that improve safety, capacity, and mobility.</strong></th>
<th>Refer to Chapter 3, Section 3.2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Evaluate the population distribution for 2030.</strong></td>
<td>Refer to Chapter 2, Section 2.1.1.1</td>
</tr>
<tr>
<td><strong>Coordination between FHWA, SCDOT, and FEMA is needed regarding hurricane evacuation. The DEIS should detail how much evacuation time is needed and how it compares with other areas of SC.</strong></td>
<td>Hurricane evacuation was not considered a need for this project.</td>
</tr>
</tbody>
</table>

**U.S. Fish and Wildlife Service**
21-Oct-08

| **All options should be considered equally with environmental impacts reviewed through direct, indirect, and cumulative analyses.** | Refer to Chapter 3, Section 3.3 |
| **All alternatives should avoid to the maximum extent possible wetlands and marine systems.** | Refer to Chapter 5, Section 5.20 |

**Reasonable Alternatives Comments**

**United States Department of Agriculture**
13-May-09

| **Alternatives impacting land at the US Vegetable Laboratory would impede future expansion efforts for research. Should Alts. 16 & 32 be considered in the future, the Lab would need an adequate buffer, security and safety issues would need to be considered, and several cultural resources would need to be investigated/evaluated. Addressing environmental and drainage impacts would be the most important concern, especially impacts to Long Branch Creek.** | Refer to Chapter 3, Section 3.5 |

**National Oceanic & Atmospheric Administration**
4-Jun-09

| **The alternatives analyses oversimplified using natural breaks in acreage of wetland impacts to eliminate alternatives. The quality of wetlands and buffer habitats should be considered in order to avoid higher quality areas. Groundtruthing of SWI data is recommended.** | Refer to Chapter 3, Section 3.3 and Chapter 5, Natural Environment |
| **Indirect impacts to wetlands due to bridging should be considered to avoid underestimating impact acreage.** | Refer to Chapter 5, Section 5.20 |
| **The feasibility of compensatory mitigation of wetland impacts should considered.** | Refer to Chapter 5, Section 5.20 |
| **Example of Alternative 26: it would have fewer impacts to fishery species, fewer indirect impacts, and lower compensatory mitigation costs.** | Refer to Chapter 3, Section 3.5 |
| **Example of Alternatives 27, 29, & 30: these use existing Stono Bridge instead of further impacts to salt marsh along the Stono River** | Refer to Chapter 3, Section 3.5 |
| **Example of Alternative 19 (NWTW): avoids salt marsh and forested wetlands and would have lower mitigation costs.** | Refer to Chapter 3, Section 3.5 |

**SC Department of Natural Resources**
21-May-09

| **In consideration of the Alternatives Analyses, breaks in data alone is not a justifiable means of evaluating alternatives. Those alternatives that utilize or improve existing infrastructure should be given careful consideration.** | Refer to Chapter 3, Section 3.3 |
| **Example of Alternatives 20-24: combinations of these improvements that minimize property loss should be further evaluated.** | Refer to Chapter 3, Section 3.5 |
| **Example of Alternative 19: this alternative should be evaluated in combination with other alternatives or portions of alternatives to reach acceptable improvement levels of regional mobility.** | Refer to Chapter 3, Section 3.5 |
| **Example of Alternatives 27, 29, & 30: these use existing Stono Bridge, what is the rationale behind eliminating alternatives 27 & 29?** | Refer to Chapter 3, Section 3.5 |

**U. S. Fish and Wildlife Service**
27-May-09

| **4(f) impacts were not considered during the elimination methodology. Suggest readdressing the alternative selection process to consider alternatives which avoid the JI County Park.** | Refer to Chapter 3, Section 3.1 |
The vehicular hours of travel is misleading to the public who will think that the time spent in their vehicle will be reduced by hours per individual. The true savings per individual will be less than five minutes which does not justify the cost of construction. Refer to Chapter 2, Section 2.1 of the DEIS.
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<td><strong>Scoping Comments</strong></td>
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<tr>
<td>Southern Environmental Law Center</td>
<td>25-Apr-08</td>
<td>The CCL has developed an alternative through Glattting Jackson that will address the project purpose and need of mobility, safety, and connectivity. It will be less expensive, addresses area traffic problems, and cause less environmental impacts. This alternative redevelops the existing road network. The CCL believes this is a viable alternative that should be addressed in the EIS.</td>
<td>The suggested alternative became Alternative 19.  Refer to Chapter 3, Section 3.2</td>
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<td>Cost effective alternatives should be given consideration in light of DOT budget shortfall.  Refer to Chapter 3, Section 3.2</td>
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<td>In accordance with regulatory requirements, an alternative should be chosen that does not exacerbate current water quality problems in the Stono River, avoids Section 4(f) properties unless there are no prudent and feasible alternatives to avoid the properties, considers endangered species, and impacts on the human environment.  Refer to Chapter 5 of the DEIS.</td>
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<td>The purpose of the project should not be narrowed to a completion of the Mark Clark Expressway as it will eliminate from consideration alternatives other than construction of a highway.  Refer to Chapter 5 of the DEIS.</td>
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<td>The EIS should consider direct, secondary, and cumulative impacts.  Refer to Chapter 5 of the DEIS.</td>
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<td>Delete references to “regional mobility” and “regional transportation system” as this could limit the range of alternatives considered.  Refer to Chapter 2, Section 2.1 of the DEIS.</td>
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<td>Delete reference to hurricane evacuation as a purpose.  Hurricane evacuation was not considered a need for this project.  Refer to Chapter 2, Section 2.1 of the DEIS.</td>
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<td>The project history section biases the EIS in favor of highway expansion.  Refer to Chapter 1, Section 1.2.</td>
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<td><strong>Purpose and Need Comments</strong></td>
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<td>Southern Environmental Law Center</td>
<td>23-Oct-08</td>
<td>Delete references to “regional mobility” and “regional transportation system” as this could limit the range of alternatives considered.  Refer to Chapter 2, Section 2.1 of the DEIS.</td>
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<td>The roadways would negatively impact natural and cultural resources located on the property including: salt marshes, archaeological sites and historical features including cemeteries, water quality of the wildlife pond and surrounding habitat specifically for migratory birds.  Refer to Chapter 5 of the DEIS</td>
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<td>The roadways would impair ongoing scientific research, historical and archaeological research and educational programming.  Refer to Chapter 5 of the DEIS.</td>
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<td>The roadways would diminish the property's use as a wildlife sanctuary.  Refer to Chapter 5 Natural Environment of the DEIS.</td>
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<td><strong>Public Information Meeting #1 Comment Period</strong></td>
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<tr>
<td>The Charleston Museum</td>
<td>16-Dec-08</td>
<td>Remove from consideration roadways proposed that go through the Dill Sanctuary.  Noted.  Refer to Chapter 5 of the DEIS</td>
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<td>The roadways would impact natural and cultural resources located on the property including: salt marshes, archaeological sites and historical features including cemeteries, water quality of the wildlife pond and surrounding habitat specifically for migratory birds.  Refer to Chapter 5 of the DEIS</td>
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<td>The roadways would diminish the property's use as a wildlife sanctuary.  Refer to Chapter 5 Natural Environment of the DEIS.</td>
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</tr>
<tr>
<td>City of Charleston</td>
<td>19-Dec-08</td>
<td>Please include the City's alternative in the EIS. It is a parkway facility, connecting US 17 and SC 30, grade intersections, and 35 mph speed limit. Improvements would be made to Central Park Rd, signalized intersections at Folly, Riverland, and Maybank, other signals may be necessary.  Refer to Chapter 3, Section 3.2</td>
<td>The suggested alternative became Alternative 18 and then modified to become Alternative 36(F).  Refer to Chapter 3, Section 3.2</td>
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</tr>
<tr>
<td>Southern Environmental Law Center</td>
<td>11-Dec-08</td>
<td>Evaluate SCCCL's alternative in the same manner as SCDOT's own alternatives.  The suggested alternative became Alternative 18 and then modified to become Alternative 36(F).  Refer to Chapter 3, Section 3.3</td>
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<td>Whether the State Infrastructure Bank will fund the SCCCL alternative is irrelevant for purposes of the required alternatives analysis under NEPA.  Refer to Chapter 1, Section 1.2</td>
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<td>Permitting under the Clean Water Act must prove that alternatives that avoid or minimize wetland impacts are not available and not whether there is relative political support for the project.</td>
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Chapter 7
Comments and Responses
1
### Southern Environmental Law Center

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<tr>
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<tbody>
<tr>
<td>19-Feb-09</td>
<td>The SCCCL will remove redevelopment of the &quot;West Ashley Bridge District&quot; from the publicly-funded portion of its proposed alternative. Noted.</td>
</tr>
<tr>
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<td>SCCCL needs to provide the SCCCL the drawings of the proposed network streets for review prior to modeling. Noted.</td>
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<td>SCCCL needs to provide the SCCCL the new centroid locations on Savannah Highway as well as the coded network, TAZ data and zone map. Noted.</td>
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<td>SCCCL would like to review any changes to the specifics of the street cross-sections. Noted.</td>
</tr>
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<td>Please use the EDAW study from 2005 in order to provide different land use assumptions in their analysis of the SCCCL alternative. SCCCL requests the source information used for land use on Johns Island. Noted.</td>
</tr>
<tr>
<td></td>
<td>All alternatives should be evaluated with Tier I and Tier II criteria so as not to disadvantage alternatives that would not make it into Tier II. Refer to Chapter 1, Section 1.3</td>
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<td>How will safety be analyzed/quantified? Refer to Chapter 2, Section 2.1 of the DEIS.</td>
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<td>How will the safety of pedestrians and cyclists be evaluated? Refer to Chapter 2, Section 2.1 of the DEIS.</td>
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<td>The alternatives analyses should include an analyses of the network approach and the widening approach to Maybank Highway when considering existing plus committed. Refer to Chapter 3, Section 3.2</td>
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<td>The &quot;Johns Island Network&quot; does not need to be included as a publicly-funded portion of the SCCCL alternative. Noted.</td>
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<td>SCCDOT should consult with their lawyers to determine if there is a legal obstacle to analyzing the addition of a median and redesign of access points on Savannah Highway. Noted.</td>
</tr>
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<td>SCCDOT should use Synchro software and retain Hall Planning &amp; Engineering, Inc. since SCDOT's Regional Transportation Model that will be used on the other alternatives will not adequately analyze the SCCCL alternative. Refer to Chapter 3, Section 3.2</td>
</tr>
<tr>
<td>9-Jan-09</td>
<td>Please evaluate the New Way to Work proposal by SCCCL an alternative for the EIS. Refer to Chapter 3, Section 3.2</td>
</tr>
<tr>
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<td>Not all properties need to be redeveloped, not all recommendations need to be implemented for the feasibility of the proposed alternative. Noted.</td>
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<td>West Ashley recommendations: add center median; consolidate driveways; add secondary streets Noted.</td>
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<td>Johns Island recommendations: do not add a freeway crossing and interchange; construct the &quot;pitchfork&quot;; add secondary streets; walkable development Noted.</td>
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<td>James Island recommendations: redesign the Connector terminus as a street; add new connections dispersing traffic to Central Park and Folly; add network of streets Noted.</td>
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### Stakeholders' Meeting #2

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<tr>
<th>Date</th>
<th>Comments</th>
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<tbody>
<tr>
<td>4-Dec-08</td>
<td>Opposes roadways that cross Dill Sanctuary due to negative impacts on cultural and natural resources including Wood Stork nesting sites. Refer to Chapter 5 of the DEIS</td>
</tr>
<tr>
<td></td>
<td>Either Alt 11A with Alt 15 interchange on Maybank or use existing bridge over Stono and then Alt 3 to the Expressway Noted.</td>
</tr>
<tr>
<td>4-Dec-08</td>
<td>Environmental impacts of Alt 16: noise and pollution to W. Ashley greenway; more distance travelled across marsh with filling and runoff impacts; bird sanctuary Refer to Chapter 3, Section 3.5</td>
</tr>
<tr>
<td>4-Dec-08</td>
<td>Alt 15 is best option because of least impacts to communities and wetlands Refer to Chapter 3, Section 3.5</td>
</tr>
<tr>
<td>4-Dec-08</td>
<td>Development and growth will affect rural areas; empties onto Connector and Calhoun St; improve existing roads Refer to Chapter 3, Section 3.5</td>
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</table>
**Mark Clark Expressway EIS**  
**Stakeholder Comments**

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<th>Commentor/Location</th>
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<tr>
<td>Kristine Schmitz/Regatta</td>
<td>4-Dec-08</td>
<td>Need buffer for homes on Central Park</td>
<td>Refer to Chapter 5, Section 5.3 of the DEIS</td>
</tr>
<tr>
<td>Amy Fabri/IRE</td>
<td>4-Dec-08</td>
<td>Don't impact JI County Park and Dill Tract, save greenspace</td>
<td>Noted.</td>
</tr>
<tr>
<td>Josephine Hamilton</td>
<td>4-Dec-08</td>
<td>Grid network and light rail; project hurts environment, wildlife</td>
<td>Refer to Chapter 3, Section 3.6 and Chapter 5 of the DEIS</td>
</tr>
<tr>
<td>Cynthia Nolen/Citadel Woods</td>
<td>4-Dec-08</td>
<td>Maintain the Greenway, no street widenings in Citadel Woods</td>
<td>Noted.</td>
</tr>
<tr>
<td>Dale Aren/Edgewater Park</td>
<td>4-Dec-08</td>
<td>Opposes Alts 3 &amp; 4, impacts marshlands, habitats, views</td>
<td>Refer to Chapter 3, Section 3.5</td>
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**Public Information Meeting #2 Comment Period**

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<tbody>
<tr>
<td>City of Folly Beach</td>
<td>28-Apr-09</td>
<td>The City of Folly Beach passed a resolution opposing proposed I-526 in favor of a less invasive alternative.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Town of Seabrook Island</td>
<td>28-Apr-09</td>
<td>Town of Seabrook Island passed a resolution supporting the extension of I-526 with an interchange on Johns Island for safety and mobility; this would not replace the need for a cross-island limited access road on Johns Island.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Kiawah Island Community Association</td>
<td>29-May-09</td>
<td>Kiawah Island Community Association submitted a letter in support of an extension of I-526 and encouraged that it be connected with other Johns Island transportation improvement projects such as the pitchfork, the City’s proposal, and a cross island parkway (aka “Johns Island Greenway”).</td>
<td>Noted.</td>
</tr>
<tr>
<td>City of Charleston</td>
<td>5-Jun-09</td>
<td>Mayor Riley can not endorse Alt 1 because it impacts the Dill Sanctuary.</td>
<td>Noted.</td>
</tr>
<tr>
<td>City of Charleston</td>
<td>5-Jun-09</td>
<td>Mayor Riley can not endorse Alt 8 because it impacts the Dill Sanctuary and areas on Johns Island designated for “town center” type development.</td>
<td>Noted.</td>
</tr>
<tr>
<td>City of Charleston</td>
<td>5-Jun-09</td>
<td>Mayor Riley likes the idea of not impacting the JCF but feels the impacts of a high speed expressway damage the character of James and Johns Islands.</td>
<td>Noted.</td>
</tr>
<tr>
<td>City of Charleston</td>
<td>5-Jun-09</td>
<td>Mayor Riley can not endorse Alt 11 because it impacts areas on Johns Island designated for “town center” type development.</td>
<td>Noted.</td>
</tr>
<tr>
<td>City of Charleston</td>
<td>5-Jun-09</td>
<td>Mayor Riley can not endorse Alt 11A for reasons stated above [for Alt 11].</td>
<td>Noted.</td>
</tr>
<tr>
<td>City of Charleston</td>
<td>5-Jun-09</td>
<td>Mayor Riley would like to endorse Alt 36 over the other “build” alternatives but would like to continue to work with SCDOT on the following concerns: study different configurations and alternatives for an intersection with Maybank on Johns Island; how would an interchange with River Road north of Maybank impact Johns Island; explore two lane at-grade connections leading to an alternate route to Kiawah/Seabrook.</td>
<td>Refer to June 29, 2009 letter from Limehouse to Riley Appendix of the DEIS</td>
</tr>
<tr>
<td>The Charleston Museum</td>
<td>26-May-09</td>
<td>Opposes Alternatives 1 and 8 passing through the Dill Sanctuary.</td>
<td>Noted.</td>
</tr>
<tr>
<td>The Charleston Museum</td>
<td>26-May-09</td>
<td>The alternatives endanger integrity of the Sanctuary, threaten cultural and natural resources, and will degrade the wildlife pond which is a freshwater source for wildlife and waterfowl.</td>
<td>Refer to Chapter 5 and Draft Section 4(f) Evaluation of the DEIS</td>
</tr>
<tr>
<td>Southern Environmental Law Center</td>
<td>5-Jun-09</td>
<td>The New Way to Work (NWTW) was rejected because of an improperly modeled factor of showing less hours of delay improvements on network links. The new way to work was shown to perform well for other criteria; analyses seems to show that NWTW was not even evaluated against other Tier 1 Criteria.</td>
<td>Refer to June 29, 2009 letter from Limehouse to DeScherer Appendix of the DEIS</td>
</tr>
</tbody>
</table>
**NWTW** performs strongly compared to the Reasonable Alternatives in terms of impacts to the environment and recreation areas: fewer impacts to wetlands and water quality, no impact to federally-listed species, would not impact JI County Park.

The 6 build alternatives are not reasonable because they would have to be built through the Town of James Island which voted to oppose an extension of I-526 through their town.

NWTW is more in line with transportation goals for the region such as CHATS’ Long Range Transportation Plan.

Cost was not evaluated in Tier I.

SCDOT has engaged in early protective buying of property along previously identified alignments which biases the NEPA process.

### Stakeholders’ Meeting #3

<table>
<thead>
<tr>
<th>Comments written on alternatives board at May 27, 2009 meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>27-May-09</strong> Access needed to/from 526 to Highway 17 for any proposal. Noted.</td>
</tr>
<tr>
<td><strong>27-May-09</strong> Do not like Alternatives that cross Dill Sanctuary or JI County Park. Noted.</td>
</tr>
<tr>
<td><strong>27-May-09</strong> Interchange on Maybank for Alt. 8 puts you on 2 lanes then back to 4 lanes to cross Maybank Highway bridge. Refer to Chapter 3, Section 3.10 of the DEIS</td>
</tr>
<tr>
<td><strong>28-May-09</strong> Interchange on Alt. 10 at Maybank makes more sense than Alts 11 and 36 to access Johns and James Islands. Refer to Chapter 3, Section 3.10 of the DEIS</td>
</tr>
<tr>
<td><strong>28-May-09</strong> Prefer Alt. 10 than options that go through the JI County Park or the Dill Sanctuary. Noted. Refer to Chapter 3, Section 3.10 of the DEIS</td>
</tr>
<tr>
<td><strong>28-May-09</strong> For Alt. 10 no impacts to 526 between Leeds Avenue and Sam Rittenburg. Refer to Chapter 3, Section 3.10 of the DEIS</td>
</tr>
<tr>
<td><strong>29-May-09</strong> Should be able to go in both directions on Spur B from Johns Island. Refer to Chapter 3, Section 3.12 of the DEIS</td>
</tr>
<tr>
<td><strong>29-May-09</strong> Allts 1 and 10 are least intrusive. Elevated highways on Johns Island does not keep its rural nature. The spurs from Alts 11, 11a, and 36 destroy the tree canopies of River Road and Maybank Highway, especially with widening of River Road for turn lanes. Alt 8 is also intrusive. Refer to Chapter 6, Section 6.1 of the DEIS</td>
</tr>
<tr>
<td><strong>28-May-09</strong> All the alternatives go through Waterway South, Arlington, and Air Harbor on West Ashley. Traffic reduction percentages do not justify the extension. The no build, TSM, and mass transit alternatives would provide immediate traffic relief and protect neighborhoods. Refer to Chapter 2, Section 2.1, Chapter 3, Sections 3.6 &amp; 3.7 of the DEIS</td>
</tr>
<tr>
<td><strong>27-May-09</strong> Alt 11 ramps should allow access from River Road to go north to I-26 or east to downtown. This will be important to a future cross-island connector from Kiawah/Seabrook. Refer to Chapter 3, Section 3.12</td>
</tr>
<tr>
<td><strong>27-May-09</strong> Incorporate the southeast turn of 526 which clears Haig Pt (Alts 3 &amp; 4) and blend it into Alt 8. Refer to Chapter 3, Section 3.2</td>
</tr>
<tr>
<td><strong>27-May-09</strong> Why was NWTW eliminated in the first round? The details of the methodology of the modeling should be shown at the same time that the reasonable alternatives are announced. Refer to Chapter 3, Section 3.5</td>
</tr>
<tr>
<td><strong>27-May-09</strong> The Charleston Museum opposes the proposed roadways that cross the Dill Sanctuary and is neutral toward the project as a whole. Noted.</td>
</tr>
</tbody>
</table>

27-May-09  
Stakeholders’ Meeting #3  
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<table>
<thead>
<tr>
<th>April 10, 2008</th>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>When turning right from 526 onto Sam Rittenberg create a dedicated turn lane from 526 to merge with Hwy 17 - right lane without interference from Hwy 17 traffic. Refer to Chapter 3, Section 3.10 of the DEIS.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>The use of the estimated funds to complete the Mark Clark Expressway is both inefficient and ineffective. Money could be better used on other more necessary road projects. If it has to be built, design it as originally planned in 1972. Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.2 of the DEIS.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Wetlands mitigation could be the creation of a public park along the marshes of the Stono River. Refer to Chapter 5 Section 5.20 of the DEIS.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>The proposal does nothing to help - Johns Island early am and 6:00 pm as well as Savannah Highway is a total traffic jam everyday from noon until 7:00 pm. It is hard to be pro-bridge when there is no proposed route yet. Refer to Chapter 2 of the DEIS, Section 2.1.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>We need help now. Thinks the proposal would enable MUSIC, etc. workers coming in from south 17 to get on a connector and get downtown, alleviating some traffic on Savannah Highway. Better than secondary roads with speed bumps, neighbors that do not want through traffic - anyway, that would be years down the road. Refer to Chapter 2 of the DEIS, Section 2.1.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Just improve traffic for the smaller towns, the best way possible. Traffic is now starting to back up at 4 pm - one just cannot escape it. Refer to Chapter 2 of the DEIS, Section 2.1.</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>We should use the planning done and rights-of-way already obtained. &quot;Environmental&quot; concerns should be used as excuses for continued inaction. Refer to Chapter 1, Section 1.3 and Chapter 2 of the DEIS, Section 2.1.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Please get 1526 completed; but, no cloverleaf on Johns Island exit. Use square off ramps and try to divert traffic. Existing corridor is already a designed utility corridor so the location provides the best solution. Further into Johns Island will create too much controversy. Refer to Chapter 3, Section 3.10 of the DEIS.</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Please go ahead and complete the Mark Clark Expressway! Understands all concerns will be dealt with the best way for people, land, water, animals and birds. Complete the Expressway to alleviate heavy congestion and also expedite our destinations. We need all the routes possible with the increase in population. Let's save gas and get the traffic moving. Noted.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Building the Expressway is imperative - with all the new housing on James Island, Folly Beach and John's Island. I would hope that the designers/planners would take to heart all the concerns of the people living in or near the path of the Expressway. Treat this project as if you are being affected. Refer to Chapter 5 Human Environment of the DEIS.</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>526 should have been built many years ago - typical example of bureaucracy at its worst! Think of the gasoline that has been burned in traffic jams and the environmental impact of that! Noted.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Proceed with the extension as soon as possible - limit exits on Johns Island if islanders think it will be detrimental to rural character of Johns Island. Growth is coming, move forward, we are already behind. Noted.</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>The expressway should be completed as soon as possible. River Road and Main Road are not sufficient for the increased growth on Johns Island. Noted.</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Build the completion of Mark Clark as soon as possible. Will reduce traffic on James Island roads. Noted.</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>You cannot satisfy everybody, completing 526 is best for James and Johns Island, but in doing it in a way that will not uproot a lot of homes. Refer to Chapter 5 Human Environment of the DEIS.</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>The Hwy 17 &amp; 526 interchange is really needed - cars will not have to go to Sam Rittenberg then to Hwy 17. Some type of traffic calming is needed for any new construction and retrofitted into the old construction. Refer to Chapter 2 of the DEIS, Section 2.1.</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>In favor of the completion of I-526. I-526 must have an interchange on Johns Island. This must go hand-in-hand with the improvement to Johns Island roads. Widen Maybank Highway and a new road needs to be constructed across Johns Island. Refer to Chapter 3, Section 3.2 of the DEIS.</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Supports 526, however wants to know that Johns Island will remain beautiful &amp; clean. Please remember the folks that will live near this intersection. Proposes that no gas stations be allowed within a certain area near the intersection. Refer to Chapter 5 Human Environment of the DEIS.</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Proposes that where James Island Connector ends at Folly Road branch off to the Ellis Bridge, go down the Ellis Creek through James Island down to the Stono River and connect to the Mark Clark on Maybank Highway. This way you only displace a few people and no one will be mad at you. Noted.</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Supports 526. Concerned about harming/tuning natural areas and wildlife. Also, concerned about rideability of an all concrete elevated roadway - believes SCDOT should do their best to keep some of it on ground level and paved with asphalt. Refer to Chapter 5 Natural Environment of the DEIS.</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Build the extension, it is needed on Kiawah &amp; Seabrook, will also reduce congestion on Savannah Highway and Folly Road. Noted.</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Supports the proposed James Island Connector Extension from Folly Road to the Citadel Mall. Principle reason for supporting the Connector is the evacuation routes. This takes priority over changing the rural setting of Johns Island. Noted.</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Build the bridge. Great improvement for the traffic that has happened on Johns Island. Noted.</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Interchange on Johns Island is a great way to alleviate traffic on Maybank. It would be beneficial to all to reduce and perhaps speed up rush hour. There needs to be more ways to travel on &amp; off the island. Please run I-526 through Johns island. Noted.</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Please, just get this project completed - been waiting since the 1970's. Noted.</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Build it now! Complete what you started and obey the citizens of Charleston who voted specifically to complete 526! Noted.</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>We need 526! Done correctly 526 will help the infrastructure of the whole city and outlying areas. The sea islands have grown and the roads simply cannot handle the increase in traffic. Noted.</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Let's get on with it! The City needs it, the islands need it, lives are being lost, time is being wasted, fuel is being wasted, we will be grid locked by 2013. Noted.</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Build it now! Noted.</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Complete I-526 as soon as possible. This final leg is needed desperately. Get the project underway soon and expedite the construction process for a rapid completion. Every year of delay will increase gridlock. Noted.</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>526 is much needed for relief of traffic that backs up at Main Road and US 17. An Evacuation Route is badly needed for the islands in emergency situations. Building 526 with my 1/2 cent tax that we were told would build this highway. Noted.</td>
<td></td>
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</tbody>
</table>
2

Chapter 7

Comments and Responses

33. Please complete the Mark Clark Expressway - it is long overdue. We are using the roads because they are completed, but the Expressway cannot be used to its fullest extent. Noted.

34. In favor of the project. How many people from Kiawah, Seabrook, James and John Islands enjoyed sitting in 15 hour traffic during Hurricane Hugo. Do not think about "sell" - consider the future of the City. Noted.

35. Minimize marsh destruction. Get a project done. Please do something. Do we really "need" to connect the two ends of 526? Can you not just extend it from the James Island side on the Johns Island - Main Road, etc. Refer to Chapter 2 of the DEIS, Section 2.1. and Chapter 5 Natural Environment of the DEIS

36. In favor of the I-526. The off ramps need to try and dump at different intersections that the ones already overloaded, i.e., Maybank & River Road. Building I-526 gives another route to West Ashley & N. Charleston. Refer to Chapter 5 Natural Environment of the DEIS

37. Completing the Mark Clark is a good idea. Surprised at how long it has taken to look in to continuing this last section. Noted.

38. Opposed to the extension of I-526. James and Johns Islands are barrier islands (natures first line of defense for hurricanes), they are breeding grounds for shrimp, oysters and wildlife interchange between salt & fresh water (they should be kept from further devastation. What purpose is the road - to spill into the Charleston Peninsula and that will bring more traffic and soon will be widening roads within the city. Extending I-526 will encourage more cars and the spiral will continue. Refer to Chapter 2 of the DEIS, Sections 2.1 and 2.2. and Chapter 5 Natural Environment of the DEIS

39. No to I-526. Completing I-526 will forever change James & Johns Islands - in a negative way. We do not want or need another Mt. Pleasant. There is such a thing as too much and we are already there. Noted.

40. If Joe Riley wants it - its bad for those who live there and good for his handpicked friends. Look at history - look at James Island and Fenwick. Refer to Chapter 3, Section 3.6 of the DEIS

41. Environmental disaster. Folly Road can barely handle the traffic now - what is County going to do when they dump an additional one or two thousand cars an hour on it. Studies indicate this project will be unbeneficial. Please put a stop to the project. Keep Charleston the way it is. Refer to Chapter 2 of the DEIS, Section 2.1.

42. Do not build I-526 across Johns Island!!! Turning SC 30 into I-526 will make it illegal to ride a bicycle across the James Island Connector! This will force cyclists to ride on Folly Road across Wappoo Cut to get to Charleston or West Ashley. Refer to Chapter 3, Section 3.12.

43. Strongly supports the Glattng Jackson Alternative. SCDOT does not have a good performance record in doing an EIS. Recommendation is that step one in this scoping process should be an honesty assessment of the culture & unexamined assumptions at SCDOT, esp. those that assume building more & larger highways is always the solution - as it has always been. Alternatives need to be given an objective, open-minded assessment. Concerned about an increase in traffic volumes coming from the James Island Connector onto Calhoun Street, if I-526 is extended. Connection was poorly planned. Believes this project will further congest Calhoun Street. Refer to Chapter 2, Section 1.1 and Chapter 3, Section 3.3 of the DEIS

44. A responsible approach to providing for the needs of a general Charleston population demands such action as fixing existing roads and promoting the existence value of our remaining pristine resources as a means of improving the local economy. Most important is the environmental conservation and conscientious, safe development. Refer to Chapter 2 of the DEIS, Sections 2.1 and 2.2.

45. Without improvements ahead of this project to Calhoun/Lockwood/Bee Streets, this will be a disaster. Access to MUSC/VA/Roper hospitals will be affected and may delay emergency vehicle response. No provisions for cyclists/ joggers. Without improvements to Folly Road and Harborton Road, traffic can and has caused congestion on the main part of Ji Connector. Refer to Chapter 2 of the DEIS, Section 2.1; and Chapter 3, Section 3.12.

46. Concerned with how the Mark Clark Connection will affect residents living between Central Park Road and Camp Road on Riverland Drive. Will residents be displaced? Will the wildlife in James Island County Park be affected? What happens when traffic increases and there is no money for lights and policemen? You create confusion and then leave for another area. Refer to Chapter 5 Human Environment of the DEIS.

47. Why wasn't the land purchased in 1970, a plan made and this done with. No matter how you finish 526, James & Johns Islands will have increased traffic. Make a bike lane to Folly Beach, work with rapid transit for express buses, widen and add more lanes to Kiawah & Seabrook & Folly Road & Harbortview. Figure it out and get it done. Refer to Chapter 2 of the DEIS, Sections 2.1, and Chapter 3, Section 3.12.

48. More roads equals more traffic. 18 wheelers on at Connection now and once I-526 is completed that will change - it will look like North Charleston. Building roads to alleviate traffic is like loosing your belt buckle to cure obesity. If this does get built, it better have bike lanes & sidewalks. Refer to Chapter 2 of the DEIS, Section 2.1; and Chapter 3, Section 3.12.

49. First choice - consider alternate route. Have I-526 bear right at Ulens McConnell Parkway, proceed to Bees Ferry Road, left down Bees Ferry to Main Road. Rebuild Stono Bridge, like up with Maybank Highway and where less intrusive link to James Island Connector. If I-526 prevails. Will the highway be elevated where I-526 goes over US 17? If so land, will sound barriers/walls be erected? Concerned about traffic, noise and ability to cross between neighborhoods. Refer to Chapter 3, Section 3.2 and Chapter 5 Human Environment of the DEIS.
The extension of the Connector has not been a part of local citizens plans. Money needs to be invested in our roads, intersection/light coordination and especially sidewalks all over James Island. Schools and teachers need help financially. If these areas of concern could be addressed then the day will come when we can look at the expansion of the expressway. We need to begin to look at how to control our growth.

Beltways Don’t Work! Consider the No Build Alternative and use the funds to fix decaying infrastructure, complete rail/transport from port to I-95 (if you truly want to address local traffic). Community planning to keep local traffic local is key to minimizing the financial, environmental, aesthetic & safety impacts. Consider the cost to build over existing homes and measure that against improving existing roads.

Road need to be fixed on Lowland Lane. Where will the highway go and flow? Noted.

Do a neighborhood study, environmental study is important but so are the neighborhoods. Because of where property is located concerned about declining property values.

Please consider including biking & pedestrian lanes.

How many homeowners will be involved? What kind of traffic flow will there be on adjoining streets? Will there be an entrance road and exit ramp on or near Riverland Drive, or any exit or entrance before getting to Folly Road? Will there be any traffic light to control the traffic?

Fix the roads, traffic lights, Riverland Central Park roads, create and study a plan that will also help traffic problems.

Do study to determine the amount of James Island traffic who use River Road to get to 17 South. How many cars would be taken off River Road with completion of I-526? Positive rather than negative impact? Compare air pollution of cars sitting in traffic on Hwy 17 South & Hwy 91 vs. how it would be reduced by completion of I-526. Would putting as much of 526 on “sails” help minimize negative effects? Show how having I-526 completed will improve hurricane evacuation. Is there currently a negative impact that would be improved by the completion of I-526?

Please address the additional traffic on James Island Connector towards downtown. Will there be access on/off I-526 at Maybank Highway? Will Folly Road be able to handle additional traffic? Are there plans to limit noise through use of alternative pathways particularly on the bridge?? Will this project alleviate traffic at US 17 and Main Road?

Can we provide better connectivity through use of more smaller roads & cross streets?

Please consider including biking & pedestrian lanes.

Do not put the road/bridge over Rushland or between Rushland & Headquarters on Johns Island. Rushland is a nature conservation area that will be damaged.

Concerned that the road/bridge will be built too close to Rushland and it will be loud and unattractive. Concerned about the negative impact on the wildlife since Rushland is a nature conservation area.

Be sure to include findings of academic scientists - Harvard, VE system, not simply government agencies.

It is extremely important to the peninsula neighborhoods to know what effect the extension of I-526 will have on traffic flow into the peninsula. Vehicular traffic needs an effective conduit from the James Island Connector to Crosstown and this must be considered with any plan to extend 526, particularly if studies show there will be increased traffic flow into the Peninsula, and Calhoun Street via the James Island Connector.

How many cars would be taken off River Road with completion of I-526? Positive rather than negative impact? Compare air pollution of cars sitting in traffic on Hwy 17 South & Hwy 91 vs. how it would be reduced by completion of I-526. Would putting as much of 526 on “sails” help minimize negative effects? Show how having I-526 completed will improve hurricane evacuation. Is there currently a negative impact that would be improved by the completion of I-526?

Stop the building on James Island. Government should stop developers from building on James Island. Take over the wetlands, do not disturb home on Riley Road. Put a traffic light at Central Park Road and Riverland Drive - this would alleviate traffic in this area. Process about taking single family homes is not right to build a highway.

Whatever you do, do it right. Include bike/walking arrangements on new bridge if there is one.

Need better thought on traffic movement. Need more turn arrows, right turn lanes to keep traffic moving through. These are simple and they can work, while more extensive ideas come up. These are cheap too.

No I-526. Existing roads on James & Johns Island should be upgraded and widened to accommodate present traffic now. Consider encouraging private investors/citizens opportunities to own and operate a mass transit system for both islands.

526 extension only serves to make trips longer, increase development on treasured environment, and create more bottlenecks for James Island, Johns Island and West Ashley. Consider moving community centered opportunities to make trips shorter for commutes & basic necessities. This could cost less, reduce traffic congestion and make transportation choices more available for citizens.

Stop the Mark Clark. We do not need 2 more bridges over the Stono River. It would be sad to lose more wetlands. We do need more bicycle and pedestrian friendly roads. There must be less intrusive and less expensive solutions to the problem.

Does not need to be anymore destruction of salt water or wetlands. The marsh is our only protection from the water. Total opposition to anything that will impact Delaney Drive. Mark Clark construction will destroy peoples way of living and uproot families. More importantly, it will have a drastic negative impact on the education of our children. Hope this will not happen.
<table>
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<tr>
<th>Page</th>
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<tbody>
<tr>
<td>78</td>
<td>Do not extend 526. Cookie cutter beltway fix only causes more traffic, more traffic jams, more sprawl. Let Charleston be a leader in developing better alternatives. Much to be said for gradual growth as opposed to explosive growth. Let the people of Charleston vote on unique problems in a unique way that works and is sensitive to local communities &amp; ecosystems. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.</td>
</tr>
<tr>
<td>79</td>
<td>Extending the Connector over James Island is preposterous. Traffic will worsen at Folly Road exit, environment will suffer, the expenditure is better spent on horrible Charleston county &amp; city roads. Connect the expressway to the Stono River bridge - without the disruption and cost of the present plan proposal. Refer to Chapter 5, Section 5.21 of the DEIS.</td>
</tr>
<tr>
<td>80</td>
<td>For a beltway to function it must be a circle. Each entrance must have high speed access &amp; exit in order to flow at high speeds. There are only 2 high speeds exits I-65/526 and Glen McConnell/526 and these function poorly. What is needed is improvement of collateral circulation - allow flow freely along a multitude of vessels. Refer to Chapter 2 of the DEIS, Section 2.1.</td>
</tr>
<tr>
<td>81</td>
<td>The environmental impact of the Mark Clark Expressway would be devastating. All you need to do is look at the sites it exists under interstate overpasses. Why do you think DHVC does not allow fixed roofing over boat lifts in the marsh nor bridges over tidal creeks? That part of the Stono is a tidal node, it acts almost as no tide because water flows both ways and never drains. Refer to Chapter 5 of the DEIS.</td>
</tr>
<tr>
<td>82</td>
<td>Unconvinced that completing the Mark Clark will improve traffic. It will increase traffic, speed, pollution and accidents; it will only move the bottleneck to the point where the connector joins the peninsula. Please do not make Maybank Highway another Folly Road! Refer to Chapter 2 of the DEIS, Section 2.1.</td>
</tr>
<tr>
<td>83</td>
<td>Existing roads need work first. Concerned that consideration is being made to build yet another road through pristine wetlands. DOT constructed 2 replacement bridges to Johns Island - can’t existing roads be improved in order to better utilize these. Johns Island roads are not adequate to handle the increased flow of traffic that would be inevitable. Refer to Chapter 3, Section 3.2 of the DEIS.</td>
</tr>
<tr>
<td>84</td>
<td>Money should be spent to fix existing problems with our bridges and roads. Building bridges over wetlands will be detrimental to our environment/wetlands. Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.</td>
</tr>
<tr>
<td>85</td>
<td>Not in favor of continuing I-526 into Johns Island and James Island. Much better alternatives that cost less and will work better. If extended it will bring more traffic into Johns &amp; James Islands. Money should be spent to develop alternative roads, commuter parking for car pools, etc. Enlarging roads brings more traffic not less. Refer to Chapter 3, Section 3.2 of the DEIS.</td>
</tr>
<tr>
<td>86</td>
<td>Left meeting with more confusion. Very concerned that neighborhood (Riverland Drive) will be upzoned. Feels that the developers are not concerned about animals or the poor working class people. Refer to Chapter 5 of the DEIS.</td>
</tr>
<tr>
<td>87</td>
<td>This project is a mistake. The impact to James Island County Park would be devastating. In view of the downturn in the economy - our money can be better spent. Ruining Johns Island is not a good enough reason for a shorter trip to the mall. Refer to Chapter 2, Section 2.1 of the DEIS.</td>
</tr>
<tr>
<td>88</td>
<td>Main concern: runoff from this highway extension would adversely affect water quality and wildlife in the Stono River. Secondary concern: traffic situations will not change with this plan. It will create biggest bottleneck Charleston has ever seen at Calhoun Street all the way to James Island. Please look at alternatives. Refer to Chapter 5 of the DEIS.</td>
</tr>
<tr>
<td>89</td>
<td>Look into alternatives such as a new way to work; fix and modify existing roads and street networks. Save money by doing this and enhance our traditional communities in the process. 526 will cause complete destruction of ecosystems and worsen traffic congestion when it fails in a very few years; nightmare congestion when emergency evacuation is needed; will bring enormous amount of development to Johns Island which will change its culture and tradition. Not all growth is good growth. Refer to Chapter 3, Section 3.2 of the DEIS.</td>
</tr>
<tr>
<td>90</td>
<td>This bridge does not solve the problem. Better zoning &amp; reduced development, as well as improvement to existing roadways is a better solution. Once the damage is done it is done forever. The proposed extension is not acceptable to our quality of life - destroys salt marsh forever; marner &amp; rivers polluted due to oil runoff; island will be turned into a concrete jungle. Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.</td>
</tr>
<tr>
<td>91</td>
<td>Do not build 526! Use funds to improve existing roads. COG studies have already shown that 526 will cause more congestion; water &amp; air quality will be degraded; will increase development pressure on Johns Island. Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.</td>
</tr>
<tr>
<td>92</td>
<td>Should not be built. There are alternatives. The completion of this road will ultimately create more traffic, more congestion, more pollution and it will fail. The result will be a loss of wildlife habitat, increased pollution and a lower quality of life for citizens of the area. This project needs more study vis a vis the City of Charleston’s complete streets and the Conservation League’s New Way to Work. Spend our tax money fixing the roads we already have. Refer to Chapter 3, Section 3.2 of the DEIS.</td>
</tr>
<tr>
<td>93</td>
<td>Do we really need this - no. More traffic, more people, more development? They say it will help with traffic, think it will cause more traffic. Will disrupt the wetlands. Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.</td>
</tr>
<tr>
<td>94</td>
<td>Not needed, will be wasteful. It will cause more traffic and development. Folly Road will be a nightmare. It will also wreck hundreds of acres of relatively natural environment. Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.</td>
</tr>
<tr>
<td>95</td>
<td>Future city planning should focus on improving existing roadways to provide alternatives to interstates. Emphasis should be on; protecting the beauty and rural natures of Johns Island; public transportation/improved access for non-motorized vehicle traffic - especially given gasoline prices and limited fuel resources. I do not believe the road is necessary and it will have huge negative impact. Refer to Chapter 3, Section 3.2 of the DEIS.</td>
</tr>
<tr>
<td>96</td>
<td>It does not make sense to waste money expanding 526 when the New Way to Work alternative is far less expensive and can be completed more quickly and efficiently. Glatting Jackson’s proposals for the traffic problems make more sense and also benefit the economy and the environment. Refer to Chapter 3, Section 3.2 of the DEIS.</td>
</tr>
<tr>
<td>97</td>
<td>A network of roads that will fix the traffic problems at their sources is needed. Big roads do not solve problems. Money should be spent on a light rail system for the Tri-County area (reapropriates funds) also fixing Hwy 17 &amp; Main Road, Folly Road and Maybank Highway. Would like to see the New Way to Work Alternative by Glatting Jackson included in the EIS as a potential solution to the traffic problems. Alternatives that negatively impact large amounts of wetlands &amp; park land should be considered the least viable alternatives. Refer to Chapter 3, Section 3.2 of the DEIS.</td>
</tr>
</tbody>
</table>
Two bridges over the Stono River and all the wetlands that need to be crossed to complete the I-526 Loop will negatively impact the environment and should not be considered as the most viable alternative to relieve traffic congestion. The New Way to Work designed by Glatting Jackson should be included as an alternative to the SCDOT proposal. Traffic models need to be run on both proposals to determine which alternative relieves traffic congestion in the most efficient manner. Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.

The "I" to Johns and James Islands will just create more development and negate the purpose in just a few years. The Glatting Jackson Alternatives is a long term solution. Don't waste taxpayers money because you are stuck on the "I". The people of Charleston are the real endangered species. Refer to Chapter 3, Section 3.2 of the DEIS.

New road would be another reason to build more homes; way of life on Johns and James Island would deteriorate more; traffic on Ji Connector would increase; population would increase two fold. Fix Folly Road & Riverland Drive. Add an additional lane on Riverland Drive. Refer to Chapter 3, Section 3.2 of the DEIS.

No 526!!! Clear enough??? Include New Way to Work in Alternatives. Refer to Chapter 3, Section 3.2 of the DEIS.

Areas would be significant by developing smaller roads. This would be more cost effective environmentally friendly. The percentage of traffic removed from our current problem building back roads would encourage community development and be more problem. Charleston increasing population and heavier traffic could be more efficiently what you are doing and seriously consider other alternative solutions. Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.

No to the extension of I-526. This project would only be a short term answer to a long term problem. Charleston increasing population and heavier traffic could be more efficiently regulated by smart growth community planning. The Coastal Conservation proposal to building back roads would encourage community development and be more environmentally friendly. The percentage of traffic removed from our current problem areas would be significant by developing smaller roads. This would be more cost effective than 1-526. Please consider this alternative proposal. Refer to Chapter 3, Section 3.2 of the DEIS.

James Island is a fragile ecological system that can be destroyed by major construction. The EIS must consider these ecological impacts. The impact on Johns Island will be more severe. James Island County Park is a great concern. Supports examination of the Coastal Conservation League's alternative plan as well as the 526 completion. Balance the positives and negatives of each. Do James and Johns Island really need direct access to 526? Meeting convened it was a done deal with only technical details to work out. Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.

Concerns are: noise, negative impact on James Island Park; increased development of Johns Island, then more traffic ending with no improvement in quality and quantity of traffic. James Island connector backs up into downtown Charleston. If the access into the City is not improved, the bridge will only get more congested; environmental impacts; and spending the money on light rail or improve existing roads. Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.

Major highways do not solve traffic problems; will only lead to more congestion on Johns Island; the plan will do major harm and have negative impacts for the residents of Johns and James Island. Consider the New Way to Work Plan - it is much better plan to improve traffic flow and is less expensive. Repair and improve existing roads. Refer to Chapter 3, Section 3.2 of the DEIS.

Include the opinions of the group named the Concerned Citizens of the Sea Island. If you consider their data carefully in your study, void of political influence, you will have satisfied the needs of many citizens in this area. The word of T. Legare are not our law.... but the study should be considered valuable. Refer to Chapter 3, Section 3.2 of the DEIS.

Top three concerns: Building more roads creates more traffic, along comes more accidents, time and a lesser quality of life. This to save a few drivers a few minutes of time. Destroying wetlands is a crime against nature. Unfortunately most new problems spell disaster for the poorer home owners. They are usually displaced by new roads and they can least afford to move. Do not destroy our way of life by unnecessary building of 526. Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.

Continuing 526 to the Rt. 30 connector would help traffic problem that mount up on Folly Road, Maybank, Savannah Highway and more. There are so many stop lights on those roads and backages often take 3 or 4 lights to get through. The environment is critical, but there should be a way to get through Johns Island with minimal ruin. The fewer cars sitting in traffic releasing exhaust fumes, better our environment. Doesn't mean less cars but better air. Less gas used on high transport than "City" transport. This will be a major improvement to the Charleston area and there will be concerns. Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.

Is the intent to ease congestion for the population accessing Johns Island and Kiawah Island? Seems that those who can afford to live in those affluence areas will reap the benefit of this project at the expense of those of us who have more modest property and are heavily invested in our properties. A better solution might be to somehow widen existing access areas. Do not spoil or infringe upon the marsh areas. Refer to Chapter 3, Section 3.2 of the DEIS.

Current infrastructure is in great need of repair first and foremost. Destroying marsh and wetlands for another beltway would be a great loss. Beltways do not solve traffic woes - it build one here would be another failure. Refer to Chapter 2, Section 2.1 of the DEIS.

Use existing road right of way; do not use marsh areas or disturb them; I-526 is an alternative, studies show that it will be obsolete before it is built; more roads the more undesirable development; and, do not create another Folly Road. Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 and Chapter 5, Section 5.20 of the DEIS.

Please do not build/complete this project! If you must consider this project; do not have an exchange on Johns Island and allow for habitat and human crossing. The completion of this project will bring Mt. Pleasant to Johns Island at the expense of the community. Refer to Chapter 2, Section 2.1, Chapter 3, Sections 3.2 and 3.6 and Chapter 5, Section 5.20 of the DEIS.

No to the extension of I-526 project. It is not a real solution to the problem. Please think about what you are doing and seriously consider other alternative solutions. Refer to Chapter 3, Section 3.2 of the DEIS.

No to the new I-526 project. Please consider the positives and negatives of each. Do James and Johns Island really need direct access to 526? Meeting convened it was a done deal with only technical details to work out. Refer to Chapter 3, Section 3.2 of the DEIS.

Concerns are: noise, negative impact on James Island Park; increased development of Johns Island, then more traffic ending with no improvement in quality and quantity of traffic. James Island connector backs up into downtown Charleston. If the access into the City is not improved, the bridge will only get more congested; environmental impacts; and spending the money on light rail or improve existing roads. Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.

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No to the extension of I-526. This project would only be a short term answer to a long term problem. Charleston increasing population and heavier traffic could be more efficiently regulated by smart growth community planning. The Coastal Conservation proposal to building back roads would encourage community development and be more environmentally friendly. The percentage of traffic removed from our current problem areas would be significant by developing smaller roads. This would be more cost effective than I-526. Please consider this alternative proposal. Refer to Chapter 3, Section 3.2 of the DEIS.
Big roads do not fix traffic problems! The expansion of I-526 is a band aid to only temporarily relieve a bigger problem! This "band aid mentality" has been proven to fail soon after implementation as seen in other cities. Superhighways induce development along its corridors and create commuting populations that quickly clogs the new road. I demand we dispose of this outdated almost 30 year old plan and construct a method of smart growth for the greatest good of all the surrounding communities. Good redevelopment by giving drivers choices with networks of streets will not only aid with the traffic problem but will also have economic growth, provide more local jobs, more customers for existing businesses through the cluster effect and additional revenue for city services. I think the best alternative is the New Way to Work Alternative - this provides long lasting traffic relief and preservation of wetlands, parkland and wasted tax dollars. Please reconsider.

No to the completion of I-526. We need a more sustainable solution to long term growth and transportation needs. This highway will only lead to more traffic problems. Focus needs to be on energy & resources as a community to encourage smart growth. Smart growth incentives will stimulate the economy organically, reduce traffic problems, promote non fossil fuel dependent transportation and overall enhance Charleston’s quality of life. Learn from the mistakes of others and do not build this highway. Agrees 100% with the recommendations of the Coastal Conservation League based on the findings of the Glatting Jackson firm. Please refer to Chapter 3, Section 3.2 of the DEIS.

The Bridge to Nowhere. 526 is wrong. It has been 38 years and the highway has not been built - obviously, there was no pressing need. So why push it now? No other alternatives exists to alleviate existing nightmares of mobile citizens who have no other public transportation options - all caused by poor planning and virtually developer-favored over construction of Mt. Pleasant and James Island. A sudden realization that the transportation impact mandates immediate pursuit of 526/MC to provide suitable means for evacuation of Johns Island in the event of a hurricane. Please refer to Chapter 2, Section 2.1 of the DEIS.

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Please no to Glatting-Jackson’s alternatives in the EIS. Terrible to spend so much money to fill in wetlands that negatively affect animals, fish, etc. Finishing I-526 will not help in evacuations - still only three ways off the islands. COG has generated traffic models based on existing traffic patterns & numbers that show the bottlenecks will just move to other locations. "Circles" around cities create many more problems. We don’t want that.

This is a misconceived solution to traffic/congestion problems. Please study local roads to divert the traffic from overused corridors since many trips are local in origin and destination within the corridor. Surface runoff from this proposed strip into the wetlands will be disastrous to water quality. Be aware of the disruption of the eco-system. Please refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.

Prefers a road that will increase safety of the roads but not damage wetlands, would not be a 4 lane highway or would not encourage dense development. Keep the rural nature of the area. Possibly a toll road for large trucks, SUV’s that will increase revenue - this is an alternative for building an additional access road to Kiawah without destroying Main/Bohicket. Adamantly opposed to any plan that has a 4 lane road as the primary access.

Please look at changing the design route of the Connector - plan for 30 years in the future. Suggestion: Route from James Island Expressway, cross Stono, route straight across Johns Island, connect to Main Road, cross Limehouse (New) Bridge, improve intersection at 17, cross 17, cross Bees Ferry, go north around Summerville, cross 61 and 75, come back into I-26 around Jedburg. When evacuation is necessary Charleston, James Island, Johns Island can travel this route and they have a choice of going 17 South, Hwy 61, or Hwy 78.

New roads do not alleviate traffic. Another alternative needs to be found. This road would create more development on Johns Island and this brings more people.

Complete the Mark Clark with as little effect to the environment as possible. The new road would only improve Maybank Highway, I believe it will reduce, not increase traffic on Folly Road. Any city the size of Charleston needs a "bypass" to alleviate traffic. Perhaps some change is needed to prevent too much traffic going to Calhoun Street.

Vital to go ahead and plan and build the bridge as soon as possible. We might not be able to get the money together again at another time. We can get money for repairs. Local James Island should be kept in tact and relieve development that already exists. A trade-off should take place.

This project is long overdue, when completed we will benefit with another route off the island that is so needed especially during stormy weather. I hope to see better traffic flow and relief for Folly Road. Agrees with the completion of I-526 but with as little relocation as possible. Would like a connector to another artery such as US 17S and 78. Concerned that routing more traffic to I-26 may be ineffective during a major rush out of the area after completion as seen in other cities. Superhighways induce development along its corridors and create commuting population that quickly clogs the new road. I demand we dispose of this outdated almost 30 year old plan and construct a method of smart growth for the greatest good of all the surrounding communities. Good redevelopment by giving drivers choices with networks of streets will not only aid with the traffic problem but will also have economic growth, provide more local jobs, more customers for existing businesses through the cluster effect and additional revenue for city services. I think the best alternative is the New Way to Work Alternative - this provides long lasting traffic relief and preservation of wetlands, parkland and wasted tax dollars. Please reconsider.

Building the Mark Clark Extension makes no sense. Too expensive, will cause extensive environmental damage to the Stono River and surrounding wetlands, forest and human population. The alternatives that have been presented so far are well thought out and should actually benefit the local area much more than the Mark Clark Extension. Please refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.2 of the DEIS.

Black

Put it in its original route, through the County Park. Please refer to Chapter 3, Section 3.2 of the DEIS.

Reference project should be completed. With soaring gas prices the expressway would help in cutting the distance. We only see possible results with the completion.

No 526. Extending 526 will run the Johns Island environment. Widening roads will not help traffic flow - only increase traffic, pollution and accidents. Improve the condition of the roads that we have.

Concerns outweigh the benefits for extending the Mark Clark Expressway. Pro - might shorten trips of Islanders by five minutes. Cons: will not solve traffic congestion.

Supports this long delayed project. Residents voted to support an additional sales tax to see this project through to the end. The time is now while ponds are available. The opposition intends to make the project so expensive, it will be abandoned - please do not let this happen.

Chapter 7 Comments and Responses
Please move the 526 “footprints” east out of Battery Haig neighborhood. Install noise barriers on both sides of 526 from its intersection with Hwy 17 all the way to the Stono River, in addition to noise barriers, please install tree buffers; ensure that a drainage system of some sort is built in the bridge for the portion of 526 that will cross the Stono River. Concerned with the effects on Stonecreek and surrounding neighborhoods.

Better to solve traffic problems, they bring new development faster. Select the cheapest and best alternative to solve the traffic problems. The New Way to Work Alternative costs $207 million.

Please consider alternatives and do not build this extension. There are smarter ways to handle our traffic problems. Thinks the New Way to Work proposal would work better. Would like to see more alternative routes rather than one big road - having one main artery does not work; so why add to the traffic problem.

Extension of I-526 is a gross waste of taxpayers money which will not relieve traffic congestion. Build it!! Noted.

Build a beltway is not the most efficient solution to traffic congestion. Please consider alternative methods for relieving traffic congestion. Would like to see The New Way to Work alternative included in this EIS as a potential solution.

Opposed to the proposed I-526 expansion because only serves to increase traffic and cause overdevelopment of Johns Island.

Please no I-526 ext. across Johns & James Islands. Let’s not build new bridges spewing more pollution into the Stono; let’s not fill in more wetlands; lets not build new roads to provide more opportunities for a quick profit for the developers. Glatting-Jackson’s plan is much preferable.

Opposed to the completion of I-526. It will do the same for Johns Island that it did for North Mt. Pleasant - Pleasant, rampant uncontrolled growth. Environmental costs are too high. The multiple avenue approach advocated by the City is much better.

Proposed extension of I-526 is necessary now to eliminate increasingly congested and dangerous traffic conditions at the Route 17, Windermere area and the Main Road/Route 17 intersection. The proposal alternatives are nothing more than transparent and should be rejected. Suggestions to assure maximum benefit from the proposed extension: traffic coming from the airport to lower Johns Island would be better served with an exit from the proposed I-526 extension closer to the regional airport and the sea islands thereby bypassing the planned Maybank Road exit. Likewise traffic coming from North Charleston and the airport going to upper Johns Island could be served by an exitility point on the proposed extension of I-526 close to River Road where the extension first reaches Johns Island.

Not convinced the proposed extension is necessary. Will it solve traffic congestion or is it a wise expenditure of taxpayer money. Expand the scope to study how to truly solve traffic problems on Johns/James Islands in a way that will improve our communities. There has to be a cheaper way to solve traffic in the area - shown in the alternative by the Glatting Jackson Company - this project I would support.

Big roads do not solve our traffic problems, all they do is bring in unwanted growth and dog our roads. Beltways do not work, please consider alternative methods to relieving traffic congestion. Consider New Way to Work Alternative. Stop wasting taxpayer dollars on a project that is unwanted by many.

Focus on improving our existing roadways before a new project is started. I-26 should have been widened to 4 lanes instead of 3 lanes the last time it was widened.

If reason prevails the Mark Clark Extension will not be built as is now proposed, rather, more thoughtful solutions will emerge to help traffic flow. In addition to aggravating a traffic situation through growth, 526 will destroy marshland, and will contribute to the urbanization of Johns and Wadmalaw Islands. Stoplight at Maybank Highway and River Road is the real problem.

In favor of I-526 Extension. However, if the extension is to attain anything like its full potential, there are additional considerations. Maybank Highway must be widened to four lanes and a cross island parkway must be constructed with its terminus providing access to and egress from I-526. At the other end the parkway would join the Betsy Kerrison Parkway.

Favor of I-526 Extension. Alternative evacuation route off the Islands. Hope the extension happens sooner than later!

In favor of I-526 Extension. However, I-526 is needed. For the project to be effective on Johns Island, Maybank Road needs to be widened to four lanes and construct a cross island parkway to intersect the I-526 at one end and Betsy Kerrison Parkway on the other end.

Obvious that I-526 is needed. For the project to be effective on Johns Island, Maybank Road needs to be widened to four lanes and construct a cross island parkway to intersect the I-526 at one end and Betsy Kerrison Parkway on the other end.

It is vital that this road be built to bring back a good quality of life to the West Ashley area. Quality of life has diminished greatly with health issues such as fumes from stand still cars, noise pollution and the lack of the ability for emergency vehicles to get to us because of the volume of traffic in the West Ashley area. Building S26 will decrease the volume on St. Andrews Blvd. allowing residents the pleasure of walking and cycling again.

Construction of the remainder of I-526 should help relieve traffic congestion on the existing roads. Build it!!

Extension as planned is fine - get started!!

The construction of thousands of homes on Johns Island has already been approved - that means thousands of more vehicles on the roads - already inadequate roads to handle the existing traffic. More delay in completing I-526, widening Maybank Highway, building a Cross Island Parkway and improving existing roads (Rivers & Bohicket) will only add to the expense & complicate doing these projects after the thousands of houses are built.

Chapter 7

Comments and Responses
Please build it - beneficial not only to Johns Island residents but beneficial to all in the Low Country.

Shorten drive distances and reduce traffic by building the Mark Clark Expressway. Noted.

Would you like to know more about the impact on neighborhoods, such as Stone Creek - Arlington Drive. Will there be a buffer zone? If the road runs through our backyard, will the County buy our home? What are our options? Keep us posted as soon as the information becomes available.

Accept as a given that I-526 will be completed and that there will be an interchange at Maybank Highway, with Maybank made four lanes from the Stono River Bridge to Fenwick Crossroad. There needs to be a separate interchange leading directly to a Cross Island Parkway such that there is no mingling of Maybank Highway traffic with traffic bound for Johns Island. Main Road needs to be four laned between Fenwick Crossroads and US 17, as this will remain the preferred route for numerous destinations. The Widening of Main Road must remain on the “to-do” list for Charleston County.

Let’s keep River Road – concerned that River Road between Maybank and Main will continue to be the “fast way” to get to Hwy. 17. If 526 is completed, why not use Main Road to handle traffic and keep the trees and roads scenic highways to enjoy. Maybe 526 should be redesigned to direct traffic off near Ravenel or Bees Ferry. A bottleneck is sure to develop as it is planned now.

When making changes in the roads, we must not consider what is needed at the moment but what is needed in the future. We need alternative transportation choices not only for the environment but for the people. Making positive choices to work, ride or bike to any destination not only has benefits for the person but for the environment as a whole. Roads are not only for cars they are for people. Let’s get them there with one less car on the road whenever possible. Let’s start today!

After a four year battle about alignment, all parties, taxpayers, the J.I. County Park, local and state government agreed to keep the original alignment with minimal disturbance through Park property. That option is as viable today as it was in 1972 and 1995. The SC State Infrastructure document on page 15 has identified another option through the southern portion of the park which is better than prior alignment. Either is acceptable. Don’t penalize our neighborhood because right of way was not purchased in 1972 or 1995 - poor planning.

Completion of I-526 would be most beneficial not only to West Ashley traffic problems but to James & Johns Islands. Better idea than trying to widen present roads. The people voted for it and the money was appropriated for it - what’s the holdup??

Only way to even consider extension of the Connector through any portion of the park would be if it was well elevated so as not to interfere with wildlife and park activities. Shortening to alleviate traffic back up on Hartshorne Road in the afternoon-evening is to allow alternate merging - it works!! Need signs to show that is safer to merge than to try and cram in one lane.

Disagrees with project. Convinced there is a much better way to spend the money that would improve the quality of life for all, preserve our marsh, protect the environment, provide economic benefit and truly improves safety. Look at the long term not just the immediate affects of a project this large.

Expect expressway should have been completed as planned 5 or 6 years ago. Thinks you should have one lane River Road from Maybank to Main; four lane Maybank to the intersection of Maybank and Main; four lane Main Road from Maybank to Bees Ferry. Cloverleaf the intersection of Glen McConnell & 526. Existing backup on 526 at Hwy 17 could be partially fixed if the overpass was completed and an exit ramp installed. Having overpasses with a cloverleaf at 526 and River and at Main Road or Maybank just needs to be done. Maybe connect West Ashley to Johns Island by widening Wappoo Road from Hwy 17 to the Ashley cut. If nothing is done, west of the Ashley will continue to pick up more traffic and will eventually die as an area for business.

Continuation of item 172.

I-526 and improvements to Main Road, Bohicket Road, Maybank Hwy, River Road and a Cross Island Parkway are not only essential, but are required to keep Johns Island from becoming a dead end destination with negative value to the entire Charleston area.

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An important and overlooked impact of not completing I-526 between Folly Road and US 17 is the continued over-capacity use of Folly Road. This excessive use due to the lack of any alternatives to Folly Road is negatively impacting established neighborhoods. Without the completion of I-526 to make the James Island bridge and 61 Connector function as intended, motorists will continue to waste gas in stop and go traffic. It is not fiscally responsible to have invested public monies in building the other parts of the I-526 artery and preventing it from working properly.

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We do not need the Mark Clark Expansion. Traffic studies have found that it will fail to address the traffic issues. The completion of this project could have an environmental impact on the area. Does not sound fiscally responsible to send so much money on a road that will fail to address the traffic needs. This money could be better spent within our communities and state. Our government should act responsibly and understand fully the consequences of their decisions on our lands, our peoples and our communities.

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Refer to Chapter 2, Section 2.1 of the DEIS.
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Completion of I-526 will not alleviate traffic - will make it worse. There must be better and less expensive alternatives to moving vehicles to/from Johns Island, James Island & West Ashley. Money could be spent more wisely in different directions rather than funnel all traffic along the main thoroughfares such as Maybank, Folly & Savannah Highways. The environmental impact of I-526 is too great. Wetland and river habitats will be severely impacted and will still suffer long after construction is completed - may never recover. Refer to Chapter 2, Section 2.1 and Chapter 5 Natural Environmental Impact of the DEIS.

Building the Mark Clark Extension makes no sense. Too expensive, will cause extensive environmental damage to the Stono River and its surrounding wetlands, forests, and human habitation. Alternatives that have been presented so far are well thought out and could actually benefit the local area much more than the Mark Clark Extension. SCDOT needs to examine the full repercussions to human and ecosystem health. Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.

The following environmental impact will occur if the Mark Clark is extended - all garage will have to be taken by all municipalities to the Bees Ferry Landfill. This means increased number of trucks traveling the same route making the litter problem worse - debris escapes from the trucks and becomes airborne and will find its way into the waterways. The Mark Clark that will be over water will be the most dangerous section of I-526 because of heavy morning fog and careless drivers. Refer to Chapter 5 of the DEIS.

The following environmental impact will occur if the Mark Clark is extended - all garage will have to be taken by all municipalities to the Bees Ferry Landfill. This means increased number of trucks traveling the same route making the litter problem worse - debris escapes from the trucks and becomes airborne and will find its way into the waterways. The Mark Clark that will be over water will be the most dangerous section of I-526 because of heavy morning fog and careless drivers. Refer to Chapter 5 of the DEIS.

This highway connection is long overdue. Hopefully the extension will correct the traffic gridlock traveling from West Ashley Circle on the Glen McConnell, Route 61 to and from downtown. This new connection will add faster hurricane emergency evacuation and everyone’s daily commute will improve. Refer to Chapter 2, Section 2.1 of the DEIS.

Comments are from the Stonecreek Homeowners Association; have some "pro" and mostly "con" concerns, convinced that the no-build alternative is best for our community. Concerns: Do not sever Stonecreek and Oakland from the surrounding neighborhoods by blocking/closing Clayton Drive and East Shore Drive. Expressway must have sound barriers and this expense should be pre-planned and budgeted within the construction project. Loss of trees and animal habitat. Exercise of eminent domain and condemning property for highway use. Ensure that a drainage system is built for the expressway and bridge. Suggestions: Improve existing traffic management without road construction by installing synchronized traffic lights on all the main routes. Reroute I-526 towards the Bridge at James Island Creek need to be widened. Easements must be placed to provide adequate roads that voters have already approved. Noted. Refer to Chapter 3, Section 3.12 of the DEIS.

Building 2 Out.

1. Agreed with the completion of the Mark Clark Expressway - go for it! Noted.
2. SCDOT appears to be using an outdated approach to solve a growing problem. Beltways are a costly and inefficient way to reduce congestion. Less expensive ways to handle this situation, would like to see the New Way to Work Alternative included in the EIS. SCDOT needs to stop wasting tax dollars and really think hard about the long term solutions - building larger roads is not the answer. Refer to Chapter 1, Section 1.3 and Section 3.2 of the DEIS.
3. Would like to make sure that any new infrastructure project takes into consideration multi-use capability of new structures. Now, the James Island Connector is the only safe way to travel from James Island to downtown by bicycle.
4. Complete the I-526, long overdue project, extension is needed to open up all the congestion that is there now and a better hurricane evacuation route. Noted.
5. Complete the I-526, long overdue project, extension is needed to open up all the congestion that is there now and a better hurricane evacuation route. Noted.
6. Supports the project because of safety. Hopes the project can be done in a way that minimizes harm to the environment. Suggestions: both bike and walking lanes on both sides and a center divided filled with palm trees. Refer to Chapter 3, Section 3.12 of the DEIS.
7. Project is needed and will reduce congestion on Savannah Highway. By reducing commute times to downtown, will actually be reducing environmental pollution, a definite benefit to the area. Noted.
8. Completion of I-526 means savings of gas and time. The eco-savings are great and the advances in economics progress is incalculable. Noted.
10. Oppose I-526 extension to Johns Island, keep it rural with oak trees covering Main Rd.
11. The I-526 Beltway must be completed to alleviate traffic congestion. Harborview Road and the bridge at James Island Creek need to be widened. Easements must be placed to assure proper drainage and retention requirements. Many residents want the project but do not want to squabble with the vocal minority. Professionals should rule and do what is best that will work. Noted.
12. The extension of I-526 is necessary to alleviate current congestion, this will benefit Johns Island and also help James Island and West Ashley. Once the final exit ramp at Folly Road is built, providing constant flow towards the beach, this will eliminate the left turns needed to go south back up every day... As West Ashley continues to develop, I-526 will provide an alternate route to and from downtown. Please stay ahead of the growth and provide adequate roads that voters have already approved. Noted.
13. The extension is the only way to free-up the congested roads. $26 needs to be completed as soon as possible. Noted.
14. Opposed to the expressway extension as proposed. Why don’t you build a boulevard that accommodates pedestrians and bicyclists and encourages responsible development. Don’t destroy the Lowcountry. Refer to Chapter 3, Section 3.9 of the DEIS.
15. Complete I-526 as soon as possible. Highway connections should be built that are more direct to everyday traffic destinations. Noted.
16. Build the Expressway as agreed in the 1972/1995 plan; if not, the second choice would be the alignment through the northern portion of the JI County Park next to the SCE&G powerlines. There are no other viable alternatives. Noted.
17. Total support of the completion of the Mark Clark Extension. Growth will occur on Johns & James Islands whether or not the extension is built; so why not be proactive to the traffic. This road will be a huge help. Noted.
Extending the Mark Clark will not solve the local traffic problems. Local neighborhoods do not feed into any thoroughfares. Please consider alternative solutions to solve traffic problems. {

Agrees and encourages the completion of the Mark Clark Expressway. Noted.

Please send a map of the proposed project.

Several concerns regarding the I-526 extension: huge impact of our natural environment; will negatively impact the water quality of the Stono River; will increase traffic on Johns and James Island; address traffic problems on James Island first; consider Glattling Jackson's recommendations - would cost far less than completion of I-526; I-526 will fail to handle traffic appropriately shortly after it is completed; does not do anything to alleviate traffic during an evacuation.

New Way to Work Alternative must be included in the EIS study as an alternative plan for improving traffic conditions.

Fix traffic problems locally and at their source. Big roads do not solve traffic problems. Bid roads induce development along their corridors and create dependent commuting populations that quickly clog new roads. Removing local trips from congested roads can greatly reduce trips on heavily traveled thoroughfares. The New Way to Work Alternative should be included in the EIS as a potential solution to traffic problems. Alternatives that negatively impact large areas of wetlands and parklands should not be considered viable.

I-526 should have been completed years ago - Build it now. With increased traffic, its completion is even more important in moving traffic to outlying areas without impacting those closer to the city.

Please send more information. This extension should be part of a comprehensive plan to manage the growth that is envisioned for our area.

It is time to complete the road and make plans to connect I-26 and 17 North with overhead roadway across the City of Charleston to 17 South and the James Island Connector.

Listen to the Coastal Conservation League - smaller roads are the answer. What is wrong with having a few trees and open, rural space. Everything doesn’t have to be paved just to save people a few extra minutes.

Please add e-mail address to your distribution list for all information concerning the I-526 expansion. Property owner on Johns Island, Maybank Highway near Stono River Bridge.

Please get on with the completion of I-526. Every delay and frivolous lawsuit is only raising the price and time of completion. After this completion, we can widen Maybank from the Stono to Betsy Kerrison.

Please complete the project. Use zoning to stop over development. The sales tax increase passed because this project was included - you don't finish it - we should stop the tax increase.

Completing I-526 will create more problems than it will solve. It will most certainly impact Johns Island in a negative way and will not solve the traffic problems it is meant to solve. However, it seems that the city and county have already decided it will happen.

Build it - let's not wait for "general gridlock." Noted.

Supports the I-526 extension.

Supports the I-526 extension.

Agrees and encourages the completion of the Mark Clark Expressway.

Supports the completion of I-526. Survey of neighbors in the Crescent supports the completion of the Mark Clark.

Feel that the completion will have negative fiscal and quality of life impacts. It is essential to include the New Way to Work Alternatives as one of the alternatives for study in the EIS process. The future cost of this project will skyrocket. Large roads in rural areas encourage growth in those areas. Need to address existing transportation problems. The New Way to Work Alternative appears to provide a better solution to traffic problems, would cost less and would improve quality of life in the region. The purpose of this project should be to solve the traffic problems in the area and contribute to our quality of life.

Thought the half cent sales tax would keep CARTA running, provide monies for greenways and funds for road repairs - NOT by any means monies for new superhighways. The County Park is one of the best things the County has done. Urge him to continue your efforts to create something to be proud of, not a divisive highway that will only continue to be a point of contention for decades to come.

Models show that I-526 will merely move congestion around rather than provide a long term solution. COG traffic modes show that I-526 extension will fail soon after it is built. Superhighways induce development which creates more traffic and congestion. The New Way to Work alternative plan will provide far greater traffic relief.

All for the proposed route.

I-526 Extension should continue on schedule. This is an important piece of core infrastructure for the entire area.

Money needs to be spent on perfecting the present infrastructure. We need someway to get out of Charleston before more people are dumped here. Does not know whether or not the road is needed but has questions: once they get on the new road, where do they go and how do they get off. Where is the money coming from to buy all the expensive homes that will be displaced in West Ashley?

The Beltway has been in the planning stages much too long - lets get it built! Traffic coming off I-526 on Folly Road is very bad, traffic on Main Road trying to get on Hwy 17 and onto Mark Clark at Citadel Mall backs up for miles. No evacuation route off the islands when a hurricane or other emergency occurs.

Please reconsider this plan and come up with an alternate route. The traffic on James Island is horrible right now and this would only exacerbate the problem. Need to work as a community to keep Johns Island pristine - a main road through this area would turn Johns Island into West Ashley.

Look at proposed alternatives to expanding I-526 to Johns Island. Traffic studies show its construction will not solve any problems. Use the money to improve our existing roads. Look at the alternative plan that uses cross streets and multiple access points to alleviate traffic - the beltway will only increase the problems in the long run.

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45 Please consider alternatives to I-526 - the New Way to Work is a great idea. Do not want Johns Island's beautiful trees to be destroyed.

Refer to Chapter 3, Section 3.2 of the DEIS.

46 The New Way to Work Alternative will provide far greater traffic relief than the currently proposed plan. Loss of Gullah culture can be expected due to displacement of families from Heirs property. The Gullah/Geechee Cultural Heritage Corridor has been officially recognized by the National Heritage Areas Act of 2006. Johns Island has one of the few remaining significant pockets of Gullah culture in South Carolina.

Refer to Chapter 3, Section 3.2 of the DEIS.

47 Asking that the DOT support fixing traffic problems locally and at their source. Experience proves that a by-pass is not the most efficient solutions to traffic congestion. Bigger roads do not solve traffic problems; instead they induce development. Please create and study a plan that will solve traffic problems enhance neighborhoods, and revitalize the economy. Please include the New Way to Work Alternative as a potential solution to the traffic problems in the area. Alternatives that negatively impact large amounts of wetlands and parklands are not considered viable as alternatives.

Refer to Chapter 3, Section 3.2 of the DEIS.

48 Fix the traffic problems locally and at their source. We have learned through examples that by-passes do not solve traffic congestion. Please consider alternative methods to relieving traffic congestion. Alternatives that emphasize redevelopment will not only improve congestion, but will also serve as a tool for economic development and provide more local jobs. Would like to see the New Way to Work Alternatives included in the EIS as a potential solution to the traffic problems in the area. Alternatives that negatively impact large amounts of wetlands and parkland should be considered the least viable alternative.

Refer to Chapter 3, Section 3.2 of the DEIS.

49 Let's stick with the original plan and keep the expressway by the park!!! Noted.

Refer to Chapter 3, Section 3.2 of the DEIS.

50 Opposes the project. This project along with other planned road developments will destroy this area - James and Johns Island.

Noted.

51 Please build the expressway, present traffic situation too heavy.

Noted.

52 Voted against the sales tax increase until the completion of 526 became an explicit commitment. To not complete 526 would be an absolute contradiction. As a "evacuation" victim - completion of 526 is an absolute necessity.

Noted.

53 Planning for the I-526 extension should not be undertaken in isolation, instead, be considered along with other regional needs. The 70's plan does not consider what has occurred since the 70's nor the impact on the existing roads. Whether the extension of I-526 is the most pressing regional need should be considered. Current traffic on SC 17 through Charleston metro area and that on I-26 should suggest that these should be higher current priorities for the region, regardless of what was planned in the 70's.

Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.2 of the DEIS.

54 This is a high and unnecessary cost not just from individual pockets but more importantly from the natural Charleston environment. Putting a larger focus on lessening traffic and providing public transportation would bring the more important aspects into view - such as aiding and protecting the beauty of your wetland environment by lessening the carbon dioxide pollution. Tired of putting focus on making auto traveling easier when it is destroying our environment.

Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.2 of the DEIS.

55 Lives at the back of the Stono River. Would prefer the shorter less costly route - the route would run over the marsh between the Stono and the frontside of Headquarters Island. Please run this behind the undeveloped island so as to minimize the visual and noise impact. And if this is the route please budget for a noise pollution barrier. Would prefer that the money be spent on making better roads and more roads for Johns Island in preparation of the explosive growth that will happen.

Refer to Chapter 5 Human Environment of the DEIS.

56 Consider alternative solutions as we study environmental impact. Very important is the coordination of all parties working to solve traffic problems. Wherever the traffic is routed must have adequate improvements to the roads to handle the additional traffic. Do not go ahead with a plan that is not optimal just to take advantage of the funding. No road, than a new and better plan would not get the same financial support. Maintain the natural character of the environment. Hopes that at least one option would be to disperse traffic rather than concentrating it.

Refer to Chapter 3, Section 3.2, Chapter 4 of the DEIS.

57 Favors the I-526 extension, given the rise in Johns Island population and the need for more efficient evacuation from the islands. Minimal environmental impact is a priority.

Refer to Chapter 5 of the DEIS.

58 Supports the New Way to Work Alternative. Keep Johns Island rural. Let Kiawah and Seabrook remember that this is not an upscale island for the convenience of the residents.

Refer to Chapter 3, Section 3.2 of the DEIS.

59 Confused - how do we justify extending 526 when there is no money to maintain current roads. More sensible to make better use of existing roads both in usage and maintenance than to build new roads that we cannot maintain, not to mention the environmental damage - especially to Stono River.

Refer to Chapter 3, Section 3.2 of the DEIS.

60 Strongly supports alternatives to completing I-526 such as proposed by the Coastal Carolina Conservation League.

Refer to Chapter 3, Section 3.2 of the DEIS.

61 Traffic will be crippling without the 526 extension.

Noted.

62 Build the remaining 7 miles of the Expressway - it is very important and it will save gas, time and be much safer.

Noted.

63 The MCE will attract more cars and destroy Johns Island. Be smart.

Noted.

64 Please do not go over Riverbreeze Drive or any establish neighborhoods.

Refer to Chapter 5 Human Environment of the DEIS.

65 Find an alternative route. Building this road will destroy the beauty of several West Ashley neighborhoods as well as the beauty of Johns Island.

Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.

66 Let's quit talking and build the rest of the Mark Clark ASAP. Will save time. How can one exit on Johns Island do more harm than building a new 4-lane bridge did?

Noted.
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68 Why are we rehashing something that has already been decided and agreed upon twice? We are spending more tax money going over the same details. Will the powers to be not be happy until they destroy the quality of life of even more homeowners? Why not have the right-of-way through the park like originally planned. There are more important issues that can be addressed with our tax money instead of more of the same! Refer to Chapter 1, Section 2.1 of the DEIS.

69 Put the Mark Clark through the park, don't take people's homes. Noted.

70 The plot of I-526 should follow the original route through the James Island County Park right-of-way and not through the residential course displacing James Island residents. Noted.

71 Very much in favor of the continuation of I-526 to James and Johns Islands. Refer to project website www.scdot.org/i526.

72 Flavor of the I-526 expansion: Growth on Johns Island will happen with or without the connector. It makes sense to prepare for the increased traffic - Mark Clark rather than later. Current roads are inadequate. Noted.

73 Is there really a problem? Past is there has been no noticeable increase in traffic in the last seven years on Seabrook. Certainly no stop and start traffic. Accidents on Bohicket usually occur in the evening and usually alcohol related, speeding or a combination of both. Never see sheriff's officer unless there is an accident. There is a difference in between convenience and necessity. The former seems to be the real reason some islanders are pushing for a new road. Refer to Chapter 2, Section 2.1 of the DEIS.

74 Extending I-526 is a bad idea. Really of expressways are an outdated way to move traffic through cities and suburbs. A plan is needed that incorporates biking/walking lanes and rider-friendly bus stops. Let's be in front of change rather than having to retrofit a highway system that is already obsolete. Please see "The Long Emergency" for a broader perspective on our highway systems. We have the opportunity to get this right, let's make it more "alternative transportation" friendly. Refer to Chapter 3, Section 3.2 of the DEIS.

75 Important to include the New Way to Work Alternative in the EIS study as an alternative plan for improving traffic conditions. The Mark Clark Extension will affect marshes, the Stono River, will increase water pollution, will biologically degrade rivers, oyster beds and estuaries. James Island Park is a major revenue center - which could be directly affected. Refer to Chapter 3, Section 3.2 of the DEIS.

76 Blank.

77 Please put the road through the park property as was originally planned and stop wasting money with endless hearings. Noted.

78 Please consider alternate ways to ease traffic congestion. This is not the best way to solve traffic problems in Charleston. It will make traffic congestion worse. Refer to Chapter 3, Section 3.2 of the DEIS.

79 Is there any official map of currently proposed route? Refer to project website www.scdot.org/i526.

80 Thanks for asking for public input - important to keep constituents engaged. Include the New Way to Work Alternative in the EIS as a possible solution to traffic problems. Fix traffic problems locally and at their source - help increase connectivity in streets/neighborhoods. Big roads do not decrease congestion. Think mixed-use - taking local trips off congested roadways can greatly reduce car trips on heavily traveled roads. Select the cheapest alternative to solve the traffic problems. Alternatives that negatively impact large amounts of wetlands and parkland should be considered the least viable alternative. Refer to Chapter 3, Section 3.2 of the DEIS.

81 Please consider any alternatives to the expansion of I-526 - it's just a bad idea. This road will bring massive changes to Johns and James Island - let's do not to them what was done to the Mt. Pleasant area with the Mark Clark Connection. No one is talking about the huge influx of traffic onto Calhoun Street and Lockwood Blvd. that will occur when the interstate traffic is unloaded directly onto these streets which are already near or beyond capacity - this will be a disaster. Refer to Chapter 3, Section 3.2 of the DEIS.

82 Pedestrians and cyclists pay sales tax and need access to all new roads built. Refer to Chapter 3, Section 3.12 of the DEIS.

83 City is growing, something has to be done about the traffic - traffic is not going away. Applauds the S26 extension, just wish it could be completed in a more timely fashion. Also suggests reworking Calhoun Street since the traffic will spilt out onto it - it is already congested enough. Noted.

84 Please help with congestion on James Island and Savannah Highway. Need to finish S26 first. It's also a huge evacuation route - safety issue. Noted.

85 I-526 is wrong without a strong plan to deal with traffic that will be dumped on the eastern end of John's Island. A cross island parkway would fix that problem. Please consider a comprehensive plan rather than a piecemeal plan that will not fix the traffic problems. Refer to Chapter 3, Section 3.2 of the DEIS.

86 Please consider the numerous negative consequences of building the connector. The obvious is the disturbance to the marsh community - already affected by run-off from the bridge. Building new roads only invites more cars, thus maintaining traffic and not decreasing flow. Refer to Chapter 5, Natural Environment of the DEIS.

87 Finish I-526: Access should be limited to major cross roads, move stores and homes away from them. James and Johns Islands need more bridges for the people who live there and the people sure to come. New Way to Work Alternative will do nothing to improve speedy through or calm traffic. Noted.

88 Please consider bike/pedestrian traffic on the Connector in your planning. Refer to Chapter 3, Section 3.12 of the DEIS.

89 Move quickly to make I-526 a reality, solving the major issue - improving access to Johns Island is an essential step. Noted.

90 Add to mailing list for updates. Noted.

91 Supports the extension of the Mark Clark Expressway from Savannah Highway to the Folly Beach Road Connector. Important to have an exit near Maybank Highway and to four lane Maybank Highway. This will relieve congestion on the bridge connecting James and John's Islands. Noted.

92 Please insure whatever is done provides long term relief of traffic congestion and noise on Maybank Drive - the extension to S26 should provide that relief for the long term. Noted.

93 Is there a map showing the proposed route of the connection? Also interested in the proposed alternate routes. Refer to project website www.scdot.org/i526.

94 Please do not ruin lovely John's Island with this highway - will generate urban sprawl. We must have undeveloped areas for wildlife as well as tourism. Refer to Chapter 5, Natural Environment of the DEIS.

95 Put the road back through the park not peoples homes. Noted.
Consider alternatives that are sustainable in the long run. A car-based culture is bound to run into more problems as oil gets scarcer. It is time to try public transportation and/or alternatives that create communities where people can work, shop and live without using cars. The $420 million could surely be put to great use if it were directed towards projects that work in the long term.

More and bigger highways only exacerbate the problem, instead of solving it. Come up with alternative solutions, such as managing growth and looking at other ideas, such as the New Way to Work proposal. Please do not turn Charleston into another Atlanta.

Complete the Mark Clark - it is essential to the future of the Charleston County transportation improvements.

Who designed the connector to have only 2 lanes,funneling into a single lane dumping into Calhoun Street at a traffic light? From past history, build then deal with the effects, that’s the South Carolina DOT way.

Favor the extension of 526 - there needs to be a quick and easy way to get to and from James and Johns Islands. Traffic is very congested - any other plans are just temporary fixes. The extension is a long term solution.

Opposed to the completion of 1-526. Repair and upgrade our existing infrastructure. New road will open up the area to accelerated development. Roads of this scope create more problems that they solve. Will negatively impact large amounts of wetlands and parklands/wildlife. Please include the New Way to Work Alternative in the EIS as a potential solution to the traffic problems. Would ask that you keep quality of life in your plans; any new construction project along these lines must provide safe access for pedestrians and bicyclists. Bigger is not necessarily better.

The 526 extension is needed for safety reasons.

The proposed I-526 extension will do nothing to relieve traffic congestion. Appears that it would greatly worsen traffic problems to James Island specifically. Expressways only promote further development and higher traffic rates. More logical to improve current roads and work on traffic light timing studies.

Traffic volumes on Main and Bohicket is a potential for problems. This road has to be built sooner or later. Would ask for thoughtful future consideration of the beauty and rural character of Johns Island and plan the impact with that being one of the two primary objectives. These objectives are preserving our land and moving people effectively. Best of luck in this quest.

Opposes the I-526 extension. Money should be used for other projects that will improve traffic instead of creating greater traffic problems that we now have. The BCDDCG has a model which shows that extending I-526 will not improve traffic except in very discrete areas and will actually create more traffic than it will fix. Another design by Gladding Kercher Anglin, Inc. will improve traffic conditions. Resents money being spent in a reckless manner.

Complete the connector as planned.

The Mark Clark is a not a solution for current and future traffic problems. Traffic models show that 1-526 merely moves congestion around rather than providing a long term solution. The New Way to Work Alternative will provide far greater traffic relief. I-526 has shown that I-526 merely moves congestion around rather than providing a long term solution.

The Mark Clark is not a solution for current and future traffic problems. Traffic models show that 1-526 merely moves congestion around rather than providing a long term solution. The New Way to Work Alternative will provide far greater traffic relief. I-526 has shown that I-526 merely moves congestion around rather than providing a long term solution.

The proposed I-526 extension will do nothing to relieve traffic congestion. Appears that it would greatly worsen traffic problems to James Island specifically. Expressways only promote further development and higher traffic rates. More logical to improve current roads and work on traffic light timing studies.

Is there any information available concerning the proposed costs for the interchange with Maybank Highway?

Preference would be that the portion of I-526 extending to John’s Island be moved to the Bee’s Ferry Road area. Area is just starting to develop and there is much more open land to utilize without hurting already developed neighborhoods. If not, please: do not sever Stonecreek and Oakland from the surrounding neighborhoods by blocking/closing East Shore Drive - this road serves as an alternative route; please move the 526 “footprints” east; please install noise barriers on both sides of 526 from its intersection with Hwy 17 to the Stono River; in addition to noise barriers, please install tree buffers; please try to preserve a tree buffer along 526; and, please ensure that a drainage system is built in the bridge for the portion of 526 that will cross Stono River.

Proceed with this project as expeditiously as possible. In favor of the original routing approved in the two prior studies and oppose any rerouting that will complicate and delay completion. This has been studied twice - let’s get on with it!

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Complete the connector as planned.

In favor of the extended Mark Clark. Complete the connector as planned. In favor of the extended Mark Clark. Notice the lack of detail here. Complete the connector as planned.

Build the infrastructure, protect the environment through adequate zoning, fix Maybank Highway and Main Road into 4 lanes to decrease the danger of wrecks.

The Mark Clark should go through the park as planned in 1972 and 1995, settle this and stop wasting tax dollars on the studies.

The 526 extension should not be built. There are many better ways to solve traffic issues on John’s Island.

Wants the best for the state and its growth. By building the I-526 extension you are ensuring a pattern of development sprawl, real estate that does not create a sense of place. Fully supports the alternative plans illustrated in the New Way to Work. These plans created varied routes which do not aggregate cars into the same place which leads to bigger and bigger highways. This concept and only this concept will sustain SC and keep our collective heads above water.

The 526 extension is needed for safety reasons.

Favor the extension of 526 - there needs to be a quick and easy way to get to and from James and Johns Islands. Traffic is very congested - any other plans are just temporary fixes. The extension is a long term solution.

Complete 526 ASAP - most definitely needed to help alleviate some of the traffic congestion in the area.

The Mark Clark expressway Public Scoping Meeting

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This interstate extension should be built - it is time for it to be completed. The extension would significantly enhance the ability to commute throughout the city, eliminating the need to practically drive towards downtown in order to get to James and John's Island and Folly Beach. Citadel Mall area will become more popular again. Traffic will be alleviated on the heavily burdened US 17 and SC 61 highways. Some of the Environmental groups are well intentioned but fail to realize the impact of not building this extension. The Mark Clark extension adds an entry/exit point for the island and I-526 also gives West Ashley and James Island residents another entry/exit point.

Fix the traffic problems locally and at their source. Experience proves that a beltway is not the most efficient solution to traffic congestion. Consider alternative methods to relieving traffic congestion. Alternatives that emphasize redevelopment will not only improve congestion but will also serve as a tool for economic development and provide more local jobs. Would like to see the New Way to Work Alternative included as one of the alternatives in the EIS.

The project should go forward and assist with reduction of traffic bottlenecks during rush hour traffic and evacuations. Noted.

Driving I-526 everyday has taught me a few things - extending the beltway will do little to correct the every worsening traffic at Rt. 61 and is a solution to a problem that does not exist. Would prefer: a more direct connection between I-526 and Bees Ferry Road. A better Route 17 cross-town method that allowed for safer pedestrian crossing and maintained traffic flow. Cameras to prosecute red light violations.

Opponents of the completion of I-526 would have you believe that there is no reason to build another bridge across the intercoastal canal for hurricane evacuation. They either are not familiar with the official SC Hurricane Guide or do not want the public to know what it says. Only the completion of I-526 will get evacuation traffic off the islands faster and to their designated evacuation routes.

Please proceed with the project! Extending Mark Clark Expressway will be a challenge and hardship for some residents, however, it will be an important improvement for most and will be a significant safety factor should an evacuation ever be needed.

What happens to all that traffic once it is dumped onto the Ji Connector and Callawassie Street? There is already gridlock in the mornings and evenings - how can that part of the road handle additional traffic? Seems to only benefit Kiawah residence who want to make a bee line to downtown for a night out.

Please finish the project. It will provide a more direct way to travel to Johns Island. It would also lessen traffic on Hwy 178 and Maybank Hwy.

New roads without bike/ped lanes is still living in the past. We need to move forward, a bee line to downtown for a night out. Roads are for people, not just for cars!

The additional waste of taxpayers money does not make any sense. This issue and right of way have been studied, clearances have been resolved on two separate occasions. There doesn't appear to be any additional need for action. Alternatives should not be brought to the table. This has been resolved!

Request alternatives that least negatively impact wetlands. Request the cheapest way to solve the traffic problems (New Way to Work Alternative) and use the remaining funds to correct existing local traffic problems. Do Not direct traffic down Maybank Hwy. thereby increasing traffic in that already heavy traffic area, instead offer a network of smaller parallel streets to lessen traffic on any one road and thereby offering the possibility of additional local economic development. Include New Way to Work Alternative in the EIS.

This project needs to move forward. Our roads are never repaired, because shutting down traffic is not an option. Tax dollars are paid for our roads to be in better condition than they are at present. Our once small town continues to grow by leaps and bounds.

Yes to the project and get it done quickly - cannot see anything but good coming out of this completion. Our roadways are unable to be repaired due to the roads being so congested.

It is necessary for SC to start thinking of the future in building new roads so that we can have the least amount of impact on the environment and the most beneficial and safest way for the people who access our roads to travel. Roads are for people, not just for cars!

This project needs to move forward. Our roads are never repaired, because shutting down traffic is not an option. Tax dollars are paid for our roads to be in better condition than they are at present. Our once small town continues to grow by leaps and bounds.

Please include bike and pedestrian access to any new roads that are built. In addition to public safety, bike lanes have economic benefits. On scenic highways they are a tourist draw.

The connection is urgently needed, very much favors the project.

Opposes the Mark Clark Extension. There is too much traffic as is.

Please put the road through the park as was originally planned. Do not take peoples homes away.

It is imperative that the roads leading to Johns Island be improved - not only 528 but building a new cross island road. The new housing areas being developed along Bohicket Road should not have been approved without the proper roads in place.

Critical to carefully evaluate and compare alternative plans before moving forward with this direction, costly plan. Get all the entities at the same table, and talk about the same goals, improved safety, more efficient travel and maintaining the rural nature of the island. Extending I-526 will move the current problem areas to different place. Amount of marsh affected by the current plan is staggering. Include Glatting Jackson plan as one of the alternatives to be evaluated. Develop better evacuation plans and strategies.

Favor of completion of 526. Will shorten travel time and is needed for hurricane evacuation.
148 Why can’t this be resolved as it was twice before. Put the connector in the reserved area at the JI County Park. Why do you want to lose the income from the tax paying public? Impass the connector a toll road and let it pay for itself of other highway projects.

Refer to Chapter 1, Section 1.3

149 This expansion should help reduce congestion at the intersection of Rt. 17 and Main Road which always seems to be a problem.

Refer to project website www.scdot.org/i526 and Chapter 5, Section 5.4 of the DEIS

150 Would like to know the predicted path the new road will take and would like to know how it will impact the neighborhoods in the way.

Refer to Chapter 3, Section 3.2 of the DEIS

151 Please complete 526 as it was planned 20 years ago. Noted.

152 Utmost importance that I-526 be completed. It will not only help James Island but traffic in West Ashley since all traffic to James Island and Folly Beach must go through Wesley Drive. The concern that Johns Island will lose its rural nature because of I-526 will occur anyway because of its development. Development should be controlled by zoning and county and Not by stopping the building of roads that are necessary for traffic flow in Charleston County. If Johns Island residents are so insistent about staying isolated, then build I-526 without an entrance or exit from it to Johns Island.

Refer to Chapter 2, Section 2.1 and Chapter 4 Human Environment of the DEIS

153 Would really like to see the last section finished, even if there is only one on/off ramp to Johns Island. Good Luck.

Noted.

154 Please include the New Way to Work Alternative in the EIS study as an alternative for improving traffic conditions instead of I-526 extension.

Refer to Chapter 4 of the DEIS and the project website www.scdot.org/i526.

155 Received meeting invitation after the meeting took place. I assume this was done to avoid any local criticism on the project. Assume this was done intentionally. Will there be another meeting?

Refer to Chapter 3, Section 3.2 of the DEIS

156 Studies show the extension of Mark Clark would not address traffic issues, it would fail. Need to look at not only the environmental impact but the ensuing development that would occur if the extension is built. We must strive to protect the land, marshes, air and the total environment. Please consider the needs of the community and the people that live on James and Johns Islands. The state budget is in trouble, this extension costs a great deal of money.

Refer to Chapter 2, Section 3.6 of the DEIS

157 Should stick with the right of way that was set out in 1972 and again in 1995.

Noted.

158 Opposes the Mark Clark Extension. Do not believe it is a solution - it will just move the problems further down the road. Fix the roads we have, do not make new ones. Will be cheaper.

Refer to Chapter 3, Section 3.2 of the DEIS

159 The folks on James Island can hardly get up and down the streets now. The completion date of 2013 for the extension is just too long, please speed up the schedule.

Noted.

160 Favor the completion of the Mark Clark Expressway, plans have been in the making for a long time and should have been completed years ago. The Mark Clark would help lessen traffic on Folly Road - Folly Road is very unsafe and cannot handle the daily volume of traffic. Shocked that a few Johns Island detractors have been allowed to impact the project to such a great extent.

Noted.

161 Real evidence proves that a bellaway is not the most efficient solution to traffic congestion. Consider alternative methods to relieve traffic. Big roads do not solve traffic problems, they induce development and create a dependent commuting population that quickly clogs the new road. Create and study a plan that will solve traffic problems, enhance neighborhoods and revitalize the economy. Alternatives that emphasize redevelopment will not only improve congestion, but will also serve as a tool for economic development and provide more local jobs. Would like to see the New Way to Work Alternative included in the EIS as a potential solution to traffic problems. Select the cheapest alternative. Alternatives that negatively impact large amounts of wetlands and parkland should be considered the least viable alternatives.

Refer to Chapter 3, Section 3.2 of the DEIS

162 Wholeheartedly in favor of the project.

Noted.

163 Do not feel that an off ramp on Johns Island is needed. We need to fix the roads we have before going further.

Refer to Chapter 3, Section 3.2 of the DEIS

164 I-526 needs to be built, but, if there is competition for funds there are other highway priorities like local traffic improvements, specifically the mid Johns Island Road.

Noted.

165 Highways are jammed by the time they are completed. Would prefer that this project be sidetracked and the money given to public transportation projects.

Refer to Chapter 3, Section 3.6 of the DEIS

166 There have been discussions regarding the inclusion of bike and pedestrian lanes on the James Island Connector. This was proposed in the original plan and appears currently on the bridge. There is a small lane denoted by the yellow line on the bridge - this needs to remain in place if not expanded on. Future plans to include bike and pedestrian paths.

Refer to Chapter 3, Section 3.12 of the DEIS

167 We need more bike/ped facilities, not super highways like 526.

Refer to Chapter 3, Section 3.12 of the DEIS

168 In favor of the completion of the original project with a sound environmental impact analysis given due consideration. The growth to James and Johns Islands has already happened. It is time to move forward and make the area more accessible to the residents and emergency vehicles.

Refer to Chapter 5 of the DEIS

169 It would be a shame not to begin this project now because we have to plan for the future. Cannot imagine that James Island will have to continue to be a stopping off place for all traffic moving to Johns Island as that community will continue to grow.

Noted.

170 It has been determined on two other dates that the best choice for the right of way is the original siting. Please stop to consider if a third study is rational or politically motivated. Are we going to keep funding study after study to get a decision that some influential individual or group seeks? If so, shame on you. If not, be fiscally responsible and stick to the original plan.

Refer to Chapter 1, Section 1.2

171 James and Johns Island would be better served if this project were completed as planned in the original plans. Support bicycle and pedestrian lanes on the I-526 Connector.

Refer to Chapter 3, Section 3.12 of the DEIS
Traffic solutions are needed but there are better ways to address the problems than by creating a beltway. Extending I-526 will bring more traffic and cause the rapid development of Johns Island. Spend money reconfiguring transit, pedestrian options and livable communities. Would like to see the New Way to Work Alternative included in the EIS as a potential solution to the traffic problems in the area. Select the cheapest alternative to solve the traffic problems. The New Way to Work Alternative may not be perfect and may not solve every traffic problem but it is a start in the right direction.

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Comments and Responses

Chapter 7

172

Stunned to read that the I-526 project would eliminate cyclists from the connector. Only safe way over the Ashley River from Charleston and thus to the minimal cycling opportunities that are beyond. Bad enough that the SCDOT has such a poor record with respect to providing safe cycling options in the Charleston area, with the signs saying "Share the Road" on roads for your way of advocating suicidal behavior. To now remove one of the very few cycling options in the Charleston area is simply unacceptable.

174

Please consider the alternate proposal designed by Glattling Jackson. The completion of the Mark Clark is not the way to go.

176

Improve Hwy 17 and other roads instead of completing I-526 from James Island to Hwy 17. New beltways bring major development along with them and that brings the same problems. Please improve mass transit, bike and walking trails, existing intersections, and timing of stop lights, etc. instead of completing I-526. Completing this project will loose the character of Charleston.

177

No Kiawah freeway that ruins Johns Island.

178

Concentrate on bike paths and walkways to reduce congestion. Study how to cluster development of stores to make it easier to have an alternative way to get there besides driving. We are choking on our automobiles. Biggest worry is that there will be highways criss crossing all the marshes.

179

Be certain that the New Way to Work Alternative is studied as part of the EIS as an alternative to the proposed extension of I-526. BCDCOG traffic models show that I-526 will merely move congestion around rather than providing a long term solution and will fail soon after it is built. Building superhighways induce development which creates more traffic and congestion. The expressway will cause degradation of the marsh and the Stono River, will increase pollution; will cause significant damage to the James Island County Park.

180

Respectfully asks that any and all other suggestions be explored fully before deciding to extend I-526. What once sounded like a great idea now begins to look like a nightmare. Be very careful, there are better solutions.

181

Full agreement that the project is necessary for implementation as quickly as possible.

182

Charleston should look into other ways to decrease traffic, because expanding I-526 is not the answer. Examples show where road expansion was used in an attempt to stem growing traffic problems and where road expansion did little to solve the traffic situation. Road expansion makes sense logically, but when in practice often brings an increase in traffic.

183

DOT needs to carefully consider the alternatives for this project, the economic and environmental costs heavily outweigh the minimal benefits provided by the highway expansion. Alternatives provided by Glattling Jackson are much preferred from a cost-benefit analysis, an environmental perspective and from a traffic relief standpoint. SCDOT needs to take a new approach to designing roads which provides more than just super highways. Please consider the valid alternatives that exist to solve Charleston's traffic problems.

184

Keep me posted when the next meeting will be held.

185

Strongly support I-526 construction. Vital to safely, reduction of gas usage and emergency evacuation as well as improving traffic congestion.

186

Cannot understand how anyone can be against the project and the necessary improvements to River & Bohicket/Main Roads. For those living at Kiawah/Seabrook these roads are the only way in and out. Pay a large percentage of collected property taxes as well as more than our share of federal & state income tax, we should be able to have better and safer roads.

188

Put the Mark Clark through the approved 1972 and 1995 plans. The longer we wait, the more money it will cost everyone. For once, the right thing for the voters and residents of James Island. The fast you are spending money again to do what has already been planned is pork barrel spending and the voters are taking notice!

189

Yes to the proposed I-526 extension. The extension is a need a needed expansion of roadways offering access to and egress from Johns Island. Serious comments involve emergency roadways for hurricane evacuation and better access to the interstate road system - not being worried about cutting down a few trees.

190

Suggestions: make the exit for Hwy 61 off I-526 the alternative for the I-526 loop from W. Ashley to Johns and James Islands and into downtown. Stop lights can be removed from Glenn McConnell Parkway and build service road exits for the current intersections. This would involve overpasses on those intersections preferably from the cross roads, as this will not involve as many lanes for the overpasses. It should then curve and follow south to Bees Ferry Rd. and merge with South Hwy 17. An overpass built from the north on Hwy 17 on Bees Ferry Rd. would accommodate incoming traffic. This would improve evacuation congestion. An overpass at the intersection of Main Rd, Johns Island and Hwy 17 may assist in improving the traffic flow at this intersection thereby alleviating much congestion on and off the island, decreasing the need to widen Bohicket Rd., Main Rd. and/or Maybank Hwy.

191

Do not want money from the project to go towards the completion? Looking forward to the I-526 completion, what is a reasonable time estimate for the completion?

192

The time has come to stop requesting comments from citizens and get on with the job of picking the best choice offered by the various engineering firms that have studied the problem literally over the years. The issue involves not only I-526 but the entire Johns Island traffic situation. The decision must take into account the worsening traffic problem on Maybank and Bohicket/Main. There must be a rational solution to increasing traffic density on Johns Island as well as recognizing the need to effectively get on and off the island. The matter needs an engineering solution.

193

I-526 is needed to help eliminate the cut through traffic from James Island in the West Ashley neighborhoods. I-526 would reduce the commuter traffic trying to get to I-26, North Charleston, the airport, etc.
Area needs the completion of I-526. That was the original plan and will give the area a partial beltway. Highly recommend bike and pedestrian paths. The state statute has to be amended to allow that on freeways. Bike & pedestrian paths should be extended onto the James Island Connector. Understand the off-ramp onto Folly from the Connector will have such lanes - for safety's sake, a barricade should be placed between the driving lanes and the bike/pedestrian lanes. Refer to Chapter 3, Section 3.12 of the DEIS.

When will it end? Please help us preserve what is left of the rural qualities life in the Sea Islands. Refer to Chapter 5 Natural Environment of the DEIS.

Mark Clark Expressway needs to be completed Now. To start the project and not finish it is ridiculous. Traffic on Savannah Hwy. and Folly Road are horrible now and will only get worse. All roads need to do an environmental study on this project at this time is just plain stupid. The project is 70% complete. Bottom line in this project is in and has been in dise need for a long time. Local boys think by not extending Mark Clark that Johns Island will not be developed, Johns Island is and will develop regardless of the extension. Refer to Chapter 1, Section 1.3

Just bought a house around the proposed area and concerned. How will this project affect the value of my investment? If this happens, are there plans for a public boat landing or park? Refer to Chapter 5 Human Environment of the DEIS.

Does not like the idea of I-526 hooking up with the James Island Connector. It is the only fairly safe egress that bicyclists and runners have into the city from James Islands. Any road needs to have bike lanes. Consider alternatives to the big highways, they do not help with traffic they just lead to more urban development and sprawl. Any idea of a freeway going through James Island County Park should not be considered. Preference is to consider alternative plans that do not include extending I-526 to Johns Island and certainly not to James Island. Refer to Chapter 3, Section 3.12 of the DEIS.

Understand that the actual route of I-526 through James Island has twice been determined to go through James Island County Park as opposed to going through private property. That decision should remain intact. No need to spend more money to look at that issue a third time. Noted.

Building bigger roads will not solve the problem. Only positive controls on development and better planning, such as the proposed New Way to Work project, will help keep Johns and James Islands as great places to live. Enough is enough - don't kill what you love. Refer to Chapter 3, Section 3.12 of the DEIS.

Does not see a traffic problem. The New Way to Work looks like a smart option to consider. Refer to Chapter 3, Section 3.12 of the DEIS.

Adding 2 lanes and the bike/pedestrian lanes. Consider alternatives to the big highways, they do not help with traffic they just lead to more urban development and sprawl. Any idea of a freeway going through James Island County Park should not be considered. Preference is to consider alternative plans that do not include extending I-526 to Johns Island and certainly not to James Island. Refer to Chapter 3, Section 3.12 of the DEIS.

Consider moving to the area. When is the 526 extension expected to begin and be complete? Refer to project website www.scdot.org/6526.

Any new roads or road improvement projects should include bike/pedestrian lanes. Strongly encourage consideration be taken to make any extension or changes to SC 30 to include a system for cyclists and pedestrians to use the road legally and safely along with motorists, for the good of all parties involved. Refer to Chapter 3, Section 3.12 of the DEIS.

Do not extend I-526. Instead, redesign locally known choke points while at the same time save some money, protect our natural resources and give back some quality-of-life benefits to our community. It might be easier to do things that have always done in the past or to just complete the original plans - you would be nothing more than a follower though. Refer to Chapter 3, Section 3.12 of the DEIS.

Does not see a traffic problem. The New Way to Work looks like a smart option to consider. Refer to Chapter 3, Section 3.12 of the DEIS.

The proposed 526 plan is putting fuel on the already burning fire. Would be crushed to see land taken from a beautiful park to create more roads, that will eventually lead to more traffic. Refer to Chapter 5 Natural Environment of the DEIS.

Is there a plan or where will the new 526 cross James Island? Refer to project website www.scdot.org/6526.

The expressway is a bad idea and waste of the taxpayers money. These superfriways are destroying communities and a way of life. Note.

Please stop this horrible idea from reaching any sort of real life plan. Why would our state make such an egregious decision that endangers the wetlands and rivers surrounding this area. This extension is a waste of South Carolinians money - so many of us do not want this extension. Refer to Chapter 5 Natural Environment of the DEIS.

Mark Clark should only be done once other roads on Johns Island and other parts of the county are upgraded. Mark Clark will be so expensive - the new bridges on and off Johns Island was a big enough expenditure for access to the island. Note.

Is there anyway to see the actual footprint of the route? Refer to project website www.scdot.org/6526.

Fix the traffic problems locally and at their source. A beltway is not the most efficient solution to traffic congestion. Consider alternative methods to relieving traffic congestion. Big roads do not solve problems - they induce development. By taking local trips off congested roadways can greatly reduce car trips on heavy traveled roads. Create and study a plan that will solve traffic problems, enhance neighborhoods and revitalize the economy. Alternatives that emphasize redevelopment will not only improve congestion but will serve as a tool for economic development and provide local jobs. Would like to see the New Way to Work Alternative included in the EIS as a potential solution to the areas traffic problems. Select the cheapest alternative to solve the traffic problems. Alternatives that negatively impact large amounts of wetlands and parkland should be considered the least viable alternatives. Refer to Chapter 3, Section 3.12 of the DEIS.

Build it now. This is not an extension, the road has been promised for over 20 years. Note.

Do not extend 526 through Johns or James Islands. This extension will only create more traffic issues on the already over-taxed secondary roads in the area. Refer to Chapter 2, Section 2.1 of the DEIS.

Please finish 526! Noted.

Just moved to the area. When is the 526 extension expected to begin and be complete? Note.
Can I get a map or plat of exactly where the proposed 526 will be located?  Refer to project website www.scdot.org/i526.

Favors completion of I-526 but encourages a strong effort to minimize impacts to the environment, particularly over the salt marsh and for grand trees.  Refer to Chapter 5 of the DEIS.

Concerns with previous studies that were done in 1970 and 1995.  If you have to build the Mark Clark then do not move people, send it through the county park which was decided the past two times.  Refer to Chapter 5 of the Human Environment of the DEIS.

If you must have 526, fine, but help is needed on Johns Island.  The 526 proposal does not help out Johns Island residents in their commute onto and off the island.  The city's proposal only routes traffic around the city but does nothing to offer help for the congested roads - Maybank and Main.  The city continues to grow and development without a comprehensive vision of roads.  We desperately need to expand Maybank Highway and Main Road to 4 lanes.  Noted.

Concerned resident of Johns Island - Would like to know what the city is going to do in regards to the traffic on Maybank Highway and Main Road.  Refer to Roadside Project website.

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Money being spent should go to maintenance and repair of the roads and bridges that we now have.  It is a foolish bunch who build more when the backlog of maintenance gets bigger each year.  We should be restoring and creating marshland, not building more roads.  The rising cost of cement concrete will break the budget.  Noted.

Many Charlestonians will always oppose almost all new road construction, your department must move past that way of thinking and do what is best for our area and build the extension.  It will greatly improve the traffic problems in areas of South Windermere, if built, this includes Folly Road, Savannah Hwy, St. Andrews Road and adjoining areas.  Noted.

Believes in doing the most environmentally sensitive solution vs. convenience.  Would give greater convenience if known that the most environmentally sensitive solution to the problem was taken.  Refer to Chapter 5 of the DEIS.

Do not need a beltway which will encourage further development of land better used as green space and farms.  Look at alternatives to fix traffic problems at their source.  Refer to Chapter 3, Section 3.2.

Thanks.  Noted.

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Do not need a beltway which will encourage further development of land better used as green space and farms.  Look at alternatives to fix traffic problems at their source.  Refer to Chapter 3, Section 3.2.

Thanks.  Noted.
Oppose completion of I-526/Mark Clark Expressway. First look at correcting key
intersections and bottleneck areas with solutions that have been proposed already and are
just a tiny fraction of the cost to implement. It has been proven that beltways do not
provide long term solutions to traffic problems. Fear that building this extension will just
lead to unneeded and careless development of now pristine and rural areas. Would like
to see a bigger focus on mass transit, bicycle and pedestrian friendly walkways/paths, and
interconnected streets. An alternative solution has been proposed and should be given
serious consideration, please review the CDD’s projections that the extension will provide
only temporary relief to a couple of road areas and will have no long term impact.

247
Refer to Chapter 3, Section 3.2 of the DEIS

Supports the completion of I-526. This last phase will enhance the quality of life in the tri-
county area with quick access from Isle of Palms to Johns Island. Also will provide a
timely evacuation route for the coastal areas and for police, fire protection and emergency
vehicles.

248

Completing the Mark Clark Expressway as originally conceived is very important to the
safety and economic development of John’s Island. Now, there is no satisfactory
route from John’s Island. Completion of the Mark Clark and building of the connector from the Betsy Kerrison Parkway to the Maybank Hwy access point is
essential for the safety of the John’s Island residents living in the lower part of the island.

249
Refer to Chapter 3, Section 3.2 of the DEIS

Put the Mark Clark through the James Island County Park property as planned for the
second time in 1990. Contact Senator Glenn McConnell. I am sure he will be able to save
you time and energy and fill yop in. Leave our homes out of the right of way.

250
Noted.

I want to strongly urge the DOT to consider alternative solutions to the traffic problems in
that region rather than moving ahead with the I-526 extension project. The ideas contained
in the New Way to Work alternative is much more sound for reducing traffic issues. In the
case of the proposed Mark Clark extension, destroying wetlands and wildlife habitats
should be considered the least viable alternative.

251
Refer to Chapter 3, Section 3.2 of the DEIS

I strongly support the extension. The long delay borders on negligence. Do not give in to
the vocal minority at the expense of the many.

252
Noted.

Charleston, James Island, John’s Island and West Ashley needs this last link in I-526 to
relieve current traffic on local streets and particularly for what the traffic will increase to in
the coming years.

253
Noted.

If you are going to continue to talk about it, you need to decide where it is going -
otherwise stop. I live on Riley Road and am trying to move to Atlanta. People won’t buy my
home because the road might go in?? If it is going to affect my home, then buy it. I do not understand how you allowed million dollar homes to go in at the end of Riley Road
when there was a possibility that this was going to happen.

254
Noted.

I trust that you will consider the New Way to Work plan for Johns Island. I feel that this is
the best method to deal with growth on our island. It is very important to those of us who
live and work here that we do the best thing for our island for the future.

255
Refer to Chapter 3, Section 3.2 of the DEIS

I am definitely opposed to the I-526 expansion. It will not relieve congestion, developers
will take this as carte blanche and develop more of Johns and James Islands, thus
increasing traffic, noise and pollution. Please do not the expansion!

256
Noted.

Please consider an alternative to extending I-526. Please consider “A New Way to Work”
in your studies of traffic alternatives.

257
Refer to Chapter 3, Section 3.2 of the DEIS

I do not support the extension. Green spaces are increasingly irreplaceable.

258
Noted.

I am vehemently opposed to the I-526 expansion. My family has been on James Island
since there was a James Island (over 300 years). There is enough traffic on James Island and
Johns Island. If I-526 is continued, Johns Island will be over developed just like James
Island was when the Connector (I-30) was built. The City of Charleston is ruthless in its
development of the Sea Islands and I do not think they need anymore help. Enough
already for the citizens of James and Johns Islands!

259
Noted.

I am not in favor of extending I-526 because it is the most expensive option, negatively
impacts wetlands and rural lands, and history has shown that beltways do not solve
congestion problems and can actually encourage development leading to more
congestion. Please consider alternate solutions including the "New Way to Work".

260
Refer to Chapter 3, Section 3.2 of the DEIS

I feel the proposed extension of I-526 will not improve the traffic conditions of James Island
and the surrounding areas. I hope that the SCDOT will look at efficient ways to spend
dollars allocated for transportation, and request that the New Way to Work designed by
Glatting Jackson be included in this EIS.

261
Refer to Chapter 3, Section 3.2 of the DEIS

Concerned about consequences of completion - care should be taken to maintain the rural
community of Johns Island. Sources say the completion will foster overdevelopment of the
island, especially at River/Maybank intersection. Danger of Bohicket and River roads need
to be addressed. More information of how development creeps into Johns Island need to
be given.

262
Refer to Chapter 5 Human Environment of the DEIS

Absolutely opposed to the current plan to expand I-526. My quality of life would decrease
in terms of reduced county park space, increased traffic problems, inefficient use of tax
dollars and irreversible damage to the sensitive environment of the area. SCDOT should
evaluate the New Way to Work design by Glatting Jackson in the EIS.

263
Refer to Chapter 3, Section 3.2 of the DEIS

YES to the I-526 extension, but also YES to the improvement of Johns Island roads. The
Cross Island Parkway runs from near the corner of Mark Clark & River Rd, crossing farm
land and not destroying homes or our beautiful live oaks along Bohicket Rd.

264
Noted.

I support your plan of record for the extension of I-526 and an interchange at Maybank
Highway for access to and egress from Johns Island. I oppose the so-called grid plan
being pushed by Maybank Highway by the City of Charleston and support your
current recommendation for improving Maybank Highway.

265
Noted.

The completion of the seven miles of I-526 to James Island at Folly Rd will relieve
congestion of all of the major roads in the area especially US-17 Savannah Hwy/Maybank Rd

266
Noted.

Would like to see the New Way to Work alternative created by Glatting Jackson to be
included in this EIS as a potential solution to the traffic problems in the area. Select the
cheapest alternative - the New Way to Work costs $207 million. Alternatives that
negatively impact large amounts of wetlands and park land should be considered the least
viable alternatives.

267
Refer to Chapter 3, Section 3.2 of the DEIS

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270 Please complete the project as soon as possible. Noted.

271 Look at the New Way Alternative. Your current plan is going to hurt more than help in the future and now. Wildlife and environmental impact will be terrible. Refer to Chapter 3, Section 3.2 of the DEIS.

272 Please continue the expressway from James Island to the Citadel Mall. It would ease traffic on Folly and Camp Rds also. Noted.

273 No to the I-526 Extension. It is critical that the New Way to Work Alternative is included in the EIS study as an alternative for improving traffic conditions. The New Way to Work can be built for half the cost of the I-526 Extension. Refer to Chapter 3, Section 3.2 of the DEIS.

274 I am very much against the extension of I-526. One of my concerns is its impact on the James Island County Park. This oasis among all the developments on James Island is priceless to people seeking a quiet place to walk as well as other wildlife in the park. The extension of Mark Clark would destroy all this forever. Refer to Chapter 5, Natural Environment of the DEIS.

275 I fully support the completion of the I-526 corridor from Savannah Highway through John and Johns Islands and connecting through to the James Island Connector, as is known. We need the completion of this road as a main artery encircling the greater Charleston area and an efficient and adequate evacuation route. I also support and encourage the use of bike lanes and/or bike paths within the I-526 to complement both bicycle and pedestrian traffic. Refer to Chapter 3, Section 3.12 of the DEIS.

276 I am ready for the Mark Clark to be completed. I believe the original path through the park is the right path. The land has been set aside and will not disturb anyone’s home. Noted.

277 The proposed extension of I-526 was initially conceived many years ago. I urge you to consider the New Way to Work which would be more effective and less costly. Refer to Chapter 3, Section 3.2 of the DEIS.

278 I am an avid cyclist and opposed to the extension and I fear increased traffic from the connector to James Island will make cycling, running, walking, prohibitively dangerous. Refer to Chapter 3, Section 3.12 of the DEIS.

279 The I-526 highway design is becoming obsolete as traffic planners are realizing that highways never solve traffic problems, and leave a path of undesirable induced development in their wake. The purpose is to relieve traffic on our major thoroughfares. In looking at relieving traffic in the target areas consider all of the alternatives available. Choose the alternative that is least damaging to our environment, that costs the least amount of money, and that will enhance the desirable attributes of Charleston to the tourists and who fuel our local economy. Refer to Chapter 2, Section 2.1, Chapter 5, Natural Environment of the DEIS.

280 We do not want or need the I-526 extension. The rural ambience of John’s Island must and should be preserved. People who bought at Kiawah/Seabrook knew that they were buying a long commute on a small road. Why cater to them now at the expense of small, often poor, rural landholders? Refer to Chapter 5, Human Environment of the DEIS.

281 Quite wasting taxpayers money. The final segment of the Mark Clark was settled in 1972 and 1995 by putting the expressway through property now owned by the James Island County Park. Quit messing with peoples homes and do the right thing. Put the road back through the park and make sure you buy the right of ways this time. Noted.

282 Please go ahead with the Mark Clark. There are five islands that have only one access to the peninsula, portions of West Ashley, the interstate and Mount Pleasant, and unfortunately, it is to go right past our neighborhood. Currently they all funnel across the Wappoo Bridge, and onto Folly Road. I have seen a tremendous amount of increased traffic on Folly, with the developments of James and Johns Islands. The whole section of Folly, from Maybank Hwy. to Hwy 61, past South Windemere, is packed with traffic. Noted.

283 Please email me the date/time of the next I-526 scoping meeting. Refer to project website www.scdot.org/626.

284 I want to express my desire to have I-526 completed as was planned originally. Completing I-526 is the only sane thing to do, especially in light of safety during hurricanes, etc. Channeling traffic through other streets does not work. Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.

285 I feel that the negative far outweighs the positives. I’ve seen first hand the effects of growth and the ensuing traffic. While I admit that efforts need to be made to resolve the traffic problems, this is not the appropriate solution. The impact on the salt marsh, our waterways, fish and wildlife and James Island County Park are immeasurable and irreversible. I challenge you to come up with a better option. You’ll have more support if you do. Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.

286 Please don’t build the highway as originally planned. Now that time has passed and studies have been conducted, we see now that it’s the wrong way to improve traffic flow. Please follow the scholarly advice given by the experts who’ve studied traffic patterns at length. We’re smart enough now to know better than to build the extension. Noted.

287 The roads on Johns Island need to be addressed before any attempt to bring more traffic onto the island via I-526 extension is considered. Bohicket, Main, Maybank and River Roads need to be assessed and improved first. Certainly the City’s plan for Maybank should be considered as well as SC Coastal Conservation League consultant ideas for the Main Road problems. Refer to Chapter 3, Section 3.2 of the DEIS.

288 Please keep in mind that bike/pedestrian access is important on any new roads. I understand that additional roadway is needed however, additional bike and pedestrian access is also needed. There is a lack of friendly and safe pedestrian and bike access in Charleston and it is important that this be part of any new roadway design. Refer to Chapter 3, Section 3.12 of the DEIS.

289 Where can I see a map? The description is confusing. “... and the James Island Expressway exchanges at Folly Road. Charleston County proposes to construct a multi-lane, controlled-access roadway with a grade-separated interchange at Maybank Highway (SC 700) and two bridges over the Stono River.” Where will the Maybank Interchange be? Refer to project website www.scdot.org/626.

290 The Connector should be built as planned. SC DOT must use every available technology to mitigate intrusion onto the salt marsh. I hope that engineers can make this section pedestrian friendly with a dedicated bike/walking lane. Refer to Chapter 3, Section 3.12 of the DEIS.

291 I consider it critical that the New Way to Work Alternative is included in the EIS study as an alternative plan for improving traffic conditions. Please consider and respect the opinions of the citizens. Refer to Chapter 3, Section 3.12 of the DEIS.

292 Before Hurricane Floyd, we left Charleston taking 18 hours for a similar trip. We need the I-526 extension that was promised years ago if there is to be any way for folks to leave before the next storm. Noted.
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Comments and Responses

293 No to the I-526 Extension. Building Superhighways induces development which creates more traffic and congestion. I-526 has a high cost that is disproportionate to its limited benefits. It is critical that the New Way to Work Alternative is included in the EIS study. The I-526 extension will create very significant environmental damage that is just not acceptable. The Mark Clark will not serve as an effective hurricane route. The Mark Clark will simply be a big parking lot.
Refer to Chapter 3, Section 3.2 of the DEIS.

294 The proposed extension of I-526 to the JI Connector is a great idea. It will make it so much easier for us, who live downtown, to get to Citadel Mall, Edisto, and Savannah without getting caught in West Ashley traffic. Please build it soon.
Noted.

295 I support the I-526 completion. This has been part of our community's transportation plan for more than a decade. Let's stick to this plan which considers the area of completion and the region.
Noted.

296 The concerned citizens of the Sea Islands and the Coastal Conservation League hired transportation experts Glatting Jackson Kercher Anglin, Inc. to look at alternative transportation solutions using less money to provide better solutions to congested areas. Please take their proposed alternatives into consideration.
Refer to Chapter 3, Section 3.2 of the DEIS.

297 As a resident of Johns Island, it is imperative to me that you include the New Way to Work Alternative designed by Glatting Jackson Kercher Anglin, Inc., in the EIS study as an alternative plan for improving traffic conditions.
Refer to Chapter 3, Section 3.2 of the DEIS.

298 The approved Right of Way needs to stay where it was originally intended and agreed upon by all parties. If it is indeed going to be built, it needs to have the least impact it can on the community, negative traffic flow, the environment, and the quality of life in the town of James Island.
Refer to Chapter 5 of the DEIS.

299 With the growth already occurring on Johns Island, it would be ludicrous not to build the I-526 Extension especially since it is approved and funded.
Noted.

300 "Progress" has destroyed too much of our natural environment over the last 35 years, and if we don't stop the destruction now, we will lose more of what we can never, ever get back. No more I-526. Slow down. Enjoy life.
Refer to Chapter 5 Natural Environment of the DEIS.

301 I support the completion of I-526 for a number of reasons. 1. I live on James Island - I-526 will allow me to go directly to N. Charleston vs. going down Hwy 61. 2. Economic Development - for years Johns Island and our Sea Islands have had too much poverty. This access will give them more opportunities. 3. Safety for evacuation.
Noted.

302 I would love to see the highway extended and better roads leading to the island. Main and Bohicket are both very narrow with no shoulders in case of emergency and large trees extending the highway will alleviate a lot of traffic on Main coming off of 17 and a new road or widening of Bohicket will keep travelers safe.
Refer to Chapter 3, Section 3.2 of the DEIS.

303 I think you should look at alternative solutions to the traffic instead of creating another problem.
Refer to Chapter 3, Section 3.2 of the DEIS.

304 Our family own 750 Riverland and desire to keep the road on County Park as planned in 1972.
Noted.

305 I was not able to attend the public hearing, but am very much in favor of completion of I-526. I hope it can be done ASAP.
Noted.

306 I was interested in knowing the proposed route for the I-526 extension. Could you please send me the current projected plans?
Refer to project website www.scdot.org/i526.

307 Definitely a good idea because it has helped on the Mt. Pleasant side of town.
Noted.

308 The approach SCDOT is taking by proposing I-526 is incorrect. The DOT is building this road because someone wants the road to be built. The New Way to Work alternatives should be included in the I-526 EIS.
Refer to Chapter 3, Section 3.2 of the DEIS.

309 Not only is this potential project environmentally negative, but also an eye sore, which will change the natural landscape and way of life for many. I am completely against it.
Refer to Chapter 5 Natural Environment of the DEIS.

310 Don't allow laws or taxes that hurt us with expensive sprawl infrastructure (no highways, etc.) More sprawl leads to more highways, more cars, accidents/deaths, pollution, insurance liability, costs, taxes - and less time/money for locals to spend on better education, culture, community, etc.
Noted.

311 I am for the expressway to link Johns Island with Charleston. It would benefit the evacuation method during a hurricane and shorten my commute to Charleston each day.
Noted.

312 Fix the traffic problems locally and at their source. Select the cheapest alternative to solve the traffic problems. The New Way to Work should be included as an alternative in the EIS study.
Refer to Chapter 3, Section 3.2 of the DEIS.

313 I am opposed to the Mark Clark extension. In addition, I do not support the destruction of trees that will occur during construction. The expressway will negatively impact the peace and quiet of James Island County Park.
Refer to Chapter 5 Natural Environment of the DEIS.

314 I fully support the SCDOT plan. This new road will be a great asset to our community and to those of us who live on the peninsula.
Noted.

315 I strongly support the proposed road improvements. This will not only improve some traffic issues but greatly improve the safety.
Noted.

316 This project is overdue - the need is so obvious the delay is hard to understand.
Noted.

317 The environmental impact of cars in a moving parking lot will be more severe to the local residents and wildlife than completing what should have been finished years ago - Let's finish I-526.
Noted.

318 I want to provide my support and volunteer to assist in the completion of this critically needed development.
Noted.

319 The state should quit trying to change things to fit the desires and goals of a few politicians and go with the original plan. The people have spoken twice already, are you going to keep asking the same question until you get the answer you want.
Refer to Chapter 1, Section 1.3

320 I am opposed to the extension. The impact on wetlands, plus the inevitable spread of sloppy development is just too much. For an "interstate" to end with one lane at the road's edge. I feel extending the highway will alleviate a lot of traffic on Main coming off of 17 and a new road or widening of Bohicket will keep travelers safe.
Refer to Chapter 5 Natural Environment of the DEIS.

321 I just received an email about this and was curious what options were being considered i.e., are any alternatives to extending I-526 currently being considered as well.
Refer to Chapter 3, Section 3.2 of the DEIS.

322 I am opposed to the extension. It seems that there are so many other road projects that should take precedence. The extensions appear to be a pet project that people with influence are trying to push through.
Noted.

323 We are residents of Johns Island and have seen many accidents on Maybank and Bohicket roads. These are congested and dangerous roads. They must be improved as the number of construction trucks increases to Seabrook and Kiawah island.
Noted.

324 I want to provide my support and volunteer to assist in the completion of this critically needed development.
Refer to Chapter 3, Section 3.2 of the DEIS.
I am opposed to the extension of I-526. This would only add to the traffic problems. Noted.

The I-526 extension is not really a needed project. To spend the expense and effort to span the Stono River two times when two bridges have been constructed across the Stono River near the proposed location in the last 5 years seems a waste of resources.

I believe the project is extremely important for the future projections of growth of this area. I believe it will eliminate a lot of traffic congestion on several major roads.

I am in favor of the New Way to Work initiatives.

Save money and the environment. Fix the roads we have. Getting to the traffic jam faster for half a billion dollars is a shameful waste.

This road has been planned as the completion of the Mark Clark Expressway for decades. Changing our collective mind about this project is unwarranted and shortsighted.

Would like to add that traffic flowing into Calthorn Street following completion of the proposed 526 would be a nightmare. Morning traffic attempting to access Calthorn Street already backs up nearly to the Hwy 61 exit. Adding drivers from West Ashley, Johns Island, and North Charleston to that volume will only make matters worse.

I fully support the state plans to build the expressway. Our family of 5 supports the current project. Please send me the summary of comments made at all public hearings held on this project.

I am against the further extension of I-526 through the proposed Johns Island Corridor. I consider this is for the wealthy area of Kiawah and Hilton Head. Once again nature and the environment, so as not to look like another super highway in the midst of such beauty.

Changing our collective mind about this project is unwarranted and shortsighted. Noted.

I agree though that it will have a negative impact on John's Island.

The biggest problem I see is the lack of advance planning and the unbridled development that goes with it. There needs to be a moratorium on building for James Island and a moratorium on building for Half a billion dollars is a shameful waste.

I am in favor of the New Way to Work Alternative created by Glattin Jackson to fix traffic bottlenecks around Savannah Highway, Folly Road, Maybank Highway, and Savannah Main Road. I would like to see it included in this EIS.

I hope you will consider the alternative plan by the Concerned Citizens of the Sea Islands. I am in favor of the New Way to Work initiatives.

I would like to add that traffic flowing into Calthorn Street following completion of the proposed 526 would be a nightmare. Morning traffic attempting to access Calthorn Street already backs up nearly to the Hwy 61 exit. Adding drivers from West Ashley, Johns Island, and North Charleston to that volume will only make matters worse.

I think I-526 is an outdated highway plan for this area. In my view it will create more problems than it solves.

I ask you to consider the alternative plan made by Concerned Citizens of the Sea Islands. I am in favor of the New Way to Work initiatives.

I fully support the state plans to build the expressway. Our family of 5 supports the current plans and are against the group objecting to the existing plans. We request this be fully support the state plans to build the expressway. Our family of 5 supports the current plans and are against the group objecting to the existing plans. We request this be complete ASAP due to concerns about traffic wait in West Ashley. Noted.

I propose the completion of 526 because it is just too expensive. At the time the public approved the half cent tax, there was no mention of finishing 526 with those funds. If there had been, the vote would have been different. 2nd, there are alternatives that accomplish the same or better function and are less costly.

The New Way to Work Alternative was designed by Glatting Jackson consultants makes much more sense. I totally endorse it and am totally against the I-526 Extension.

I believe the project is extremely important for the future projections of growth of this area. I believe it will eliminate a lot of traffic congestion on several major roads.

I am in favor of the New Way to Work Alternative created by Glattin Jackson to fix traffic bottlenecks around Savannah Highway, Folly Road, Maybank Highway, and Savannah Main Road. I would like to see it included in this EIS.

The biggest problem I see is the lack of advance planning and the unbridled development that goes with it. There needs to be a moratorium on building for James Island and a moratorium on building for Half a billion dollars is a shameful waste.

I am in favor of the New Way to Work Alternative created by Glattin Jackson to fix traffic bottlenecks around Savannah Highway, Folly Road, Maybank Highway, and Savannah Main Road. I would like to see it included in this EIS.

I fully support the state plans to build the expressway. Our family of 5 supports the current plans and are against the group objecting to the existing plans. We request this be complete ASAP due to concerns about traffic wait in West Ashley. Noted.
I support the New Way to Work Alternatives as I completely agree that the impact directly related to the expansion of the Mark Clark Expressway would be negative in so many ways.

I am opposed to the proposed plan for extension of I-526 Mark Clark Expressway because it does not seem to address the real traffic problems of the area. As proposed, it will only induce more development and add to the traffic burden.

We live directly along the line of the proposed highway that would extend across the Intracoastal Waterway. The rookery in the path of the highway, and the marsh area cannot withstand the trash and noise it would produce. This area already has so much refuse that is dumped into the little creeks from the Stono bridge that the marsh looks like a plastic bag farm from the road. Not to mention the car oil and tire run off that will go directly into the water below. If this has to be built, please, please, add some barriers and divert the water run off so our water quality doesn’t go down even more.

As a resident of the Charleston neighborhood off Polly Road Blvd., I would like to voice my support for the completion of the Mark Clark Expressway. Let’s admit that this is a “done deal” and must be completed. The energy that is being spent by many in support of and protest against this project will be better spent in planning for more thoughtful future development patterns.

Please either stop the I-526 Extension or eliminate the Johns Island exits. The road will only bring more congestion to Johns Island, our local roads are overburdened and need fixing first. Plus this project is not worth the money at $420 million.

What is the start date of construction or is there one proposed yet?

Please expand the scope of study to take a close look at alternatives to this byway. We owe it to future generations to do the very best we can to protect the quality of life in this wonderfully blessed and unique area.

Any additional information would be helpful. A map of the proposed route would be great.

The Mark Clark Highway should be routed through the original site as decided in the 1972 and 1995 studies. It would be a shame to displace families by attempting to route the highway around the County Park.

The new road will not only improve congestion, but will also serve as a tool for economic development and provide more local jobs. Would like to see the New Way to Work alternative included.

It’s about time. Get on with it.

I absolutely do not want to look at a big wall or have cars driving back and forth at all hours of the night and day. The proposed alley way for the project will be within 2 feet of my fenced backyard of my home on Arlington Drive. That is not acceptable to me. I hope others feel the way I do in that this will drop our home values and that any statements that I think would be wrong.

Insist that you look at the New Way to Work Alternative Plan. Proposed plan will destroy wildlife and beauty of Charleston. Please do not do the proposed plan. It will not help the true issues that you are trying to accomplish.

Need new road to protect trees on Bohicket Road. Expansion is already here, therefore, roads must keep up with the needs of the taxpayers. Delays will be far more costly if we delay.

Use all due haste in getting this severely overdue project completed. Safety & well being of the citizenry is overdue!

Completion of I-526 will encourage proliferation of growth. Please scrap this project and spend the money on projects which promote communities that make public transportation feasible.

Please build the Mark Clark Expressway as it is now planned as we desperately need it to relieve traffic. Look forwarding to using the Mark Clark to get from West Ashley to James Island. It needs to be built asap. More people for it than against it.

The I-526 extension is needed to complete the badly needed safe road way system off Johns Island. This will also save the mighty oak trees that everyone loves.

With the increased traffic the area this project is sorely needed.

The Expressway will not take up much of Johns Island land. This project is greatly needed to relieve traffic on James and Johns Island. This project Must be completed!

Resides on Johns Island and is in favor of the project. What is the status of the Mark Clark Expressway interstate? When do they expect to begin? Is there a map of the proposed path?

Fix the traffic problems locally and at their source. Experience from around the country proves that a beltway is not the most efficient solution to traffic congestion. Big roads do not solve traffic problems, they induce development along their corridor that quickly clogs the new road. Create and study a plan that will solve traffic problems, enhance neighborhoods and revitalize the economy. Alternatives that emphasize redevelopment will not only improve congestion, but will also serve as a tool for economic development and provide more local jobs. Would like to see the New Way to Work alternative included in the EIS as a potential solution to the traffic problems in the area.

Completion of this project is long overdue and necessary since the roads on Johns Island are highly congested. Would like more information on this.

Insists that the New Way to Work Alternative be included in the EIS study as an alternative plan for improving traffic when considering the I-526 project.

Extending Mark Clark is a bad idea. Seems that anytime additional infrastructure in the form of roadways are created, they bring with them additional development. They ultimately fail to solve the problems they were to address. If it were possible to create an expressway that reexamined that - without ancillary frontage growth in terms of housing and commerce - then it would be a good idea.

No comment.

Since you have already done impact studies on this project, please stop wasting money and go with the original plan. Keep the road going right beside the park as planned and be done with it.

As a resident of the proposed 526 extension justify the project on the grounds of utility and efficiency, specifically in regards to easing traffic congestion and reducing commute times. The problem with this rationale is that it subjects higher values (environment, beauty, community) to baser motivations (efficiency, material progress, etc.). This project should be abandoned due to the environmental and aesthetic loss to James and Johns Island communities, which will far outweigh the 15 minutes saved to commute home.
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- Build it quickly. Noted.

388 Strongly support completion of the Mark Clark Expressway. Opponents have made fatally flawed assumptions in development of the so-called alternative plans. If allowed to prevail, opponents’ plans will cause additional congestion, gasoline consumption and pollution, not mention degraded quality of life in the entire Charleston area. Noted.

389 Please complete the beltway! Noted.

390 Opposed to this unnecessary and harmful new road. The COG traffic models show that the I-526 extension itself fails soon after it is built. Some roads such as Savannah Hwy and Folly Road will still have failing levels of service even after the Mark Clark Extension is completed; building superhighways induces development which creates more traffic and congestion. New Way to Work alternative plan will provide far greater traffic relief; the Mark Clark has a high cost that is disproportionate to its limited benefit; the Mark Clark will create significant environmental damage; the extension of the Mark Clark will cause a loss of wildlife habitat on Johns and James Island; will cause a substantial increase in noise affecting residents and boaters; damage to and loss of significant acreage within the James Island County Park; Mark Clark will not serve as an effective hurricane evacuation route; Mark Clark will disrupt the social and community fabric of Johns Island; growth continues.

391 Mayor Riley has already destroyed James Island, so let him have a go at Johns Island as well. Finish the Mark Clark!

392 Growth in this area has already occurred, and will continue. From a safety and traffic movement standpoint, the 526 extension is needed. Noted.

393 Homeowner on James Island have made a significant investment in the future quality of life I want to enjoy on the Island. I will not want to live here anymore if this road goes through as proposed. Would like to see the New Way to Work Alternative included in the EIS as a potential solution to the traffic problems in the area. Our solutions for growth should be of the 21st century and not rely on the solutions generated and proposed 30 years ago. It’s a new age, with new ideals to protect our quality of life and lower automobile usage, not increase it. Refer to Chapters 3 and 5 of the DEIS.

394 For the health of our environment and our community, please include the New Way to Work Alternative in the EIS study as an alternative plan for improving traffic conditions. Refer to Chapters 3, 5 of the DEIS.

395 All for the project. The people that do not want it do not want change or growth, two things that are inevitable. The only way to keep up with the development of the island is to continue the Mark Clark all the way to the JI connector. Noted.

396 You are already about 5 years or more behind the curve in having this project done. Every week and month you delay waiting on a few groups who oppose this, you further burden our already overused arteries to and from James and Johns Island. Please get the ball rolling ASAP. Noted.

397 Build it quickly. Noted.

398 It will never be a true beltway around Charleston and thus a major concern of mine relates to the effect 7 additional miles will have on surrounding roadways, traffic at Calhoun Street, Folly Road, Savannah Hwy and River Road interchanges, and the local ecology. There are convincing arguments that the cost of these additional miles would be better spent on improvements in other roads including Maybank, Folly, and the Ashley Bridge areas. The 526 project will bring increased development and traffic at the expense of quality of life on James and Johns Island as well as the environment around the relatively pristine Stono River. I hope this project is not proceeding because of special interests or decisions made from old information, but based on sound data regarding the overall impact of the proposal. If there are better alternatives, should not that be considered in the planning process? Refer to Chapter 2, Section 2.1 of the DEIS.

399 Support the project. As a James Island resident, I see the need for improved infrastructure and traffic flow. Have confidence in our state and local governments that they will make prudent decisions that will minimize the environmental and resident impacts of this very important and much needed project. Noted.

400 Is there a map on line that shows the projected path of the extended 526 (as what roads it will cross, etc.?)? Refer to project website www.scdcot.org/526.

401 Why do you continue to waste taxpayers money to reinvent the wheel? This was decided twice before…go back to the land at James Island County Park that has been twice designated as the right of way in prior studies! Refer to Chapter 1, Section 1.3

402 The Mark Clark is Not a solution for current and future traffic problems. The BCDaves traffic models show that the I-526 extension merely moves congestion and fails soon after it is built. Some roads will still have failing levels of service; building superhighways induces development which creates more traffic and congestion. New Way to Work alternative plan will provide far greater traffic relief; the Mark Clark has a high cost disproportionate to its benefit; will create significant environmental damage like loss of wildlife habitat on Johns and James Island; will cause increase in noise affecting residents and boaters; damage to and loss of acreage within the James Island County Park; will pollute our view shed, will not serve as an effective hurricane evacuation route; will disrupt the social and community fabric of Johns Island; growth follows infrastructure and will raise property values causing a loss of affordable housing and displacement of low income and minority populations; loss of Gullah culture can be expected due to displacemen to families from Hein’ Property. Refer to Chapter 3, Section 3.2 and Chapters 3, 5 of the DEIS.

403 Would like to see pedestrian and bicycle access lanes on James Island connector and all new roads in the area. Refer to Chapter 3, Section 3.12 of the DEIS.
Expanding the Mark Clark is Long overdue! 100% for expansion. Noted.

Fix the traffic problems locally and at their source. Experience from around the country proves that a byway is not the most efficient solution to traffic congestion. Consider alternative methods to relieve traffic congestion. Big roads do not solve traffic problems, they induce development along their corridor that quickly clogs the new road requiring increased capacity in the long term. Taking local trips off congested roadways can greatly reduce car trips on heavily traveled roads. Future redevelopment to include a network of streets giving drivers choices and relieve congestion on major thoroughfares. Alternatives that emphasize redevelopment will not only improve congestion, but will also serve as a tool for economic development and provide more local jobs. Would like to see New Way to Work Alternative included in the EIS as a potential solution to the traffic problems in the area. Select the cheapest alternative to solve the traffic problems. Alternatives that negatively impact large amounts of wetlands and parkland should be considered the least viable alternatives.

Please include the New Way to Work Alternative in the EIS. Prefer to see our current infrastructure improved and made more pedestrian and bicycle friendly rather than building 7 miles of highway that will not solve our traffic congestion problems and waste millions of tax payer dollars.

Very concerned about completing the Mark Clark from West Ashley to James Island. There is no way for the current proposal to not have traffic dumping into small intersections. The widening of Maybank Highways will dramatically negatively alter one of the most prized scenic roads in the Low Country. Wildlife will be destroyed. Growth is inevitable but it can be managed without a slice and dice approach. The idea of creating smaller grid patterns sounds interesting. Fuelling the economy of Kiawah sounds disgusting if it infringes on the lives of an entire segment of the local population that does not have the resources of the typical home owner. 526 will not help with evacuations.

The streets of old Charleston are suffering increasing negative vehicular impacts with each passing year. Because of new construction along with the lack of innovative planning to mitigate the volume of both tourist and commuter vehicles - all have contributed to a marked deterioration of the downtown quality of life. Now we are faced with a proposed extension of 526 that promises to add even more vehicles to the mix. Planning should be in process that seeks ways to remove through traffic from over-burdened streets. We must begin to look much more carefully at each and every proposed development, including public infrastructure such as this I-526 extension.

Please keep bikers and pedestrians in mind. We Need bike and pedestrian lanes and we need safe ones.

Unable to attend meeting. Very interested and concerned with the I-526 completion project. Please forward any/all information you have on this project - specifically relative to environmental issues, proposed effect on traffic congestion and especially involved plots of land tagged for this project. Family has real estate on Riverland.

Seems that the controversy hinges on the Maybank Interchange. Those who choose to live in the Johns Island and the barrier islands make the choice or should know they will be driving two lane roads and not have the convenience of an interstate. Many of us saw what happened to Hilton Head when the road was changed - Hilton Head also used to be a rural area with the charm of John’s Island.

The right of way through James Island County Park has already been determined to be the best solution – twice. It is a complete waste of funds to study this again. Please proceed with the expressway without disruption to the families in the area.

Upset that April 10 public scoping meeting information arrived April 25 – too late to attend meeting. Too late to mail comment form also. Thinks the 526 extension would be great if it were built high enough and visually pleasing enough to where it did not affect our neighborhood. Worries that the extension will be too low to the ground and very loud.

Extension of I-526 only benefits those wanting to develop Johns Island to turn it into the next Mt. Pleasant. Drive up Hwy 17 North and look at the uncontrolled development since the completion of I-526 to the Mt. Pleasant area.

Extending I-526 over the Stono will only elevate trucks and cause the noise to disseminate further causing extensive noise pollution. The bridge will be an eyesore.

Finds it absurd that this extension would even be considered when the road conditions are already deplorable. I-526 westbound between Rivers Avenue and Hwy 7 - the road is in extremely poor condition with many holes and ruts. Traffic on this section of road is already overloaded and extending I-526 will only encourage more traffic.

Please put the road back through the park property as originally planned. There are people whose lives will be permanently affected if you destroy their homes.

Thinks it would be better if you looked at the New Way to Work alternatives as a way to save some money on a boondoggle (I26) which will only make traffic worse. Please include these alternatives in your EIS.

Chapter 7
Comments and Responses

25
1.1 Fix roads on Johns Island first, widen the roads, more traffic lights & turnoff lanes - then think about other roads and infrastructure first. Noted. Johns Island

1.2 Against I-526 extension to Johns Island in any form - the era of beltways is over. 526 serves no purpose. A better solution is to improve existing roads (not just widening) and intersections, encouraging alternative modes of transportation and land use that encourages less cars. The project should not go forward. Johns Island

1.3 Widen existing roads. Think about rail lines. Johns Island

1.4 Fix roads especially Mann Rd & Hwy 17, Maybank & River. Lower speed limit on River Rd. & Bohicket Rd. to 40 mph and have more speed limit enforcement. Use grid proposal of Maybank corridor city of Charleston. Do not build I-526 - it will not fix the problems. River Road

1.5 As a group, not opposed to construction of I-526, but believe it is imperative that Cross Island Parkway be constructed. Noted. Kiawah

1.6 Leave the Angel Oak Tree. Opposed to expansion of I-526. Do not need more homes built on Johns Island. Noted. Headquartes Island

1.7 Concerned about location of I-526 because of noise impacts - it will be elevated like the bridge. Please put some noise barriers around my side to hear the noise now and what it would be like with increased traffic. Noted.

1.8 Several Concerns about project. Will the road improve traffic flow over 40-45 years - most assessments say the benefit is short term. Is it worth the cost? What is the environmental impact of the structure? What about less expensive, cleaner modes of transportation - rail system. Refer to Chapter 5, Section 5.3 of the DEIS.

1.9 No comment about project. Suggest meetings begin at 6:00 pm not 6:30 pm, announcement meet at least 4 weeks before meeting. Noted. Johns Island - Legareville area

1.10 No do not build bridge - horible for the environment. Refer to Chapter 5 Natural Environment of the DEIS.

1.11 Against I-526 extension to John's Island in any form - please do not make the bridge higher. Johns Island

1.12 Against expansion of Mark Clark Expressway because study found that expansion would increase additional growth which might not occur otherwise. Expansion will be detrimental to Johns Island residents. Refer to Chapter 5 Human Environment of the DEIS. Johns Island

1.13 DOT alternatives (1-17) seem to do more harm and don't solve the problems. Our environment is suffering enough. Look at less expensive ways to solve traffic problems. Johns Island

1.14 No to building of I-526 bridge. It is horrible for our economy and the bridge is more detrimental than beneficial. Hurts environment and increases car congestion tremendously. Refer to Chapter 5 Natural Environment of the DEIS. Johns Island

1.15 No to I-526. Suggest doing some redevelopment and have parallel roads & routes to spread out traffic. Refer to Chapter 3, Section 3.20 of the DEIS.

1.16 Against I-526 extension to John's Island - the project threatens communities and natural areas west of W Ashley. Use money more efficiently such as redesign, fix and upgrade existing roads.

1.17 No to Mark Clark Expressway. Expand road. Refer to Chapter 3, Section 3.5 of the DEIS

1.18 Yes to Mark Clark Expressway, build as soon as possible, include pedestrian access, elevate congestion at I-17 & Maybank, & Mark Clark Run already are getting congested on US 1 and growth which might not occur otherwise. Johns Island/Chisolm Road

1.19 Fix roads on Johns Island first, widen the roads, more traffic lights & turnoff lanes - then think about other things. Refer to Chapter 3, Section 3.5 of the DEIS.

1.20 Comments on Alt. #16: Impractical for traffic flow, limits access to neighborhoods, businesses, and education. Project infrastructure, which affects property values, drainage from cars, may affect schools, impacts Long Branch Creek, Bird sanctuary, traffic impacts, impacts wildlife, long elevated causeway over marsh. Refer to Chapter 3, Section 3.5 of the DEIS. Sylvan Shores

1.21 Fix roads first. Don’t build it & they won’t come. Refer to Chapter 3, Section 3.5 of the DEIS. Johns Island/Chisolm Road

1.22 Roads on Johns Island first, widen the roads, more traffic lights and turnoff lanes - think then about other things. Refer to Chapter 3, Section 3.5 of the DEIS. Johns Island

1.23 No to I-526. Suggest doing some redevelopment and have parallel roads & routes to spread out traffic. Refer to Chapter 3, Section 3.20 of the DEIS.

1.24 Reference the DEIS - Roads and the extension of 526 is a much needed improvement for traffic management for Charleston County. It will be safer and faster. Widening existing roads will not work because of trees and wetlands. Alps 3 & 4 would have to bridge too high and Alps 16 & 17 start in the middle of nowhere. Route 16, 12, or 14 are bets. Refer to Chapter 3, Section 3.5 of the DEIS, and Chapter 3, Section 3.6 of the DEIS. Drayton On The Ashley - West Ashley

1.25 Glenn McConnell Extension. Extend Glenn McConnell beyond Bees Ferry Road. Do not use soundwalls. Refer to Chapter 3, Section 3.2 of the DEIS. Drayton On The Ashley - West Ashley

1.26 Fix roads first. Don’t build it & they won’t come. Refer to Chapter 3, Section 3.5 of the DEIS.

1.27 Concerned about location of 526 because of noise impacts - it will be elevated like the bridge. Please put some noise barriers around my side to hear the noise now and what it would be like with increased traffic. Noted.

1.28 Against I-526 extension to John's Island in any form - please do not make the bridge higher. Johns Island

1.29 For using existing roads especially Mann Rd & Hwy 17, Maybank & River. Lower speed limit on River Rd. & Bohicket Rd. to 40 mph and have more speed limit enforcement. Use grid proposal of Maybank corridor city of Charleston. Do not build I-526 - it will not fix the problems. River Road

1.30 Build 526 as soon as possible. Since 2000 commute time has increased - thought 526 would be continued as planned. Noted.

1.31 Cancel 526 - Johns Island and James Island will be dotted with horrible overpasses, changing views for ever. Spend money more wisely, work out alternative smaller roads. Noted. Kiawah

1.32 Against project - economical and long-term effects should be taken into consideration and weighed appropriately. Refer to Chapter 3, Section 3.3 of the DEIS. Johns Island

1.33 Against project - do not agree with building a bridge through wetlands and other areas of our environment. Environment and economy will be affected. Refer to Chapter 5, Section 5.20 of the DEIS.

1.34 Against project - bridge will ruin our economy and environment. Refer to Chapter 5 of the DEIS.

1.35 Great meeting - looking forward to learning more about project and shorter list of alternatives. Refer to Chapter 3 Section 3.12 of the DEIS. Camp Road Estates

1.36 Cancel Bees Ferry Road. Not going to happen. Refer to Chapter 3, Section 3.5 and Chapter 5, Section 5.3 of the DEIS. Johns Island

1.37 Against 5-26. You will ruin wetlands. Widening existing roads strategically. Refer to Chapter 5 Natural Environment of the DEIS. Johns Island

1.38 See the Angel Oak Tree. Opposed to expansion of I-526. Do not need more homes built on Johns Island. Noted.
1.41 The areas of concern for me are the areas of River Road from Maybank down to Mt. Zion Elementary. James Island November 13, 2008.  

James

1.41 play with the plan.  

Bickley Road

1.42 Against the project - will take up most of front yard.  

River Road/Johns Island

1.43 None of the proposed 1-526 alignments are appealing; instead, improve existing routes, provide better & safer roads, a lane to the last mile of Maybank as it enters Johns Island, establish alternative smaller connector to John's Island, etc. Money spent in the alternatives or perhaps turning the money over to other state programs that have experienced cuts such as education.

Referred to Chapter 3, Section 3.5 of the DEIS  

Johns Island

1.44 Economically this project is a waste of taxpayers money. Use the money to improve existing infrastructure. Use the money to improve existing infrastructure.  

Referred to Chapter 3, Section 3.5 of the DEIS  

Johns Island

1.45 Reconstructs roadways to improve safety and reduce congestion. Traffic at the intersections is non-functioning; it is not a matter of convenience but a matter of preserving our way of life.  

Refer to Chapter 3, Sections 3.5, 3.6 and 3.7 of the DEIS.  

West Ashley

1.46 Build I-526 now. Progress will happen, make sure we can control it now before our property value decreases anymore because of poor lack of initiative.  

Refer to Chapter 3, Sections 3.5-3.7 of the DEIS.  

Seabrook/Johns Island/W. Ashley

1.47 Consider the alternative modes of transportation. Refer to Chapter 3, Section 3.5 of the DEIS  

Johns Island

1.48 Consider ground level boulevard on original 526 instead of overpass.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Johns Island

1.49 More emphasis on the alternative transportation option rather than the expansion of I-526. Alternative transportation options could effectively address the issues of auto congestion, money and environmental effects. The City needs alternative transportation. Johns Island should be kept rural and beautiful, not overdeveloped and congested.  

Refer to Chapter 3, Sections 3.5, 3.6 and 3.7 of the DEIS.  

Summertrees

1.50 Against project - will not ease traffic but will instead further congest certain areas. Natural beauty will be affected that in turn affects tourism. Suggest looking into alternatives such as town centers.  

Refer to Chapter 3, Section 3.5 of the DEIS.  

Summertrees

1.51 Build I-526. Progress will happen, make sure we can control it now before our property value decreases anymore because of poor lack of initiative.  

Refer to Chapter 3, Sections 3.5-3.7 of the DEIS.  

Seabrook/Johns Island/W. Ashley

1.52 Complete I-26 to Johns Island Connector first (no toll road), then widen Maybank and River Roads. Noted.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Johns Island

1.53 Please consider the new way to work - seems to be cheaper and has a whole lot more common sense and true visionary overviews of the problems. Please include Glattling Jackson alternative in the EIS.  

Refer to Chapter 3, Section 3.5 of the DEIS  

James Island

1.54 Prefers Alt. #3 or #4 if 526 is built. Like the idea of connecting neighborhoods so one does not have to use only main roads. Since 2 of the 5 lanes needed for the pitch fork idea have been donated that seems like the easy way to go. The 526 is not a matter of convenience but a matter of preserving our way of life. Concerned about the impact on our waterways - do not need another bridge.  

Refer to Chapter 3, Section 3.5 of the DEIS.  

Summertrees

1.55 More emphasis on the alternative transportation option rather than the expansion of I-526. Alternative transportation options could effectively address the issues of auto congestion, money and environmental effects. The City needs alternative transportation. Johns Island should be kept rural and beautiful, not overdeveloped and congested.

Refer to Chapter 3, Sections 3.5, 3.6 and 3.7 of the DEIS.  

Summertrees

1.56 There are some very good alternatives to the 526 connector, please consider proposals made by Coastal Conservation League. Building more freeways does not lead to less traffic.  

Refer to Chapter 3, Section 3.5 of the DEIS.  

Johns Island

1.57 Improve existing infrastructure - add light rail. Too many negative impacts for communities. Primary improvement or benefit can be achieved through methods other than expanding the interstate.  

Refer to Chapter 3, Section 3.6 of the DEIS.  

James Island

1.58 Fix existing roads. Adding a huge & costly interstate will destroy the two islands as we know them. Increased development will ensure that natural resources and species will be endangered and lost.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Johns Island

1.59 Fix existing roads. Extension of 526 through Johns Island will increase traffic, encourage more development and congestion. I strongly encourage the city to look into other means of improving safety and relieving traffic problems.  

Refer to Chapter 3, Section 3.4 of the DEIS.  

James Island

1.60 Fix existing roads. Opposed to I-526 project - money can be better spent. Will ruin beautiful areas. I-526 will become a giant parking lot, there is no good plan to get cars on and off because the interchanges are inadequate. Project will only shift the problem and not fix it.  

Refer to Chapter 3, Section 3.5 of the DEIS.  

Johns Island

1.61 Fix existing roads. Extension of 526 through Johns Island will increase traffic, encourage more development and congestion. I strongly encourage the city to look into other means of improving safety and relieving traffic problems.  

Refer to Chapter 3, Section 3.4 of the DEIS.  

James Island

1.62 Fix existing roads. Revised project - money can be better spent. Will ruin beautiful areas. I-526 will become a giant parking lot, there is no good plan to get cars on and off because the interchanges are inadequate. The pitchfork idea that the City proposed will handle the traffic that 526 would not capture.  

Refer to Chapter 3, Section 3.5 of the DEIS.  

West Ashley

1.63 Fix existing roads. Building more freeways does not lead to less traffic.  

Refer to Chapter 3, Section 3.5 of the DEIS.  

West Ashley

1.64 Oppose I-526 project - money can be better spent. Will ruin beautiful areas. I-526 will become a giant parking lot, there is no good plan to get cars on and off because the interchanges are inadequate. Project will only shift the problem and not fix it.  

Refer to Chapter 3, Section 3.5 of the DEIS.  

Johns Island

1.65 Oppose the proposal. Refer to Chapter 3, Section 3.5 of the DEIS.  

Johns Island

1.66 Prefer Alternatives 1 & 4 - go over the water. These alternatives impact the least number of families and private land, saving money.  

Refer to Chapter 3, Section 3.5 of the DEIS.  

Rushland Island

1.67 Light rail using existing right of way on Johns Island - no buses.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Grimaldi Gates

1.68 Light rail using existing right of way on Johns Island - no buses.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Rushland Island

1.69 Finish the Mark Clark of the proposed plan of 1949. Widens Maybank to 4 lanes. Stop any new development projects until roads are complete. Stop issuing building permits.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Johns Island

1.70 Fix existing roads. Extension of 526 through Johns Island will increase traffic, encourage more development and congestion. I strongly encourage the city to look into other means of improving safety and relieving traffic problems.  

Refer to Chapter 3, Section 3.4 of the DEIS.  

Johns Island

1.71 Fix existing roads. Extension of 526 through Johns Island will increase traffic, encourage more development and congestion. I strongly encourage the city to look into other means of improving safety and relieving traffic problems.  

Refer to Chapter 3, Section 3.4 of the DEIS.  

Johns Island

1.72 Refer to Chapter 3, Section 3.5 of the DEIS.  

Johns Island

1.73 Light rail using existing right of way on Johns Island - no buses.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Rushland Island

1.74 Light rail using existing right of way on Johns Island - no buses.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Rushland Island

1.75 Light rail using existing right of way on Johns Island - no buses.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Rushland Island

1.76 Light rail using existing right of way on Johns Island - no buses.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Rushland Island

1.77 Light rail using existing right of way on Johns Island - no buses.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Rushland Island

1.78 Light rail using existing right of way on Johns Island - no buses.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Rushland Island

1.79 Light rail using existing right of way on Johns Island - no buses.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Rushland Island

1.80 Light rail using existing right of way on Johns Island - no buses.  

Refer to Chapter 3, Section 3.5 of the DEIS  

Rushland Island

James Island November 13, 2008.
1. No to project - improvements need to be made to Maybank Highway, River Road and Main Road instead.

2. Light rail or monorail.

3. No to project. It will destroy environment and promote mega development and pollution. Spend money for light rail from Charleston to Summerville.

4. No Build. Take advantage of already existing bridges, new way to work alternatives & options, use mass transit. Alternatives adversely affect neighborhoods - destroying quality of life for neighborhoods in close proximity.

5. Alt. #1 is the best. Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.5 of the DEIS.

6. No to project - improvements need to be made to Maybank Highway, River Road and Main Road instead. Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.5 of the DEIS.

7. Alternatives #1 and #8 are superior to any choices offered. A backup to the alternative approved in 1972 and 1995, alt. #7 would suffice. James Island County Park would be the best for the project. It has the traffic and is suitably located.

8. Does not like any alignments going just north of James Island County Park - new homes there (get away from 61). Aligned 1A and 1B look better. Yes, many houses, but bike/pedestrian friendly access.

9. Against project - more convenient location for residents.

10. No to project - improvements need to be made to Maybank Highway, River Road and Main Road instead.

11. Writers area will be impacted. Expensive houses may pose a problem. Next meeting will be bit more clear.

12. Build I-526 as soon as possible. This will allow neighborhoods to regain a quality of life now impossible due to the amount of traffic.

13. In favor of 1526 project. Unlike the Coastal Carolina League display was the first thing one saw when you entered the meeting. I-526 is needed to get back a quality of life on St. Andrews Blvd. and in the West Ashley area.

14. In addition to the original route, alts. 5, 7 & 11. Also consider #17 being attached to all options crossing the river. Alt. #11 will preserve gateway to Johns Island. Continue pushing forward thoughtfully, preserving Charleston where needed, if at all possible. Do not give in to smaller more vocal groups.

15. Against project - more convenient location for residents.

16. No to project - improvements need to be made to Maybank Highway, River Road and Main Road instead.

17. Light rail or monorail.

18. No to project. It will destroy environment and promote mega development and pollution. Spend money for light rail from Charleston to Summerville.


20. Alt. #1 is the best. Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.5 of the DEIS.

21. Alt. #10 is preferred - keeps highway away from my home. Would like to have access to Central Park Road if nothing to it, and directly to Folly Road. Several families and businesses would benefit from access over I-526 to Central Park Road.

22. Prefer Alt. #10 - concerned about noise to their home - will noise walls be built?

23. Alternatives #1 and #8 are superior to any choices offered. A backup to the alternative approved in 1972 and 1995, alt. #7 would suffice. James Island County Park would be the best for the project. It has the traffic and is suitably located.

24. Does not like any alignments going just north of James Island County Park - new homes there (get away from 61). Aligned 1A and 1B look better. Yes, many houses, but bike/pedestrian friendly access.

25. Against project - more convenient location for residents.


27. Opposed to project - project is too big, too expensive and will increase traffic to James Island area. Safety can be increased and enhance mobility by upgrading and improving what we have.

28. No logical need for 526 to be expanded. Growth is not always good or needed. Where is the needs analysis?

29. Against Johns Island Extension of Highway 526 to James Island - because of additional traffic.

30. No justification for superhighway. A network of well planned roads are must be built.

31. Reviewed mapping for expressway on James Island - concerned about the homes that would be lost. Do not understand the impact that alignments 6, 8, 17 and 1 would have. How do I get feedback?

32. I-526 will not help to improve our quality and maximize conservation of wetlands. The New Way to be Work should be included as one of the alternatives.

33. No Interstate near James Island County Park. Big roads do not solve problems. We must protect our water quality and maximize conservation of wetlands. The New Way to Work should be included as one of the alternatives.

34. Against project - more convenient location for residents.

35. No to I-526 project. Will not do anything to help life style of James and Johns Island residents. Use taxpayers money somewhere else.


37. Concerned with the location of the bridge over the Stono River. Option 11 & 15 takes a more direct route over the river - would reduce the damage done to ecological habitat.

38. No to project - improvements need to be made to Maybank Highway, River Road and Main Road instead.


40. 100% for road.

41. Provide bike routes, walking, running - promote the area.

42. Refer to Chapter 3, Section 3.6 and Chapter 6, Section 6.1 of the DEIS.

43. Refer to Chapter 3, Section 3.6 and Chapter 6, Section 6.1 of the DEIS.

44. Refer to Chapter 3, Section 3.6 and Chapter 6, Section 6.1 of the DEIS.

45. Refer to Chapter 3, Section 3.6 and Chapter 6, Section 6.1 of the DEIS.

46. Refer to Chapter 5 of the DEIS.

47. Refer to Chapter 3, Section 3.5 of the DEIS.

48. Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.5 of the DEIS.

49. Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.5 of the DEIS.

50. Refer to Chapter 6, Section 6.1 of the DEIS.

51. Refer to Chapter 3, Section 3.5 of the DEIS.

52. Refer to Chapter 3, Section 3.5 of the DEIS.

53. Refer to Chapter 3, Section 3.5 of the DEIS.

54. Refer to Chapter 6, Section 6.1 of the DEIS.

55. Refer to Chapter 5, Section 3.5 of the DEIS.

56. Refer to Chapter 6, Section 6.1 of the DEIS.

57. Refer to Chapter 3, Section 3.5 of the DEIS.

58. Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 of the DEIS.

59. Refer to Chapter 5, Sections 3.3, 3.4 and 3.5 of the DEIS.

60. Refer to Chapter 3, Section 3.5 of the DEIS.

61. Refer to Chapter 5, Section 3.5 of the DEIS.

62. Refer to Chapter 5, Section 3.5 of the DEIS.

63. Refer to Chapter 6, Section 6.1 of the DEIS.

64. Refer to Chapter 5, Section 3.5 of the DEIS.

65. Refer to Chapter 5, Section 3.5 of the DEIS.

66. Refer to Chapter 3, Section 3.5 of the DEIS.

67. Refer to Chapter 3, Section 3.5 of the DEIS.

68. Refer to Chapter 3, Section 3.5 of the DEIS.

69. Refer to Chapter 3, Section 3.5 of the DEIS.

70. Refer to Chapter 3, Section 3.5 of the DEIS.

71. Refer to Chapter 3, Section 3.5 of the DEIS.

72. Refer to Chapter 3, Section 3.5 of the DEIS.

73. Refer to Chapter 3, Section 3.5 of the DEIS.

74. Refer to Chapter 3, Section 3.5 of the DEIS.
No way traffic will be improved unless you connect the Joe Riley Highway through downtown directly to the James Island Connector. All options take away land from important historical properties. Does not trust the DEIS. Noted. James Island

Avoid the 526 Expressway! Need more sidewalks. The Next Way to Work Alternative has great desirability south of River Drive, where Belton Woods and the Edward Island County Park. Noted. Rivers Point Townhouses

Proposed Alternative: new location is the best way to have multiple exits on and off the Island. Future traffic will be very heavy on James and John's Island - the more exits the better. Refer to Chapter 3, Section 3.5 of the DEIS Duck Pond Estates

Most do not want - misuse of taxpayers money. There are no bike lanes around James Island except dangerous curves from Folly Beach. Noted. River Front

Build as soon as possible. Noted. West Ashley

Don't build. Impacts too many and too much. Concerned about wetlands and marshes. One acceptable alternative is to extend the James Island Connector to a much improved Riverland Drive to cross over the existing brige to John's Island. Suggest improve Main and put in a parkway that would go at least 50 miles inland (before any more houses & businesses are built). Need way to evacuate that does not involve I-26. Refer to Chapter 3, Section 3.2 of the DEIS James Island

Consider a tunnel - connecting West Ashley with Johns Island. Practically no environmental impact, less maintenance. Might be more expensive but much more cost effective. Refer to Chapter 3, Section 3.2 of the DEIS West Ashley

Improve Folly Road first! Suggest creating a bypass to the business district of Folly by way of Riverland. Keep existing road for NW bound traffic, on the other side west of the existing road build a Southbound road (deep rain galleras in the oants). Do not allow commercial use through zoning. Refer to Chapter 3, Section 3.5 of the DEIS Seaside Plantation (James Island)

In favor of the Mark Clark extension. To alleviate current traffic. Alternatives must include more access to downtown, more access to Harberton, more access to Johns Island and 17 by expanding Riverland, add lanes to Maybank. Create more through roads within James Island to get to the connector, etc. Add bike lanes on Folly and additional roads. Need improvements in area. Refer to Chapter 3, Section 3.2 of the DEIS Seaside Plantation (James Island)

Improve existing roads - less negative environmental impacts. Build a better connection from 1-26 to Bees Ferry. Refer to Chapter 3, Section 4.2 of the DEIS

**West Ashley November 18, 2008**

3.1 Opposed to extending I-526. Encourages more driving, infrastructure - we cannot afford. Would like to see other alternatives and cheaper fixes to the problems - as presented by Coastal Conservation League. Refer to Chapter 3, Section 3.5 of the DEIS West Ashley

3.2 West Ashley and Hwy 17 is too congested now. Road expansion from Main Road (John's Island) to Limehouse Bridge to Bees Ferry over Hwy 61 to N. Charleston. Refer to Alternative 26 in Chapter 3, Section 3.5 of the DEIS West Ashley

3.3 Likes Alt: #1 combined with #2. Refer to Alternative 26 in Chapter 3, Section 3.5 of the DEIS West Ashley

3.4 Suggest: a) no access to John's Island; b) build it to accommodate three lanes each way; c) improve existing I-526 to be three lanes each way. Refer to Alternative 31 in Chapter 3, Section 3.5 of the DEIS West Ashley/ Helpful Point

3.5 Alt. 16 has negative impacts on W. Ashley neighborhoods from Hwy 17 to Stotsini River. Alt. 16 could be better if extended across Hwy 17, curving behind hospital and creating a new interchange with I-526. Less people impacted. Refer to Chapter 3, Section 3.5 of the DEIS West Ashley

3.6 Build it. Connect James Island Expressway to the 526 W. Ashley connection with exit on John's Island. Noted. Johns Island

3.7 In favor of 526 expansion - Alt. 15. Refer to chapter 3, Section 3.5 of the DEIS East Oak Forest

3.8 In favor of original route with a change to Alt. #3. Less impact on homeowners. Refer to Chapter 3, Section 3.5 of the DEIS Stoneacre

3.9 Complete 1-526 as planned in 1972. Refer to Chapter 3, Section 5.5 and 5.15 of the DEIS West Ashley / Forest Lakes

3.10 Suggest: keep highway on top of wetlands. Do not destroy water or marsh front property. Suggest monorail on population growth instead of building on every inch of property. Refer to Section 5, Section 5.4 of the DEIS Stone Creek - West Ashley

3.11 What will the buffer zone be between Arlington Drive and 1-526 expansion? Determine all environmental impacts. Do not destroy marsh areas around Stone Creek. Refer to Section 5, Section 5.4 of the DEIS Stone Creek - West Ashley

3.12 Build project as soon as possible. Noted.

3.13 Complete 1-526. This will reduce traffic congestion along major roadways in the Ashley Bridge District. In addition to 1-526 include alternative modes of transportation - bike routes and greenways. Refer to Chapter 3 Section 1.12 of the DEIS Byrnes Downs

3.14 The 1995 original plan for the best plan. Options #18 & 17 are disasters - Hwy. 17 & Folly Road would become impossible situations; horribly expensive; maximizes environmental damage; maximizes road length; create terrible traffic disruption at each end. Refer to Chapter 3, Section 3.5 of the DEIS Sylvan Shores

3.15 Project completion is an absolute must. Refer to Chapter 3, Section 3.5 of the DEIS Marlond

3.16 Put list of alternative criteria on website. Refer to project website www.scdot.org/526. Refer to Chapter 3, Section 3.5 of the DEIS Sylvan Shores

3.17 Need improvements - build them. Refer to Chapter 3, Section 3.5 of the DEIS Marshall Creek

3.18 Prefer alternatives 15 or 11 and 12 or 13. Not alternatives 3 or 4. Refer to Chapter 3, Section 3.5 of the DEIS Riverland Terrace

3.19 Proposed extension of 526 will not solve congestion problems. Must be open to other alternatives. Include New Way to Work as one of the alternatives analyzed in the EIS. Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 of the DEIS Shadowmoss

3.20 Table 1.8 does not show I-526 accident numbers. Refer to Chapter 2, Section 2.1

3.21 The draft fails to list and consider largest employer - Naval Weapons Station. Alternatives for Main & US 17 need to consider traffic coming from development further down 17S. Fix existing problems - then build 526. Refer to Chapter 3, Section 3.3 of the DEIS N. Charleston

3.22 Build it. A way downtown with no lights. Nobody wants the road in their back yard but the road will provide a better way of commuting. Noted. Forest Lakes

3.23 Add bike lanes from one end of 526 to other end should not be built. Takes away from the scenery of the marsh. Refer to Chapter 3, Section 3.5 and 3.9 of the DEIS Riverland Terrace

3.24 Complete project as soon as possible. Noted. Hickory Hill

3.25 Bridge over Capri Take from one end of 526 to other end should not be built. Takes away from the scenery of the marsh. Refer to Chapter 3, Section 3.5 of the DEIS Charleston

3.26 Road should be as close to original plan as possible. Proposal 16 makes matters worse for highway. Refer to Chapter 3, Section 3.5 of the DEIS Long Branch

3.27 Add original plan. Proposal 16 would create enormous congestion on Rt. 17 - would affect marshland and wildlife. Refer to Chapter 3, Section 3.5 of the DEIS Sylvan Shores

3.28 Construct most economically feasible route that least impacts our environment. Refer to Chapter 5 of the DEIS Sylvan Shores

3.29 No to bridge - already has to look at one bridge. Noted. James Island

3.30 Build the proposed route. Noted. West Ashley

3.31 All 12 most feasible - All 16 and 17 would increase traffic congestion. Refer to Chapter 3, Section 3.5 of the DEIS Shady Acres

3.32 Stick with original plan until the highway gets to John's Island - Original plan is a horror for real estate south of Hwy 17 but there are not many houses there. Refer to Chapter 3, Section 3.5 of the DEIS Shady Acres

3.33 No to 526: Improve existing roads and develop a good public transportation system. The New Way to Work alternative is interesting - needs serious evaluation as a solution rather than a new interstate. Refer to Chapter 3, Section 3.5 of the DEIS Shady Acres

3.34 Alternatives 3 & 4 should not be built. Too close to homes. Refer to Chapter 3, Section 3.5 of the DEIS West Ashley
Favor of non-bit extension of I-526 through John's Island - not going around it as in proposal 3 & 4. Route 11 exits 11A and 11B will serve long term needs. If exits are not included Maybank will lose the expressway and exits will have to be added later. Also, would like to see new blwway extended from Blf-LO at Bees' Ferry & Hwy 61 all the way to Mayedow and Hwy 61.

4.1
Vote of Chapter 3, Section 3.5 of the DEIS Magnolia Ranch

Complete I-526 as soon as possible. Prefer route 12, 13 or 14. Build roads not parks.

4.2
Noted

Proceed with major freeway extension as soon as possible - be prudent of environment. Project must be designed to improve hurricane evacuation. Include routed and bike lanes at every realistic area. Why have a 2nd public info meeting - new info in 09?

4.3
Refer to Chapter 3, Section 3.12 of the DEIS Hickory Hills

16 of the 17 possible alignments affect Stone Creek. Concerned about potential buffers and the distance from property. Concerned with elevation and appearance of proposed road.

4.4
Refer to Chapter 3, Section 3.5 and Chapter 5 Human Environment of the DEIS Stone Creek

3.40
Build I-526 - great form of responsible growth and will alleviate congestion on existing roads. Not building will affect Charleston economically.

4.5
Noted West Ashley

The I-526 route is least 1995 plan - opposed to Alts. 3 & 4 - interferes a beautiful area and negative impact on homes. Suggest an alternative that lands on John's Island. Use existing James Island & Johns Island bridge in an alternative. Minimize marsh intrusion.

4.6
Refer to Chapter 3, Section 3.5 of the DEIS Capri Isle

Build Alt. 15 or with out Alt. 1 or 2. Get it built.

4.7
Refer to Chapter 3 Section 3.5 of the DEIS West Ashley

Do the lesser of the evils first - proposed routes for 5.5. They parallel the river and do extensive harm to property values. Why does the proposed route 16 & 17 not connect with the existing I-526 and J.I. Expressway?

4.8
Refer to Chapter 3, Section 3.3 of the DEIS West Ashley/Wilmet Place

Not through James Island County Park. Blue or green is preferred.

4.9
Noted West Ashley/Wilmet Place

No to even consider alternatives 3 or 4 for I-526. Mass the bridge would be constructed directly across the view of the Capri Isles residents.

4.10
Refer to Chapter 3, Section 3.5 of the DEIS Capri Isle

Please build it. Still prefers the original plan best (opt. 15). The expressway provides another evacuation route in the event of hurricanes and overall safety would be improved.

4.11
Refer to Chapter 3, Section 3.5 of the DEIS Bay Front/Jame Island

Alt. 15 is the worst. Highest cost option, raised highway over marshes, has the greatest environmental impact; tremendous impacts to community and businesses, would not provide an efficient path for the increased traffic.

4.12
Refer to Chapter 3, Section 3.5 of the DEIS Sylvan Shores

Extension is needed - needs to impact as few homes and wetlands as possible. Alt. 15 (1995) is best, it has the most benefits and least impact. Need an interchange on John's Island to improve evacuation. No to a freeway on US 17 (alt. 14 or Frisky Road (alt. 17)) - cuts the need for a freeway.

4.13
Refer to Chapter 3, Section 3.5 of the DEIS Sylvan Shores III

Refer to fig, this compounds traffic congestion. This impact on existing wetlands, would have to install more traffic lights. Route 3 and 4 appear to be best overall.

4.14
Refer to Chapter 3, Section 4.5 of the DEIS Sylvan Shores

Not against Alternative 16 - places too much traffic on Savannah Highway. Would have to be constructed over more wetlands.

4.15
Refer to Chapter 3, Section 3.11 of the DEIS Charleston

Complete project with least impact on wetlands. I-526 needs to be completed.

4.16
Refer to Chapter 5, Section 1.20 of the DEIS Parkdale

Against I-526 expansion. Route 12 looks least invasive on property.

4.17
Refer to Chapter 3, Section 3.5 of the DEIS Hickory Hill

Would like an alternative that is environmentally conscious to be constructed.

4.18
Refer to Chapter 3, Section 3.5 of the DEIS Stone Creek

Opposed to I-526 extension - #16. Concerned with cost, environmental impact on marsh lands and their ecosystems. The extension should be short & direct as possible, minimally disturbing to the environment and homeowners.

4.19
Refer to Chapter 3, Section 3.5 of the DEIS West Ashley

Has real economical & ecological problems with the project. Have alternative development a chance. Invest in our current roads, improve public transportation, provide more pedestrian & bicycle accessible areas.

4.20
Refer to Chapter 3, Section 3.2 of the DEIS Meridien Place

Not the right time for this highway expansion. Concerned with environmental issues, proposal lacks coordination with other cities and townships. Use money for approaches to bridges and strategic improvement of the existing infrastructure.

4.21
Refer to Chapter 2, Section 2.1 Chapter 3, Section 3.2 and 3.12 of the DEIS James Island

Local gov't #16 Increases congestion on US 17 and is not a direct route to Johns Island. Impacts more marshes than other routes. Options 3 & 4 do not connect John's Island very well - would not alleviate traffic concerns. Has minimal impact to marshes. Need more detail on sections to be elevated and sections at grade. Consider light rail options - see BCDCOG Comprehensive Plan.

4.22
Refer to Chapter 3, Sections 3.5 and 3.7 of the DEIS Sylvan Shores

Detailed cost/benefit needed to determine best route for 526. Need study of how hurricane evacuation could be improved. Impacts to drainage system, look at flood improvements in addition to road improvements. Just improving roads is not enough, need light rail or better public transportation system.

4.23
Refer to Chapter 2, Sections 3.6 and 3.7 of the DEIS Sylvan Shores

Mail In

Bad outweighs the good for this project. Options and information about this extension are too broad. Bad idea in general.

4.24
Noted James Island

No to the project - horrible impact on environment. Project will only help for 1 or 2 decades.

4.25
Refer to Chapter 3, Chapter 2, Section 2.1 of the DEIS James Island

Consider other modes of transportation because of the negative effects of the bridge. Increased pollution could alter the environment.

4.26
Refer to Chapter 3, Section 3.5 and Chapter 5 of the DEIS James Island

Bridge is a bad idea. Population growth on John's Island will most likely overwhelm Charleston and the expressway. Bridge is very expensive, consider other options that are less expensive and environmentally better.

4.27
Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 James Island

No to the idea but other alternatives should be looked at. Bridge is very expensive and will cut through many marshes.

4.28
Refer to Chapter 3, Section 3.2 of the DEIS James Island

Bridge is good but there could be better alternatives. Traffic congestion versus environmental impact - is the bridge worth it. Concerned about runoff and pollution.

4.29
Refer to Chapter 3, Section 3.2 of the DEIS James Island

Bridge is a bad idea because it destroys homes, property and animal habitats.

4.30
Refer to Chapter 5 of the DEIS Johns Island

I-526 extension is a horrible idea. Very expensive, will increase traffic, will destroy marshes and the James Island County Park.

4.31
Refer to Chapter 3, Section 2.1 James Island

I-526 extension is a horrible idea. Very expensive, will increase traffic, will destroy marshes and the James Island County Park.

4.32
Refer to Chapter 3, Section 2.1 James Island
Other routes have less impacts on neighborhoods & communities. Negative points are: impact wildlife, potential change in the navigability of the channel, noise impacts from day & night traffic.

Refer to Chapter 5 of the DEIS.

Chapter 3, Sections 3.5 & 4 - negative impact on entire Capri Isle area as a whole. Other routes would have less negative impact on wetlands, environment & neighborhoods.

Refer to Chapter 3, Section 3.5 of the DEIS.

Chapter 3, section 4 of the DEIS.

Chapter 3, section 4 of the DEIS.

Capri Isle.

Chapter 3, Section 3.5 of the DEIS.

Chapter 3, section 4 of the DEIS.

Capri Isle.


Sylvan Shores.

Refer to Alternative 24 in Chapter 2, Sections 3.5 and 6.1 of the DEIS.

Refer to Chapter 3, Section 3.5 of the DEIS.

Autumn Chase & Magnolia Lakes.

Chapter 3, Sections 3.5 and 30 in Chapter 3, Section 3.2 of the DEIS.

Capri Isle.

Surprised to see no route utilizing existing Maybank Hwy bridge over the Stono. Is widening the existing bridge out of the question - fewer bridges looks better - maybe less expensive.

Sylvan Shores.

Refer to Chapter 6, Section 6.1 of the DEIS.

Ravens Bluff.

Complete the Mark Clark. Alternative #15 is best but Alternatives #1 & 2 may be considered at little extra cost.

Refer to Chapter 2, Section 2.1 of the DEIS.

Revised.

Sylvan Shores.

Refer to Chapter 3, Section 3.5 of the DEIS.

Capri Isle.

Refer to Chapter 2, Section 2.1 of the DEIS.

Johns Island.

Refer to Chapter 6, Section 6.1 of the DEIS.

Johns Island.

Refer to Chapter 3, Section 3.5 of the DEIS.

McCalls Corner.

James Island.

James Island.

James Island.

Stiles Point Plantation.

Rick Hendrick Imports.

Charleston County.

Winnabow Lakes.

James Island.

Capri Isle.
Please consider all opinions. Environmental effect is paramount. If the Mark Clark extends over Stono River, it should be eye appealing and be a small version of the Ravenel Bridge.

Feels that if the people do not want the bridge - do not build it.

Atts. 1, 2 & 16 best for everyone.

Yes to the project.

Opposed by most of 526 is too costly and too damaging for the minimal traffic relief it will provide. Consider proposals that will minimize destruction of wetlands. The New Way to Work alternative is less expensive, will cause less environmental, social and wetlands damage - this alternative needs to be analyzed in the EIS.

Supports New Way to Work Alternative and would like it included as one of the alternatives analyzed in the EIS.

No what it takes to take care of traffic.

No to project! Project will ruin John's Island and cause more traffic through West Ashley around Hwy 17 and 61. Refer to Chapter 2, Section 2.1, 3 and 6 of the DEIS.

Build 1.5-mile extension - and the delays.

No to project! Other solutions that deal with increased traffic, save money and help preserve quality of life.

Logical choices are Alts. 1, 2 and 15. Based on best solution to save the park, preserve the wetlands and minimally disrupt the neighborhoods.

Alt. 15 seems to be the most cost effective and publicly inline.

Wetlands will be devastated and the cost is unnecessary - consider an alternative route.

Opposed to the Mark Clark Expressway - wastes a lot of money for such a small amount of decongestion.

Opposed to Alternates 3 and 4 - potentially destructive to the environment, public & private views and the construction cost of a bridge over 2 miles long. Route 16 and Rt appear to impact the fewest residents and minimize visual impacts along the Stono. By continuing route 16 in a straighter manner and connecting it with Alignment 11 in the area of the potential interchange fewer impacts to properties would be created.

Opposed to routes 3 and 4 - they would dramatically change Capri Isle residents way of life. These routes would place the road over a larger area of wetlands and appear to impact a greater number of residences and neighborhoods. Negative impact of wildlife and sea life. Route 16 appears to have less impact on neighborhoods and communities. Agree to improving traffic flow where needed, please consider other alternatives, seems there are plenty less expensive "greenier" options.

Opposed to Mark Clark Expressway - it is unnecessary and detrimental to areas that will be affected. It will not correct the traffic situation, could make it worse in some cases. Johns Island needs to be protected both culturally and environmentally. Not the time to spend that much taxpayers money.

Wetlands will be devastated and the cost is unnecessary - consider an alternative route.

Other alternatives need to be considered to save wetlands and cost. Plans 3 & 4 would negatively impact neighborhoods on Cap Isle - property values, wetlands and noise.

Move on with 526 - eventually it will be needed.

I-526 needs to be completed as soon as possible to improve the quality of life for the Wappoo Heights Neighborhood and Ashley Bridge District.

Oppose the extension of 526. Endorse the more attractive and pro-urban new Way to Work. Use Federal money to improve all aspects of the built environment.

Suggest using Alternative 15, appears to cross less marsh and river - this should reduce costs. If not 15, then alternatives 1 and 2 - they would cost less in land acquisition.

Opposed to project - do not need another highway that we cannot afford to maintain. Improve current roads, add crosswalks, proper signals, sidewalks, pedestrian areas - make our streets complete.

Logical choices are Alts. 1, 2 and then 15. Best overall solution to save the park, preserve the wetlands, minimally disrupt the neighborhoods and appears to be the most fiscally responsible for the taxpayers.

In favor of the proposed 1.526 extension, as long as it does not cut through the James Island Co. Park.

Logical choices are Alts. 1, 2 and then 15. Best overall solution to save the park, preserve the wetlands, minimally disrupt the neighborhoods and appears to be the most fiscally responsible for the taxpayers.

Move forward with the completion of I-526 - using money & time by not moving ahead now.

Consider Attt. 1 then 2 and lastly 15.

Old Windermere Neighborhood - in favor of the S26 project - good solution to current traffic problems.

Consider funding the engineering and design to include a bike/ped lane with parking and parks at each end. A 12-16 mile round trip safe path would be an awesome asset for the community.

Complete the I-526 loop. In addition, please look at the alternatives.

In favor of the 526 Expressway extension - it is the viable plan for addressing the overall traffic flow concerns for Charleston.

Do not impact Capri Isle in any way - encourage you to find other routes for the expansion of 526.

Do hope there are no plans to renege on the original promise to voters to complete I-526.

Refer to Chapter 3, Section 3.5 of the DEIS.

Refer to Chapter 3, Section 3.5 and 6.1 of the DEIS.

Refer to Chapter 3, Section 3.5 of the DEIS.

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Refer to Chapter 3, Section 3.5 of the DEIS.

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Refer to Chapter 3, Section 3.5 and 6.1 of the DEIS.

Refer to Chapter 3, Sections 3.5 and 6.1 of the DEIS.
Consider Alts. 1, 2 and 15 - least negative effect regarding impacting homes in the area. Refer to Chapter 3 Section 3.5 and Chapter 6 of the DEIS.

Favor Alts. 1 and 15. Refer to Chapter 3 Section 3.5 and Chapter 6 of the DEIS.

Proceed with Alt. 1, 2 and 15 - Johns Island would be the best route. Refer to Chapter 3 Section 3.5 and Chapter 6 of the DEIS.

Please consider Alt. 1, 2 and 15 onto Johns Island - this would be a win-win situation for everyone. Refer to Chapter 3 Section 3.5 and Chapter 6 of the DEIS.

Support Alts. 2, 6 and 15 onto Johns Island - minimizes property disruption and benefits residents near the park. Refer to Chapter 3 Section 3.5 and Chapter 6 of the DEIS.

Alts. 1 and 2 on James Island would benefit the James Island Co. Park and homeowners - on the south side of the Park through state owned lands that would not have to be purchased - saves tax dollars. Refer to Chapter 3 Section 3.5 and Chapter 6 of the DEIS.

Alts. 1 and 2 on James Island would benefit the James Island Co. Park and homeowners - on the south side of the Park through state owned lands that would not have to be purchased - saves tax dollars. Refer to Chapter 3 Section 3.5 and Chapter 6 of the DEIS.

Please complete I-526. Refer to Chapter 3 Section 3.5 and Chapter 6 of the DEIS.

Complete I-526 extention with area traffic flow. Refer to Chapter 3 Section 3.5 and Chapter 6 of the DEIS.

Support the 526 extension - please complete as soon as possible. Noted.

Complete the project - everyone will benefit. Noted.

Support completion of Hwy 526 from Hwy 17 in W. Ashley to Folly Road on James Island. Refer to Chapter 3 Section 3.5 and Chapter 6 of the DEIS.

Please consider Alts. 1 and 2 for improvements to be made on Folly Road. Should return to 15 years ago - cones out each morning and evening. Three lanes going toward Charleston each morning and one going away and a left turn lane - reverse in the afternoon (Monday - Friday). This was done early 1990's - need again now.

Refer to Chapter 2, Section 2.1 of the DEIS.

Refer to Chapter 2, Section 2.1 of the DEIS.

Refer to Chapter 3, Section 3.5 of the DEIS.

Refer to Chapter 3, Section 3.5 of the DEIS.

Refer to Chapter 3 Section 3.5 of the DEIS.

Refer to Chapter 1, Section 1.2 of the DEIS.

Refer to Chapter 6, Section 6.2 of the DEIS.

Refer to Chapter 3 Section 3.5 of the DEIS.

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Refer to Chapter 3 Section 3.5 of the DEIS.
Barberry Woods resident - in favor of I-526 extension but the extension must stay on the other side of River Road. Please remove alleiations negatively impact the character of Johns Island and areas surrounding my neighborhood.

The original path of 526 appears to offer the shortest route through the Oakland/Sylvan Shore area to reach FEMA V-zone property. V-zone residential has been undesirable due to high insurance costs. Route #16 will disrupt wildlife nesting areas, protected impoundment area behind the old railroad causeway, and long-term impacts across the marsh. Why disrupt other areas? Ref. Chapter 3, Section 3.5 and Chapter 5, Section 5.16 of the DEIS. Barberry Woods

On the Johns Island side the FEMA V-zone property should be utilized for the roadway with the shortest connection route possible versus FEMA non-V-zone property. Plan #16 has grand vistas with bird nesting areas directly in its path. Ref. Chapter 3, Section 3.5 of the DEIS. Sioux Shores

Barberry Woods - Prefers proposals 1, 2 or 15 with the interchange at the West end of the Stono Bridge. These proposals appear to have the lowest impact on neighborhoods. Request that SC and federal laws regarding NO pedestrian or bicycle use of interstate highways be enforced on entire I-526 when constructed. Request that the Limehouse, Stone, Wappo Cut and Ashley Rivers Bridges be upgraded/modifed as needed to provide pedestrian access because speed limit is lower than on the interstate. I request information be provided regarding environment impacts - air pollution from sitting in traffic vs. moving vehicles on interstate. Provide current approved hurricane evacuation routes off of the salt island. Ref. Chapter 3, Sections 3.5 and 3.9 and Chapter 5 of the DEIS. Barberry Woods

Barberry Woods - Why is it necessary to build one of the proposed highway interchanges right through this neighborhood? It seems the originally planned connection, close to Headquarters Island, would have the least impact on existing residences. Ref. Chapter 3, Section 3.5 and Chapter 6, Section 6.1 of the DEIS. Barberry Woods

Complete the Mark Clark - with expected growth in Charleston - it will benefit everyone. Noted. ADO

5.97

5.100 Opposed to route 16.

5.101 Object to 526 extension plan that passes by Longbranch Creek and joins the Stono River. Do not consider affecting or destroying any more marshland in this area. Ref. Chapter 3, Section 3.5 of the DEIS. Sioux Shores

5.102 Finish Mark Clark to include John's Island. Noted. John's Island

5.103 No need for expansion, there are other better alternatives. Noted. South Windermere

5.104 Is there a plan for widening Maybank Hwy between River Road and Main Road? Ref. Chapter 2, Section 2.1 of the DEIS. Hickory Knoll

5.105 Concerned and opposed to construction of this highway. There are smarter, cheaper, more effective and less long term growth solutions to needs. Need to enhance public transit and encourage smarter growth Ref. Chapter 2, Section 2.1 of the DEIS. James Island

5.106 Opposed to building highway because it is needed, but opposed to the southern terminus just beyond Long Branch Creek. Does not make sense, highway is too close to start. Ref. Chapter 2, Section 2.1 of the DEIS. James Island

5.107 Go forward with the 526 Mark Clark Extension - will greatly help traffic congestion and hurricane evacuation. Have an interchange located on John's Island. Noted. Johns Island

5.108 The New Way to Work Alternative is a much better solution than extending the Mark Clark Expressway. Will the Mark Clark be equally or more efficient at alleviating traffic congestion, reducing the negative impacts to the environment and overall improve the quality of our life, if I need to know. Ref. Chapter 2, Section 2.1, Chapter 2.1 of the DEIS. Sierra Club

5.109 Go forward with the 526 connection - may ease the congestion on Camp Road in the event of a disaster. Noted. Creek Point

5.110 Extension is CRUCIAL - Hwy 17 and Maybank are miserable right now! Noted. Checkpoint/Croft

5.111 Opposed to I-526 extension and support the New Way to Work. We need to create communities that do not require that one drive an automobile to go a short distance. I moved and now bike to work. Ref. Chapter 3, Section 3.5 of the DEIS. Downtown

5.112 All but one alignment takes the 526 extension to the rear of my home on Arlington Drive. Where can I get info on what this will look like from my home, how close it will be and if any buffer will be used. Ref. Chapter 5 Human Environment of the DEIS. Stone Creek

5.113 Makes no economic sense - substantially increases the highway miles to do this and interrupts subdivisions to the west of the highway. Already a couple hundred yards from accessing an open space with the project as was originally proposed. Ref. Chapter 2, Section 2.1 of the DEIS. Sioux Shores

5.114 The original plan since the least impact on the marshes and waterways in West Ashley and John's Island. The alternate terminus to Hwy 17 would create the most amount of damage. Ref. Chapter 3, Section 3.5 of the DEIS. Sioux Shores

5.115 I look at similar protected areas for the John's Island portion of 526 as it is the pedestrian/bicycle lane on the Cooper River Bridge. Ref. Chapter 3, Section 3.10 of the DEIS. Parrot Creek

5.116 When will the EIS be available for review for the Mark Clark Extension - please include the New Way to Work Alternative in the EIS. Ref. Chapter 3, Section 3.2 of the DEIS. Ref. to project website www.scotl.org/526.

5.117 "No" to extending I-526 and "Yes" to the New Way to Work Alternative. Ref. Chapter 3, Section 3.5 of the DEIS. Sioux Shores

5.118 Would like to register a negative vote on moving the I-526 extension to the area just south of Sylvan Shore subdivision and along the sides of Long Branch Creek. This move directly affects the traffic and the marshes. If the project is continued/completed it should continue from its current location and not worsen the traffic already on the section of Hwy 17 that is being considered. Ref. Chapter 3, Section 3.5 of the DEIS. Sioux Shores

5.119 Purpose and Need of this project must be open to alternative besides building an expressway. Such alternatives that emphasize redevelopment of existing areas. Ref. Chapter 3, Section 3.5 of the DEIS. Sioux Shores

5.120 Opposed to 526 extension - big roads do not solve traffic problems. Future redevelopment of commercial areas to include a network of streets that will give drivers choices and relieve congestion on major thoroughfares. Must protect water quality and beauty with a solution that maximizes conservation of wetlands. Save the James Island County Park. Ref. Chapter 3, Section 3.5 of the DEIS. Sioux Shores

5.121 Purpose and Need of this project must be open to alternatives besides building an expressway. Real solutions prove that it is cheaper woman traffic over the long term - consider better alternatives to relieve traffic congestion. Suggest that New Way to Work Alternative be fairly analyzed as an alternative to building a new interstate segment. Must protect water quality and beauty with a solution that maximizes conservation of wetlands. Ref. Chapter 3, Sections 3.2 and 3.5 of the DEIS. Sierra Club

5.122 Purpose and Need of this project must be open to alternatives besides building an expressway. Big roads do not solve traffic problems. Real experience proves that interstates worsen traffic over the long term - consider better alternatives to relieve traffic congestion. Future redevelopment of commercial areas to include a network of streets that will give drivers choices and relieve congestion on major thoroughfares. Suggest that New Way to Work Alternative be fairly analyzed as an alternative to building a new interstate segment. Must protect water quality and beauty with a solution that maximizes conservation of wetlands. Ref. Chapter 3, Sections 3.2 and 3.5 of the DEIS. Sierra Club

5.123 Must protect water quality and beauty with a solution that maximizes conservation of wetlands. Proposals that will destroy a marsh should not be considered. Ref. Chapter 3, Sections 3.2 and 3.5 of the DEIS. Sioux Shores

5.124 Must protect water quality and beauty with a solution that maximizes conservation of wetlands. Proposals that do not minimize destruction of wetlands should be considered the least viable alternatives. Ref. Chapter 3, Sections 3.2 and 3.5 of the DEIS. Sioux Shores
There are better and cheaper alternatives to solve the traffic problem than extending I-526. I would like to see the New Way to Work Alternative included as one of the alternatives analyzed in the EIS. I like the vision Charleston Blueprint represents and would like it evaluated fairly. I suggest we use what we already have and make some minor adjustments such as the bridge that is in place going to Johns Island from Savannah Hwy & Main Road can easily accommodate four lanes. Must protect water quality and beauty that maximizes conservation of wetlands. Proposals that do not minimize destruction of wetlands should be considered the least viable alternatives. Do not want to see interstate near James Island County Park.

Johns Island is in a position to grow - smart urban planning, improving existing roads and adding a new segment of I-526 is a better way to go than dumping an expensive, outdated, unattractive major interstate's traffic in the area. Big roads do not solve traffic problems. DOT should defer to local planners (City of Charleston) and not allow this expensive and unwanted road to be built. By redeveloping the available area's traffic congestion will improved and jobs will be provided. Our area's quality of life and beauty must be protected. Proposals that do not minimize destruction of wetlands should be considered the least viable alternatives.

Purpose and Need of this project must be open to alternatives besides building an expressway. Big roads do not solve traffic problems. Real experience proves that interstates worsen traffic over the long term - consider better alternatives to relieve traffic congestion. Future development of commercial areas to include a network of streets that will give drivers choices and relieve congestion on major thoroughfares. Suggest that New Way to Work Alternative be fairly analyzed as an alternative to building a new interstate segment. Must protect water quality and beauty with a solution that maximizes conservation of wetlands. Proposals that do not minimize destruction of wetlands should be considered the least viable alternatives.

Proposed southern routes will destroy wetlands on the Dill Wildlife Sanctuary and adjacent areas. Must protect water quality and beauty with a solution that maximizes conservation of wetlands. Proposals that do not minimize destruction of wetlands should be considered the least viable alternatives.

Propose that New Way to Work Alternative be fairly analyzed as an alternative to building a new interstate segment. Must protect water quality and beauty with a solution that maximizes conservation of wetlands. Proposals that do not minimize destruction of wetlands should be considered the least viable alternatives.

In any big decision there has to be greater benefits that outweigh the costs and negative effects. Big roads do not solve traffic problems. They also induce unwanted and damaging commercial development near quiet and family-oriented neighborhoods. Where are the benefits of this road? Must protect water quality and beauty with a solution that maximizes conservation of wetlands. Proposals that do not minimize destruction of wetlands should be considered the least viable alternatives.

If the this funds are needed to serve Johns Island. Priority should be placed on the existing routes approaching and leaving Johns Island. If designed properly, these routes can more than accommodate present traffic conditions. My recommendation would be to use funding for the approaches to the bridges and strategic thoroughfares - this is the real problem with existing traffic concerns. Coordination with other cities and townships - consideration of their needs and those of the people - is this the way these decisions are heard. It is my understanding that the City of Charleston is looking at new approaches to the widening of highways and major thoroughfares. Extension of I-526 has sizable environmental concerns - negative impact to wetlands, environmental concerns of construction, etc. Recommend that a partnership approach be developed, a cooperative learning and decision-making effort would be the best approach for all involved.

Support the “no build” option for 526. Alternate modes of transportation have not been adequately studied, budgets for increased public transportation and light rail systems need to be fully and carefully considered. Analysis by BECCG has shown that 526 will not help traffic on Folly Road long term - it proposes that traffic will get worse for many major thoroughfares around the Low Country if the extension is built. 526 will harm James and John Islands irreparably, will reduce quality of life by polluting our wetlands, rivers and forests, will destroy wildlife habitat. Building new roads brings new development - we do not need to encourage development. Beltway systems used across America are archaic and have disastrous effects. It is a crime to spend the kind of money it will cost for this project when projections show that it will not work in the long run. Give us real solutions - not 526.

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5.154

Support the "no build" option for 526. (Growth on Johns Island has slowed down with the current economic slow down. There is no need for 526 today or in the foreseeable future. Alternate modes of transportation have not been adequately studied, budgets for increased public transportation and light rail systems need to be fully and carefully considered. Analysis by BCDCOG has shown that 526 will not help traffic on Folly Road long term - it projects that traffic will get worse for many major thoroughfares around the Low Country if the extension is built. 526 will harm James and John Islands irrevocably, will reduce quality of life by polluting our wetlands, rivers and forests, will destroy wildlife habitat. Building new roads brings new development - we do not need to encourage development. Beltway systems used across America are archaic and have disastrous effects. It is a crime to spend the kind of money it will cost for this project when projections show that it will not work in the long run. Give us real solutions - not 526.

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The cost is significantly more than the 1995 estimate of 420 million dollars - there are other options that this money could be spent on with better results.

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Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.
Consider investing in mass transit for Charleston County. A city as beautiful as Charleston should have mass transit and we have none. Refer to Chapter 3, Section 1.1

1.1 Overall supports the "No Build" agenda and would like to see money invested in mass transit. If "No Build" is ruled out, alternatives about what disturbance, please consider encouraging people to be more "green" and "ecoconscious" Refer to Chapter 3, Section 1.2

1.2 The schedule needs to allow for early decisions regarding properties, common in all approved alternatives. Several properties will be impacted impossible to make the business as such will change. Their property owners need to be negotiated with now so the impact to the business will be known as soon as possible. Refer to Chapter 3, Section 1.4

1.4 The reason for this comment is first and foremost, Alternative 34: totally opposed to this because of the amount of traffic already on this road and for the amount of homes in area. Quality of life would be substantially decreased with more cars in immediate area. Keep in mind the amount of wetlands impacted. Also, Alt. 10 would help our reliever airport. Refer to Chapter 3, Section 1.7

1.7 Concerns and priorities include traffic efficiency, evacuation safety and preservation no the James Island County Park. Major concern is traffic on Main Road to and from Kiawah & Seabrook. 526 will put some of that traffic on River Road, hopefully, the island crossway will be constructed to remove traffic from our beautiful roads. Refer to Chapter 3, Section 1.5

1.5 Fifteen years ago the objective for 526 extension was the rural aspect of John's Island. It is being developed anyway. It is time to forget meetings and get to work. This started in the 70's. Traffic congestion will just keep getting worse, why are we waiting? Anything would help! Let's get going. Refer to Chapter 5, Section 6.1 of the DEIS

1.6 Concerns are for the wetlands and the park. Alt. 1A is the winner - save the neighborhood and the park. Alt. 1A, 1B - timber - too many homes destroyed. Alt. 11 & 11A - would be 3rd choice and Alt. 36 is insane. Refer to Chapter 6, Section 6.1 of the DEIS

1.8 Alternatives 1, 8, 10, 11 & 11a seem ok. Refer to Chapter 6, Section 6.1

1.9 Alternatives 1A and 36. Honestly feels there is no need to allocate such a large amount of SCDOT funds for so very little impact. Refer to Chapter 6, Section 6.1

1.10 Not in favor of 526. If we must have one of the current alignments, I would choose #36, the Parkway. Refer to Chapter 6, Section 6.1

1.11 The reason for this comment is first and foremost, Alternative 34: totally opposed to this because of the amount of traffic already on this road and for the amount of homes in area. Refer to Chapter 3, Section 1.1

1.13 Not concerned with how the road runs through Johns Island. Concerned about the traffic on Bees Ferry Road and Glenn McConnell, adding an additional lane in each direction will do nothing except cause more accidents. Refer to Chapter 3, Section 1.2

1.14 Not in favor of 1-526 extension! If it must be built, would support Alternative 34 and possibly 10. Alts 1 & 8 would boldly impact the Ellis Creek drainage and disturb valuable waterfront property. Please provide access for Up On The Hill residences to Central Park Road. We do not want to be forced onto Folly Road. It is busy enough without us! Refer to Chapter 3, Section 1.6

1.15 No to 526 Extension. Attended the March/April DOT meeting in James Island and the room was packed, 150-200 people and all but 5 people were against the 526 Extension. I fear the affected people of James Island voted to NOT have 526 extended. As a James Island citizen I am 100% against this project and going against it on Johns Island and destroying this rural island with a highway. Refer to Chapter 3, Section 1.7

1.16 The amount of wetlands to be constructed should be at a minimum. Let's try to build less and improve our existing roads. See Alt. 10 as positive - this alternative meets low environmental impact and no interchanges. Refer to Chapter 3, Section 1.8

1.17 After evaluating the alternatives presented on April 10 there is insufficient need for options 1, 8, 10, 11 & 36. Honestly feels there is no need to allocate such a large amount of SCDOT funds for so very small a benefit. Charleston County has been slow to adopt mass transit, it has worked in certain situations. Refer to Chapter 3, Section 1.9

1.18 Concerns and priorities include traffic efficiency, evacuation safety and preservation no the James Island County Park. Major concern is traffic on Main Road to and from Kiawah & Seabrook. 526 will put some of that traffic on River Road, hopefully, the island crossway will be constructed to remove traffic from our beautiful roads. Refer to Chapter 3, Section 1.5

1.19 Not in favor of I-526 plans to work to relieve congestion. Other city plans have proven that new highways/expressways just add to traffic and bottleneck. Better idea is "Alternative 19" that will give traffic a means to move to a network of smaller roads that will allow for safety and bike options. Refer to Chapter 3, Section 1.2

1.20 After the March/April DOT meeting in James Island and the room was packed, 150-200 people and all but 5 people were against the 526 Extension. I fear the affected people of James Island and Glenn McConnell, adding an additional lane in each direction will do nothing except cause more accidents. Refer to Chapter 3, Section 1.3

1.21 Listen to the public. We are against this project as a whole. I find it unpalatable that this bridge/overpass plan should incorporate existing bridges on Stono if completed as proposed in 11, 11a or 36 the Stono will have more bridges than the Mississippi at New Orleans and The Hudson at Manhattan. Refer to Chapter 3, Section 1.4

1.22 The amount of wetlands to be constructed should be at a minimum. Let's try to build less and improve our existing roads. See Alt. 10 as positive - this alternative meets low environmental impact and no interchanges. Also, Alt. 10 will help our reliever airport. Refer to Chapter 3, Section 1.8

1.23 The reason for this comment is first and foremost, Alternative 34: totally opposed to this because of the amount of traffic already on this road and for the amount of homes in area. Refer to Chapter 3, Section 1.1

1.24 We are trying to add one shiny new link to a rusty chain. This is pure bull! Feeder roads need to accommodate traffic first. Wetlands and the working class neighborhoods need protection. This is the road that would destroy a neighborhood. Johns Island deserves to remain rural. They have chosen dedicated only road that would destroy a neighborhood. Johns Island deserves to remain rural. They have chosen Refer to Chapter 5 Human Environment of the DEIS

1.25 Fifteen years ago the objective for 526 extension was the rural aspect of John's Island. It is being developed anyway. It is time to forget meetings and get to work. This started in the 70's. Traffic congestion will just keep getting worse, why are we waiting? Anything would help! Let's get going. Refer to Chapter 5, Section 6.1 of the DEIS

1.26 Fifteen years ago the objective for 526 extension was the rural aspect of John's Island. It is being developed anyway. It is time to forget meetings and get to work. This started in the 70's. Traffic congestion will just keep getting worse, why are we waiting? Anything would help! Let's get going. Refer to Chapter 5, Section 6.1 of the DEIS

1.27 Fifteen years ago the objective for 526 extension was the rural aspect of John's Island. It is being developed anyway. It is time to forget meetings and get to work. This started in the 70's. Traffic congestion will just keep getting worse, why are we waiting? Anything would help! Let's get going. Refer to Chapter 5, Section 6.1 of the DEIS
1.28 Appreciated the clear color maps of the preferred alternatives. Here are a few quick observations: 1) mass transportation/public transport can be incorporated into any of the alternatives by allowing CARTA to have express buses from the Intermodal Transportation Center (once completed) to take workers to jobs at the barrier island resorts and their surrounding amenities; 2) Alternative 19 allows for a real improvement in the center city along Woodland Road, which needs to be a green area somewhere close to the core of the Charleston urban/developed area. The last area that is a green island of Charleston. Someone who writes in clear understandable English needs to edit the Summary of Alternative Analyses section. I could not understand very much of the information presented. Refer to Chapter 6, Section 6.1 of the DEIS.

1.29 Completing the loop will intensify the overdevelopment of Johns Island. With the completion of the loop, Johns Island will be another Mt. Pleasant. Environmentally, aesthetically and quality of life-wise, it needs to be a green area somewhere close to the core of the Charleston urban/developed area. The last area that is a green island of Charleston. Someone who writes in clear understandable English needs to edit the Summary of Alternative Analyses section. I could not understand very much of the information presented. Refer to Chapter 4 Section 4.2 of the DEIS.

1.30 The two best options are #10 and #25. When considering Mass Transit, rail and ferry systems should also be looked at - not just buses. #10 is one of the few alternatives that include a "buffer" - in distance from James Island County Park. Our government made a commitment to make this a green space and they should not go back on their commitment. Having said all that, no build would be the best. The more roads you build the more development, people and cars come to the area. Experience tell us that roads can never keep up with growth - so just say "no thank you." Refer to Chapter 3 Section 3.6 and Chapter 6, Section 6.1 of the DEIS.

1.31 Alternative 2 New Way to Work. None of the six alternatives address impacts on wetlands, displacement of residents, the increased amount of air pollution (and therefore higher health costs), the destruction of pristine park land or the increased abilities for alternate forms of transportation (bicycling, mass transit, pedestrian activity). Would prefer to see the New Way to Work Alternative. Does not want a highway - wants a network. Refer to Chapter 3 Section 3.6 of the DEIS.

1.32 Why not let this issue be kept where it is and not do anything further to destroy the area. The Mark Clark Expressway sanctuary would be greatly disturbed by any bridge or road. It was our understanding that if the Mark Clark Expressway sanctuary for wood storks (Susie Eades Bird Sanctuary). This would be the worst alternative. Refer to Chapter 3 Section 3.6 of the DEIS.

1.33 Alternative 2 New Way to Work. None of the six alternatives address impacts on wetlands, displacement of residents, the increased amount of air pollution (and therefore higher health costs), the destruction of pristine park land or the increased abilities for alternate forms of transportation (bicycling, mass transit, pedestrian activity). Would prefer to see the New Way to Work Alternative. Does not want a highway - wants a network. Refer to Chapter 3 Section 3.6 of the DEIS.

1.34 Plan Alternative 36 look good to me. Let's build sooner, rather than later. Refer to Chapter 6, Section 6.1 of the DEIS.

1.35 Alternatives 9, 12, 13, 34 and 36 look good. We need another way to get to Summerville besides I-526. New roads are needed now. Couldn't the Greenway be used? Refer to Chapter 3 Section 3.5 of the DEIS.

1.36 Alt. 11 is the second best option, simple because it avoids the intersection at Maybank Road and it impacts less businesses. Refer to Chapter 6, Section 6.1 of the DEIS.

1.37 Live in Yorgie Island - morning traffic backs up to Redtop PM rush hour traffic backs up to the bridge. Most of the folks I talk to want & support the Extension. Works in the police - folks buying homes want to live in the country (St. Paul's Parish) but want highways to get there safely and to work. Noted.

1.38 All seems reasonable for traffic flow & less impact to areas & leaves more rural & retains traffic. 11 about the same seems reasonable also. About time to get this done. Beautiful live oak trees thankfully are still here. We are growing closer to the road - not for heavy traffic - best for local traffic. Do scenic ways and highways - works well for other states. Just do it - preferably 36 or 11 with less impact and makes most sense. Refer to Chapter 6, Section 6.1 of the DEIS.

1.39 Against alternatives #12 & #16. Both of those would have the highest impact on marsh & wetlands. Alternative #16 would place too much traffic on Savannah Highway between Arlington Drive & Dobbins Road. Alternative #12 would be duplicating the I-526 between the Glenn McConnell Parkway and Savannah Highway. This would be wasting money. Refer to Chapter 3 Section 3.5 of the DEIS.

1.40 Transportation System Management should be done no matter what. All configurations will effect my neighborhood with noise. No consideration seems yet to be given to runoff and light pollution. The environmental impacts should be studied first not last as an after thought. Please don't build this thing! Refer to Chapter 3 Section 3.7, Chapter 5 of the DEIS.

1.41 The newspaper is calling these PR meetings "Public Hearing." They are not the same thing. I was expecting a presentation. I do support extension. Noted.

1.42 Opinion might be somewhat biased -- does not believe that light rail & buses is being given enough consideration. Most of us have enjoyed commuting in our cars, that will fade when gas prices go back to $4 & $5 a gallon. Most larger cities have commuter rail systems that take cars off the road. Rail systems connecting Charleston, Charleston Intl, Savannah, Myrtle Beach along with Seabrook & Isle of Palms would go a long way to take cars off the roads. Rails down I-526 and elevated routes down US 17 connecting them at John's Island and Seabrook Island. Do scenic ways and highways - works well for other states. Just do it - preferably 36 or 11 with less impact and makes most sense. Refer to Chapter 6, Section 6.1 of the DEIS.

1.43 Key for me would be the most feasible and least expensive road to plan and develop. For the future, the I-526 now needs to be upgraded to three (3) lanes all the way from I-26 to the Johns Island Connector. Refer to Chapter 3 Section 3.5 of the DEIS.

1.44 Basic premise of using speed for an auto centric population being the #1 criterion for this project is wrong. We do not want this new interstate! Please reassess this project. We need multiple small local projects to improve our mobility - much like that offered by the New Way to Work Plan. Please reevaluate your plan criterion so the New Way to Work Plan can get a fair evaluation. Refer to Chapter 3, Section 3.5 of the DEIS.

1.45 It is imperative that I-526 be completed. Traffic backs up from Hwy 17 down Main Road to Johns Island (daily this should have been a 4+ lane when the new bridge was built). We need more access for these people, more bridges, complete I-526. Andrews Boulevard is gridlocked daily - some of this traffic would diffuse to I-526. For all that remember the evacuation nightmares - it's all this plan - we need action and as soon as possible. Some folks died, others became convinced never to evacuate again - all because of lack of sufficient highways. Noted.

1.46 Alternative 1.

1.47 Would like help in anyway to get this done. Tired of waiting in traffic. Feels sorry for the people that have to move it but is very long the run. Noted.

1.48 Appalachian Shores neighborhood bird sanctuary for wading birds (Bald Eagles Bird Sanctuary). This is the only area that is not greatly disturbed by any bridge or road. We are all for the bridge, but not going to continue building. Refer to Chapter 4 Section 4.2 of the DEIS.

1.49 Alternative 11, alternative 25 (mass transit).

1.50 To City and County councilors: for future, please consider execution of Bees Ferry Road over Ashley River for the section that is proposed in Alternative 24. This will lighten the gridlock of I-526 as well as Glenn McConnell gridlock on I-526 exit 11, by providing direct route to fast expanding Bees Ferry area of West Ashley from N. Charleston and will be cost effective since it will utilize already improved and widen Bees Ferry Rd. (Really need another way to get to Bees Ferry - attached a color plan) New roads bring more congestion. Noted.

1.51 No New Roads (plus two new bridges) (enormously expensive). Much damage in cutting through James Island Park and filling in the marsh. Develop a number of ways to improve existing roads. I do not like "doing nothing" at the core, but that would not do the terrible damage that is chomping an extension to I-526 would do. Understand the purpose of this process, at this stage, is to assess environmental impacts. cont.
The overwhelming majority of people in attendance will base their comments on how they perceive the alternatives will affect their neighborhood, and their commute - the exception being those who maybe be impacted by the particular plan. Does not think the benefits of any plan (particlar the "no build") merit the expense. All show a slight improvement in traffic conditions on Highway 17 (West Ashley) and a decrease in the amount of traffic on Maybank Hey on James Island, as well as congestion issue at Maybank and Main Road.

For the cost of any of the alternatives, I find it hard to believe greater traffic improvements on Hey 17, and Alternatives on James & Johns Island, and avoiding the woonerven on traffic on Maybank on Johns Island cannot be accomplished some other way.

The longer the project is delayed, there will be need to vote that costs. Just build it and let's get on with some things.

Refer to Chapter 3, Section 1.5 and Chapter 5 of the DEIS.

Refer to Chapter 3, Section 5.22 of the DEIS.

Refer to Chapter 2 Section 2.1 of the DEIS.

Refer to Chapter 3, Section 3.5 of the DEIS.

Refer to Chapter 2 Section 2.1 of the DEIS.

Refer to Chapter 2 Section 6.1 of the DEIS.

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Refer to Chapter 2 Section 6.1 of the DEIS.
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It was not clear in the newspaper that No Build, 10M or Alternative ?? (mass transit) would still be considered. Even looking at what was on the posters if 1, 8, 10, 11A & 36 are the Only ones left. That is a huge disadvantage to the residents of the affected areas. A poster should have been shown for each of these 3 alternatives that make it clearer than having them listed on poster with no explanation as to what this means. I am for a No Build. If allowed, then mass transit and TBM can be combined with the no build.

Refer to Chapter 3 of the DEIS

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Opposed to all the “reasonable alternatives” that were on display. We have an opportunity to do long term planning for our county instead - the New Way to Work Alternatives. Why are we continuing to evaluate a 1970’s piece of infrastructure in 2009? It is time to do better! We should not be considering the construction of infrastructure that destroys places, does not save the issue and lastly will necessitate retrofit in the near future.

Refer to Chapter 3, Section 3.5 of the DEIS

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Ranking of the presented options: Option 1 = #2; Option 8 = #6; Option 10 = #8; Option 11 = #4

Comparable improvement to 11A but more “damage”. Option 11A + 36, Option 21 + #6 (seems to provide the most improvement and the least “damage”).

Refer to Chapter 6, Section 6.1 Of the DEIS

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Alternatives 1, 10, 11A & 36 would negatively affect my house with the noise factor. Would like to see Alternative 8 because it takes the traffic west of River Road. Also like the other two alternatives of no action to increase the traffic to my home. I hope you do not run the 526 by my home.

Refer to Chapter 6, Section 3.5 and Chapter 5, Section 5.3 of the DEIS

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Bring back New Way to Work! The six chosen alternatives offer us various iterations on a singular theme; build an unsustainable, out-of-scale highway across an irreplaceable rural landscape with irreplaceable ecological and cultural values. The alternative that should be considered is a New Way to Work - this offer’s DOT the opportunity to create a progressive, forward-thinking road network that would preserve rural character, create multi-modal opportunities, encourage – as opposed to sprawl and protect one of SC’s most precious barrier islands. The NFTW would prevent degradation of both James Island County Park and the Dill Sanctuary. We need better alternatives that diversify options (transportation and otherwise) and doesn’t just build larger roads and facilitate eventual larger traffic problems while sacrificing our rural landscape.

Refer to Chapter 3, Section 3.5 of the DEIS

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Refer to your option #8. Either makes sense, both should alleviate traffic using Johns Island Roads to go from downtown or James Island to Hwy. 17. As plans are made for developing Johns Island, please include bicycle paths! We do need I-526 #11 will also provide another evacuation route which is much needed.

Refer to Chapter 6, Section 6.1 of the DEIS

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Alternatives 8 costly cuts our property in half. There are other alternatives that would not impact communities. Those alternatives would not uproot people that have lived in their homes all their life and want to stay there. We want to stay.

Refer to Chapter 6, Section 6.1 of the DEIS

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Alternative 8 is not an acceptable option. It would be less than 200 feet from my property. Plan 8 disrupts too many homes and businesses to be considered. The best plan would be to follow the township boundaries and use already existing roadways.

Refer to Chapter 6, Section 6.1 of the DEIS

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Please reconsider your priorities: Alternative 2d is critically needed for local access and to relieve congestion in these areas. Alternative 26 is critically important access to the airport/north area. Alternatives 3, 36 is critically important for exit in the event of a hurricane; this would also relieve congestion of traffic coming from Summerville usually down 61 corridor. Prefer Alternative 36 (11 & 16) because it give 2 exit ramps to Johns Island. Only idea not strong feeling: Alternative 36 has issues because it gives alternatives route to congestion on Folly Road. Only idea not strong feeling: Alternative 35 would preserve Bohicket/River and give better access to Seabrook/Kiawah folks.

Refer to Chapter 3, Section 3.5 of the DEIS

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Of the “reasonable alternatives” offered, my preferred order is 10 (best), 1, 8, 11A, 36 (worst). Alternatives 26 and 33 should be reconsidered in the future.

Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS

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Opposes the finishing of the 26th Expressway, realizes one of the plans will happen. Would be best to follow the existing strategies to move traffic. Alternative 10 appears to be the best of the options as its impact to Johns Island is not as bad as the others because of the environmental impact numbers and movement of traffic.

Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS

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#36 is a terrible option! If you have to build, I guess I would pick #1. But why not look into changing traffic lane patterns & another form of mass transit.

Refer to Chapter 3, Section 3.5 of the DEIS

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Against the completion of I-526. The alternatives given are terrible. Very much against Alt. 36 & 10 especially. Improving the roads we used already would be much more helpful. No build.

Refer to Chapter 3, Section 3.5 of the DEIS

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Alternatives 1, 8 and 10 are essentially the same except for a minor variation in 526/Maybank intersection location. Yet it shows a 6-7X improvement in “fewer vehicle miles”. This is non-sensical. Three of the longest option #16 is supposed to explain the variation, essentially basing it on exodus/routes. There is no practical way such a minor change could have such a disparate result, for several reasons we discussed.

Disappointing that the TSM alternative was not evaluated at the same time as the other alternatives. Especially regarding Johns Island traffic, minimal expenditures on traffic management (peak hour and other times) along with some minor construction improvements (turn lanes, feeders, etc.) could have significant improvement on relatively small costs. More substantial improvements could be evaluated as conditions change over time. This would save not only huge amounts of money, but minimize environmental disruption and need infrastructure-driven development (that requires more roads, etc). Disappointed that the local Johns Island traffic planning (Urban Land-First).

Refer to Chapter 3, Section 3.5 of the DEIS

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All the proposals will affect my home. Would like to know: how far or close will the road come to my home and what will noise issues be? In addition, re: construction, how much of the noise and pollution will it affect my neighborhood? How will property prices be affected?

Refer to Chapter 2, Section 2, Chapter 3, Section 3.7

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526 completion will further add to the defacement of John’s, James, Charleston and West Ashley. Biggest selling point and what helps keep our stores open and resorts full is in part our lack of high speed highways in rural areas and natural beauty of both our woods and quiet way of life. We have existing highways (Maybank) and parkways (Folly Road) - improve existing intersections (roundabouts) and smart highways in rural areas and natural beauty of both our wetlands and quiet way of life. We have existing

Refer to Chapter 6, Section 3.5 of the DEIS

Page 43

All the proposals will affect my home. Would like to know: how far or close will the road come to my home and what will noise issues be? In addition, re: construction, how much of the noise and pollution will it affect my neighborhood? How will property prices be affected?

Refer to Chapter 5 Human Environment of the DEIS

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Refer to Chapter 6, Section 6.1 of the DEIS

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Refer to Chapter 6, Section 6.1 of the DEIS

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Alternatives provided (try) are excellent. Most one have or more interchanges on Johns Island. Vote goes for: 1. No. 11, 2. No. 11A, 3. No. 36, 4. No. 8.

Refer to Chapter 6, Section 6.1 of the DEIS
Since all the alternatives shown in this very impressive (and expensive) display show a new superhighway as well as other roads, need to be cut down because they are rotten and a hurricane will make them fall 2 times. Don't even think about a toll road. Does not like the grid idea at all. Lots of trees on River Road, Prefers 1 & 10 as long as there is an exit there. Does not care for the exchange crossing River Road 1 or TSM alternative as an option. Alternative #36 is absolutely wrong.

Please consider a greenway for Maybank, Bohickets & River Roads - like the ACE Basin. This so much for our future, sensible mass transit needs to be part of the mix. Believe Alt. 1 to be the best route for both Johns & James Island. The road should be as far and delay. It would be foolish not to complete I-526. The relief on traffic on James and Johns Islands is over due. Believe Alt. 10 - it is simple, direct and avoids James Island. Do not see much value in a slow speed pathway.

Johns Island needs to be a safe place to live & work. The present roads are killers - a big highway will not address all the issues. Safe is not necessarily bigger & faster. For our poorer & our older citizens and for our future, sensible mass transit needs to be part of the mix.

Please consider a greenway for Maybank, Bohickets & River Roads - like the ACE Basin. This so much more compatible with the rural, agricultural, cultural aspects of Johns Island. Dumping a load of cars onto Johns Island by any of the proposed alternatives is not a good long term solution. A system of roads parallel to Maybank Highway, and improving and widening with a parkway effect, Maybank, Main and Bohicket Roads. This would help the public understand why some alternatives were eliminated. Noted.

Some of the alternatives were absolutely ridiculous! Appreciates the "Tier 1 Analysis" board - helped the process of elimination. The study should have indicated a chart with a rating for each alternative. Those with the highest rating would be approved; those with the lower ratings would be eliminated. This would help the public understand why some alternatives were eliminated.

We all on Johns Island really do need the congestion dealt with and would like to say we really should go for a yes vote and I pick Alternative 36. Keep away from the wetlands and peoples yards. Do not put it on the ground.
3.1 My opinion - Alternative #10 would be the best option.

3.2 Prefers #36 - makes most sense with least impact.

3.3 Completely supports I-526 as an Interstate. A pathway is not the answer. Using the LCU solution would solve the traffic problems. Traffic would only go into neighborhoods - it would not impact on traffic calming devices.

3.4 Supports a route from Savannah Highway across the Stono to the N.W. tip of Johns Island with an interchange at Maybank between the bridge & River Road, along the northern boundary of the James Island County Park to Folly & connecting to the J.I. Expressway. We have waited over 20 years for this project and Coastal Conservation League be damned. Building the I-526.

3.5 Alt. 1 is my preference. Don't build At. 36 - will make traffic worse.

3.6 Prefers Alt. 1 south of the J.I. County Park.

3.7 I vote for #11. Get the funding. Get on with it!!! I also favor mass transit, so all the other drivers will get off the road.

3.8 This is not a public meeting. I prefer the build alternative. At this time and in the future innovative community planners should work with traffic planners and engineers to develop infra projects that provide satisfaction but most convenient commuting to work & recreation while preserving agricultural lands. Use the green space to provide important ecosystem services for the city. 526 extension will also encourage new development at a time there is a glut of existing homes for sale. The James Island Park should be protected for all citizens.

3.9 Collecting residents of Westwood Shores Road, including residential neighborhoods of Cloudbreak Court, Stono Court and others along west Woodland Shores Road would like to voice strong opposition to Alternatives 10 and 36. It is the unanimous position of owners that these two alternatives are extremely harmful to our neighborhood and the quality of life of our residents. Some of the reasons for this opposition: 1) negative impact on property values (why choose to damage existing residential neighborhoods instead of using already public property?); 2) for many years maps of Charleston with "proposed extension" cutting through James Island and around the county park. People made real estate decisions based on that vision. The new options through multiple residential neighborhoods comes across as wrasseless planning and appears to show complete disregard for the properties they are impacting; 3) real estate investments were made based on the quiet environment and aesthetic nature of our area. Alt. 10 through what is currently a quiet and peaceful environment; 4) major highway going through or right off the road.

3.10 Would like to propose removing Alternatives 10 and 36, reasons being: 1) these alternatives will directly impact and lessen the value of our home; 2) increased noise will be a negative impact to our quiet community and quality of life; 3) increased traffic and congestion and air pollution. Please stick with Option 1. Refer to Chapter 6, Section 6.1 of the DEIS.

3.11 Alt. #1 most closely follows the long term plan - this route would have the least impact on James and Johns Islands. Several of the other alternatives make too much of an impact on Johns Island - which these folks have objected to on many occasions. Build the road that least impacts both James and Johns Islands.

3.12 Low noise option, slower speed, buffered path (critical to my support). Please focus on greenery and aesthetics. Trees will make the greatest impact on character. Still not sure this is needed. I do not want high speed through our area. These are islands - they are supposed to be free. Refer to Chapter 6, Section 6.1 of the DEIS.

3.13 Would like to see the Mark Clark Expressway finished from James Island to Hwy. 26 & 17. Likes proposals to 3 Parallel roads, #36 because of the way the off & on ramps are laid out. Refer to Chapter 6, Section 6.1 of the DEIS.

3.14 Prefer Alternative 11. This will take traffic off Maybank & River Roads. It will give people alternate routes of travel. Refer to Chapter 6, Section 6.1 of the DEIS.

3.15 Please! Stay off James Island. If Johns Island wants this - fine, but end it there. I do not want the expressway on James Island.

3.16 My opinion - Alternative #10 would be the best option.

3.17 Please do not consider Altern. 10 & 36 as reasonable alternatives. These alternatives would be very negative for our community - depopulation, safety, health, environment. We love our peaceful environment & safe habitat for our kids. Remove 10 & 36 please!

3.18 Bathbury Woods resident. Concerned about the affects that options 10 & 36A will have on neighborhood and property values. Fees the interchanges around the subdivision will increase noise and be a visual eyesore - would cause a potential buyer to look in a different area. Fees the best option would be the one that affects businesses and residential areas in the least amount.

3.19 Bathbury Woods resident. Alternatives 8, 11 & 16A will directly impact neighborhood. Concerned about the noise and close proximity of congestion. Thinks the plans with the least "disturbed" residents should be the safest plan. Does not want property values to decline because of this. Think about the bigger picture when making this decision. If this extension is needed, please choose one with the least impact on residents. Refer to Chapter 6, Section 6.1 of the DEIS.

3.20 No build #36 seem the best options with the least impact to wetlands/residents/businesses. Residents of Johns Island County Park Rd & Old I-526 on the island. It will bring more congestion to the area, not relieve it. Do we want to town to become mini Mt. Pleasant - constant construction trying to keep up the increased traffic 526 took there. James Island cannot expand north and could easily be overwhelmed.

3.21 Refer to Chapter 3 Section 3.7 of the DEIS.

3.22 Options 10 and 36 are bad options for James Island due to the effects of the Woodland Shores Community. The Park or the Dill Track locations are the softest impact with the best route opportunity to Folly Road Interchange. Park area has always been available to all and planned for. Option 11A does not provide access from Johns Island to downtown - which defeats the purpose. Option 11 gives the most traffic diversity and takes the stress and strain off Maybank while protecting the Maybank entrance to the Island. It provides for future options to expand to a semi-circle both ways to Maybank. Option 36 parkway needs to be moved further to the south to avoid Oak Tree Allee. The City Piltchck design proposed near Maybank can still be built as an additional route. Option 10 will breach Maybank Highway and the Johns Island.

3.23 Option 10 will be bad for Maybank Highway and the entry to John's Island. The southern exit ramp needs to be moved further south to avoid the oak tree alley. Also opposed to these two options due to the unnecessary impact to the Woodlands Shores neighborhood area. Option 11 seems to be the best option to off road traffic on John's Island in different directions and ability to expand and handle future growth.

Refer to Chapter 6, Section 6.1 of the DEIS.
3.24 Ballatori Woods resident. Alternatives 8, 11 & 11A significantly impact this neighborhood as they intersect or cross Maybank Highway. Decrease property value, increase noise & increase danger from vehicular traffic in this densely populated area. Each of these alternatives requires new road construction or the ingress/egress roadway along Maybank according to the projections. Majority of homeowners are strongly opposed to Alternatives 8,11 & 11A. I appreciate the need for improved regional transit, rather than Alternatives 1, 10 or 12 would be acceptable as they are presented.

3.25 The expressway must be built. Reasons are many and include, removing through traffic from already overly congested roads, facilitating hurricane evacuation, getting heavy traffic off small roads, completion of our area beltway and vastly improved safety. Feel confident this can be built without harming the environment, instead will allow people to see magnificent views. It appears alternative #5 is the straightest shot, with least overall disruption to James & Johns islands while still producing access. Failing to build this extension will not stop more people from moving here, it will only make it increasingly painful to travel.

3.26 Do not like any alternatives that extend I-526 and connect to the James Island Connector. Traffic from Folly Beach and James Island trying to get on the J.I. Connector would become a major bottleneck. Our hurricane evacuation plan for leaving Folly Beach would be greatly impacted, creating total "gridlock" between Folly Beach and Charleston and head island. Our state does not need to be spending millions of dollars on a project to satisfy the residents and vacationers of Kiawah. If the DOT is looking for work, spend the money repairing and widening our other interstate systems (I-26).

3.27 Preferred alternatives: No Build. Mass Trans. Transportation System Mgmt. Do not build 526 through James Island! In fact, I would be happy to not build it at all! It is a waste of money, it will not lessen traffic and it will definitely not help with evacuation procedures. If you are interested in helping: add an additional lane from 26/Summerville to I-95. Building 526 will only open up James Island to more development and more traffic. Mass transit system mgmt are the only realistic ideas and it is clear they are not being represented equally! Mass transit helps people who do not own cars, makes driving unsustainable and is intensely more beneficial for the environment. Let's actually pick the best alternative and not divide our island.

3.28 Strongly in favor of completing I-526 and Folly option 11A is the best choice. This option provides the best reduction hours of vehicle congestion, avoids the D.C. Destroy, reduces the miles the most negative impact of the park that is not at all attractive to use. It provides better access to Johns Island residents and reduces impacts to Maybank Highway.

3.29 Property owner on Johns Island that will be directly affected. Plan is stupid - will bring pollution and more and more people and worse traffic. Why ruin Johns & James Islands - traffic will still be bad on 175, Hwy 81 & Folly Road - it will be worse. If this is approved, paradise will be lost. Spend the money on fixing our roads. It is/it does to not like the traffic - move closer - plenty of houses available.

3.30 Property owner waterfront property on Johns Island directly affected by plans #1 & #5. However, I fear the I-526 expansion is a bad plan. Traffic will worsen on Johns & James Islands, Folly Beach and Calhoun Street. It will destroy wetlands and the pristine nature of the islands - for no reason. Will bring pollution and congestion. It is time for us to stem the SOCO tide, stop and recognize this was just another bad plan - the emperor has no clothes. If built, it will be business as usual - politicians making money for themselves and their friends.

3.31 One questionable assumption is the estimate of the amount of traffic in the future. Understanding that this is assumed constant (based roughly on the COG growth model) for each alternative. Clearly, the different alternatives will have substantially different effects on growth and therefore on traffic volume. Real world scenario - consider this explicitly as a feedback loop within the model, and with each alternative generating its own traffic volumes. Such a model would be extremely sensitive to assumptions about future growth. Failing to account for this feedback immediately creates a large number of congruence between the projections of congestion relief. The world's high density environments park & visitor experience. With so many alternatives that result in an inter-state on the borders of James Island County Park, Alternatives that avoid this may be acceptable. Alternative 10 could be acceptable, especially if the low speed boundary approach is followed.

3.32 All #1 is my choice - least impact to family property.

3.33 All #1 best choice - least impact to family property.

3.34 All #1 choice - least impact to family property.

3.35 All #1 is the very best one. Saves the park and the least number of houses.

3.36 All #1 is the favorite - needs no explanation - just common sense.

3.37 Please do not complete I-526 with any of these plans - all are bad choices. A better plan is to improve roads and shift traffic, slow it down,create a "grid" to allow exit and egress onto the islands & downtown. Development on Johns Island will change the whole structure of the families there - pushing old families, and reducing the area that can be sold to new residents. It is a bad plan - the emperor has no clothes. If built, it will be business as usual - politicians making money for themselves and their friends.

3.38 All #1 is by far the best route - less impact on home owners!

3.39 All #1 is the best choice - goes around the park and does very little to displace families.

3.40 All #1 is the choice - goes around the park and does very little to displace families.

3.41 Alternative #5 would be a shorter and most flexible route to use and a closer route to the Mark Clark Connector.

3.42 In favor of All #1 - looks least impact on homeowners & business relocation. Need more info on effects from West Ashley to Folly Road - closer look! If Johns Island does not want to lose Maybank Highway and go directly to Highway ????

3.43 Agrees with All #1. All #1 would be bad -causing so many traffic headaches. It would back up each day. Mass transit, like rail, would be a great idea. Thinks the best would be All #1 with the bridges over the river and perhaps a commuter bus would be a great idea to revitalize the Citadel Mall area.

3.44 Currently supports All 1. Understands no additional homes will be lost. Will not impact the Charleston County Park and the alternate closely follows original plans and displaces fewer residents. Remain open to mass transit options and would like to hear more about environmental issues.

3.45 "No more roads in such areas - even the people in your org. don't know what is going on. The alternate is building an express road and a moratorium on building.

3.46 1st choice: Do not build (should have been built 20 years ago before parks & homes were built). 2nd choice: Mass transit. 3rd choice: None of the possibilities work - all end at Calhoun. You are destroying the entrance to downtown Charleston. Learn from other's mistakes - relying on "ring roads" such as the DC area. The real reason for not building: the majority of people do not want the road. It will not be an asset but a desecration.

3.47 Chapter 7

Comments and Responses
3.51 Opposed to any alternative that involves construction of an expressway that connects the existing terminus of I-526 at Savannah Highway to the James Island Connector - SR 31. These alternatives will cause negative impacts to Johns and James Islands. This can be avoided by redesigning and improving existing roads and intersections. The 400 million dollars plus proposed for this project could go into improving mass transit alternatives. Please no I-526 extension.

3.52 No build alternative - best option based on concerns. Alt. 1925 much better option than 1-11A & 36; Alt. #1, #8, #11 & #11A impact the Dill Sanctuary and the County Park. Alt. 10 & 36 - impacts James & Johns Island residents concern. Most of the alternatives bring the expressway through our islands - we have expressed, multiple times, that we do not want any major expressway! They will increase traffic, pollution, and noise and move more development. Why are the alternatives that improve existing roads removed?

3.53 Property owners in the subdivision of Bay Front do not want the completion of the I-526 Mark Clark Expressway. 1) runoff of road contaminates; noise pollution; 3) air pollution - potentially dangerous vehicle emission; 4) increase of car-heavy truck accidents; 5) larger volume of traffic; 6) damage to marshland grasses; 7) increase of over population - high density of building; 8) obviate project plan (ext. 1925); 9) wealth problem issues; 10) damage to wildlife habitat; 11) cutting of trees. In summary: 1) something must be built, let it follow Highway 17 (Savannah Highway) and connect with the I-26; 2) believe that a mass transit option should be studied; 3) look for no build alternatives; 4) try better timing of signals and some turning lanes.

3.54 Favor Alternative #1. Knows some are concerned that the extension would create more development thereby making James & Johns Islands more urban - the urban boundaries have been established long ago by Charleston neighbor. Over development can & should be avoided - but not by removing critical option (the Connector) to allow citizens a rapid exit from the Islands. We need as many options as possible to exit the Islands: Folly, James, Johns, Seabrook and Kiawah. Definitely need the 526 Connector to provide the best option for getting off the islands during an emergency.

3.55 Yes, I support completing this project. At present, I have no favorite among the six alternatives but will look over them later & let you know.

3.56 Built Alt. 1 south of the Park and out of our neighborhood. Please do not build I-526 near the Dill Park; Part, or near James or Johns Island. Semi-tractor trailers ruttle & shake the road – the road is suppose to curve into Canough, 2 lane road downtown? that will be a mess, not thought out - where are plans to build from I-26 & go backward towards the present 526 at Citadel? Overall, I think too many people and homes are impacted with all of the final six plans. Noise, crime, etc. there is already too much traffic and more than Folly Road can handle. Home values are going down even more. Please do not develop Jame Island anymore than it is and destroy the beautiful wetlands and wildlife.

3.57 I would like to see the Mark Clark Expressway completed in accordance with Alternative 6. Favor Alternative #1. None of this is good. Many established neighborhoods will be destroyed. Construction is not an ambiplastic process - it ugly.

3.58 The Cape Romain Bird Observatory is adamantly opposed to the extension of Interstate 526. Other means of traffic must be found, since I-526 extension would be an expensive, ineffective, and environmentally destructive attempt at addressing traffic congestion. If this unfortunate eventuality comes to pass, the following restrictions Must be observed: 1) Light pollution has been proven to negatively affect marsh-dwelling fauna, migratory birds, migratory moths and other wildlife, this would require: low intensity illumination on roadsides and bridges; hooded, shielded or directional lighting units that only direct light downwards without letting light escape skyward or sideways; 2) Significant concentrations of Conservation Priority plant and animal species should not be harmed or destroyed by the extension of I-526; 3) this would require: not allowing the new section of I-526 to cross or pass close to the Dill Sanctuary on James Island; Not allowing the new section of I-526 to cross the peninsula of salt marsh that lies north of Maybank Highway and east of Headquarter Plantation Drive.

3.59 West route 11A. This is a needed road. It will be more necessary as time passes. We cannot stop the growth of Johns and James Island - they will continue to grow exponentially. Without the completion of I-526 traffic on both islands will stagnate. We have the money - let's get started now, this will put many new & local jobs into the near and future pipeline, helping the economy and improving traffic flow and lessening the air pollution caused by traffic tie-ups. We need this now and will need it more in the future. Let's get started!

3.60 Opposed to any alternative that involves construction of an expressway that connects the existing terminus of I-526 at Savannah Highway to the James Island Connector - SR 31. These alternatives will cause negative impacts to Johns and James Islands. This can be avoided by redesigning and improving existing roads and intersections.

3.61 Homeowner in Cloudbreak Court strongly opposes Alternatives 10 and 36. These alternatives will bring increased traffic, noise, and vehicle emissions that will significantly diminish the quality of life, as well as substantially decrease property values in the area. They would result in disproportionately high and adverse environmental and health effects on a minority and low-income population. (Residents living adjacent to the proposed routes and the children attending Murray-Ladies Elementary). For years, James Island residents have made important life decisions based on the published fact that the I-526 Connector would be built along the north edge of James Island County Park.

3.62 Homeowner in Cloudbreak Court strongly opposes Alternatives 10 and 36. These alternatives will bring increased traffic, noise, and vehicle emissions that will significantly diminish the quality of life, as well as substantially decrease property values in the area. They would result in disproportionately high and adverse environmental and health effects on a minority and low-income population. (Residents living adjacent to the proposed routes and the children attending Murray-Ladies Elementary). For years, James Island residents have made important life decisions based on the published fact that the I-526 Connector would be built along the north edge of James Island County Park.

3.63 We are lifelong residents of Charleston and have always understood that the completion of the Mark Clark Expressway would be a reality one day manifest itself, but also realized that certain parameters and plans of the project would be abided to by SC DOT. Years later to spring these various alternatives (10 and 36) we observed that new & local jobs into the near and future pipeline, helping the economy and improving traffic flow and lessening the air pollution caused by traffic tie-ups. We need this now and will need it more in the future. Let's get started!

3.64 Please consider the plan developed by Coastal Conservation League, it saves marshland; does not promote development; moves traffic safely. The proposals under consideration are odd approaches to the traffic problems. They would merely move the location of bottlenecks and not improve traffic flow in an evacuation or daily commute. It will help Kiawah and Seabrook residents. J.T. Town voted No.
Chapter 7

3.67 Three reasons not to build: 1) bringing more traffic onto an already overburdened local highway system; 2) destruction of valuable environmental and historic landmarks; 3) creating more difficulty for efficient evacuation of the local population in case of emergency evacuation. Refer to Chapter 2, Section 2.1, Chapter 5 of the DEIS

3.68 In truth, adding lanes usually adds more traffic! You break up neighborhoods and community! People who live in James Island will actually experience more traffic comming from N. Charleston. If people feel that traffic is too rigorous, they have an option to move. No to 526! Extension. Refer to Chapter 2, Section 2.1

3.69 Expressways = Development = Traffic = Stress. Do the math! I do not want to see this in my town. Noted.

3.70 In order to have an effective solution of completing this segment of I-526 it is essential to believe that with properly placed exchanges will facilitate efficiencies in local transportation. From the information provided routes #1, #2, #9, #12 and #13 best meet the criteria. Selection should be based on the cost-effectiveness of one of these 5 options. Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS

3.71 Extending I-526 is a bad idea whose time has not arrived. Extending I-526 would negatively impact James, Johns and the other nearby islands by damging or leading to damage of aquatic & water quality. Wetlands, at least one endangered species (wood stork) and the general quality of life by encouraging sprawl. The N. S. - E. W. I-526 potential route should be given a fair & proper evaluation. Extension of I-526 will not improve evacuation before storms because there has been no increase in traffic capacity on the roads leading away from 526. I strongly oppose extension of I-526. Refer to Chapter 3, Section 3.5 of the DEIS

3.72 Prefers plan 1, 8 or 10. Please do not go over the James Island Park or Senior Center beside it. I would like it to be like 526 from Savannah Highway to Highway 26. Please start as soon as possible. Refer to Chapter 6, Section 6.1 of the DEIS

3.73 Please do not complete 526: 1) it would open up Johns Island to more development - more cars - more traffic; 2) harm wetlands and destroy wildlife habitats; 3) “circus” highway around a city has never solved traffic problems, but in every case caused more traffic woes; 4) 526 will definitely Not help in evacuations-more cars will just funnel into the four bridges, bottlenecking at these points; 5) none of these alternatives are feasible - all harm the County Park in some way; 6) do not cater to the developers, there is no need for more empty houses and strip malls; 7) fix our existing roads first. Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.5 and Chapter 5 of the DEIS

3.74 Prefer plan 1, 8 or 10: we definitely need an expressway and not stop lights or slow speed. Please rush. Refer to Chapter 6, Section 6.1 of the DEIS

3.75 Concerned about the extension of 526 for the following reasons: 1) this will not solve our traffic issues; 2) all plans will affect James Island County Park; 3) effects of bridge on marsh areas are detrimental. (JICF) students have had two trash pickups over the last four months and picked up over 1000 pounds (trash); 4) the effects on wetlands and animals will be extremely harmful. Please no!

3.76 Recommendations: 1) no build, 2) mass transit, 3) what to Transportation System Management.* Do not build this highway through James Island, it will: 1) make traffic problems significantly worse; 2) increase development - like it has done everywhere else; 3) will harm our environment. If you really want to make evacuations before hurricanes, I urge you to use this money to add a third westbound lane to I-26 from Summerville to I-95. Refer to Chapter 3, Sections 3.6-3.7

3.77 Alternative 36 appears to be an ideal conglomerate of all alternatives, it appears to be one of the more efficient routes from A to B while incorporating logical access to John's Island. I wish there was an alternative that had the same route as 36 yet offered a route to lower Folly Road such as 30 or 17. Please preserve the County Park. Refer to Chapter 6, Section 6.1 of the DEIS

3.78 James and John's Island need smart, sustainable growth, not another superhighway. Extending 526 will not solve traffic but may have the opposite effect because of increases development of rural areas. DOT should be using taxpayer dollars to improve existing infrastructure rather than coming up with new ways to destroy wetlands, homes, and county parks.

3.79 His original route that crosses over Folly Road passes behind JI cinema, crosses over Riverland drive, and runs along the very north edge of JI County Park is the best for J.I. To continue the street level bottleneck Folly Road is foolish - let those going to Johns Island continue! Regardless of how this route is completed, Maybank Highway will still need to be improved. There are too many new homes on either side to allow it to stay two lane.

3.80 Believes the expressway should be completed. Initially liked #1 because it impacted the least number of residents/suburbans. Still likes that it crosses between the Park and the Dill Property. But now feels that #11 allows for more accessibility for Johns Island and future network of roads. Would like to see a combination of #11 and #1 with the road between the Park and the Dill Property. Refer to Chapter 6, Section 6.1 of the DEIS

3.81 Charleston is beautiful - let’s keep it that way. That means lets protect our precious wetlands habitat, our small communities, our local populations - of humans and wildlife. We must be responsible adults and provide our youth with a cleaner, greener community. We need a sustainable solution. Cutting through James & Johns Island will not only be detrimental to our environment but will not solve traffic problems. Fix our roads, preserve our wetlands & create bike lanes and sidewalks! If we had more alternatives for cut-first, we would see less traffic on the roads. More roads = More Traffic Please do not extend I-526.

3.82 Offended that the New Way to Work Alternative was not presented, it is the most public opposition alternative and you owed it to the public to display a breakdown of why it did not make the cut. I still find it hard to believe that it is not a possible solution. Building a highway to make everyone take one route is not the answer (compare Charleston to Hilton Head). The problem I have is that this project is being researched by highway engineers - not traditional town planners. Development is inevitable - but there are definitely right and wrong ways to do it. Highways are not the answer.

3.83 RICH Students are skeptical for the enviroment. if Connector Marsh Sweep: April 19, 2009. 418 items of litter picked up in April since October's Marsh Sweep!! We care ... do you? Styroform -32%; Glass -7%; Aluminum -16%; Plastic -21%; Other -24%. Noted.

3.84 Extending our Island on to Johns Island is definitely a no go. It will make more ecological and environmental problems. Instead of expanding on to Johns Island, we should do a combination of #11 and #1 with the road between the Park and the Dill Property.

3.85 Charleston is beautiful - let’s keep it that way! That means lets protect our precious wetlands habitat, our small communities, our local populations - of humans and wildlife. We must be responsible adults and provide our youth with a cleaner, greener community. We need a sustainable solution. Cutting through James & Johns Island will not only be detrimental to our environment but will not solve traffic problems. Fix our roads, preserve our wetlands & create bike lanes and sidewalks! If we had more alternatives for cut-first, we would see less traffic on the roads. More roads = More Traffic Please do not extend I-526.

3.86 Offended that the New Way to Work Alternative was not presented, it is the most public opposition alternative and you owed it to the public to display a breakdown of why it did not make the cut. I still find it hard to believe that it is not a possible solution. Building a highway to make everyone take one route is not the answer (compare Charleston to Hilton Head). The problem I have is that this project is being researched by highway engineers - not traditional town planners. Development is inevitable - but there are definitely right and wrong ways to do it. Highways are not the answer.

3.87 Build it Already! Silent majority wants it! Refer to Chapter 3, Section 3.5 of the DEIS

3.88 Supports Alternative 10 or 36 - both take the proposed route away from the wetlands of Ellis Creek and north of the County Park. Of the two plans - #36 Parkway sounds less expensive and more appealing. Refer to Chapter 3, Section 3.5 of the DEIS

3.89 I know that the "no build" option is never going to happen since millions of dollars have already been allocated to some sort of roadway. What has not been considered by any of the proposed alternatives is any creative plan or "thinking outside the box." CCL had a viable, well thought out & well executed plan that was at least more on the right track than anything considered this far. Have some foresight and not just a point #1 mentality with dollars being the bottom line. I do not think that the powers involved in this process are truly in tune with what "alternative" means. I grew up in the first "planned communities" in the U.S. - it worked great until the area was owned by developers that loved the concept but overloaded the system. Please reconsider the CCL plan or an adaptation thereof so Johns Island does not become the congested area that James Island have become today. Refer to Chapter 3, Section 3.5 of the DEIS
We (planners, urban designers, etc.) know so much about what it takes to make a good community and none of these options satisfy those design criteria. At tremendous costs (including environmental) we solve no problems with these options. Until we move away from automobile-centric solutions that focus on more lanes and more speed and move towards a connected system of complete streets that consider more than just cars (i.e., pedestrians & cyclists) we will continue to destroy the quality of life in our community. These solutions reflect the archaic attitudes of SCDOT - an agency in dire need of overhaul and reform. I firmly oppose any of the current options but remain pessimistic that my concerns will be considered, or even read.

Building I-526 is not a very good idea. Not only because of the traffic that will build up; but also because of all the trash that will be thrown to the side of it. This bridge (interstate) will harm our beautiful wetlands; and, will affect all the animals. Another reason for this not to occur is the money - this money should be used for something that will help S.C. not destroy it. This interstate will only affect the people that are here and the animals - it will also affect future generations to come.

Why not build backwards from 26 where it comes into 17 & build out from there with byways or whatever else is needed. Intersecting here: - Lockwood and branching out to both Rt. 17 & James Island (use huds-cloverleafs, etc.) and ending at Citadel Mall. Instead of just one route converging all into Calhoun Street? EMS and students will be impacted coming into downtown. Build backwards and away from downtown first - the end stage of the building would be the 526 at the Mall. Noted.

Disappointed that alternatives were eliminated without consideration to the differences in projected growth that would occur with each alternative (e.g. Alt. 19 vs. 526 extension). It is clear that the development that will follow each alternative will vary particularly when comparing the extension of S26 versus interconnecting existing roads. This should have been considered before eliminating alternative 19. It would be beneficial to consult with local scientists that have studied the impact of development on tidal creek ecosystems when moving forward in evaluating the impacts of the 9 existing alternatives.

3.100

I agree with Alt. 1 as it would be a scenic route, go around the County Park and really help our traffic worry but it may affect a few houses. Mass transit would be great idea - two or three lanes of express bus and a light rail with stops at Folly, the County Park, Maybank and the Citadel Mall - revitalizing that area.

All residents except for the A without explanations include extending I-526 to eliminate dump to Folly Road. These designs aid Johns Island but affect James Island negatively. Folly Road currently is impassable most of the time during peak weekday travel - particularly during summer travel. To be consistent with land use plan of Johns Island, extending the parkway to increase the likelihood of development is in opposition. To minimize the environmental impact, widening existing roads combined with traffic management approach be the approach most consistent with the values identified by the majority. The citizens of this area have made their wishes known on multiple occasions and have yet to be acknowledged as majority in opposition to completion of I-526. Please strongly consider the Coastal Conservations approach.

Thanks for your efforts. 1) doing nothing would be foolish. I would prefer nothing: But that just does not make sense. 2) the fewer residents that are affected is better. Option 8 displaces the most people, but does not have the fewest wetland acres affected - no trade off for environmental impact vs. human impact. I would use both ways. Should be eliminated. 3) Option 10 has fewest environmental acres affected, but second most displaced. Option 36 only .5 ac more environmentally affected but half the residents displaced. Option 10 should be eliminated. 4) My preference is S26 - half the environmental impact as our remaining options (1, 11, 25) as well as minimal relocations more than the remaining options (1, 11, 25, 26). Good Luck! I am available and willing to help.

My first preference is not to build 526. I do not see the improvements that justify the cost. However, since is seems to be imminent & inevitable. Alt. 8 should be off the table. There is no need to build on the west side of River Road. Keep the road closer to the river - you are displacing far too many homes & businesses in this model and disrupting the "rural" nature of Johns Island. Alts. 11, 11A, 8, 1 disrupt the I-526 with the projected growth rate increases you would think you would want to preserve precious park space. Alt. 36 seems to be the lesser of evils.

Refer to Chapter 3, Section 3.5 of the DEIS

Refer to Chapter 3, Section 3.6 of the DEIS

Refer to Chapter 3, Section 3.7 of the DEIS

Refer to Chapter 3, Section 6.1 of the DEIS

Refer to Chapter 3, Section 6.1 of the DEIS

Refer to Chapter 6, Section 6.1 of the DEIS

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Refer to Chapter 7, Comments and Responses
3.106 After reviewing the remaining alternatives I have to believe that engineers and design personnel and all others interested did not understand the way traffic flows from James Island into downtown. The James Island connector runs into Calhoun Street and back onto James Island is already overburdened. Morning traffic is backed up one-third of the length of this expressway - there is an enormous bottleneck onto Calhoun Street. This project is incomplete if you do not take into account how to deal with the flow of traffic into the intersection. I think the best alternative is #1. But I would rather see the project progress further. Stop this project it solves one or two problems and creates many more and ruins communities and destroys communities area and fragile areas.

Refer to Chapter 2, Section 3.5 of the DEIS.

3.107 I am in favor of an I-526 Extension similar to Alternative #36. Attempts were made by project team to arrange meeting.

Refer to Chapter 4 and 5 of the DEIS; Neighborhood meeting held June 9, 2009.

3.108 I would like to host a community meeting at the church where I pastor (Bethel AME on Central Park Road) to assist my congregation with more knowledge about the project.

Refer to Chapter 2, Section 3.1 of the DEIS.

3.109 I like #1 with an interchange at Camp & Rivierland Drive. Also, this will not help when we have another hurricane. I had no problem getting off James Island, but had to turn around when I got to I-26 during the last hurricane. More land would be affected in addition to Islands. My suggestion is to use this money to move traffic through Charleston as well as I-26 and leave the Islands alone.

Refer to Chapter 2, Section 3.5 of the DEIS.

3.110 Spending millions to build new highways through Johns & Kiawah Islands is not the way to improve our problems. I am a part of the problem and not a part of the solution. Building this highway will create additional problems for both islands. The road will destroy a lot of our environment. The problem lies with the Charleston Cross town and I-26. In this new highway, cars will not be able to get off the I-95 son of J.I. to the J.I. Connector. Also, this will not help when we have another hurricane. I had no problem getting off James Island, but had to turn around when I got to I-26 during the last hurricane. More land would be affected in addition to Islands. My suggestion is to use this money to move traffic through Charleston as well as I-26 and leave the Islands alone.

Refer to Chapter 2, Section 3.5 of the DEIS.

3.111 Build #1 with an interchange at Camp & Rivierland Drive. This would further reduce traffic on Folly Road.

Refer to Chapter 2, Section 3.5 of the DEIS.

3.112 The Charleston area has so much potential and needs to look at innovative solutions to problems such as increased traffic. Yet another example of the lack of viable solutions. Let's try hopped routes to deal with traffic issues. The problem lies with the Cross town and I-26. There are others interested who are able to leave early should do so. Those who wait and are stuck in traffic should have left earlier. No more new roads - stop the growth.

Refer to Chapter 2, Section 3.5 of the DEIS.

3.113 I am in favor of an I-526 Extension similar to Alternative #36. It is not clear to me how many exits are included in Alt. #1. I think there should be at least 2 exits to allow more orderly evacuation when needed. Most important is to get I-526 completed.

Refer to Chapter 2, Section 3.5 of the DEIS.

3.114 Spending millions to build new highways through Johns & Kiawah Islands is not the way to improve our problems. I am a part of the problem and not a part of the solution. Building this highway will create additional problems for both islands. The road will destroy a lot of our environment. The problem lies with the Charleston Cross town and I-26. In this new highway, cars will not be able to get off the I-95 son of J.I. to the J.I. Connector. Also, this will not help when we have another hurricane. I had no problem getting off James Island, but had to turn around when I got to I-26 during the last hurricane. More land would be affected in addition to Islands. My suggestion is to use this money to move traffic through Charleston as well as I-26 and leave the Islands alone.

Refer to Chapter 2, Section 3.5 of the DEIS.

3.115 I am in favor of an I-526 Extension similar to Alternative #36. It is not clear to me how many exits are included in Alt. #1. I think there should be at least 2 exits to allow more orderly evacuation when needed. Most important is to get I-526 completed.

Refer to Chapter 2, Section 3.5 of the DEIS.

3.116 I am in favor of an I-526 Extension similar to Alternative #36. I like numbers 10 & 36, but I do think that some weight needs to go on the original route. People have been told for years where the road is going. I do think that an overpass and cloverleaf would be helpful at Folly Road and Savannah Highway. Traffic needs to move fairly freely as it does on other parts of 526 in order to help remove some of the congestion of Savannah Highway and Folly Road.

Refer to Chapter 6, Section 6.1 of the DEIS.

3.117 I am in favor of an I-526 Extension similar to Alternative #36. The mass transit system should not be overlooked in the EIS. Not only will this alternative fix the current traffic problems instead of prolonging them, but it will also decrease our area's dependence on oil and our county's carbon footprint. All considered options should weigh on at grade road over a raised interstate. A raised interstate could negatively affect many abutting neighborhoods land value and safety. Community is a vital part of this county and its importance should not be ignored. The considered alternatives did not include an alternative for avoiding the neighborhoods south of Highway 17 and I-526. The alternative passing through the Clemson University Research Lab should be included in the EIS. It would not affect the communities and families of Charleston County.

Refer to Chapter 3 Sections 3.2, 3.5 and 3.6 of the DEIS.

3.118 I am in favor of an I-526 Extension similar to Alternative #36. The alternative for increase mass transit should be considered strongly in the EIS. Not only would this alternative fix the current traffic problems instead of prolonging them, but it will also decrease our area's dependence on oil and our county's carbon footprint. All considered options should weigh on at grade road over a raised interstate. A raised interstate could negatively affect many abutting neighborhoods land value and safety. Community is a vital part of this county and its importance should not be ignored. The considered alternatives did not include an alternative for avoiding the neighborhoods south of Highway 17 and I-526. The alternative passing through the Clemson University Research Lab should be included in the EIS. It would not affect the communities and families of Charleston County.

Refer to Chapter 3Sections 3.2, 3.5 and 3.6 of the DEIS.

3.119 I am in favor of an I-526 Extension similar to Alternative #36. I like numbers 10 & 36, but I do think that some weight needs to go on the original route. People have been told for years where the road is going. I do think that an overpass and cloverleaf would be helpful at Folly Road and Savannah Highway. Traffic needs to move fairly freely as it does on other parts of 526 in order to help remove some of the congestion of Savannah Highway and Folly Road.

Refer to Chapter 6, Section 6.1 of the DEIS.

3.120 I am in favor of an I-526 Extension similar to Alternative #36. The mass transit system should not be overlooked in the EIS. Not only will this alternative fix the current traffic problems instead of prolonging them, but it will also decrease our area's dependence on oil and our county's carbon footprint. All considered options should weigh on at grade road over a raised interstate. A raised interstate could negatively affect many abutting neighborhoods land value and safety. Community is a vital part of this county and its importance should not be ignored. The considered alternatives did not include an alternative for avoiding the neighborhoods south of Highway 17 and I-526. The alternative passing through the Clemson University Research Lab should be included in the EIS. It would not affect the communities and families of Charleston County.

Refer to Chapter 3 Sections 3.2, 3.5 and 3.6 of the DEIS.

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Refer to Chapter 6, Section 6.1 of the DEIS.
I vote for Alternative 1.

I support moving forward with the completion of I-526 across Johns Island. My selection would be Alternative 11 since it provides more dispersed access to & from I-526 on the Johns Island side. I like Alternative 36, but it crosses over extremely close to one of the oldest and quietest neighborhoods on James Island. It would be a much better option. No one lives in the County Park.

I was pleased to see that the “reasonable” alternatives extend from the existing interchange at I-526/US 17 and connect to the existing James Island Connector/Folly Road interchange. The project team has shown common sense in selecting not just “reasonable” but “logial” solutions. My preference is Alternative 1.

I believe Alternative 1 or 11 should be used for the best way of keeping the rural feel of the Island and a great way off of Johns Island during evacuation orders prior to a hurricane.

Please do not approve Alternatives 10 and 36. These would bring noise pollution and unwanted traffic congestion times.

I vote for Alternative 1.

I prefer Alternative 11 for the 526 extension. It is the only one that does not cut through the middle of the Kiawah Island neighborhood. It would be a much better option. No one lives in the County Park.

I am a resident of Seabrook and I think the Cross (Johns Island) Expressway is a bad idea. River Road is underutilized. If the Kiawah developers insist on a quicker route to Charleston they ought to lobby for a road that cuts through a community and destroys it? It’s obvious this thing is being built to help a select few and the expense of construction is being paid for by the taxpayers of South Carolina.

Please select a cost effective Mark Clark Expressway (I-526) connection into James Island Connector - like Alternative #1. A necessary “Hurricane Evacuation” route is well over due from the Islands as soon as possible. The use of tunnels under the Stono River at two crossings would help keep the beautiful vista between both marsh & Stono River; or use “Low Level Expressway Foot Print Design” (like crossing times).

The full list of Alternatives includes a number that provide no benefit and you have “short listed” several of which are of marginal value. Alternative 1 has merit, the other five provide much lower benefit than Alternative 1; 12, 13, 14, 15, 16. In doing this it appears that you have summarily rejected the proposed alignments that date back to the 90’s. There was a rational basis for those choices and current political winds do not make them less rational. In June 2008, Charleston County demonstrated a concept that had a limited access Cross Island Parkway beginning at an interchange on an existing 526, located south of an interchange at Maybank Highway and Maybank widened between this interchange and River Road. The combination of these three pieces dramatically reduced traffic congestion as projected out to 2030 for those who live or work on James, Johns, Wadmalaw, Kiawah and Seabrook Islands. It benefits all, regardless of which route one chooses. Alternative 1 - works provided there is a full service interchange there.

Please build I-526 to connect Johns Island to James Island Connector/Folly Road. The combination of these three pieces dramatically reduced traffic congestion as projected out to 2030 for those who live or work on James, Johns, Wadmalaw, Kiawah and Seabrook Islands. It benefits all, regardless of which route one chooses. Alternative 1 - works provided there is a full service interchange there.

526 passes over Maybank Highway and provision is made for a Cross Island Parkway that originates with a full service interchange at 526, immediately west of the proposed Stono River Bridge and south of Maybank Highway. Alternative 8 - passes through more built-up areas with no apparent benefits relative to Alternative 7 - inferior to Alternative 1 in that it provides less access. Alternative 6 to provide an interchange for a Cross Island Parkway, south of Maybank Highway. Alternative 11 - compared to Alternative 1, high costs, and is highly restrictive in terms of entering 526 to go north or exiting 526 to go south. Alternative 11A - even more deficient that Alternative 11. Alternative 36 - completing 526 with a road that has signaled intersections does little to reduce congestion while still being costly.

I prefer Alternative 36 for I-526 Extension. It is a terrible idea in an age when we should be getting away from the old, tired, out-dated thinking when it comes to traffic control and building roads. A road that cuts through a community and destroys it? It’s obvious this thing is being built to help a select few and the expense of construction is being paid for by the taxpayers of South Carolina.

I am a resident of Seabrook and I think the Cross (Johns Island) Expressway is a bad idea. River Road is underutilized. If the Kiawah developers insist on a quicker route to Charleston they ought to lobby for a road that cuts through a community and destroys it? It’s obvious this thing is being built to help a select few and the expense of construction is being paid for by the taxpayers of South Carolina.

I was pleased to see that the “reasonable” alternatives extend from the existing interchange at I-526/US 17 and connect to the existing James Island Connector/Folly Road interchange. The project team has shown common sense in selecting not just “reasonable” but “logial” solutions. My preference is Alternative 1.

I believe Alternative 1 or 11 should be used for the best way of keeping the rural feel of the Island and a great way off of Johns Island during evacuation orders prior to a hurricane.

I vote for Alternative 1.

I support moving forward with the completion of I-526 across Johns Island. My selection would be Alternative 11 since it provides more dispersed access to & from I-526 on the Johns Island side. I like Alternative 36, but it crosses over extremely close to one of the oldest and quietest neighborhoods on James Island. It would be a much better option. No one lives in the County Park.

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4.32 continued

After reviewing the remaining alternative routes for I-526, I support alternative #36 with one exception as I feel it is imperative that the ramp on the south side of Maybank highway on River Road must have an access ramp for those drivers going north on I-526 and an access ramp for those drivers going to downtown or James Island. By not having those two access ramps simply falls short of what's needed to dispense traffic and it also short of enhancing mobility for John's Island residents feel that if I-526 must be built that there be no off or on ramps to John's Island.

Refer to Chapter 6, Section 6.1 of the DEIS

4.33 continued

If, in my opinion, an environmental impact will occur as an unintended consequence of the Mark Clark is extended. Charleston County has a landfill located on Bees Ferry Road. Municipality garbage is taken to this Landfill because I am not completely sure that it is the best location for this service. Unfortunately I haven't be to the Mark Clark road to see what it is like. You may want to contact the county or the landfill to see what it is like.

Refer to Chapter 5 of the DEIS

4.34 continued

I am in favor of building 526. I am in favor of an overpass at Folly with interchanges that do not require stopping at lights. Also, our citizens are in favor of increased traffic and congestion. I believe that there will be an increase in the number of cars traveling this same route making the traffic problem worse. While the subject is the extension of the Mark Clark, I am only pointing out the problems that currently exist as an example of what will happen on the seven mile stretch of the Mark Clark if it was to be built. This project will provide less traffic congestion and the road would improve the flow of traffic on busy thoroughfares and through congested intersections. It is a huge project that will cost taxpayers over 420 million dollars (in 1995 dollars). I am against the extension of I-526 because this would relieve the traffic problems of Johns and James Islands because the extended section of I-526 would cause extensive damage to wetlands and very likely to James Island County Park and increase air, water, noise and light pollution caused by the traffic congestion.

5.1

The local Council of Government maps show that I-526 moves congestion around rather than providing a direct route. Extending I-526 is a poor solution to solving the problems of traffic congestion on Johns and James Islands. Specifically I recommend that the plans for the I-526 extension and pursuing less costly and more environmentally friendly approaches would improve the flow of traffic on busy thoroughfares and through congested intersections. Alternative would provide long-lasting traffic relief that would reduce the time spent in traffic, thereby reducing fuel consumption and the amount of pollutants released into the air and water. It is also better because it would avoid the destruction of wetlands and parkland that the extension of I-526 would require. The islands need a network of streets and roads that move traffic where it needs to go, not another super highway that encourages congestion. Adding traffic lights at critical points and selective widening of roadways would improve the flow of traffic on busy thoroughfares and through congested intersections. Such improvements could be made with much less expenditure of money than the cost of extending I-526, if done properly.

5.2

I am against extending I-526 because it will remove 96 acres of wetlands and bring with it the destruction of James Island County Park and it will need the same amount of road work as I-526, not to mention the increased traffic and congestion. This is to express my opposition to the extension of I-526 on James and Johns Islands because the proposed extension would not solve traffic problems but would lead to other problems. New super highways induce development which brings with it additional traffic and congestion on the new roadway. The local Council of Government maps show that I-526 moves congestion around rather than providing a direct route. Extending I-526 is a poor solution to solving the problems of traffic congestion on Johns and James Islands. Specifically I recommend that the plans for the I-526 extension and pursuing less costly and more environmentally friendly approaches would improve the flow of traffic on busy thoroughfares and through congested intersections.

5.3

The local Council of Government maps show that I-526 moves congestion around rather than providing a direct route. Extending I-526 is a poor solution to solving the problems of traffic congestion on Johns and James Islands. Specifically I recommend that the plans for the I-526 extension and pursuing less costly and more environmentally friendly approaches would improve the flow of traffic on busy thoroughfares and through congested intersections.

5.4

I own 60 acres on Johns Island and drive the roads daily. I am against any version of the expressway that brings it to Johns Island and am particularly against the cross-island expressway. I believe that existing roads and infrastructure should be modified to handle the traffic. The island should be maintained rural and residential in character.

5.5

I am a resident of Johns Island. I am a contractor working all over the tri-county area. Efficient traffic management is my primary concern. Eliminating traffic on surface streets and roads is an obvious benefit to the population. I am in favor of building 526. I am in favor of an overpass at Folly with interchanges that do not require stopping at lights. Also, our citizens are in favor of increased traffic and congestion. I believe that there will be an increase in the number of cars traveling this same route making the traffic problem worse. While the subject is the extension of the Mark Clark, I am only pointing out the problems that currently exist as an example of what will happen on the seven mile stretch of the Mark Clark if it was to be built. This project will provide less traffic congestion and the road would improve the flow of traffic on busy thoroughfares and through congested intersections. Alternative would provide long-lasting traffic relief that would reduce the time spent in traffic, thereby reducing fuel consumption and the amount of pollutants released into the air and water. It is also better because it would avoid the destruction of wetlands and parkland that the extension of I-526 would require. The islands need a network of streets and roads that move traffic where it needs to go, not another super highway that encourages congestion. Adding traffic lights at critical points and selective widening of roadways would improve the flow of traffic on busy thoroughfares and through congested intersections. Such improvements could be made with much less expenditure of money than the cost of extending I-526, if done properly.

5.6

I have been unable to attend any of the public meetings. I would like to state my support for the completion of I526. My vote for the increased sales tax was to support this extension. I hope that SCDOT will work closely with the community to develop a plan that all will be happy with. The road needs to be extended. Charleston County has a landfill located on Bees Ferry Road. Municipality garbage is taken to this Landfill because I am not completely sure that it is the best location for this service. Unfortunately I haven't be to the Mark Clark road to see what it is like. You may want to contact the county or the landfill to see what it is like.

Refer to Chapter 2 Section 2.1, Chapter 3 Section 3.5, and Chapter 5 of the DEIS

5.7

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I have studied in detail the "new way to work Alternative" designed by Glatting Jackson and am most impressed with the innovative ideas put forward. I urge the DOT to include this plan in the reduced list of alternatives to be considered for the proposed extension of I-526. Charleston does not need more development on its remaining pristine sea islands. It does need creative ways to deal with existing problems related to poor poor planning of highways that serve the metropolitan area. The Glatting Jackson alternative is worthy of consideration.

Chapter 7

5.11 Congestion. Impossible evacuation routes. Authorized new developments without road improvements. John's Island needs 526 with exits on River Rd. and Maybank Highway. The present 526 ends at a traffic light, which creates serious problems. Common sense tells us to complete the highway.

5.12 When I was purchasing my house in 1996, I asked repeatedly about the path of the I-526 and was assured its proposed path was well around the JI County park headquarters. I would not have bought a house in the path of a huge highway so now why are there proposals that bring it closer to Camp Road? Now, although my house will not probably be condemned, it will be detrimentally impacted by noise and an unsightly raised highway. I also find it disheartening that the DOT doesn't seem to consider the CCL Island Neighborhoods, and land would be more valuable in future decades without the interstate highway. All of these communities would be much better places to live without the I-526.

5.13 We don't want another highway. We want a network for the new way to travel. Noted.

5.14 We do want another highway. We want a network for the new way to travel.

5.15 No I-526 on Johns Island. There is no version of the 526 alternatives printed in the Post and Courier today that is acceptable! We want no inter iota or large roads on Johns Island. Keep it rural!

5.16 Please get a plan approved and move forward with an option to provide additional roads for traffic to the James Island, Johns Island, Wadmalaw Island, Seabrook and Kiawah areas. Driving Bohicket Rd daily is dangerous; many wrecks occur that are not reported in the news. We need safer options for travel. It's about all people living in these areas not any one particular area.

5.17 As a graduate of the Clemson University Masters program in City and Regional Planning, as a Realtor and as a member of the Charleston County Planning Commission, I can tell you that the only people who will benefit from the extension of 526 are developers and business interests. That is no basis for destroying the quality of life of the residents of Johns and James Islands with this expressway. The connection of West Ashley to James and Johns Island by the proposed 526 is not going to alleviate traffic on US 17 or SC 61. It is going to increase it exponentially. We cannot widen US 17. Where do you propose the traffic that dumps into my neighbor go? Spend this money on light rail transit that will benefit the entire metro area. Not just a handful of developers who don't live on Johns Island but don't mind destroying the quality of life for the people who do.

5.18 I am not suggesting that roads should come onto Johns Island. We have two main access roads coming to the island with new bridges. A third access would only add to the congestion and increase development pressure. Improve our existing roads.

5.19 I am opposed to the two roads that would go through the County Park. I believe it is a violation of the Federal 4F regulations and would have a terrible impact on all those individuals who use the park. I saw the impact of the traffic and feel the mass transportation alternative is on that should be considered for the long range future of our area. With the huge cost of the road extension a great deal of light rail could be accomplished.

5.20 We don't want another highway. We want a network for the new way to travel.

5.21 ALT 1 would be the best choice. It would be a pretty drive and it would least impact the park & homes.

5.22 People can use alternative routes to destinations. Both the people of Johns and James Island are against this. What would it take for the DOT to hear to dissuade it from going forward with these plans of a 526 extension?

5.23 I would support very strongly decisions towards public transportation development. This may include a light rail transportation system, more bicycle and pedestrian tracks, even ferry type transportation for our Island with new bridges. A third access would only add to the congestion and increase development pressure. Improve our existing roads.

5.24 Like ALT 1, it is the least disruptive to homes and businesses.

5.25 As a graduate of the Clemson University Masters program in City and Regional Planning, as a Realtor and as a member of the Charleston County Planning Commission, I can tell you that the only people who will benefit from the extension of 526 are developers and business interests. That is no basis for destroying the quality of life of the residents of Johns and James Islands with this expressway. The connection of West Ashley to James and Johns Island by the proposed 526 is not going to alleviate traffic on US 17 or SC 61. It is going to increase it exponentially. We cannot widen US 17. Where do you propose the traffic that dumps into my neighbor go? Spend this money on light rail transit that will benefit the entire metro area. Not just a handful of developers who don't live on Johns Island but don't mind destroying the quality of life for the people who do.

5.26 This road is not really being planned for traffic solutions. Neither is I-73, or rather was the Palmello Parkway etc., etc. No doubt the 526 extension would hugely increase land development on James Island, John's Island, and Wadmalaw. These communities would be much better places to live without the interstate highway and burgeoning development and increased traffic. Also, existing properties, neighborhoods, and land would be more valuable in future decades without the interstate highway. All over the state we are building more highway so some people can make more money, while we don't have enough public fund to maintain the road system we already have. We are grossly overbuilding highways, when there are much better alternatives - like the Coastal Conservation League alternatives. However, the existing highway planning models do not recognize the benefits of the CCL alternatives. Change the model! Let's rethink 526. There are much better alternatives, than fostering the wealth of a few land developers and road contractors at the expense of the public good.

5.27 I support the completion of the I-526. There are a lot of folks out here that support that project. My first concern is for evacuation ability. There are those who want to use this issue to control growth and that is the wrong approach. Please complete the project ASAP.

5.28 Looking forward to the Community Impact Study and ongoing opportunities to address the Reasonable Alternatives presented.

5.29 I support the completion of the I-526. There are a lot of folks out here that support that project. My first concern is for evacuation ability. There are those who want to use this issue to control growth and that is the wrong approach. Please complete the project ASAP.

5.30 Plese do not extend 526 across Johns and James Island. It will be terrible to those communities, and is a terrible waste of money. The intersections of 526 with other roads are always congested. 526 just adds congestion, it will worsen traffic problems.

5.31 Country Club II

Chapter 2, Section 3.2

Headquarters Island

HOA

City of Charleston

Public Information Meeting #2

Chapter 7

Comments and Responses

14

Mark Clark Expressway

Public Information Meeting #2

Comments and Responses
Chapter 7

Comments and Responses

5.32

Alternative 10 must be stopped! The families that live in the many neighborhoods along Woodland Shores south of the Mark Clark Exp will all be terribly impacted by Alternative 10. It will destroy home values. Many of these residents have asked what avenues there are to recoup the losses of their home values if Alternative 10 is put in place. We have received legal advice that there are avenues recouping losses associated with such impacts, but we will certainly be explored if Alternative 10 comes to pass. As so many others have likely brought up the fact that there is non-residential properties included in Alternatives 1, 8, and 11A, there appears to be no reason for Alternatives 8 or 11A that so severely impact multiple residential neighborhoods. Alternative 10 appears to be the simplest and least destructive of all. Not to mention it is where the highway was always supposed to go so it is not out of nowhere for anyone who has been around Charleston for a few years.

Refer to Chapter 6, Section 6.1 of the DEIS

Cloudbrook Court

5.33

I am a grandfather of 3 children who live in Cloudbrook Court and the father of two sons who live there. I also own property on Cloudbrook Court. Alternative 10 would be devastating to my properties, to my children’s properties, and to my grandchildren’s quality of life. As it would be devastating to the Cloudbrook Court neighborhood and the I-526 homes along Woodland Shores Rd that would be directly affected by Alternative 10, I oppose Alternative 10 completely. Please remove Alternative 10 from consideration. Alternatives 1 and 8 are the best alternatives as they impact the least amount of residents in regards to James Island impact.

Refer to Chapter 6, Section 6.1 of the DEIS

Cloudbrook Court

5.34

I am writing against the expansion of I-526, it shouldn’t happen. There have been 2 new routes proposed since the last meeting, these are #10 and #36. These would be right in my front yard. I live off Bradham Rd on James Island. I moved into the woods to help create an animal sanctuary. If this expansion occurs most of the animals that reside on James Island will be run out of house and home. This expansion is horrific and would destroy the reason James Island is so beautiful and make it an industrial site. I will fight against this project and would never allow the routes 10 and 26 to even occur without a nasty fight; it would lower my property values.

Refer to Chapter 6, Section 6.1 of the DEIS

5.35

Please include in the list of alternatives to the Mark Clark Extension the Coastal Conservation League and the City of Charleston’s recommendations. We cannot build our way out of traffic, we have to use more forward thinking approaches, and these suggestions that were left out of the final list, offer valuable alternatives to this project.

Refer to Chapter 3, Section 3.2

Old Wildemere

5.36

I wanted to let you know my preferred alternative to the Mark Clark extension. I think Alternative 1 is the best plan; it would impact the least amount of homes it seems and is what the original plan was anyway. Though my home is not located near it I still travel within the area and would like to see the best option put into action.

Refer to Chapter 6, Section 6.1 of the DEIS

Plainters Point

5.37

I live and work on James Island and wouldn’t want to live anywhere else. I am an environmental scientist that knows first hand what human development can do to our natural resources and to our quality of life. I have a long list of desires (listed next) that are my reasons for opposing the I-526 extension. I want the small town feel of James Island to stay as it is. I want to preserve the green spaces that remain on this island and conserve the natural resources that surround it in the estuaries and marshes. I do not want a single acre of our County Park taken away, instead I’d like to see the County Park incorporate more acres. I want less auto traffic and development on James Island. I have seen studies showing the dramatic increase in development adjacent to new roads and highways, and witness the scarring of the land from the sky each time I fly. I want the Charleston area officials and SCDDOT to think more progressively and make bold moves towards public transportation like a light-rail system that links the broader parts of Charleston area and expanded CARTA routes (including a route that runs the entire length of Ft. Johnson Rd and park/ride from the vacant Berle parking lot to Folly Beach on weekends), or towards even more greener transportation like walking paths and bike lanes. I strongly oppose the I-526 extension.

Refer to Chapter 3 Section 3.6 and 5.1 of the DEIS

Edisto Island Historic Preservation

5.38

I am absolutely opposed to the I-526 extension. It is an unnecessary waste of taxpayers money. Highway money could be better spent repairing existing crumbling roads. The rural nature of this region needs to be preserved and the I-526 extension would further destroy the natural beauty of this area.

Refer to Chapter 6, Section 6.1 of the DEIS

Edgewater Park

5.39

I want to express my opposition to the extension of I-526 onto James or Johns Island. None of the plans larger) ones that will only add to the problem and not alleviate it. Noted.

Refer to Chapter 6, Section 6.1 of the DEIS

LCPHC

5.40

Please do not extend I-526 to James or Johns Islands, please instead improve the roads we have.

Refer to Chapter 3, Section 5.1 of the DEIS

5.41

I vote for ALT 1.

Refer to Chapter 6, Section 6.1 of the DEIS

Lawton Bluff

5.42

None of the building alternatives for I-526 are considerate of residents of James Island and the environment. They disregard the people and animals that are already living there. The alternatives will turn James Island into a pit stop and will encourage large corporations to build there. These alternatives serve the needs of a few developers while ignoring the many citizens who call the island home.

Refer to Chapter 5 of the DEIS

5.43

I want to express my opposition to the extension of I-526 onto Johns Island. None of the plans submitted thus far will be effective in reducing traffic congestion. Please let’s continue to research and dialogue and come up with an environmentally friendly and effective alternative.

Refer to Chapter 2.1 of the DEIS

Riverland Terrace

5.44

I want to express my opposition to the extension of I-526 onto Johns Island. None of the plans submitted thus far will be effective in reducing traffic congestion. Please let’s continue to research and dialogue and come up with an environmentally friendly and effective alternative.

Refer to Chapter 2.1 of the DEIS

5.45

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Refer to Chapter 2.1 of the DEIS

5.46

Please do not build new roads on Johns Island that we need now and in the future. Please stop the degrading tactics of the Coastal Conservation League.

Refer to Chapter 6, Section 6.1 of the DEIS

5.47

I want to express my opposition to the extension of I-526 onto Johns Island. None of the plans submitted thus far will be effective in reducing traffic congestion. Please let’s continue to research and dialogue and come up with an environmentally friendly and effective alternative.

Refer to Chapter 2.1 of the DEIS

5.48

I voted for the Johns Island presentation and was not impressed by the 8 alternatives currently under review. How the local paper came up with the headline it printed the next day, giving the impression that the majority of the Johns Island residents are for the 526 connector, is beyond comprehension.

Refer to Chapter 6, Section 6.1 of the DEIS

5.49

I want the Johns Island neighborhood located on Folly Blvd has voted FOR completion of the I-526 highway. This will help alleviate traffic congestion on Folly Blvd and make it safer for pedestrian traffic to the South Edisto Park shopping and reduce vehicle trips. We also requested that the speed limit be lowered to 35 as it has on Rte 17.

Refer to Chapter 6, Section 6.1 of the DEIS

Crescent

5.50

Please consider ALT 1.

Refer to Chapter 6, Section 6.1 of the DEIS

5.51

I am totally against this proposed project!

Refer to Chapter 6, Section 6.1 of the DEIS

Woodland Shores

5.52

Regarding the Mark Clark Exp. Project: ALT 1 is the preferred choice since it will be the best choice for the protection of the property owners and for the environment.

Refer to Chapter 6, Section 6.1 of the DEIS
I am writing to comment on the "Reasonable Alternatives" presented at the public meeting held April 30th, 2009. I believe that the only alternative that both meets the project goal of improving the regional transportation system and also improves the quality of life for Charleston residents is Alternative 2, the mass transit alternative. This alternative, though presented at the public meeting as a "poor stepchild" alongside the glossy, colorful aerial photographs and 'impressive star' graphics shown for all the build alternatives, must receive equal consideration during the detailed analysis for the draft environmental impact statement. Combined with Transportation System management, it is not given equal consideration during the analysis. The no build, mass-transit and transportation system management alternative should be combined. As a result, these alternatives will have the least negative impacts (noise) while still meeting the project goals. Finally, these are the only options that provide a long-term solution. History has clearly demonstrated that all of these build options will be as congested as the current situation so soon as construction begins. Noted. Refer to Chapter 3, Section 4.3 and 7.3 of the DEIS.

I must say No to the I-526 extension. Various plans for this freeway have been discussed for the past 25 years, and there have never been good reasons for this project. Complaints by some people concerning traffic problems, and thus the need for I-526 are completely unfounded. A recent traffic study showed this project would provide no traffic improvements except for slight reductions on Johns Island. The plan to expand Highway 17 near the Stono bridge will alleviate that problem. All this 1970's era project will do is to lead to more traffic on Savannah Hey, James Island and Johns Island, as well as disrupt the sensitive marsh areas around the Stono River. My suggestion is to use the funding to improve our existing roads so the money can go long ways in this direction and preserve the natural setting of the Low country we will enjoy. Refer to Chapter 2, Section 2.1 of the DEIS.

I am against the expansion of this highway. It's not just the wetlands, trees, etc. Every major city has to invest in major public transit. This project was designed after cities like DC, Atlanta, San Diego, etc. After decades of watching the pattern of more roads just leads to more traffic problems in these cities, why should we accept the same fate? Those are two huge, locally relevant issues that don't even approach the economic impact of the completion of that highway. Encouraging uncontrolled major public works at this point in the day, in my opinion, downweight regress. But maybe it's a losing battle. This train of thought is so far out of the box, most people can't even fathom not competing it. Try telling people they should be driving less and it's like its infringing on our civil rights. Refer to Chapter 4, Section 20.1 of the DEIS.

As a native of Charleston, I've seen a lot of changes throughout the years. I've also lived in areas like North Charleston and West Ashley that have heavy commutes, I've reviewed all of the alternatives and really think that the "New Way to Work" presented by the CCL is a great alternative and respectfully request that you reconsider. I don't want my hometown to go lose what we all hold so dear, which I think cutting and filling in swaths of land to accommodate the new highway will do. I believe the alternatives still on the table will actually cause more problems rather than the solution. Refer to Chapter 3, Section 3.5 of the DEIS.

The citizens of the tri-county area and the State need this Expressway complete to relieve traffic congestion and create an escape path for natural disasters. We need to improve the streets we have instead. Also I don't see an adequate off-ramp plan that would merge traffic either downtown or at the other exchanges. Refer to Chapter 4, Section 4.6 of the DEIS.

The news reports indicate that SCOOT has once again ignored the hard work and input of the SCDOT which represents so many members like me. This is extremely disappointing and will, inevitably, lead to additional sprawl and habitat destruction. Refer to Chapter 3, Section 2.2 of the DEIS.

They need to extend the Mark Clark. There is no where to go with the existing roads. No one wants to destroy trees of course. If you want to get to West Ashley or North Charleston early evening, you need to leave at least a half hour earlier than normal with the congestion on Main Rd. We are spoiled not having major traffic like LA or Washington, and I have not studied any proposals in depth, but I am sure there must be a way to finish the bayway without destroying the beauty of the low country. Refer to Chapter 3, Section 3.6 of the DEIS.

The ideas before you do anything else. Extending 526 is extremely short sighted and solves no traffic problems. Refer to Chapter 3, Section 3.2 of the DEIS.

I support the Feas and think it should be completed before prices get any higher. Noted.

Despite beneficiaries who have sway with politicians, we don't have the money to put on new roads when we have a Huge Deficit on current road and bridge maintenance. If the money is in some pot that can only be spent on this, that was done to facilitate new construction. Noted.

I feel you are going to do through with this 526 project, you could include bike/pedestrian lanes such was done with the Ravenel bridge. Also, please avoid the County Park at all costs. What a shame it would be to ruin the peaceful atmosphere of the gem. You could actually have bike/ped access to the marsh from the extension.

I'm against the expansion of this highway. It's not just the wetlands, trees, etc. Every major city has to invest in major public transit. This project was designed after cities like DC, Atlanta, San Diego, etc. After decades of watching the pattern of more roads just leads to more traffic problems in these cities, why should we accept the same fate? Those are two huge, locally relevant issues that don't even approach the economic impact of the completion of that highway. Encouraging uncontrolled major public works at this point in the day, in my opinion, downweight regress. But maybe it's a losing battle. This train of thought is so far out of the box, most people can't even fathom not competing it. Try telling people they should be driving less and it's like its infringing on our civil rights. Refer to Chapter 4, Section 20.1 of the DEIS.

I am against the plans for the Mark Clark Expressway. The few rural areas are disappearing. More roads bring more growth, traffic, and destroy our trees and habitats for the animals. Along with this is more pollution that effects our air and water, creeks, rivers, and the marshes. There must be a stopping point--once our precious resources are destroyed, they are gone forever. Refer to Chapter 5 of the DEIS.

I am overwhelmingly against the extension of I-526 through James and Johns Islands. As someone who is involved in hurricane evacuation planning, I believe the extension of I-526 to be a very short-sighted proposal. In the short-term, it will probably result in quicker transit times from the currently poorly connected areas of the county. In the long-term, it will result in more traffic congestion and will essentially ruin the peacefulness of the Lowcountry. Noted. Refer to Chapter 5, Section 5.3 of the DEIS.

I am strongly opposed to the extension of I-526 through James and Johns Islands. As someone who is involved in hurricane evacuation planning, I believe the extension of I-526 to be a very short-sighted proposal. In the short-term, it will probably result in quicker transit times from the currently poorly connected areas of the county. In the long-term, it will result in more traffic congestion and will essentially ruin the peacefulness of the Lowcountry. Noted. Refer to Chapter 5, Section 5.3 of the DEIS.
I am 100% in favor of alt. 1. I appreciate the extensive opportunity for the public to learn and comment about the I-526 expansion into Johns Island. After attending one of the offered meetings, and reading materials about the proposed project, I am not convinced that expanding the interstate will solve the traffic problems in the Charleston area. We will still experience congestion at key points along Hwy 17 in West Ashley, on Folly Road on Johns Island, and on the J Connector/Cross-town. I truly believe that these funds would be better spent on alternatives that reduce the burden of drivers on our road systems—walk/bike paths or public transit—more important than growing our road infrastructure. Projects that move more traffic. Roads nearly benefit everyone, and although I readily understand why zoning on John's Island will protect it, there are constant requests for variances that are often granted. It is a basic rule of town planning that a new road will be oversaturated within several years of construction. Please consider building the Mark Clark extension.

ALT 1 has the least impact to the neighborhoods and the James Island County Park. I am 100% in favor of ALT 1.

I am 100% in favor of Reasonable Alternative 1. Two weeks ago we were very fortunate to host Josh from the Coastal Conservation League to speak to about 30 employees at Blackbaud. Josh helped us get more informed about land and alternative plans on completing 526 include or encumber Brownswood Rd?

I am in favor of Alternative 1. It has the least impact on the neighborhoods and James Island County Park. We will still experience congestion at key points along Hwy 17 in West Ashley, on Folly Road on Johns Island, and on the J Connector/Cross-town. I truly believe that these funds would be better spent on alternatives that reduce the burden of drivers on our road systems—walk/bike paths or public transit—more important than growing our road infrastructure. Projects that move more traffic. Roads nearly benefit everyone, and although I readily understand why zoning on John's Island will protect it, there are constant requests for variances that are often granted. It is a basic rule of town planning that a new road will be oversaturated within several years of construction. Please consider building the Mark Clark extension.

ALT 1 has the least impact to the neighborhoods and the James Island County Park. I am 100% in favor of ALT 1.

ALT 1 has the least impact to the neighborhoods and the James Island County Park. For this reason, I fully support Alt. 1 to complete the Mark Clark Expressway.

The strategic isolation of Johns Island ended when new bridges connected it to the mainland and to James Island. Growth is inevitable. A sensible Johns Island Expressway and access to a new I-526 extension will accommodate that growth and prevent countless auto accidents. I served on the Atlanta Chamber of Commerce Board. It was soon clear to me that not the Johns Island residents, but those responsible for the traffic congestion were the projects I mentioned below that will be barred from using the interstate highway.

I feel this project will have a massive impact on us all. downstairs, yet there were no meetings planned downtown. Why? No one from SCDOT has answered the question of what was to happen to all the additional traffic dumping onto Calhoun St, creating massive bottleneck. No one from SCDOT has answered what will happen to the cyclists that use the connector. Will SCDOT build a bike lane to James Island since cyclists will be barred from using the interstate highway? I am 100% in favor of ALT 1.

I am in favor of Alternative 1. It has the least impact on the neighborhoods and James Island County Park. For this reason, I fully support Alt. 1 to complete the Mark Clark Expressway.

I am in favor of Alternative 1. It has the least impact on the neighborhoods and the James Island County Park. I am 100% in favor of ALT 1. I am glad to see that Alternative 1 is available. We finally have an option that makes since. For this reason, I fully support Alt. 1 to complete the Mark Clark Expressway.

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5.110 One thing we must do is to provide sound barriers for neighborhoods. The 0.6 levels are very high (sound
Meter results). We put in dirt mounds but little help. What is in the plan for this?
Refer to Chapter 5, Section 6.1 of the DEIS
Ashley Harbor

5.111 I say pick an alternative and lets get going. As far as I am concerned this could not happen fast enough.
lets get going.
Noted.

5.112 The release of the new reasonable alternatives for 526 expansion give me grave concern. I live on
1.026 Drive in the Stoneridge subdivision. All of the alternatives put this raised interstate practically in
my back yard. When will information be released about possible setbacks from the current property lines.
I am very concerned over the impact to the value of my property and the usability.
Refer to Chapter 5, Section 3.5 of the DEIS
Stoneridge

5.113 The existing roads can be widened. It’s wrong, wrong to ruin peoples properties values and their
dreams, and more wrong to despoil John Island’s natural beauty.
Refer to Chapter 3, Section 3.5 of the DEIS
3.5 of the DEIS

5.114 No, it would have been cheaper to finish it when it was started years ago.
Refer to Chapter 3, Section 3.5 of the DEIS
Wadmalaw Island

5.115 Please do not allow 526 to go through or touch down on rural Johns Island. 526. This island is rural, still
agricultural, and has a heritage that will be destroyed by an interstate dumping cars onto it. A much
better solution is to use local roads, with improvements, to handle the traffic. The residents do not want
this extension of 526 to happen, and your plans are the worst alternatives.
Refer to Chapter 3, Section 3.5 of the DEIS

5.116 The favored Mark Clark route for most of our office is #11.
Refer to Chapter 3, Section 3.5 of the DEIS

5.117 The solution that is decided upon must include access and use by bicycles, and pedestrians please.
Refer to Chapter 6, Section 6.1 of the DEIS

5.118 The release of the new reasonable alternatives for 526 expansion give me grave concern. I live on
1.026 Drive in the Stoneridge subdivision. All of the alternatives put this raised interstate practically in
my back yard. When will information be released about possible setbacks from the current property lines.
I am very concerned over the impact to the value of my property and the usability.
Refer to Chapter 3, Section 3.5 of the DEIS
Stoneridge

5.119 I heard recently that if 526 is connected to the James Island Connector we won’t be able to across the
connector. Can you please clarify whether or not this is true. If you take away a bicyclist ways to work
you’re going to have to provide a community service not a service! Please keep the multitude of bicyclist in mind
when making the decision. I can’t remember very many instances when I’ve crossed the connector by car or
bike that there wasn’t another bicyclist crossing the connector. Please keep bicyclist in mind if you build
this.
Refer to Chapter 3, Section 3.5 of the DEIS
Seabrook Island

5.120 I am against the completion of 526. Please stop building highways and start building network
solutions. We want to be able to bike and walk our community instead of being forced to drive for our errands.
We want to retain a neighborhood feel among our communities. We do not need another high-speed roadway
throughout our neighborhood. Instead, we need our transportation options, cuts through our green spaces,
dispaces residents, and offers no solutions for traffic jams or hurricane evacuations. I am against
all of your proposals, especially the one that would be on top of my home.
Refer to Chapter 3, Section 3.5 of the DEIS
Stone Edge

5.121 I urge the department that the Coastal Conservation League has proposed.
Refer to Chapter 5, Section 3.5 of the DEIS

5.122 I urge you NOT continue the I-526 expressway through to Johns Island. This would add stress to the
community. It would encourage more development that would detract from the island, and it would
not address the problems of traffic and congestion. I urge you to consider strongly the alternative plan
that the Coastal Conservation League has proposed.
Refer to Chapter 3, Section 3.5 of the DEIS

5.123 I would like to reiterate our appreciation over alternatives 10 and 36 (because of the thru roads that were
said out) and its impact to our communities on Woodland Shore (west). Our neighborhood and
surrounding communities would be drastically affected. Not only would we have noise and air pollution to
deal with but it would dramatically change the face of all our communities. Our property values would
plummet and even some of our communities would potentially fall in value (mine and another in particular
have vacant lots awaiting other young families). As I mentioned yesterday, we have a petition
going.
Refer to Chapter 6, Section 6.1 of the DEIS

5.124 I urge you to look at Alternative 26, the 5-lane bridge over the Stono River with bike lanes.
Refer to Chapter 3, Section 3.5 of the DEIS

5.125 I wish to go on record as opposed to any future consideration of routes 16 and for the completion of i526.
I think the only sensible plan would be to continue on from the present terminus at Savannah Highway.
Refer to Chapter 3, Section 3.5 of the DEIS
Sylvan Shores

5.126 I am a property owner on Seabrook Island. I wanted to offer my support for the construction of an I-526 extension
I would like to see a network of streets, not another highway, built to handle the traffic on Johns Island. None of the 30 some
plans submitted seem to reflect the proposal from the Coastal Conservation League.
Refer to Chapter 3, Section 3.5 of the DEIS
Ravens Bluff

5.127 I urge you to consider these alternatives carefully. The proposal under the alternatives of Island
Extension built
Refer to Chapter 2, Section 3.5 of the DEIS

5.128 I would like to voice my opposition to the extension of i526. I am in favor of improving existing roads and
creating a network, not a highway. In terms of the alternatives presented in the website, I am adamantly opposed to Alternatives 3 and 4. While I am against the whole I-526, if it were to
proceed I find these alternatives to be the worst and I oppose them.
Refer to Chapter 3, Section 3.5 of the DEIS

5.129 continued
were developed to deal with a traffic pattern that put the traffic onto Maybank Hwy because River Island does not
have the capacity to withstand that volume of traffic. The planned i-526 exists onto Johns Island are very
dissatisfactory. It ruins the beauty of the island, and disturbs a significant amount of wild area and residential
subdivisions. Please reconsider the alternate plans other than 1.
Refer to Chapter 3, Section 3.12 of the DEIS
Whitewater Plantation

5.130 Please send contractor information.
Noted.
Marshes at Rushland Landing

5.131 I would like to voice my opposition to the extension of i526. I am in favor of improving existing roads and
creating a network, not a highway. In terms of the alternatives presented in the website, I am adamantly opposed to Alternatives 3 and 4. While I am against the whole i-526, if it were to
proceed I find these alternatives to be the worst and I oppose them.
Refer to Chapter 3, Section 3.5 of the DEIS
Riverview Terrace

5.132 The favored Mark Clark route for most of our office is #11.
Refer to Chapter 6, Section 6.1 of the DEIS

5.133 The solution that is decided upon must include access and use by bicycles, and pedestrians please.
Refer to Chapter 5, Section 3.5 of the DEIS

5.134 I attended the James Island Town Hall meeting and was told that this website is updated regularly.
I cannot find the maps that Mr. Kindard showed to the council or updated public information
meetings for the end of April and early May as mentioned at the Town Hall meeting. Please update
the website more regularly.
Refer to Chapter 3, Section 3.5 of the DEIS
Seabrook Island

5.135 I am a property owner on Seabrook Island, recently my son moved to Daniel Island. During the process of
moving him we traveled many times between the two locations, we were shocked that it took us a full hour
for the 2.2 mile drive that there wasn’t another bicylist crossing the connector. Please keep cyclists in mind if you build
this.
Refer to Chapter 3, Section 3.5 of the DEIS
Stiles Point Plantation

5.136 The current plans for 526 were drawn up so long ago, I do not believe that they would best serve current
conditions. Also, I do not want James Island park cut up just to make traffic better for Kiawah residents.
Noted.

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creating a network, not a highway. In terms of the alternatives presented in the website, I am adamantly opposed to Alternatives 3 and 4. While I am against the whole I-526, if it were to
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Refer to Chapter 3, Section 3.5 of the DEIS

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I cannot find the maps that Mr. Kindard showed to the council or updated public information
meetings for the end of April and early May as mentioned at the Town Hall meeting. Please update
the website more regularly.
Refer to Chapter 3, Section 3.5 of the DEIS

I am writing to express my opposition to the proposed extension of 526 to Johns Island. I believe that this project will destroy valuable habitat and the rural character of Johns Island. In addition, studies have shown that building more roads does not alleviate traffic problems and congestion. Improvements need to be made to the roads we currently have and our mass transit system before new roads should be explored. Putting down more pavement is not the answer. This project is not what this community needs and my opposition has been expressed and should be adhered to.

Does my input matter or is this futile? Have you driven on Folly Rd lately and noted the traffic, especially coming off 526/Folly Rd exit? I have been able to get to Folly Beach without much traffic for years, but with the 526 extension, this will no longer be the case. I have seen the development of the area change for the worse. It is already bumper to bumper on warm, sunny days when everyone wants to get to Folly Beach. We don't need any more traffic on James Island. I do not care about getting to Ashley any faster and certainly don't care about using it for hurricane evacuation. Look at any other ring roads, how they have ended up and you will see that they are disasters when it comes to traffic. The car should be a dinosaur anyway. Get light rail and do it with it.

Project will destroy valuable habitat and the rural character of Johns Island. In addition, studies have not add 526 through James Island County Park. I do not believe that 526 will help with hurricane evacuation. The extending of 526 will bring more traffic which will be detrimental to our natural environment. It is now time to come up with alternatives such as improving the very limited and difficult ride mass transit system.

I am opposed to the extension of 526 to James Island. I am opposed to urban sprawl. I am in favor of public transportation on James Island. Please stop with the options you have presented for James Island. They are outdated and we need better options.

Ashley any faster and certainly don't care about using it for hurricane evacuation. Look at any other ring roads, while also increasing run off pollution in the rivers. I know much thought from the SCDOT has gone into this project, and I respect that, but I really hope that the alternative suggested by the Coastal Conservation League was not presented for consideration by the project in early May. It was very disappointing to see that the proposed "Better Way To Work" option studied and presented by the Coastal Conservation League was not presented for consideration by the DOT. I do not want to experience even more traffic, fumes, pollution, development and loss of green areas. We already have this problem.

The proposal by DOT is totally inappropriate to attempting to keep Johns Island as the last piece of rural area in Charleston County. I realize that traffic may be heavy at times in certain areas but that is a small price to pay to keep the beautiful nature on Johns Island. To allow the expansion of roads as proposed by DOT will only add more traffic to the already crowded roads, thereby, defeating any positive effects predicted the DOT proposal. Please consider adopting the plan proposed by the City of Charleston and the Coastal Conservation League.

I am very much opposed to the 526 expressway extension onto James Island. In my experience, every new highway encourages extensive development which in turn creates even more traffic for new and larger roads, while also increasing run off pollution in the rivers. I know much thought from the SCDOT has gone into this project, and I respect that, but I really hope that the alternative suggested by the Coastal Conservation League was not presented for consideration by the DOT. I do not want to experience even more traffic, fumes, pollution, development and loss of green areas. We already have this problem.

Please find alternatives to extending 1-526 through James Island. In recent years the thought about highways has changed among the general population of the US. We need to protect our natural resources. That 1-526 will take as many as 45-60 acres from the James Island County Park and destroying the campground area, which will result in a loss of over 4 million dollars each year for island businesses is unconscionable. Beach traffic clogs up Folly Rd each weekend during the spring and summer months. Frustrated drivers block the bike lane, and make dangerous turns. It is a matter of time before there is a serious accident on Folly Rd, or Folly Beach and emergency vehicles will not be able to get through the intersection. Please use resources to solve these issues instead.

I am writing concerning the proposed routes for the Mark Clark Extension that were presented for comment in early May. It was very disappointing to see that the proposed "Better Way To Work" option studied and presented by the Coastal Conservation League was not presented for consideration by the island residents. Talk about stacking the deck in favor of the 1960s style of road construction that is still favored by SCDOT. It is time to get into the 21st century and realize that the residents do count and that better "out of the box" designs are being demanded. A resound "NO" to all of those so-called designs and an even louder "YES" to the "Better Way to Work" plan that has been presented for DOT's consideration.

There is no need for 526 expansion to James Island. The West Ashley 526 is close enough. Please do not add 526 to James Island.

I am opposed to the extension of 526 across Johns Island. It will damage our environment and promote development, which we definitely do not need.

As a resident of Folly Beach who frequently drives to West Ashley, I do not feel the need for a completion of 5-526. The road will literally pave the way for increased development on Johns Island, providing a highway for development to the still rural island that even careful planning won't be able to contain. If the people of Folly Beach can find ourselves with even more cars on the road and have to deal with the same problems a few years later. I strongly oppose the interstates completion. I'm not a 'not in my backyard' or leave it the like it if I'm fundamentalist, but believe we will all regret the change that occurs if the road is built.

Why are only listed and not described at all? Also, are they not considered "Reasonable" like the others? What is very interesting is that a "reasonable" person would see that we need to repair the current Mark Clark Expressway before building any additions. (Note as one prime example...the extremely damaged section between the Glenn McConnell and Leeds Avenue exits.)

The specific alternatives listed "Reasonable Alternatives" for the "Other Alternatives" are only listed and not described at all? Also, are they not considered "Reasonable" like the others? What is very interesting is that a "reasonable" person would see that we need to repair the current Mark Clark Expressway before building any additions. The fact that the "expressway" will dead end on Calhoun St in Charleston has been discussed, which would undoubtedly result in severe traffic back-ups. Any alternative that impacts our county park or provide for supplemental transportation options (including bike/ped) must be eliminated. Please seriously consider the "No-Build" alternative and focus on repairing the current Mark Clark Expressway.

The website does not provide any information on the Miss Transal or 13M alternatives, the No-Build alternative appears to be the only "reasonable" alternative. Another reason, the negative impact to West Ashley, James Island and Johns Island residents. The town of James Island and the city of Folly Beach also oppose the expressway extension. They believe that it will create more traffic problems (as do I). The fact that the "expressway" will dead end on Calhoun St in Charleston has been discussed, which would undoubtedly result in severe traffic back-ups. Any alternative that impacts our county park or provide for supplemental transportation options (including bike/ped) must be eliminated. Please seriously consider the "No-Build" alternative and focus on repairing the current Mark Clark Expressway.

I am against most of the 526 alternatives except alt 1 & alt 10. I believe "1 & 10" will connect the Charleston bypass as designed and will help traffic flow and storm evacuations. All the other alternatives have too large of a negative environmental impact and will most likely increase traffic congestion and pollution. Johns Island is not major artery and can not support the traffic dump of onramp traffic. There are roads every 300 feet or so in both directions, thus making these other alternatives extremely dangerous and an illegal design. River Road also has protected wetlands and live oaks that cannot be cut down for construction purposes.

Refer to Chapter 7, Section 3.6 of the DEIS
I am strongly against all the $2 billion alternatives except the original plan… alternative 1. This original plan was designed to connect the bypass freeway with the connector using major arteries only giving Johns Island better access to Folly and open traffic flow and more importantly out (evacuations) of the city. All the other alternatives are not logical and partially illegal. For instance, River Rd on Johns Island was not designed to be, is not, and never will be a major artery. There are roads and driveways every 200-400 feet in both directions, thus breaking many transportation design rules with the addition of spurs/off-ramps to River Rd. River Rd is also flanked on both sides by protected wetlands and live oaks that cannot be cut down for construction purposes. River Rd also already had established neighborhoods so noise pollution is a top concern for Johns Island residents.

I am opposed to the six routes listed for the I-526 extension. Please vote for one of the three alternatives as this will very much impact my neighborhood. It will be detrimental to our quality of life and property values.

I am supporting this in support of the ‘no-build’ alternative to the 526 extension. I believe we are too many negative impacts for neighborhoods, home values, the environment, and wild life. I support the alternative that will provide faster moving roads and enhance our mass transit system.

My husband and I moved to Waterway South from Chicago 5 years ago because we fell in love with this unspoiled marshes and the beautiful wildlife that inhabit them. I’m afraid to think of what building a bridge across this marsh would do to this wildlife and quite frankly, to my beautiful view. I moved from Chicago to get away from busy highway and noisy bridges. I’m not opposed to West Ashley growing, I just don’t want it to come at the expense of the residents of this part of West Ashley. It would not provide any benefit to me and Waterway South was how quiet it was. That will be completely destroyed by the traffic noise your proposed extension. What makes me sick is the amount of taxpayer monies that have already been spent in upgrading the current two bridges plus what it will cost for the proposed extension. All for a group of wealthy individuals and/or developers!

I cannot believe that Johns Island is so important that it needs three separate bridges for access. That opinion is shared with me to Waterway South was how quiet it was. That will be completely destroyed by the traffic noise your proposed extension. What makes me sick is the amount of taxpayer monies that have already been spent in upgrading the current two bridges plus what it will cost for the proposed extension. All for a group of wealthy individuals and/or developers!

I am a homeowner in Waterway South. I am against the extension of I-526 between Waterway South and Folly Beach. I am completely opposing this project. I will express my displeasure and I believe there are other people that also feel the same way. There are so many areas that will be much less desirable to people and wildlife and environment fragility areas.

I meant to speak with you last, but several people verbally commented that it was difficult to read the maps in the newsletter that was mailed out. They said it was easy to read the maps with the aerial photos, but not the six reasonable alternatives display boards (because they could find locations on the maps easier. What I’m getting is that once the reasonable alternatives are posted on the Mark Clark Expressway website, could you make sure that there is an option to view the maps with the aerial photos?

I resent an e-mail a week or so ago spoiling on whether it’s not a light rail system was one of the six alternatives being considered instead of a 526 expansion/continuation. I have not heard back so wanted to follow up. At the James Island meeting you mentioned mass transit and widening of existing roads as some of the other alternatives being considered, but no specific mention was made of a light rail system. Is this being explored by SCDOT?

Please do not allow I-526 to go through James Island. It will be a larger nuisance than help and will destroy the small town atmosphere that is James Island. It will not add in hurricane evacuation, nor will it fit into the already muddled traffic patterns. Do not destroy precious wildlife and preserve the Earth! It is the only thing we have that is constant! We are not Myrtle Beach and do not want to become Myrtle Beach. Take Hwy 26 elsewhere. We are content with the way things are.

You must include the New Way to Work as an alternative to 526 extension. Save beautiful Johns Island and the river from more pollution. 

Please proceed to build the Mark Clark as soon as possible. I really like the Alternative 11 and 11A if they could lead into the cross island expressway. Concerned citizens claim the solution will give failing service by 2030, by that criteria none of the Cooper River Bridges would have been built and I feel that our “New Way to Work” and only of interest to those that don’t have 9 to 5 jobs. And please no more “Traffic Calming Measures,” if an area is congested it needs better and faster transportation.

Protect our island, don’t make it an interchange! 526 will not help hurricane evacuation. It will not help anyone get off of Folly Beach or James Island quickly. 526 will spur on detrimental development. More big box stores and shoddy development will be built on James Island adding more traffic to our already overburdened local roadways. 526 will take as many as 45-460 acres from the James Island County Park. 526 will go right through the park destroying our camp area, which will result in a loss of over 4 million dollars each year for island businesses.

I think it is extremely foolish in these tough economic times to commit to building a highway where there is no logical existence showing minimal benefits from its construction. Residents models going 20-30 years into the future for traffic patterns— do we even know that there will be enough fuel for all the anticipated vehicles that supposedly will be ditching the roadways? Why is it that more progressive thinking states and cities are actually constructing betweeby try highways and replacing with series of interconnected streets. Granted the source of the funds is the build the 526 extension may be targeted toward new roadways only—the costs have to be justified and where the need is evident. I have to admit that of the condition of this states roads, highways, bridges and similar structures in serious disrepair. I believe that proposed $500 million (which is a figure that is wildly, unrealistically low) could be better spent improving the safety of the existing infrastructure.

Note: It's not clear what the ongoing conversation is about, but it seems to be related to a transportation project called the Mark Clark Expressway.
5.174 I strongly oppose the extension of the 526 to Johns and James islands. I have recently traveled throughout all of the days of the week and evening and it is apparent that the infrastructure in place is in dilapidated state. The millions of dollars that would be spent on the extension would only alleviate some of the congestion during peak rush hours times (approx 4-5 hours a day). I believe that if the funds were spent on improving the existing roads, increasing the efficiency of current intersections, and searching alternative routes that could be enhanced without much cost, it would be a better investment. Also, I anticipate that as soon as the extension is approved, an explosion of growth will begin on Johns island which will only have a detrimental effect on the surrounding communities thereby not improving our current traffic situation, not to mention the deterioration of the quality of life. It is apparent that James and Johns Island are opposed to the expense and will probably file a lawsuit to block such a project which will only cause more delays in actually accomplishing a positive outcome for our community.

5.177 I reside on the Isle of Palms before and after the IOP connector was constructed. The IOP Connector was the impetus for uncontrollable development in the northern part of Mt Pleasant. Growth and Economic Development are important to the region, however, it must be supported in sustainable manner. I believe that the completion of the Mark Clark Extension will not have a positive impact on the community. I am also concerned with the possibility that the Extension may run through James Island County Park. DCP brings significant economic, cultural, recreational, and environmental benefits to the region. There is no other campground in the vicinity of downtown Charleston. This alternative type of lodging has an 85-90% occupancy rate year round and 90-100% occupancy rate in peak season. This park is the hub of Charleston when it comes to recreation, conservation, special events, and family values. Please look as all the cities that have successfully embraced mass transit, such as Charlotte, Phoenix, Salt Lake City, Los Angeles, Denver, Cleveland, St. Louis, and Richmond. Between light rail and clean bus options.

5.178 I have looked at every alternative map and see wetlands disturbed and homes and businesses lost. Surely there are ways to build better roads. I support the SCCCL’s thoughts on this. Please regard those who live there.

5.180 Please broaden your horizons and include the new way to work ideas in the EIS. Refer to Chapter 3, Section 3.2 of the DEIS

5.182 Please don’t allow James Island to be overdeveloped and have even more traffic. Please find an alternative to the 526 expansion.

5.183 Please consider routing change on proposed 526 to at least center in marsh area as opposed to running right through the park destroying the campground area, which will result in a loss of over 4 million dollars per year for island businesses.

5.184 Please consider the alternatives that the Coastal Conservation League has submitted for the extension of I-526. I live very concerned about the negative environmental impact of the extension of the highway. Please look at the alternatives that are more environmentally friendly.

5.185 I have attended you spring 2009 (May, 2009) Public Information Meeting where you presented the results of the Tier I Alternative Analyses and the Reasonable Alternatives to be carried into the DEI. I was greatly disheartened to find the Coastal Conservation League’s “New Way to Work” alternative was rejected for further analysis. As a resident of Johns Island and a taxpayer who will be footing this bill I insist that the “New Way to Work” alternative be given a fair and impartial analysis alongside any other alternatives evaluated in the DEI.

5.186 Please consider the alternative that the Coastal Conservation League has submitted for the extension of I-526. I live very concerned about the negative environmental impact of the extension of the highway. Please look at the alternatives that are more environmentally friendly.

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5.198 I am vehemently opposed to the completion of the 526 through James Island. I am in favor of the no-build option. I would also like a public transportation option added, as DOT has adequately explored this possibility. It is wrong that you will not consider CCL's New Way to Work option. I do not think 526 will work to reduce Charleston area's traffic in the long term. The benefits will be temporary, and it will directly harm James Island as COG reports show. It will not help hurricane evacuation. It will hurt our environment. It will hurt wildlife. It will hurt our wetlands. It will decrease home values. A high-speed road will increase accidents and make things less safe for pedestrians. 526 is a terrible idea. It will hurt much more than it will help. It is a waste of taxpayer money.

5.199 We bought properties in Rushland Plantation for several reasons. One, most importantly the entire island is a wildlife reserve. Rushland Island is a wonderful, peaceful, safe haven for all wildlife. The noise, the pollution and obvious eyesores that this bridge will cause, will take that all away. Families and our homes will suffer as well. The proposed expansion puts the 526 very close to one of my properties and even closer to some of my neighbors. Also on a few of the alternatives, it placed the exilstency adjacent the only route into and out of the island. Why can't this project stay over the waterway, possibly storing a considerable distance away from Rushland and Headquarters Island? I am sure we will not be compensated when our property values drop even more due to bridges being overhead. I know that we need traffic adjustments however when I look at the proposals I look at so many people being affected not just in Rushland and Headquarters. People do not want bridges in their backyards.

5.200 Please deal with the River Rd and Maybank intersection in this process. Johns Island needs access from West Ashley before this intersection to allow traffic off/load on/load while avoiding this intersection and the Brown Rd intersection on Johns Island, including Kiawah and Seabrook need to see load/offload before that intersection from the other direction. This would go a long way to relieving the strain at that point for those traveling to and from Charleston, West Ashley or the airport and be a help to those who need to go through that intersection to live in the neighborhoods nearby. This would help issues at the Maybank/Main Rd intersection as well. To preserve the character of Johns Island and not compound the urban sprawl effect please, if there is an extension of 526.

5.201 Please refer to Chapter 3, Section 3.12 of the DEIS. Rushland Plantation

5.202 I have great concerns for this expressway being put in. My greatest concern is the environmental impact when looking at studies provided. As well, the cost of this project would be better spent elsewhere. The alternatives addressing traffic relief and redirection do not seem to benefit anyone. It seems traffic will increase at Caffin St downtown and at River Rd in Johns Island instead of decrease. Finally, the area this expressway will be placed is a very expensive, quiet and beautiful area that will be destroyed. Vast areas of West Ashley, James Island and Johns Island will be affected by the view and noise and destruction. Multiple wildlife bird reserves will be destroyed as well as marshland, etc. I am typically for expansion and progression, but the research for this project is from 20 years ago and there does not seem to be any prove that one can see that this expressway will benefit more than it will hinder.

5.203 I am writing to express my strong opposition to the 526 expressway extension. The current alternatives will destroy some of the most precious elements of James and Johns Island and the natural beauty of the marshlands, rivers and wildlife. There will also be significant noise pollution added to these peaceful retreats. This will all be done with in whose interest? It appears these alternatives are not solving a traffic problem, but instead shifting a burden to other areas. What is the impact on Caffin St when traffic to that island would have otherwise traveled on US17? Is it now fed downtown via the James Island Connector? We take great strides to protect the beauty of this wonderful city (in particular the downtown area). These important elements are what attract mass numbers of tourists to our city why would we want to destroy what makes this city special? Lastly, there are many far more important priorities the city and state could address with $420M (and this is a conservative estimate).

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5.207 I also want to commend you for the latest brochure outlining the process and selection criteria of the "reasonable" alternatives. Yesterday as I turned left from Wesley Drive onto US17, an 18-wheeler was turning right from US17 onto Wesley, which I witness often. Only the driver's skill kept his truck from turning right into my path. The completion of 526 is needed to allow trucks to access it. Savannah Highway is needed to deliver the islands without negatively impacting our West Ashley corridors. It would make it safer for us to shop locally within West Ashley. For this reason alone Alternative 19 is inadequate at addressing safety concerns. Furthermore, it cannot have a time frame, because private landowners would control its implementation. When I shop on James Island, I often get caught by the antiquated Wappoo Cut Bridge going up. This bridge cannot be changed, because Route 65 is bisected by its waters. It needs relief through the completed 526. I also do not consider Alternative 25 to be viable, because we do not have adequate density to support real continued

Chapter 7 Comments and Responses

Air Harbor

Rushland Plantation

Seabrook Island

Kiawah Island

Rushland Plantation

Rushland Plantation

Rushland Plantation

Rushland Plantation

Rushland Plantation

Rushland Plantation

Headquarters Island

The Crescent
5.207 continued

alternative 526, and I was thoroughly disappointed with the alternatives proposed. The ones remaining are all reasonably the same and cause an unneeded amount of environmental and social destruction without any gains that I can see. There is no improvement to the interaction of the current I-26 with Caution and Lockwood streets. At rush hour it will sit up a long way if I-526 is extended. It is already backed up now and will only worsen. I was most disappointed in the true alternative approach as much transit, which seems to be an afterthought to SOCDOT, but in fact is very feasible. I often ride the CARTA Express bus, and their success should demonstrate that more mass transit infrastructure should be the first concern of SOCDOT. At this point, I highly prefer doing nothing rather than extending 526 through Johns and James Islands.

5.208

I hereby register my preference for "Reasonable Alternative 8" for the placement of the new section of the Mark Clark Expressway on the island. My preference for Alternative 8 is based on: (1) impact of access to Johns Island (3) impact on the existing scenic nature or the island and its wetlands (4) impact of traffic on the existing jetty (5) miscellaneous other concerns. I believe that alternative 8 represents the best balance of the parameters, having the least negative impact on the existing wetlands and scenic landscape, while providing for more centralized access for residents, and possibly providing for less congestion on the existing jetty. The more we can minimize on disturbing the wetlands and the beautiful scenery they provide, the better, and Alt 8 provides for the least amount of linear bridge feet over marsh land.

5.209

We are discussing the extension of 526 in every way. We choose to live in a seceded area surrounded by the beauty, peace and quiet of nature. If 526 is extended to Johns Island, the last urban area of the Low Country will be forever losing of its legends. Why do we want to exploit our natural surroundings to extinction? Why do we want to make it easier for everyone to move here? We have "cutting edge" technology giving early warnings for Hurricane evacuations, so the argument is dead in the water to me. Please stop the urban sprawl madness and keep something special about the Low Country.

5.210

Think 1 and 10 are the best if we have to do it all. They cross over less property and should have less impact on people's homes on Johns Island.

5.211

I want to see the "New Way to Work" Alternative proposed by the Coastal Conservation League to be included in your EIS analysis.

5.212

256 is poorly thought out and planned. Throwing money at a problem will not solve it. Simply building anything to make it look like and attempt at a solution will not work either. Both parks and wetlands which are vital to both wildlife and to prevent massive flooding, will be negatively impacted. So will the quality of life for the people in the area. Do not build a road that will only make existing problems worse.

5.213

I am against a superhighway being built through James Island and Johns Island. I do not support any of the DOT 526 alternatives. Instead, we should improve the streets we already have. An interstate highway can have such devastating areas as to decrease the quality of life on James and Johns Island and create the exact scenario/getting around of many as we are living here to avoid.

5.214

I don't want an alternative highway to James and Johns Islands. We need to improve the streets we have instead! I do not like--nor do I agree with the need for the proposed selected alternatives for the 526 extension.

5.215

Of the alternatives offered, alternative 36 is my choice.

5.216

Of all the alternatives presented I prefer #36, as it has the lowest impact on wetlands and fewer businesses affected than the other plans. But I do not understand what a parkway is. Is it elevated or like the Betsy Kerrison? I don't see any thing about mass transit (needed nor a bike lane (desperately needed) nor a discussion on simply improving the local roads as suggested by the CCL.

5.217

In an alternate plan we should consider expanding existing bridges to meet the traffic needs in our area.

5.218

I would not want to improve some of the roads we have now. Plus we need 526 to finish.

5.219

I object to bringing the connector across James Island and Johns Island. This was an ill-conceived idea from the get-go which was long ago and no amount of input has apparently swayed the people who support the original plan. The increased traffic and development that will result from this project as well as the loss of habitat (wetlands, woodlands) and the loss in quality of life for residents in the site corridor are not worth the benefits. An alternative routing that does not necessarily take 526 to Johns Island (feel like to me because 526 is in place, there is requirement to utilize).

5.220

I am opposed to extending the connector across Johns Island and James Island. I have attempted to submit my objection in more detail but your system rejects it.

5.221

I find all of the alternatives the SCDOT deems "inevitable". I would prefer that the DOT consider the alternative 19 (that was previously eliminated. Charleston County does not need another high speed roadway that contributes to gridlock and lessens the ability of citizens to utilize other modes of transit, such as mass transit, bicycling, or walking.

5.222

I am opposed to extending the connector across James Island and Johns Island. I have attempted to submit my objection in more detail but your system rejects it.

5.223

I have reviewed the final set of alternative routes and am struck by the fact that they have very little impact/development by 2035. I would strongly urge you not to continue with any of the alternatives proposed at this time. Huge impact on wetlands and very little return on alleviating traffic/congestion. An alternative routing that does not necessarily take 526 to Johns Island feels like to me because 526 is in place, there is requirement to utilize.

5.224

I have reviewed the alternative proposed by the Coastal Conservation League to be included in your EIS analysis.

5.225

I am upset of the location of the bridge which will run the quiet neighborhood, the reason we chose to move to Charleston was their dedication to the environment such an eye sore and pollution will certainly impact the growth of the rhuland and Johns Island.

5.226

I have put bold of what I talked about the James Island connector for 30 years before we finally got it. It's getting close to that on I-526. Why Just Do It.

5.227

I have reviewed the final set of alternative routes and am struck by the fact that they have very little impact/development by 2035. I would strongly urge you not to continue with any of the alternatives proposed at this time. Huge impact on wetlands and very little return on alleviating traffic/congestion. An alternative routing that does not necessarily take 526 to Johns Island feels like to me because 526 is in place, there is requirement to utilize.

5.228

I object to the idea of building another concrete structure across James Island. This will be the largest Charleston development mistake for several reasons. James Island Habitat: This structure would have a negative impact on wildlife habitat. James Island Community: The reason why James Island is such a wonderful place is because there are more beautiful marshlands and trees than unattractive structures. If more unattractive structures and infrastructure is present, James Island will be a less appealing place.

5.229

The pollution from an elevated structure will eliminate this final place of refuge on James Island. Once this bridge is built, James Island will officially have been built up. General: SCDOT believes the new bridge structure would be built to improve access and therefore improve quality of life for the James Island residents. If it improves quality of life, then a lot more people will use it, then you will be right back to where we started with poor level of service roadway. This bridge is an amplification and extension of the original 526 mistake. 526 doesn't even have the tracity to maintain its current roadway, much less try to handle more traffic. I work in North Charleston, but probably wouldn't be able to utilize 526 because of the traffic density found at the I-26 and West Ashley area interchanges. Yes this bridge was originally planned, but that was some time ago when there were different conditions. This bridge is a poor use of tax dollars.

S.207 continued

Refer to Chapter 5 and Section 3.2 of the DEIS

S.210 Refer to Chapter 3, Section 3.2 of the DEIS

S.211 Refer to Chapter 3, Section 3.2 of the DEIS

S.212 Refer to Chapter 3, Section 3.2 of the DEIS

S.213 Refer to Chapter 5 and Section 3.1 of the DEIS

S.214 Refer to Chapter 5 and Section 3.5 of the DEIS

S.215 Refer to Chapter 5 and Section 3.5 of the DEIS

S.216 Refer to Chapter 5 and Section 3.5 of the DEIS

S.217 Refer to Chapter 5 and Section 3.5 of the DEIS

S.218 Refer to Chapter 5 and Section 3.5 of the DEIS

S.219 Refer to Chapter 5 and Section 3.5 of the DEIS

S.220 Refer to Chapter 5 and Section 3.5 of the DEIS

S.221 Refer to Chapter 5 and Section 3.5 of the DEIS

S.222 Refer to Chapter 5 and Section 3.5 of the DEIS

S.223 Refer to Chapter 5 and Section 3.5 of the DEIS

S.224 Refer to Chapter 5 and Section 3.5 of the DEIS

S.225 Refer to Chapter 5 and Section 3.5 of the DEIS

S.226 Refer to Chapter 5 and Section 3.5 of the DEIS

S.227 Refer to Chapter 5 and Section 3.5 of the DEIS

S.228 continued

Refer to Chapter 5 Natural Environment of the DEIS

Chapter 7 Comments and Responses
5.229

Of the alternative short list, only proposals 1 and 10 are acceptable. There is no need to cross River Rd with consequent greater permanent disruption of wetlands. Alternatives 8, 11, 11A and 36 are particularly objectionable. Construction of long access highways across wetlands is particularly expensive. The money should be used for the badly needed widening of Maybank Highway. Refer to Chapter 6, Section 8.1 of the DEIS. Rushland Plantation

5.230

Tell E. Strickland:

Noted. Parrot Creek

Please include me among the multitude of residents on James Island who are against building a 526 exchange on the island. We do not want or need the increase in population and development that it will bring. It will not be an asset to hurricane evacuation, just another access to the island road. It will result in a loss of a huge section of the James Island County Park. It’s not worth it! Refer to Chapter 5, Section 3.8. Lighthouse Point

5.231

Please don’t mess with River Rd. The interchanges/accesses you have planned there on several different occasions will be a developer’s dream, and the local’s disaster. I am especially concerned about the proposed interchange south of Maybank Highway. River Rd will be asked eventually to become 4 lanes from the airport to this new 526 interchange as a new landowner/developer (who is in local government) has said that he wants to put 400-800 houses across from the airport; and needs the road infrastructure to support such a large development. The Kiawah Seabrook group would also love this River Rd interchange to connect with their Sea Island Expressway, which is another large gash of pavement across the island that Johns Islanders don’t want. Traffic on River Rd will be made much worse by these access roads, and will lead to destruction of the peace we have on this Scenic Highway. Refer to Chapter 6, Section 6.1 of the DEIS.

5.232

Please build the belt connection to James Island. Traffic is a nightmare, we need more ways to get off of the island.

Noted.

5.233

What I am primarily concerned about is that we build only the Start Bypass. I am against building the 526 extension on Johns Island and the extension south to Kiawah. I think there is a lot already there and anything we build will only disrupt - I don’t want it to be a big gash of development. Refer to Chapter 3, Section 3.5 of the DEIS.

5.234

I believe option 3 and 4 is the least invasive to the environment and would be the best option for bringing the conveniences of I-526 to Johns/James Island. Refer to Chapter 3, Section 3.5 of the DEIS. Rushland Plantation

6.1

——- you and your road.* Noted.

6.2

Johns Island resident. Reviewed the website but never could find an actual map of the proposed I-526 routing. Someone needs to put their foot down and put some type of route that this thing is going to be, so we can all prepare to whatever it takes - sell our property or get ready for it to come through and have a better way to get around.

Refer to Section 6 of the DEIS and project website www.sctol.org/526.

6.3

How do you go about one of the upcoming meetings? Refer to Section 6 of the DEIS.

6.4

Received publication in the mail. I do not know if you thought about the entire Charleston population when you were doing the publication. I do not think you actually took into account the general public that did not graduate from high school but still have a say in what is going on because they too will be impacted by what is being proposed. Your publication is great, but you are not thinking about the public that is not able to understand your publication. Refer to Section 4 of the DEIS.

6.6

It is my understanding in researching through everything that the voters approved a half cent sales tax. Seeing that the majority of the voters approved it, there should be no discussion about anything other than how it will be completed and it should be completed; otherwise, Charleston County will have to refund all the half cent sales tax. That is never going to be done.

Noted.

6.7

In favor of whoever Mark Clark completion best connects Johns Island Parkway forming continuous access from Stono Bridge area to Betsy Kerrison Parkway - which would be first priority right immediately after I-526 is initiated. Further recommendation, you might consider making use of the existing two bridges built with plenty of capacity apparently to run 526 from Highway 17 connection via the Limehouse Bridge. And the right-of-way across Kyle Running River Road to connect with Maybank Highway and Johns Island Parkway. With across river connection at Maybank Highway on the existing Stono Bridge and connection from, through, the municipal golf course to the camp road around the post office and to the James Island Connector Overpass on Folly Road.

Refer to Chapter 3, Section 3.5 of the DEIS.

6.8

Johns Island resident. Very perturbed to see that the New Way to Work Plan was rejected and out of hand and not even evaluated along with the other 36 Alternatives. It seems a bit outrageous.

Refer to Chapter 3, Section 3.5 of the DEIS.

6.9

Oppose the extension of 526. We are not in favor of toll roads to Kiawah or anything. We could improve the side roads but we think 526 has to be completed the way they said. They built the caddy park there knowing the road was going through there, I say go right over the top of it. Everybody else would be safer and just like cars, you need buses you need 526. We feel like it should be finished like it was originally proposed.

Refer to project website www.sctol.org/526.

6.10

Opposed to allowing the New Way to Work Plan to go straight along the Betsy Kerrison Parkway to Maybank existing near the Stono River Bridge is the best one. Most accidents occur on Bohicket. I am not interested in getting to the mall, or shopping downtown - I want the road fixed because it is so dangerous.

Refer to Chapter 3, Section 3.5 of the DEIS.

6.11

Opposed to extending I-526. Commute across the current stretch of 526 everyday and it is horrible, horrible condition. You have done nothing to repair the current stretch of 1-526 yet. We’re out promoting extending 526 when we cannot even maintain the stretch of 526 that we have. It would be a big disgrace to the citizens to build more road that we cannot maintain.

Noted.

6.12

Was not able to attend the meeting - is there any place in Charleston to see the plans again? Would like to see the plans up close. There was no definition of where exactly these come.

Refer to project website www.sctol.org/526.

6.13

Opposes 526. But favor the alternative plan to expand the other road systems instead of having the expressway.

Refer to Chapter 3, Section 3.5 of the DEIS.

6.14

Opposed to 526 extension and would hope the DOT would consider some of the suggested alternatives.

Refer to Chapter 3, Section 3.5 of the DEIS.

6.15

Totally against the proposed extension of 526. It would be an absolute disaster to the area and think its people you people started listening to the people whose homes and family are going to be the result of your extension. Totally against it. It’s an absolute disgrace.

Noted.

6.16

We are not in favor of toll roads to Kiawah or anything. We could improve the side roads but we think 526 has to be completed the way they said. They built the caddy park there knowing the road was going through there, I say go right over the top of it. Everybody else would be safer and just like cars, you need buses you need 526. We feel like it should be finished like it was originally proposed.

Noted.

6.17

Wrong to designate expansion across Johns Island. It will disrupt the rural character of Johns Island and feels like we have adequate with some modification. Feels like we have adequate infrastructure to get on and off the island.

Refer to Chapter 6, Section 3.5 of the DEIS.

6.18

Hope they will not go through with the I-526 devastating Johns and James Island. The alternatives I saw on Johns Island were not very good either. Please go back to the drawing board.

Noted.

6.19

Opposed to the James Island solution for 526. I ask you to step back, step, review and redo the alternative. I am opposed to 526 on James Island. I further request that you make the connector pedestrian and bicycle friendly.

Refer to Chapter 6, Section 3.1 of the DEIS.

6.20

Want to express my displeasure of the current plan to extend 526 over Johns Island and across James Island. I think this is unnecessary and not a well thought out plan. It is a waste of all the current quality of life and we’re really not seeing any outside benefits. Do not think we should move forward with this and you should consider other options.

Refer to Chapter 3, Section 3.2 of the DEIS.
<table>
<thead>
<tr>
<th>Comment ID #</th>
<th>Comment</th>
<th>Response</th>
<th>City/Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>It would relieve traffic congestion.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>3</td>
<td>It would keep traffic moving.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>4</td>
<td>It would reduce local traffic.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>5</td>
<td>It would allow some of the traffic-especially, Folly Rd. area- to say ditto.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>6</td>
<td>It’s obviously the cause of deadlocks.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>7</td>
<td>Project is beneficial-Utimately we live in a world of convenience.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>8</td>
<td>Hopefully a new road will help with traffic control.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>9</td>
<td>It would make the North side more accessible.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>10</td>
<td>Heavy traffic, I feel that finishing the 526 would help ease the busy smaller roads.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>11</td>
<td>It would be beneficial because the roads might not have to be so [ ]</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>12</td>
<td>The traffic is very bad. We need 526 to come our way.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>13</td>
<td>It would ease off ramp and general traffic on Folly Rd.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>14</td>
<td>Beneficial for traveling to St. Francis Hospital each week with 526 complete.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>15</td>
<td>It would be less traffic &amp; faster and easier route to W. Ashley.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>16</td>
<td>It would relieve traffic congestion.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>17</td>
<td>It would relieve traffic congestion, improves economy-brings more business to the area and more tourists who spend money.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>18</td>
<td>It would help with evacuation during hurricanes &amp; faster way off island for pleasure.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>19</td>
<td>Beneficial to stop traffic jams, to keep traffic moving.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>20</td>
<td>Complete Mark Clark to reduce much traffic.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>21</td>
<td>It would provide quicker access to airport.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>22</td>
<td>It would provide hurricane access to Folly and beyond. Use common sense for construction.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>23</td>
<td>It would relieve traffic on existing roads and assist in evacuation from natural disaster.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>24</td>
<td>Complete loop around Charleston so you won’t have to sit in traffic.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>25</td>
<td>It would help with traffic back up.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>26</td>
<td>With all the interchanges #1 seems best to me &amp; we already own JI County park. Traffic is awful but control of new developments after road is built must be well planned or we will be quickly back where we are now.</td>
<td>Refer to Chapter 6, Section 6.1 of the DEIS</td>
<td>James Island</td>
</tr>
<tr>
<td>27</td>
<td>Project would be beneficial. Traffic is terrible on Maybank Hwy. Backed up all day long.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>28</td>
<td>Alternative 10 or 36 makes since to me. Direct access to West Ashley (526) and Kiawah daily.</td>
<td>Refer to Chapter 6, Section 6.1 of the DEIS</td>
<td>James Island</td>
</tr>
<tr>
<td>29</td>
<td>Harbor View Rd. is our only outlet. Traffic heavy at 8am &amp; 4pm. Alt #10 might help.</td>
<td>Refer to Chapter 6, Section 6.1 of the DEIS</td>
<td>James Island</td>
</tr>
<tr>
<td>30</td>
<td>It will reduce traffic on Maybank Rd.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>31</td>
<td>Folly Road needs relief. Complete 526 and build new road to Folly Beach, 34. Extend Riverland Dr. to Folly Beach.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>32</td>
<td>All 1 and Alt 2 #10.</td>
<td>Refer to Chapter 6, Section 6.1 of the DEIS</td>
<td>James Island</td>
</tr>
<tr>
<td>33</td>
<td>Beneficial for access to West Ashley, N. Chas. keep out commercial areas!</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>34</td>
<td>It would be beneficial to James Is. especially during an evacuation such as hurricane. It would also stop hundreds of cars headed for Johns Is. from being dumped on Folly Road from SC-30 each day. It would also be a direct route for traffic.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>35</td>
<td>It would relieve traffic on Central Park Rd &amp; Riverland Dr.</td>
<td>Refer to Chapter 6, Section 6.1 of the DEIS</td>
<td>James Island</td>
</tr>
<tr>
<td>36</td>
<td>It would also will traffic.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>37</td>
<td>It will be easier to get around town. We need this new road. Don’t let a few ruin this for the majority!</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>38</td>
<td>If shortened the time to Island Mall, I-526, Johns Island, Kiawah, Seabrook Island.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>39</td>
<td>Harbor View has heavy traffic. 526 around Johns Island emulates extra mies and slow traffic.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>40</td>
<td>It would relieve traffic on Folly Rd., Central Park Rd. and Riverland Dr. We need to complete the 526 expressway to relieve traffic as #10. Alt. and also at South Windermere, Savannah Hwy. completing 526 will help traffic in the entire harbor area.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>41</td>
<td>It would clear up traffic, I mean not as much traffic.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>42</td>
<td>It would create traffic jams on Harbor View.</td>
<td>Refer to Chapter 6, Section 6.1 of the DEIS</td>
<td>James Island</td>
</tr>
<tr>
<td>43</td>
<td>It would reduce congestion &amp; safer for pedestrians.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>44</td>
<td>Hopefully it would mean less traffic on Harbor View.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>45</td>
<td>It would make hurricane access to Folly Bank and Folly which worked fine the way it was is- wasteful.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>46</td>
<td>Do not drive.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>47</td>
<td>It would also ease traffic and easier access for communities.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>48</td>
<td>Refer to Alt. 5 for evacuation, accessibility to North Charleston, quicker time to the city.</td>
<td>Refer to Chapter 6, Section 6.1 of the DEIS</td>
<td>James Island</td>
</tr>
<tr>
<td>49</td>
<td>Provides best access to 1-526.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>50</td>
<td>A lot of the cars from Johns Island area use the back roads on James Island to get to the connector and this causes a back log on these roads.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>51</td>
<td>It would provide better access to W. Ashley, Airport, North Charleston and Johns Island.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>52</td>
<td>Roads include traffic on Folly &amp; Savannah. Just do it - Build the darn road before!</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>53</td>
<td>It would improve transportation ability, especially with West Ashley.</td>
<td>Noted</td>
<td>James Island</td>
</tr>
<tr>
<td>54</td>
<td>It would allow for low flow/traffic of Mr. County Park will not be affected by 526 extending road. Use Alt. #10 of the DEIS.</td>
<td>Noted</td>
<td>James Island/Battery Point</td>
</tr>
<tr>
<td>55</td>
<td>It would save several miles drive to work.</td>
<td>Noted</td>
<td>James Island/Battery Point</td>
</tr>
<tr>
<td>56</td>
<td>It would be a better way to get to work, reduce Folly Rd. Traffic.</td>
<td>Noted</td>
<td>James Island/Centerville</td>
</tr>
<tr>
<td>57</td>
<td>526 was completed - it would help with the traffic - Bumper to bumper almost every day.</td>
<td>Noted</td>
<td>James Island/Centerville</td>
</tr>
</tbody>
</table>
110 It would be time efficient, evacuation fuel efficient. Finish the Connector! Noted James Island/Lynwood

112 It would help with traffic flow. Noted

118 Relieves auto congestion Noted

119 It would provide faster, safer commute Noted

113 It would help with traffic flow. Noted

112 It would help with evacuation. Noted James Island/Clearview

110 It would help with traffic in the morning and afternoon Noted James Island/Lawton Bluff

109 It would help traffic from Johns Island into the City of Charleston. I-526 completion can do nothing but help in the flow of traffic. Many Clark does not speak for us. I-526 completion should have started yesterday. Charleston County 1/2 cent sales tax was voted in and one reason is that the I-526 completion was pushed for a vote yes. Vote yes came but where is I-526? Noted James Island/Farmington

110 It would ease congestion. (I support Alt 10) Refer to Chapter 6, Section 6.1 of the DEIS James Island/Farmington

89 Use plan #10 Refer to Chapter 6, Section 6.1 of the DEIS James Island/Clearview

71 It would ease traffic congestion Referto Chapter 6, Section 6.1 of the DEIS James Island/Clearview

52 It would greatly improve transportation to and from work. Noted James Island/Clearview

70 It would provide faster and easier flow of traffic such as to Citadel Mall & airport Noted James Island/Clearview

78 It would greatly improve transportation to and from work. Noted

76 It would help with traffic in the morning and afternoon Noted James Island/Clearview

72 It will alleviate traffic on Folly Rd. & Maybank Hwy. going to Johns Island. Noted James Island/Chesterfield Subdivision

94 Need for evacuation of a large amount of people. Noted James Island/Laurel Park

88 It would provide easier and faster access to all areas of Charleston & Mt. of Charleston. It would facilitate travel to & from West Ashley save time, gasoline & traffic. Noted James Island/Lawton Bluff

87 It would be a different way to get to West of the Ashley & I-526 Noted

88 It would mean safety, faster, easier transport Noted James Island/Dogwood Park

86 It would relieve Folly Road of traffic congestion Noted

85 Relieves overall traffic and provides alternate route to West Ashley. Noted

83 It would relieve Folly Road of traffic congestion Noted James Island/Country Club II

80 It would provide easier and faster flow of traffic such as to Citadel Mall & airport Noted James Island/Clearview

84 It would provide safety in evacuation, convenience of a bridge connector from Kiawah/Seabrook to Folly Rd. and would divert traffic to benefit already established business on Folly Rd. Leave Johns Island untouched. We all strongly support maintaining the rural character of the majority of Johns Island. To do so, build remainder of I-526 without any access or exit on Johns Island and build an access from Kiawah/Seabrook to Folly Rd. Refer to Chapter 3, Section 3.5 of the DEIS James Island/Country Club II

81 It provide safety in evacuation, convenience of a bridge connector from Kiawah/Seabrook to Folly Rd. and would divert traffic to benefit already established business on Folly Rd. Leave Johns Island untouched. We all strongly support maintaining the rural character of the majority of Johns Island. To do so, build remainder of I-526 without any access or exit on Johns Island and build an access from Kiawah/Seabrook to Folly Rd. Refer to Chapter 6, Section 6.1 of the DEIS James Island/Country Club II

79 Residents would have safe, quick access to all areas of Charleston & Mt. of Charleston. It would facilitate travel to & from West Ashley save time, gasoline & traffic. Noted James Island/Lawton Bluff
<table>
<thead>
<tr>
<th>Comment</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>It would take traffic off Riverland Dr.</td>
<td>Noted James Island/Riverland Terrace</td>
</tr>
<tr>
<td>It would ease traffic on Central Park Rd. and Riverland Drive, access to other areas of Charleston</td>
<td>Noted James Island/Riverland Terrace</td>
</tr>
<tr>
<td>It would improve access for James Island residents to get to W. Ashley &amp; Beck Road</td>
<td>Noted James Island/Riverland Terrace</td>
</tr>
<tr>
<td>Bridge over James Island Creek would be widened.</td>
<td>Noted James Island/Stiles Point</td>
</tr>
<tr>
<td>It would relieve traffic congestion.</td>
<td>Noted James Island/Terrace</td>
</tr>
<tr>
<td>While James Island County Park is important, I’m sure impacts could be mitigated should the best route cross it. It would be good in relieving congestion heading between James Island and W. Ashley. Better quality of life.</td>
<td>Noted James Island/River's Point</td>
</tr>
<tr>
<td>Hopefully it will relieve horrific traffic on Folly Rd. Folly Road.</td>
<td>Noted James Island/Riverpoint Plantation</td>
</tr>
<tr>
<td>We need another road we only have Harbor View &amp; Fort Johnson Roads. Help get transportation out here</td>
<td>Noted James Island/St. James Place</td>
</tr>
<tr>
<td>The improved traffic flow and safety of our roads outweigh the negative impact of our area.</td>
<td>Noted James Island/St. James Place</td>
</tr>
<tr>
<td>It would help alleviate traffic on the James Island Connector &amp; Folly Rd.</td>
<td>Noted James Island/The Island Apts</td>
</tr>
<tr>
<td>I do not know.</td>
<td>Noted James Island/The Regatta</td>
</tr>
<tr>
<td>More traffic congestion means more building</td>
<td>Noted James Island/White House Plantation</td>
</tr>
<tr>
<td>It would ease traffic, make it easier to get to I-26, (Reduce time to evacuate in a storm.)</td>
<td>Noted James Island/Whitepoint Shores</td>
</tr>
<tr>
<td>It would decrease traffic in my neighborhood (Woodland Shores/Riverland Terrace)</td>
<td>Noted James Island/Whitepoint Shores</td>
</tr>
<tr>
<td>It would ease traffic, make it easier to get to I-26, (Reduce time to evacuate in a storm.)</td>
<td>Noted James Island/Woodland Point Road</td>
</tr>
<tr>
<td>More traffic congestion means more building</td>
<td>Noted James Island</td>
</tr>
<tr>
<td>You should be able to build a toll road should be built from 526 at Maybank.</td>
<td>Noted Johns Island/Beaufort Island</td>
</tr>
<tr>
<td>It would make it faster/safer to get on I-26 and relieve congestion on Folly Rd.</td>
<td>Noted Johns Island/White House Plantation</td>
</tr>
<tr>
<td>I would provide easier access to West Ashley and North Charleston. Need more bike lanes</td>
<td>Noted Johns Island/Whitehouse Plantation</td>
</tr>
<tr>
<td>We need I-526. Now!</td>
<td>Noted Johns Island/Whitehall Island</td>
</tr>
<tr>
<td>It would decrease traffic in my neighborhood (Woodland Shores/Riverland Terrace). It would also help with evacuation potential needs of the Island.</td>
<td>Noted Johns Island/Whitehall Island</td>
</tr>
<tr>
<td>It would ease traffic, make it easier to get to I-26, (Reduce time to evacuate in a storm.)</td>
<td>Noted Johns Island/Whitepoint Shores</td>
</tr>
<tr>
<td>The improved traffic flow and safety of our roads outweigh the negative impact of our area.</td>
<td>Noted Johns Island/Woodland Point Road</td>
</tr>
<tr>
<td>More traffic congestion means more building</td>
<td>Noted Johns Island</td>
</tr>
<tr>
<td>We need I-526.</td>
<td>Noted Johns Island</td>
</tr>
<tr>
<td>It would be an additional option when heading south coming and going to Citadel Mall area. We need this! Also, we should have roundabouts on James Island. In the afternoons everyone has to turn left to get home. If we had roundabouts on Riverland Dr. you could come up and take an easy left where presently now there are backed up stop signs.</td>
<td>Noted Johns Island/Isle of Palms Apts</td>
</tr>
<tr>
<td>We need I-526.</td>
<td>Noted Johns Island</td>
</tr>
<tr>
<td>It would save thousands of lives during an evacuation. It took 5 hrs to drive from Maybank Hwy. to Savannah Hwy. to attempt to get to Hwy 64 during Hurricane Floyd. It normally takes 15min. Now there are 15 or more huge subdivisions that have been built just on Johns Island and residents are not aware there is no means of evacuation if there is an emergency. Extending onto Johns Island would also eliminate thousands of cars on James Island roads. Alt. 11 or 1A would serve the most people but no other forks or small roads.</td>
<td>Noted Johns Island/Whitepoint Shores</td>
</tr>
<tr>
<td>We have only two ways to get off the island and they are crowded. There is no direct route to West Ashley or 526.</td>
<td>Noted Johns Island</td>
</tr>
<tr>
<td>It would ease the congestion, enabling residents to get from Sunrise Rd. on off Johns Island.</td>
<td>Noted Johns Island</td>
</tr>
<tr>
<td>Beneficial to relieve traffic on Main Rd. &amp; Maybank Hwy.</td>
<td>Noted Johns Island/Headquarters Island</td>
</tr>
<tr>
<td>Beneficial to relieve the traffic from Main Rd. and Maybank Hwy.</td>
<td>Noted Johns Island</td>
</tr>
<tr>
<td>Please finish the I-526 extension as soon as possible. All #'s</td>
<td>Noted Johns Island</td>
</tr>
<tr>
<td>The infrastructure of Johns Island cannot accommodate all of the new development!</td>
<td>Noted Johns Island/Cedar Springs</td>
</tr>
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</tr>
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<td>The infrastructure of Johns Island cannot accommodate all of the new development!</td>
<td>Noted Johns Island/Cedar Springs</td>
</tr>
<tr>
<td>We would be a gateway, less restricted exit from Johns Island to W. Ashley and City Hospital.</td>
<td>Noted Johns Island/Fernedick Hills</td>
</tr>
<tr>
<td>It would be beneficial because the traffic backs up and causes delays</td>
<td>Noted Johns Island/Headquarters Island</td>
</tr>
<tr>
<td>Finish I-526 and connect greater Charleston as planned more than 25 years ago. Build it. Stop the delays. Thank you, let’s get it built.</td>
<td>Noted Johns Island/Headquarters Island</td>
</tr>
<tr>
<td>The infrastructure of Johns Island cannot accommodate all of the new development!</td>
<td>Noted Johns Island/Cedar Springs</td>
</tr>
<tr>
<td>It would help to reduce the traffic a great deal</td>
<td>Noted Johns Island/Isle of Palms Apts</td>
</tr>
<tr>
<td>We like Alternative #1</td>
<td>Noted Johns Island</td>
</tr>
<tr>
<td>Need more roads out here, more people living here now. Please build the Mark Clark to Johns Island, we need it!</td>
<td>Noted Johns Island/Maybank</td>
</tr>
</tbody>
</table>
Chapter 7

**Comments and Responses**

**Please finish original road plans for Mark Clark. Main road: four lanes from Betsy Kerrison to Bee's Ferry, River Rd -three lanes with turn lane. Maybank: four lanes to Main Rd. from Mark Clark. No new road expressway on Johns Island. Trying to make Johns Island a township. City of Charleston should be ousted. Stop nausea building permits if you can't talk the talk and walk the walk.**

Refer to Chapter 3, Section 3.5 of the DEIS

Johns Island/Metts Acres

**It would eliminate traffic back up and allow traffic flow in orderly way. Help evacuate during hurricane.**

Refer to Chapter 6, Section 6.1 of the DEIS

Johns Island/Morris Acres

**I'm directly affected by the Johns Island road system; therefore, I am in favor of Alt #11. It is important to have intersections to River Rd. on both sides of Maybank Hwy. to cut down on the amount of traffic crossing Maybank Hwy., or add intersections to River Rd. to Alternate 8 to accomplish the same goals. A limited access road begins at the southern intersection with River Rd. and going to Betsy Kerrison Dr. is needed to get the Kiawah-Beachcroft traffic off the Johns Island roads.**

Refer to Chapter 2, Section 2.1 West Ashley

**It would improve ingress & egress; safety**

Refer to Chapter 5, Human Environment of the DEIS

Johns Island/Shoreline Farms

**Use Alternative 11. Traffic is already bad and is only going to get worse without completion of I-526! Finishing I-526 is essential to solving the traffic problems out here.**

Refer to Chapter 6, Section 6.1 of the DEIS

Johns Island/Summertrees

**Traffic, Traffic - the new name of getting around Charleston.**

Refer to Chapter 2, Section 2.1

West Ashley/Tremont

**It would help during hurricane evacuation-Roads overcrowded, too much traffic, much easier to get to Downtown, West Ashley and N. Charleston.**

Refer to Chapter 6, Section 6.1

Johns Island/Winnisboro

**Traffic on 61 is horrible & two lane highways are miserable.**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley

**Traffic, Traffic, and more Traffic! Finishing the Mark Clark traffic on the roads are more important to me. Charleston is beautiful & provides enough sites for us. We need roads and highways!**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley

**It would provide easy access to James Island county park, West Ashley, Greenway, Johns Island, Provide green nature environment.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley

**Highway 61 and James Island are nightmares driving rush hour traffic. I like Alt 11. It takes care of everything.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley

**Beneficial because Sam Rittenburg does not have space for emergency parking.**

Refer to Chapter 2, Section 2.1

West Ashley

**Mollisena on Hwy 61. Need to finish Mark Clark to James/Johns Islands. Residents may be affected, however everyone is affected by the lack of this road, would also be nice to have another way to Summerville. Be nice if Hurricane proof.**

Refer to Chapter 2, Section 2.1

West Ashley

**Alternate traffic on 17, North & South. Better Hurricane evacuation routes.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley

**I would help with traffic on Savannah Hwy. going downtown.**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley

**It would relieve traffic on 17, improve access to Johns Island, James Island & Downtown.**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley

**Needed to finish t-526 a long, long time ago.**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley

**I would ease traffic.**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley

**I would lessen traffic on Hwy. 17 S.**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley

**It would help with congestion.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley/Orange Grove Estates

**I would relieve Savannah Hwy. traffic.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley/Air Harbor

**Traffic congestion, traffic congestion. I've been waiting 20 years for the completion of I-526!**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley/Air Harbor

**It would decrease driving time to Folly, James Island...Improve evacuation!**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley/Ashley Harbor

**I would mean less traffic on 17 S. Main Road and Bees Ferry Rd.**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley/Ashley Harbor

**James Island, Kiawah, downtown and people would not have to use 17 & 61 as much. Traffic is killing West Ashley; look at us for a change instead of everyone else.**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley/Edgewater Park

**I agree with #11.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley/Georges Hall

**I would help with traffic on Hwy 17 S.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley/Harrison Acres

**I would mean easier access to Johns Island, Kiawah & Beachcroft Island.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley/Beachcroft

**We would be able to drive on Hwy. 17 again! Tidal loop around 17 via 61.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley/Myrtle side

**I believe some of the Hwy 17 traffic would utilize the Mark Clark during hurricane evacuation. (Please finish Mark Clark, we held our vote to raise taxes & support CARTA just to get the part put in over Johns Island to complete it.)**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley/Parkwood Estates

**It would be tremendous benefit to traffic flow, better storm evacuation routes. Island access to Downtown. Please move forward with I-526! Twenty five years too long.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley/Stone Park

**Would help with Savannah Hwy. traffic.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley/Stone Park

**We would willing traffic on US 17 & Hwy 61.**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley/Beachcroft

**Depends on location & reason for the road, we need bike lanes and safer ways to bike to downtown.**

Refer to Chapter 2, Section 2.1

West Ashley/Westwood

**I would redirect traffic from other areas.**

Refer to Chapter 2, Section 2.1

West Ashley/Westwood

**It would be foolish not to complete the connector to West Ashley. This would be the most effective way to move traffic from Folly, James Island & Johns Island should an evacuation become necessary.**

Refer to Chapter 6, Section 6.1 of the DEIS

James Island/Lawson Bluff

**Beneficial because you could go from US-17, to the Connector on James Island. Children are in school downtown and doctors on James Island.**

Refer to Chapter 6, Section 6.1 of the DEIS

James Island/Ashley Harbor

**I can't expand along Kineston. Let's accommodate E. James Island has too much traffic & people need to be able to easily access Johns Island for further growth.**

Refer to Chapter 6, Section 6.1 of the DEIS

James Island

**Alt. 11 looks like the best solution; please keep Riverland Drive and River Rd. rural. This is the beauty that we need to preserve. It will help reduce and dispense traffic congestion. The road must not interfere with existing neighborhoods! Road must not cause negative affect on home values in area! Road does add additional exit route in case of emergency which is needed in Charleston.**

Refer to Chapter 6, Section 6.1 of the DEIS

James Island/Riverland Terrace

**If I were given the chance, I would not build this road.**

Refer to Chapter 5, Human Environment of the DEIS

West Ashley/Stiles Point Plantation

**I would be detrimental to traffic and the disruption of marsh ecosystem.**

Refer to Chapter 5, Human Environment of the DEIS

Johns Island/Riverland Terrace

**Will disperse traffic flow from the current roads, safer/more efficient access from islands. Traffic volume will increase whether or not the road is built!**

Refer to Chapter 2, Section 2.1

Johns Island

**It would be beneficial because of less travel time. Let's have some action! Wouldn't Alt. #10 be better than all the spurs, going thru James Island County Park and Dill Sanctuary? Perhaps less expensive!**

Refer to Chapter 6, Section 6.1 of the DEIS

West Ashley

221. Completion of the Mark Clark would be of benefit to me (Alt#10). Refer to Chapter 6, Section 6.1 of the DEIS. James Island.


223. East access to medical care and emergency care when minutes are crucial. Noted. Johns Island/Seabrook Island.


227. It would cut many miles off trips to North Charleston. It would decrease traffic on I-526. It would complete the beltway route around Charleston, giving alternative routes in case of bad weather or hurricanes. Refer to Chapter 5, Natural Environment, of the DEIS. James Island/Riverland Terrace.


231. It would be easier access to James Island and less traffic on Hwy. 17. Noted. West Ashley.


236. It would open up Johns Island up to unwanted/unneeded development. Noted. Johns Island.


238. Additional traffic from West Ashley side would further constrain rush hour. Why don't we first address the flooding at the very high tides on Harborview at the Connector? Refer to Chapter 2, Section 2.1 of the DEIS. James Island/Clearview.


240. We are not crossing ground for Kiawah & Seabrook. We are a community. Detrimental due to noise pollution, harm rural nature of island; front entrance to Johns Island looks of marsh; disrupt established homes. Refer to Chapter 5 of the DEIS. Johns Island.

241. Personally, I don't know that it would use it much. Therefore, I'd have to say detrimental. Noted. West Ashley/Carolina Terra ce.

242. The best thing about James Island is the abundance of marsh and wildlife. This project would seriously deteriorate this. 3SM improvements would be great. Refer to Chapter 6, Natural Environment, and Chapter 3, Section 3.7 of the DEIS. James Island/The Regatta.

243. 526 extension would be a disaster. Refer to Chapter 6, Section 6.1 of the DEIS. West Ashley.

244. Traffic on Savannah Hwy. is about as bad as it can be. It will not improve with this project. Johns Island will lose its charm. (I have no property on Johns Island). Refer to Chapter 2, Section 2.1 of the DEIS. West Ashley/Parkwood Estates.

245. There are lots of roads and highways in Charleston and yet traffic continues to be an issue and grow as a problem. Widening roads and adding more roads does not solve the problem. We need reliable, efficient, effective public transportation in the form of linked metro and bus systems. Refer to Chapter 3, Section 3.6 of the DEIS. West Ashley.

246. Noise, pollution. We are just fine in those beautiful areas. Don't run it just so people can get from A to B faster! Refer to Chapter 5 of the DEIS. Johns Island.

247. Detrimental to rural Johns Island. Increased density of Charleston population. I think it will be a waste of money, ruin the regional environment and spoil the characters of the area. Refer to Chapter 5, Sections 5.3 and 5.4 of the DEIS. Johns Island/Stoneo Pointe.

248. Laurel Park would become a drive through. It would be unsafe for grand- children. Refer to Chapter 5, Section 5.4 of the DEIS. James Island/Laurel Park.

249. Detrimental to rural Johns Island. Increased density of Charleston population. I think it will be a waste of money, ruin the regional environment and spoil the characters of the area. Refer to Chapter 5, Section 5.4 of the DEIS. Johns Island/Stoneo Pointe.

250. Current noise level is unbearable. Any expansion requires a sound barrier for my neighborhood. Refer to Chapter 5, Section 5.3 of the DEIS. West Ashley/Beaufort.

251. I don't need anymore traffic; than we already have!!! Noted. West Ashley.

252. Noise, destruction of roads, lands and wetlands. Alt #10 best choice. Refer to Chapter 6, Section 6.1 of the DEIS. James Island/Forest. Island.

253. It would cause more development and overloads already congested roadways. Would not help with evacuation. Refer to Chapter 2, Section 2.1 of the DEIS. James Island.

254. There is nothing in your information about the West Ashley area. All your plans and alternatives are concerned with Johns and James Islands. This road would be harmful to four neighborhoods (Oakland, Stevens Creek, Battery Haig, and Waterway South) with noise, trash, air pollution, and property values. I-526 is not a safe road due to poor conditions causing accidents and too much traffic already. Refer to Chapter 5, Human Environment, of the DEIS. West Ashley/Waterway South.

255. It would bring more traffic and noise: burt wetlands. Refer to Chapter 5 of the DEIS. James Island/Stoneo Boulder.

256. It would block views, bring noise. It was coming when I bought the lot. What can I do? Refer to Chapter 5, Sections 5.3 and 5.4 of the DEIS. West Ashley/Battery.

257. Kill the goose that lays the golden egg! Noted. Johns Island.

258. It would be detrimental because already too many people. Noted. Johns Island.

259. It would increase already congested roads, destroy natural areas/wetlands, would change population and the way of life on James and Johns Island. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. James Island/The Peninsula.

260. It would increase already congested roads, destroy natural areas/wetlands, would change population and the way of life on James and Johns Island. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. James Island/The Peninsula.

261. River Rd. in the north is not able to handle the traffic this project will create. The need for the traffic to be moved further out 175’s near Red Top. Traffic will increase on River Rd. with I-526 unless the speed limit and size of vehicle are limited and a scenic road designation is given to River Rd. Refer to Chapter 2, Section 2.1 of the DEIS. Johns Island/River Rd. N.

262. There is nothing in your information about the West Ashley area. All your plans and alternatives are concerned with Johns and James Islands. This road would be harmful to four neighborhoods (Oakland, Stevens Creek, Battery Haig, and Waterway South) with noise, trash, air pollution, and property values. I-526 is not a safe road due to poor conditions causing accidents and too much traffic already. Refer to Chapter 5, Human Environment, of the DEIS. West Ashley/Waterway South.

263. Not sure the need to justify the project- but do the least damage James Island County Park. Refer to Chapter 2, Section 2.1 of the DEIS. James Island/Bayfield/Creek Point.

264. Destruction of wetlands tops the long list of reasons project is detrimental. Refer to Chapter 6, Section 6.3 of the DEIS. James Island/Riverland Terrace.

265. Too much traffic already; new office condos being surveyed next to Nativity Church, sight More accidents and big billboards to come, too many speeding, lots of people try to turn right off of Camp Rd causing accidents. Lots of left- turn accidents everywhere. Too many people turning onto it from Folly. Refer to Chapter 5, Natural Environment, of the DEIS. James Island/Riverland Terrace.
It would lead to increased traffic, more accidents, harder to get to Connector; not enough natural choice to slow traffic, current connection not wide enough to get on & off with heavy traffic; Calhoun St. not wide enough; No interchange for Riverland; Folly & Harbourview are already over used; need more interchanges or Johns Island; four lanes will not be wide enough for my alternative; and 8 lanes at interchanges and correct exit loops without oncoming traffic. Refer to Chapter 2, Section 2.1, and Chapter 3, Section 3.12 of the DEIS. James Island
265 It will lead to unwanted further development. Refer to Chapter 5, Section 5.2 of the DEIS. James Island/Riverland Terrace
266 It will bring noise on I-526 with added traffic. Refer to Chapter 9, Section 9.3 of the DEIS. James Island/Ashley Harbor
267 It would be detrimental to home and property. Refer to Chapter 9, Human Environment, of the DEIS. James Island
268 It would have a negative impact on James Island Park and neighborhood. Bring noise pollution. These areas of James Island are beautiful, quiet, natural. Please don't build a highway here. Traffic here is not bad. Spend the money on Public Transportation Refer to Chapter 3, Section 3.6 and Chapter 5 of the DEIS. James Island/Clearview
269 Johns Island cannot handle this kind of traffic. NW/NE if any, I would choose none if I had a choice. Refer to Chapter 6, Section 6.1 of the DEIS. Johns Island/Cane Island
270 The noise level from I-526 is too much for our neighborhood. We need noise barriers now from the current traffic patterns. New roads/more noise. Refer to Chapter 5, Section 5.3 of the DEIS. West Ashley/Ashley harbor
271 Detrimental to vista. Environmental changes. Quality of Life Refer to Chapter 8 of the DEIS. Johns Island/Shoreline Farms
272 Detrimental because all Maybank & Main roads will have to be widened and will destroy a lot of property. Refer to Chapter 3 of the DEIS. Johns Island/My business is on Maybank live in Charleston
273 Environmental impacts and more connector traffic. Refer to Chapter 5 of the DEIS. James Island/ The Peninsula on James Island
274 This depends on the Alternative route that is chosen. Hopefully it will be beneficial Noted James Island
275 Depends on where you put the new road Noted James Island/Shorewood/ Woodland Shores Dr.
276 Will not improve traffic. Two costly; too close to my home/neighborhood. Refer to Chapter 2, Section 2.1, and Chapter 5, Human Environment, of the DEIS. James Island
277 Detrimental because it will allow more traffic onto an already overly congested Folly Road. Refer to Chapter 2, Section 2.1 of the DEIS. James Island
278 Kills the environment and creates new bottlenecks. Refer to Chapter 5, Natural Environment, and Chapter 2, Section 2.1, of the DEIS. Johns Island
279 Detrimental for having I-526 over homes/parks. Widening other roads would suffice. We have an acute need for sidewalks and bike lanes. Refer to Chapter 3, Section 3.5 of the DEIS. James Island
280 Believe that All #10 would be the least detrimental. Refer to Chapter 8, Section 8.1 of the DEIS. Gadsden Retirement
281 As long as it would be minimal impact to traffic and include bicycle paths. Refer to Chapter 4, Section 4.1, of the DEIS. James Island/Clearview
282 Depends on layout. Roadway should not wrap around Headquarter’s Island and cut thru James Island Park! Refer to Chapter 3, Section 3.12 of the DEIS. Johns Island/Headquarters Island
283 It is both detrimental and beneficial. Road is needed for convenience & to pull traffic off River Rd. but concerned about traffic noise, views and property value. Refer to Chapter 5, Human Environment, of the DEIS. Johns Island/River Road
284 If building a new highway, please make sidewalk for pedestrian walking. Refer to Chapter 3, Section 3.12 of the DEIS. West Ashley
285 Depends where you build it Noted West Ashley
286 Increases in traffic on James Island and increase readouts to Johns Island. More Traffic. More Congestion, more noise. Refer to Chapter 2, Section 2.1 of the DEIS. James Island/Battery Point
287 Detrimental because of noise; wild life disturbance; view disturbance. Refer to Chapter 5 of the DEIS. West Ashley
288 Detrimental to the beauty animals. I hate to see it looking like Mt. Pleasant and North Charleston. James Island has already lost its beauty. It is Sad! Refer to Chapter 5 of the DEIS. Johns Island
289 The highway passes through our back yard! I trust you will buy our custom built home and relocate us. Refer to Chapter 5, Human Environment, of the DEIS. Charleston
290 Detrimental because of traffic & congestion. I’ve seen an increase over the years. Refer to Chapter 2, Section 2.1 of the DEIS. West Ashley/Ash Harbor
291 Damage to wetlands & bald eagle habitat, destruction of view, creation of an explosive problem at the foot of James Island connector and Calhoun St. Refer to Chapter 5, Natural Environment of the DEIS. Johns Island/Headquarters Island
292 Would bring more traffic. James Island and County park affected. People moving here are creating the problems it seems that they want to get away from! Refer to Chapter 5, Natural Environment of the DEIS. Johns Island/Clarks Point
293 It will ruin the park at James Island; bring too many cars, garbage & crime; environmental damage. Why do we need any extension off of I-526? Not Denny the permit. Beach congestion driving to Folly Beach. Refer to Chapter 5 of the DEIS. Johns Island/River Point Plantation
294 Too much traffic, pollution, crime & environmental damage. Refer to Chapter 5 of the DEIS. James Island/Cross Creek
295 We believe the bridge would not be good for the beauty and heritage of the islands. Refer to Chapter 5 of the DEIS. James Island
296 The noise level is so high now because of I-526. If the I-526 widened, we will be forced to move because of the excessive noise we will experience. Refer to Chapter 5, Section 5.3 of the DEIS. West Ashley/Ashley Harbor
297 Increased noise, traffic, air pollution few trees, substantially lower aesthetic appeal-the further it is located from my neighborhood the better. Refer to Chapter 9, Human Environment of the DEIS. West Ashley/Wildwood Townhomes
298 Traffic on James Island Connector would have too many cars. It can not handle more traffic. Refer to Chapter 4, Section 4.1 of the DEIS. Johns Island
299 Detrimental because it will bring development and mostly allow traffic to pass thru James Island instead of W. Ashley. Refer to Chapter 2, Sections 2.1 and 5 of the DEIS. Johns Island/Old Orchard
300 Don’t need one. Noted James Island
301 Too much traffic; increased pollution, more sitting at lights. Refer to Chapter 2, Section 2.1 of the DEIS. James Island
302 Detrimental because it will encourage development. Refer to Chapter 5, Section 5.2 of the DEIS. Johns Island
303 Detrimental because of overload of traffic with further development of Johns Island environmental impact is too much Refer to Chapter 5, Sections 2.1 and 5 of the DEIS. Charleston/Riverland Terrace
Would be less than 500' to our home. Destruction of wetland, water quality. We already have a trash issue from Maybank. Would not serve enough purpose to warrant cost. Notes and light, view from our home would dramatically be affected. The list goes on. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. Johns Island/The Point at Headquarters.

Don't know I'm too old to care, I don't get out that much anymore. Noted James Island.

Changes in traffic patterns, altered views loss of sense living on Island, impact to Sensitive habitats and wildlife, impact to small pockets of rural and local communities, would encourage fast food restaurants. The reasonable alt. do not need to change traffic on the connector & how one connects to 17, cross town, or Cæcilia St. Connection to 17 is already super dangerous. Don't let our island look like Mt. Pleasant or new development on either side. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. James Island/Dove Run.

It's unnecessary to build another expressway bridge. There is already a new four lane bridge across the Stono. Just widen existing roads. (Central Park, Riverland, Maybank and River Rd.) We do not need two bridges going the same places. Waste of tax dollars Refer to Chapter 3, Section 3.5 of the DEIS. James Island/Riverland Dr.

It will bring increased traffic and speeding on side streets Refer to Chapter 2, Section 2.1, of the DEIS. James Island/Bayfront Sub.

Also, noise, pollution, property values. If you have to have an extension than AIB 2 may be my pick. Refer to Chapter 6, Section 6.1 of the DEIS. James Island/Stono Terrace.

Improving existing roads would suffice. New road would disrupt the rural area of Johns Island. Refer to Chapter 3, Section 3.5 of the DEIS at Rushland Landing.

Would only encourage development, just as it did on James Island and ruin the character of the Island! Refer to Chapter 5, Human Environment of the DEIS. Johns Island.

I would run the high living quality of the Island. While we already have a very quick commute downtown, No need for new road let alone a highway. Noted James Island.

It would allow even more development which would make all the roads more crowded. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. West Ashley.

It will dump more cars onto Folly. Use the money to fix existing roads. Refer to Chapter 3, Section 3.5 of the DEIS. James Island.

We are already overrun with traffic, we want to preserve the wildlife and marshes! Please don't increase the flow. Refer to Chapter 2, Section 2.1, and Chapter 5, Natural Environment of the DEIS. James Island.

We are apposed to any I-526 expansion/extension we don't want to see a Mark Clark Expressway here. Refer to Chapter 2, Section 2.1, of the DEIS. James Island/Old Orchard.

It is a bad idea, ruin our pace. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. James Island.

Too congested already. New roads would bring more development. Danger to wild life and ecology. If I could pick a plan I would pick Alternative # 10- but I prefer no road. Refer to Chapter 6, Section 6.1 of the DEIS. Johns Island.

Growth is a killer to all habitats and resources. It pollutes and causes congestion and smog. Leave us alone, we do not want to be like Columbia. Wondering who benefits? Not the residents. Note: our waterways, their inhabitants and animals are Important, Stay away from James Island Connector. We have enough traffic routes. Refer to Chapter 5, Natural Environment of the DEIS. James Island/Tidalview.

I live on James Island and work in W. Ashley. Would not take 526 even if built; traffic is not bad here at all. Don't need 526! More roads = more people! Noted James Island.

Growth is a threat to all habitats and resources. It pollutes and causes congestion and smog. Leave us alone, we do not want to be like Columbia. Refer to Chapter 5 of the DEIS. James Island/Lawton Bluff.

It's not needed, better options, noise. Widen existing roads if needed. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. Johns Island.

More Traffic. Johns Island has always been rural, that's part of its charm, why would you want anything to change that? Noted Johns Island.

Detrimental-Too much growth. Noted James Island.

It will increase traffic on already crowded arteries. Refer to Chapter 2, Section 2.1, of the DEIS. James Island/Riverland Terrace.

Detrimental because it will bring traffic and speeding on side streets Refer to Chapter 2, Section 2.1, of the DEIS. James Island.

We are already overrun with traffic, we want to preserve the wildlife and marshes! Please don't increase the flow. Refer to Chapter 2, Section 2.1, and Chapter 5, Natural Environment of the DEIS. James Island.

Depending on where it goes. It should not encroach on park. Noted James Island/Riverland Crossing.

Detrimental because it would bring in more development; not be good for the environment; cause more traffic, not less. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. Charleston.

I live on James Island and work in W. Ashley. Would not take 526 even if built; traffic is not bad here at all. Don't need 526! More roads = more people! Noted James Island.

Growth is a threat to all habitats and resources. It pollutes and causes congestion and smog. Leave us alone, we do not want to be like Columbia. Refer to Chapter 5 of the DEIS. James Island/Lawton Bluff.

It's not needed, better options, noise. Widen existing roads if needed. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. Johns Island.

Growth is a killer to all habitats and resources. It pollutes and causes congestion and smog. Leave us alone, we do not want to be like Columbia. Refer to Chapter 5 of the DEIS. James Island/Lawton Bluff.

Too many cars, noise. All this would destroy our Islands and just look at Folly near cost. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. Johns Island.

Detrimental-Uncontrolled growth to Johns Island. Refer to Chapter 5, Sections 5.2 and 5.4 of the DEIS. Johns Island.

If you build it, they will come! Bigger roads just encourage more development. The DEIS are supposed to any 1-526 expansion/extension we don't want to see a bridge in our view of the Stono River. Refer to Chapter 5, Sections 5.2 and 5.4 of the DEIS. West Ashley/Edgewater Park.

Detrimental because it affects too many residential/business properties. Refer to Chapter 9, Section 9.5 of the DEIS. Johns Island.

Too congested already. New roads would bring more development. Danger to wild life and ecology. If I could pick a plan I would pick Alternative # 10- but I prefer no road. Refer to Chapter 6, Section 6.1 of the DEIS. Johns Island/Summertrees.
We already have 2,000 cars cut thru our neighborhood in 24 hrs! It would increase with the new roads. Children and pets have been hit by speeding cars. We would have to get speed bumps or something to deter traffic from cutting thru.

Detrimental-Too much congestion/traffic. Refer to Chapter 2, Section 2.1, of the DEIS. Noted Johns Island/Cedar Springs

Detrimental because of increase of vehicles, impact on Stono River & Marsh would be negative. Priority fix the roads we have for traffic flow and safe surfaces.

The proposed road is too disruptive to the natural habitat and would invite more traffic. Thank you for soliciting input.

Traffic will not be solved. More public transportation! Refer to Chapter 2, Section 2.1. Noted James Island/Lawton Bluff

Road improvements provide short term relief but encourage higher density. Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. James Island/Whitehouse Plantation

Alternative 1A, 1B & 1C would destroy scenic areas of James Island and the revenue they bring to the CCPDC. Take my home but not my parks! Refer to Chapter 2, Section 2.1, of the DEIS. Lakeside

It would bring too much non-needed traffic.

Alternative-Noise pollution, destruction of biotope. We will end up looking like the airport.

It would encourage more building.

No I-526 on James Island, Johns Island. Noted James Island/ St. James Subdivision

We have enough roads. Reopen Beaufort, then finish I-526 to Savannah Hwy. for another (Hurricane) evacuation route. Do not widen Harborview Rd. Don't care what anyone says, it's a mistake! Refer to Chapter 2, Section 2.1, of the DEIS. Noted James Island/Lawton Bluff

We have no upgraded roads. Will not support expressway. It will just make more problems. Upgrade Bosket, Main Rd., Maybank Hwy. then build expressway across James Island. Refer to Chapter 3, Section 3.5 of the DEIS. Noted Johns Island/Winnsboro Lakes

Leave it as it is. People in every part of the world have to live with traffic. Once you start running natural habitat it is the cancer and the spread will continue.

Refer to Chapter 5, Natural Environment, of the DEIS. Noted Johns Island/ camping Rd.

Traffic would double. I also go to the County Park daily and would hate to see it ruined by traffic.

Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. Noted James Island/Camp Rd.

If you build it they will come. We have enough roads. Major roads, such as I-526 through Johns Island would be a relic in 20 years, is a waste of money, and is based on principles & planning that are 30+ years old. Connecting I-526 to other areas will create traffic congestion, increase with the new roads. Children and pets have been hit by speeding cars. We would have to get speed bumps or something to deter traffic from cutting thru.

Refer to Chapter 4, Section 4.1, and Chapter 5 of the DEIS. Noted James Island/Lawton Bluff

Stop the over development of our Island. Refer to Chapter 5, Natural Environment, of the DEIS.

Refer to Chapter 2, Section 2.1, of the DEIS. Noted James Island/Lawton Bluff

Refer to Chapter 2, Section 2.1. No I-526 on James Island, Johns Island. Noted James Island/ lawn Bluff

Refer to Chapter 6, Section 6.1 of the DEIS. Noted James Island/Riverland Dr.

Refer to Chapter 6, Section 6.1 of the DEIS. Noted James Island/Riverland Terrace

Refer to Chapter 6, Section 6.1 of the DEIS. Noted James Island/ Seabrook Retirement Community

Refer to Chapter 6, Section 6.1 of the DEIS. Noted James Island/Lawton Harbor

Refer to Chapter 6, Section 6.1 of the DEIS. Noted James Island/Lawton Terrace

Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. Noted James Island/Stono Edge of Woodland Shores Facing Marsh

Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. Noted James Island/Lynwood

Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS. Noted James Island/Lawton Bluff

Refer to Chapter 5 Human Environment, of the DEIS.

Refer to Chapter 5 Human Environment, of the DEIS. West Ashley/Air Harbor Subdivision

Refer to Chapter 5 Human Environment, of the DEIS.

Refer to Chapter 5 Human Environment, of the DEIS. West Ashley/Air Harbor Subdivision

Refer to Chapter 6, Section 6.1 of the DEIS. Noted James Island/Battery Point

Refer to Chapter 6, Section 6.1 of the DEIS. Noted James Island/St. James Plaza Apts. off of Harborview Rd.
Chapter 7

Road improvements would be beneficial but not necessarily new roads. Add bike/ped. lanes, shuttle transport, etc. Add lanes, sidewalks, crosswalks, bike and ped. lanes where possible, widen on stretches of Maybank, Bohicket and Main Rd. where possible.

Refer to Chapter 3, Section 3.6 and 3.7 of the DEIS.

James Island/Riverland Terrace

We live in a developed area with no space for a new road. 1-lane road would not benefit me. Noted

James Island

Detrimental because it would be safer, better evacuation route, reduce congestion on 17, Folly, Main and Maybank. Noted

Bohicket and Folly, are too crowded and dangerous they need to be replaced and connected to i-526. Refer to Chapter 4, Section 3.2 of the DEIS.

Johns Island/Seabrook Island

Prevent traffic problems on Kerisson Parkway from bridge. Noted

Johns Island/Seabrook Island

Detrimental-More traffic, too much construction, destruction of natural areas. Noted

West Ashley/Citadel Woods

But need a stoplight at Citadel Mall entrance Noted

James Island

Detrimental-noise, and it takes away privacy and quietness. Refer to Chapter 6, Human Environment, of the DEIS.

West Ashley/Citadel Woods

Detrimental-More traffic, too much construction, destruction of natural areas. Noted

Johns Island/Seabrook Island

Detrimental because it would bring safety for the workers on Kiawah/Seabrook. Enhance capability for Seabrook to have full time residents that work in Charleston.

Refer to Chapter 6, Natural Environment, of the DEIS.

West Ashley

Detrimental because the roads on and heading off of Johns Island are dangerous and too crowded. Noted

Johns Island/Seabrook Island

Detrimental because it would enhance safety, more cost effective than widening existing roads. Noted

Johns Island/Seabrook Island

Travel safety. These are not as important as lives. Road changes should have started years ago.

Johns Island/Fenwick Commons

Detrimental-More traffic, too much construction, destruction of natural areas. Noted

Johns Island/Fenwick Commons

Detrimental-Environmental impact, increased development in natural areas, more traffic. Refer to Chapter 6, Section 2.1, and Chapter 5 of the DEIS.

West Ashley

Beneficial because it would reduce traffic congestion. Noted

West Ashley/Northbridge Terrace

Detrimental-Traffic, see map, City of Charleston, exiting onto Calhoun St. Noted

James Island/Lawton

Beneficial for safety, evacuation, relieve congestion. Noted

Johns Island/Seabrook Island

It would change the character of James Island, destroy habitat, encourage additional development, habitat loss, doesn’t address issues at other intersections. (Folly & 17) for commercial traffic. Do not have an adequate range of alternatives at this point; too narrow as courts have demonstrated in the past - same for purpose and need. Need to include alternative between no action and freeway. Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 and Chapter 5 of the DEIS.

Johns Island/Bay View

Detrimental-More traffic. Noted

James Island/Lake Frances

It would ruin marsh and vista views. Refer to Chapter 6 of the DEIS.

Johns Island

Detrimental: Maybank Rd-Yes, Wappoo Drive-No Noted

James Island

Beneficial because current roads are too dangerous and not adequate to accommodate the current traffic levels.

Johns Island/Seabrook Island

Reduce Savannah Hwy Traffic. Noted

West Ashley/Spirt Drive

Complete i-526 to James Island, Folly Road should have a parallel road to Folly Island or the road widened to 6 lanes. Also, Highway 61 needs a four lane road to the Summerville area. It would give us better access to James Island. Refer to Chapter 3, Section 3.2 of the DEIS.

West Ashley/ Northbridge Terrace

Please do not put this road near my neighborhood, Meridian Place Townhomes on James Island, between Riverland Drive and Folly Road. I do not have much, but I do have my small townhouse. I am an owner not a renter. I greatly value the relative peace and quiet.

Refer to Chapter 3, Section 3.12 of the DEIS.

James Island/Place Townhomes

It would help relieve traffic on Hwy. 17 S. & Maybank Hwy., assist in & out of town during rain hour. Noted

West Ashley

It would ruin views; destroy green space and add noise and traffic. Refer to Chapter 5 of the DEIS.

West Ashley

Traffic is becoming unbearable. 1-lane road needs to be completed. Noted

James Island

It will help cut down traffic on Bohicket Road. Noted

Johns Island/Seabrook Island

It would provide improved access to James and Johns Island Noted

Johns Island/Seabrook Island

Beneficial-Safe Access Noted

Johns Island/Seabrook Island

It would reduce congestion on James and Johns Island Noted

Johns Island/Seabrook Island

It would increase safety, would protect and preserve beauty of Bohicket & River Roads Noted

Johns Island/Seabrook Island

Detrimental because it would bring more traffic onto James Island. James Island connection will be a parking lot with only traffic light. Refer to Chapter 2, Section 5.1 of the DEIS.

James Island/Harborside

It would lower traffic, density in West Ashley & also provide rapid route to James Island Noted

Ashley Harbor

We are always driving 3 sides of a triangle to get around Charleston. It will have on gas, pollution and time/faster travel times and less cars on the road. Noted

Johns Island/Seabrook Island

Property values could decrease, bring noise and more pollution. Refer to Chapter 6, Human Environment, of the DEIS.

West Ashley

Beneficial-Safety, less road congestion. Noted

Johns Island/Seabrook Island

Safe travel from the city on a daily basis to Kiawah & Seabrook Island. Noted

Johns Island/Seabrook Island

More drugs & traffic no way to control who comes onto the Island. Folly Rd already a nightmare during hurricane evacuation. You have a terrible situation already why add more congestion? Use a joint grant to put in a lane for joggers, bicyclists, mopeds, golf carts, & motorcycles from downtown to Folly. Noted

James Island/Whitehouse Plantation