

Agency	Date	Comment	Response	Document Location
Scoping Comments				
Charleston County Park and Recreation Commission	23-Apr-08	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		Refer to Chapter 3, Section 3.2
U.S. Fish and Wildlife Service	24-Jan-08	The following issues should be addressed in the EIS:• Clear purpose and need analyzing corridor deficiencies in the existing transportation system; • T&E survey;• Range of corridor alternatives to include improvements to existing road ways, 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	Agency Coordination Team was not implemented for this project	Refer to Chapter 2, Chapter 5, Sections 5.5, 5.20, 5.22; Chapter 3, Section 3.2; and the Draft 4(f) Evaluation
SCDHEC-Bureau of Water	14-May-08	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.		Refer to Chapter 5, Sections 5.20 through 5.24
US Fish and Wildlife Service	23-Apr-08	Please consider comments submitted by the Service in previous EIS development of this project.	Noted.	
		The Service would like all parties to approve future modifications of the draft coordination plan.	Noted.	
		Considerable attention to all potential alternatives should be given in the EIS.		Refer to Chapter 3, Section 3.2
		The purpose and need of the project may be fulfilled through the redevelopment of the existing road network.		Refer to Chapter 2, Section 2.1; Chapter 3, Sections 3.2 and 3.5
National Oceanic & Atmospheric Administration	12-Jun-08	Examine indirect impacts from resulting development on Johns Island.		Refer to Chapter 5
		Examine a broad set of alternatives that includes existing roadways and power line easements.		Refer to Chapter 3, Section 3.2
		Thoroughly map each alternative with wetland information in GIS format to be shared with agencies.		Refer to Chapter 5, Section 5.20
		Broadly scoped alternatives including those submitted by stakeholders		Refer to Chapter 3, Section 3.2
		Impacts to wetlands should be described with mitigation/monitoring plan.		Refer to Chapter 5, Section 5.20
		Formal functional assessment of wetland impacts and mitigation should be included.		Refer to Chapter 5, Section 5.20
		Include an essential fish habitat assessment.		Refer to Chapter 5, Section 5.21

		Purpose and need should be well-researched and not based on an expansion planned decades ago.		Refer to Chapter 2
		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
Purpose and Need Comments				
SCDHEC-OCRM	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.		Refer to Chapter 5, Section 5.20
SC Department of Natural Resources	23-Oct-08	Alternatives other than new road construction should be considered such as improvements to existing roads and improving travel efficiency.		Refer to Chapter 3, Section 3.2
		Evaluation criteria should be applied to all alternatives equally, including alternatives other than construction on new alignment.		Refer to Chapter 3, Section 3.3
		Consideration should be given to construction methods and roadway designs that avoid and minimize environmental impacts.		Refer to Chapter 3, Section 3.10 and Chapter 6, Section 6.6
SCDHEC-Bureau of Water	24-Oct-08	Add to the listed purposes that "the purpose is to improve safety and enhance mobility in the West Ashley, Johns Island and James Island areas of Charleston."		Refer to Chapter 2, Section 2.2
		Table 1.X should be geographically specific concerning VNT projections		Refer to Chapter 2, Section 2.1
		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
		Equal consideration should be given to alternatives that are not construction on new location.		Refer to Chapter 3, Section 3.2
		Water quality information should include total daily maximum load status		Refer to Chapter 5, Section 5.15
		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
National Oceanic & Atmospheric Administration	21-Oct-08	Purpose should not be based on expanding the roadway simply because it was the design decades ago.		Refer to Chapter 2, Section 2.2
		Alternatives other than new road construction should be considered such as improvements to existing roads and improving travel efficiency.		Refer to Chapter 3, Section 3.2
		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
		Evaluation criteria should be applied to all alternatives equally.		Refer to Chapter 3, Section 3.3
		Thoroughly describe and evaluate unavoidable impacts.		Refer to Chapter 5
Charleston County Park and Recreation Commission	29-Oct-08	Preliminary routes considered do not minimize impacts to the park in the areas of wetlands, habitat, water quality, and archaeological sites.		Refer to Chapter 3, Section 3.2
		All routes should be evaluated equally.		Refer to Chapter 3, Section 3.3
		Evaluation criteria should give equal consideration to Section 4(f) properties, wetlands, habitat, water quality, and archaeological sites.		Refer to Chapter 3, Section 3.1 and Chapter 5
		Mapping of constraints does not show a civil war artillery embankment on park property.	Archaeological sites are not shown due to their sensitivity.	
U. S. Environmental Protection Agency	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 3.2; Chapter 2, Section 2.2

		Provide detailed descriptions and analyses of alternatives other than road construction that improve safety, capacity, and mobility.		Refer to Chapter 3, Section 3.2
		Evaluate the population distribution for 2030.		Refer to Chapter 2, Section 2.1.1.1
		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.	Hurricane evacuation was not considered a need for this project.	
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 NWI 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 be 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	In the alternatives analyses, natural data gaps were arbitrarily chosen instead of thoroughly reviewing and comparing impacts. Suggest identifying the highest ranged alternatives based upon the least environmentally damaging or most beneficial for each criteria.		Refer to Chapter 3, Section 3.3
		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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Agency	Date	Comment	Response	Document Location
Scoping Comments				
Southern Environmental Law Center	25-Apr-08	The CCL has developed an alternative through Glatting 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.	The suggested alternative became Alternative 19.	Refer to Chapter 3, Section 3.2
		Cost effective alternatives should be given consideration in light of DOT budget shortfall.		Refer to Chapter 3, Section 3.2
		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.
		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 2, Section 2.1 of the DEIS.
		The EIS should consider direct, secondary, and cumulative impacts.		Refer to Chapter 5 of the DEIS.
Purpose and Need Comments				
Southern Environmental Law Center	23-Oct-08	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.
		Delete reference to hurricane evacuation as a purpose.	Hurricane evacuation was not considered a need for this project.	
		The project history section biases the EIS in favor of highway expansion.		Refer to Chapter 1, Section 1.2
Public Information Meeting #1 Comment Period				
The Charleston Museum	16-Dec-08	Remove from consideration roadways proposed that go through the Dill Sanctuary.	Noted.	
		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
		The roadways would impair ongoing scientific research, historical and archaeological research and educational programming.		Refer to Chapter 5 of the DEIS
		The roadways would diminish the property's use as a wildlife sanctuary.		Refer to Chapter 5 Natural Environment of the DEIS
City of Charleston	19-Dec-08	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.	The suggested alternative became Alternative 18 and then modified to become Alternative 36(F).	Refer to Chapter 3, Section 3.2
Southern Environmental Law Center	11-Dec-08	Evaluate SCCCL's alternative in the same manner as SCDOT's own alternatives.		Refer to Chapter 3, Section 3.3
		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
		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.		Refer to Chapter 5 Section 5.20 of the DEIS

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Southern Environmental Law Center	19-Feb-09	The SCCCL will remove redevelopment of the "West Ashley Bridge District" from the publicly-funded portion of its proposed alternative.	Noted.	
		SCDOT needs to provide the SCCCL the drawings of the proposed network streets for review prior to modeling.	Noted.	
		SCDOT needs to provide the SCCCL the new centroid locations on Savannah Highway as well as the coded network, TAZ data and zone map.	Noted.	
		SCCCL would like to review any changes to the specifics of the street cross-sections.	Noted.	
		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.	
		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
		How will safety be analyzed/quantified?		Refer to Chapter 2, Section 2.1 of the DEIS.
		How will the safety of pedestrians and cyclists be evaluated?		Refer to Chapter 2, Section 2.1 of the DEIS.
		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
		The "Johns Island Network" does not need to be included as a publicly-funded portion of the SCCCL alternative.	Noted.	
		SCDOT 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.	
SCDOT should use Synchro software and retain Hall Planning & Engineering, Inc. since SCDOT's Regional Transportation Model that will be used on the other alternatives will not adequately analyze the SCCCL alternative.	Noted.			
Southern Environmental Law Center	9-Jan-09	Please evaluate the New Way to Work proposal by SCCCL an alternative for the EIS.		Refer to Chapter 3, Section 3.2
		Not all properties need to be redeveloped, not all recommendations need to be implemented for the feasibility of the proposed alternative	Noted.	
		West Ashley recommendations: add center median; consolidate driveways; add secondary streets	Noted.	
		Johns Island recommendations: do not add a freeway crossing and interchange; construct the "pitchfork"; add secondary streets; walkable development	Noted.	
		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.	
Stakeholders' Meeting #2				
John Brumgardt for The Charleston Museum	4-Dec-08	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
James Larisey/Archfield Plantation	4-Dec-08	Either Alt 11A with Alt 15 interchange on Maybank or use existing bridge over Stono and then Alt 3 to the Expressway	Noted.	
Wayne Murrah/Sylvan Shores	4-Dec-08	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
Chris Dourado/ Shadowmoss	4-Dec-08	Alt 15 is best option because of least impacts to communities and wetlands		Refer to Chapter 3, Section 3.5
Elizabeth Warr/Parrot Bluff	4-Dec-08	Development and growth will affect rural areas; empties onto Connector and Calhoun St; improve existing roads		Refer to Chapter 3, Section 3.5

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Kristine Schmitz/Regatta	4-Dec-08	Need buffer for homes on Central Park		Refer to Chapter 5, Section 5.3 of the DEIS
Amy Fabri/IRE	4-Dec-08	Don't impact JI County Park and Dill Tract, save greenspace	Noted.	
Josephine Hamilton	4-Dec-08	Grid network and light rail; project hurts environment, wildlife		Refer to Chapter 3, Section 3.6 and Chapter 5 of the DEIS
Cynthia Nolen/Citadel Woods	4-Dec-08	Maintain the Greenway, no street widenings in Citadel Woods	Noted.	
Dale Aren/Edgewater Park	4-Dec-08	Opposes Alts 3 & 4, impacts marshlands, habitats, views		Refer to Chapter 3, Section 3.5
Public Information Meeting #2 Comment Period				
City of Folly Beach	28-Apr-09	The City of Folly Beach passed a resolution opposing proposed I-526 in favor of a less invasive alternative.	Noted.	
Town of Seabrook Island	28-Apr-09	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.	Noted.	
Kiawah Island Community Association	29-May-09	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").	Noted.	
City of Charleston	5-Jun-09	Mayor Riley can not endorse Alt 1 because it impacts the Dill Sanctuary.	Noted.	
		Mayor Riley can not endorse Alt 8 because it impacts the Dill Sanctuary and areas on Johns Island designated for "town center" type development.	Noted.	
		Mayor Riley likes the idea of not impacting the JICP but feels the impacts of a high speed expressway damage the character of James and Johns Islands.	Noted.	
		Mayor Riley can not endorse Alt 11 because it impacts areas on Johns Island designated for "town center" type development.	Noted.	
		Mayor Riley can not endorse Alt 11A for reasons stated above [for Alt 11].	Noted.	
		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.	Refer to June 29, 2009 letter from Limehouse to Riley	Appendix of the DEIS
The Charleston Museum	26-May-09	Opposes Alternatives 1 and 8 passing through the Dill Sanctuary.	Noted.	
		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.		Refer to Chapter 5 and Draft Section 4(f) Evaluation of the DEIS
Southern Environmental Law Center	5-Jun-09	The New Way to Work (NWTW) was rejected because of an improperly modeled factor of showing less hours of delay improvements on network links	Refer to June 29, 2009 letter from Limehouse to DeScherer	Appendix of the DEIS
		Tier 1 Criteria disadvantaged NWTW: discarded the alternative based on one factor when it would perform well for other criteria; analyses seems to show that NWTW was not even evaluated against other Tier 1 Criteria		
		NWTW access management strategies such as medians and redesign of access points were not considered		
		Modeling methods for regional transportation were used to model NWTW which is inadequate for modeling a network approach		
		Transportation benefits of NWTW have been ignored even though this is a Tier 1 criteria		
Privately-funded components on NWTW that are reasonably foreseeable should be evaluated				

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Stakeholder Comments

		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 1	Cost was evaluated in Tier II	
		SCDOT has engaged in early protective buying of property along previously identified alignments which biases the NEPA process		
Stakeholders' Meeting #3				
Comments written on alternatives board at May 27, 2009 meeting	27-May-09	Access needed to/from 526 to Highway 17 for any proposal.	Noted.	
		Do not like Alternatives that cross Dill Sanctuary or JI County Park.	Noted.	
		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
		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
		Prefer Alt. 10 than options that go through the JI County Park or the Dill Sanctuary.	Noted.	
		For Alt. 10 no impacts to 526 between Leeds Avenue and Sam Rittenburg.		Refer to Chapter 3, Section 3.12 of the DEIS
		Should be able to go in both directions on Spur B from Johns Island.		Refer to Chapter 3, Section 3.12 of the DEIS
John Lester/Marshes of Rushland Landing	29-May-09	Alts 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
Sharon Joyce/Waterway South	28-May-09	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 & 3.7 of the DEIS.
Steve Koenig	27-May-09	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
Chris Dourado/ Shadowmoss	27-May-09	Incorporate the southeast turn of 526 which clears Haig Pt (Alts 3 & 4) and blend it into Alt 8.		Refer to Chapter 3, Section 3.2
Josh Martin	27-May-09	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
John Brumgardt for The Charleston Museum	27-May-09	The Charleston Museum opposes the proposed roadways that cross the Dill Sanctuary and is neutral toward the project as a whole.	Noted.	

Mark Clark Expressway
Public Scoping Meeting

	Comment	Response
April 10, 2008		
Comment ID #		
1	When turning right from 526 onto Sam Rittenburg 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
2	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
3	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
4	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.
5	We need help now. Thinks the proposal would enable MUSC, 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.
6	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.
7	We should use the planning done and rights-of-way already obtained. "Environmental" 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.
8	Please get I-526 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
9	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 will expedite our destinations. We need all the routes possible with the increase in population. Let's save gas and get the traffic moving.	Noted.
10	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.
11	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.
12	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.
13	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.
14	Build the completion of Mark Clark as soon as possible. Will reduce traffic on James Island roads.	Noted.
15	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.
16	The Hwy 17 & 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.
17	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
18	Supports 526, however wants to know that Johns Island will remain beautiful & 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.
19	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.
20	Supports 526. Concerned about harming/ruining 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
21	Build the extension, it is needed on Kiawah & Seabrook, will also reduce congestion on Savannah Highway and Folly Road.	Noted.
22	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.
23	Build it. Start new roads to Kiawah from I-526. No ramps to Maybank Highway.	Noted.
24	Build the bridge. Great improvement for the traffic that has happened on Johns Island.	Noted.
25	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 & off the island. Please run I-526 through Johns Island.	Noted.
26	Please, just get this project completed - been waiting since the 1970's.	Noted.
27	Build it now! Complete what you started and obey the citizens of Charleston who voted specifically to complete 526!	Noted.
28	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.
29	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.
30	Build it now!	Noted.
31	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.
32	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.

Mark Clark Expressway
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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 agreement of the 526 extension. Development will continue with or without the extension. In 20 years the current roads across the Stono will not be able to handle the traffic. With limited intersection and (somehow) minimal environmental impact this could be a successful project. Other roads should be built and/or improved to make them more pedestrian & bicycle friendly.	Refer to Chapter 3, Section 3.12 of the DEIS
35	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 "self" - consider the future of the City.	Noted.
36	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
37	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 and N. Charleston.	Noted.
38	Completing the Mark Clark is a good idea. Surprised at how long it has taken to look in to continuing this last section.	Noted.
39	Expressway is long overdue. Big roads do not solve traffic problems. Create and study a plan that will fix the problems. Need better public transportation.	Refer to Chapter 3, Section 3.6 of the DEIS
40	Opposed to the extension of I-526. James and Johns Island are barrier islands (nature's 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 5 Natural Environment of the DEIS
41	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.
42	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.	Noted.
43	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, Sections 2.1 and 2.2. and Chapter 5 Natural Environment of the DEIS
44	Please do not continue 526 on James Island. There is not the infrastructure nor desire to have nor need a major highway. We are an overcrowded island and folks on 526 are going north anyway. No where for it to go!!!	Refer to Chapter 2 of the DEIS, Section 2.1.
45	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.
46	Strongly supports the Glattig 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 honest 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 2.1 and Chapter 3, Section 3.3 of the DEIS
47	Strictly opposed - a failure of a plan - what a crock of a meeting.	Noted.
48	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.
49	Do not build 526 for my children's sake. Allowing 526 to extend through one of the few remaining relatively unspoiled islands of Charleston, Johns Island, would be a crime. This traffic mess has been created by not being proper stewards of the environment. Say NO to special interests & YES to future generations.	Refer to Chapter 5 of the DEIS.
50	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.
51	Concerned about their property. Why not change the route to go down Main Road that already has a path cut through there and use current roads we have instead of cutting Johns Island in half and needed a wider sweep at a later point in time. Hates the way Myrtle Beach is developed and feels that Charleston is headed in the same direction.	Refer to Chapter 3, Section 3.2 of the DEIS
52	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 Harborview 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.
53	Why wasn't the land purchased in 1970, a plan made and this done with. No matter how you finish 526, James & Johns Island 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 & Harborview. Figure it out and get it done.	Refer to Chapter 2 of the DEIS, Section 2.1; and Chapter 3, Section 3.12.
54	More roads equals more traffic. 18 wheelers on JI Connector now and once I-526 is completed that will change - it will look like North Charleston. Building roads to alleviate traffic is like losing 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.
55	First choice - consider alternate route. Have I-526 bear right at Glen 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.

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56	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 - for safety purposes. 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.	Refer to Chapter 5 and Chapter 2, Section 2.1 of the DEIS.
57	Beltways Don't Work! Consider the No Build Alternative and use the funds to fix decaying infrastructure, complete rail/transit 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.	Refer to Chapter 2 of the DEIS, Section 2.1, Chapter 3, Section 3.3 and Chapter 5 of the DEIS.
58	Road need to be fixed on Lowland Lane. Where will the highway go and flow?	Noted.
59	Do a neighborhood study, environmental study is important but so are the neighborhoods. Because of where property is located concerned about declining property values.	Refer to Chapter 5 Human Environment of the DEIS.
60	Improve existing SC 30 exit ramp into downtown, connector to Hwy 17 at Crosstown. Improve Existing SC 30 exit at Folly Road - Cloverleaf Overpass. Improve Riverland Drive with turning lanes (where possible) and overpass at Grimball Road and new access to Folly Road before building 526.	Noted.
61	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?	Refer to Chapter 5 Human Environment, Chapter 2, Section 2.1, Chapter 3, Section 3.12 of the DEIS
62	Fix the roads, traffic lights, Riverland Central Park roads, create and study a plan that will also help traffic problems.	Refer to Chapter 3, Section 3.2 of the DEIS
63	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 61 vs. how it would be reduced by completion of I-526. Would putting as much of 526 on "stilts" 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?	Refer to Chapter 2 of the DEIS, Sections 2.1 and 2.2
64	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 pavements 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?	Refer to Chapter 2 of the DEIS, Sections 2.1 and 2.2.
65	Please consider including biking & pedestrian lanes.	Refer to Chapter 3, Section 3.12 of the DEIS
66	Please 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	Noted.
67	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.	Refer to Chapter 2, Section 2.1 and Chapter 5 Natural Environment of the DEIS
68	Be sure to include findings of academic scientists - Harvard, VE system, not simply government agencies.	Noted.
69	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.	Refer to Chapter 2 of the DEIS, Section 2.1.
70	Why let developers build on site that was proposed for Mark Clark (Think).	Noted.
71	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. Policy about taking single family homes is not right to build a highway.	Refer to Chapter 2, Section 2.1 and Chapter 5, Section 5.5 of the DEIS.
72	Whatever you do, do it right. Include bike/walking arrangements on new bridge if there is one.	Refer to Chapter 3 Section 3.12 of the DEIS
73	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.	Refer to Chapter 2 of the DEIS, Section 2.1.
74	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.	Refer to Chapter 3, Section 3.2 and 3.6 of the DEIS
75	526 extension only serves to make trips longer, increase development on tenuous environment, and create more bottlenecks for James Island, Johns Island and West Ashley. Would prefer to see more 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.	Refer to Chapter 3, Section 3.2 of the DEIS
76	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.	Refer to Chapter 2, Sections 2.1, Chapter 5 of the DEIS.
77	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.	Refer to Chapter 5 of the DEIS.

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78	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 solve their unique problems in a unique way (that works and is sensitive to local communities & ecosystems).	Noted.
79	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 & city roads. Connect the expressway to the Stono River bridge - without the disruption and cost of the present plan proposal.	Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.
80	For a beltway to function it must be a circle. Each entrance must have high speed access & exit in order to flow at high speeds. There are only 2 high speeds exits I-6/526 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, Section 2.1 of the DEIS.
81	The environmental impact of the Mark Clark Expressway would be devastating. All you need to see is what life exists under interstate overpasses. Why do you think DHEC 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, Section 5.21 of the DEIS.
82	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.
83	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 other 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
84	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.
85	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 & 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
86	Left meeting with more confusion. Very concerned that neighborhood (Riverland Drive) will be uprooted. Feels that the developers are not concerned about animals or the poor working class people.	Refer to Chapter 5 Human Environment of the DEIS.
87	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.
88	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 Natural Environment and Chapter 3, Section 3.2 of the DEIS
89	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
90	This bridge does not solve the problem. Better zoning & 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; marsh & 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.
91	Do not build 526! Use funds to improve existing roads. COG studies have already shown that 526 will cause more congestion; water & 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.
92	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
93	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 Natural Environment of the DEIS
94	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, 2.1 and Chapter 5 of the DEIS.
95	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
96	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
97	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 TriCounty area (reappropriate funds) also fixing Hwy 17 & Main Road, Folly Road and Maybank Highway. Would like to see the New Way to Work Alternative by Glatting Jackson included in this EIS as a potential solution to the traffic problems. Alternatives that negatively impact large amounts of wetlands & park land should be considered the least viable alternatives.	Refer to Chapter 3, Section 3.2 of the DEIS

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98	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.
99	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
100	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
101	No 526!!!! Clear enough??? Include New Way to Work in Alternatives.	Refer to Chapter 3, Section 3.2 of the DEIS
102	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 conveyed 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.
103	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.
104	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
105	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
106	Top three concerns: Building more roads creates more traffic, along comes more accidents, crime 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.
107	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 packages 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.	Noted.
108	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 2, Section 2.1 and Chapter 3, Section 3.2 of the DEIS
109	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.
110	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; the 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.
111	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. Relieve traffic congestion by coordinating traffic lights and meaningful road improvement. The wetlands will be seriously impacted - not worth the cost. Mt Pleasant and West Ashley are perfect examples of the disaster that is 526. Use this money to improve CARTA.	Refer to Chapter 2, Section 2.1, Chapter 3, Sections 3.2 and 3.6 and Chapter 5, Section 5.20 of the DEIS.
112	Expansion of 526 will not only severely impact wetland habitats, it will cause an explosion of development. This, in turn, will cause increased congestion and traffic concerns. Charleston is already overdeveloped.	Refer to Chapter 5 of the DEIS.
113	No to the new 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
114	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

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115	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 beltway" has been proven to fail soon 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 help economic growth, provide more local jobs, more customers for existing businesses through the cluster effect and additional revenue for city services. Thinks the best alternative is the New Way to Work Alternative - this provides long lasting traffic relief avoiding the destruction of wetlands, parkland and wasted tax dollars. Please reconsider!	Refer to Chapter 3, Section 3.2 of the DEIS
116	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.	Refer to Chapter 3, Section 3.2 of the DEIS
117	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 or insufficient 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.	Refer to Chapter 2, Section 2.1, of the DEIS.
118	Part of 117	
119	Please include 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.	Refer to Chapter 3, Section 3.2 of the DEIS
120	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.	Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.
121	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.	Refer to Chapter 5 of the DEIS.
122	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.	Refer to Chapter 2, Section 2.1, and Chapter 3, Section 3.2 of the DEIS.
123	New roads do not alleviate traffic. Another alternative needs to be found. This road will create more development on Johns Island and this brings more people.	Noted.
124	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.	Refer to Chapter 5 of the DEIS.
125	Vital to go ahead and plan and build the bridge as soon as possible. We might not be able to get the money together at another time. We can get money for repairs. Local James Island traffic would be reduced. The urban growth boundary on James Island should be kept in tact and relieve development that already exists. A trade-off should take place.	Noted.
126	This project is long overdue, when completed we will benefit with another route off the island that is so needed especially during stormy weather. 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 (hurricane).	Noted.
127	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 could actually benefit the local area much more than the Mark Clark Extension.	Refer to Chapter 2, Section 2.1, Chapter 5 DEIS.
128	Blank	
129	Put it in its original route, through the County Park.	Noted.
130	Believe the project should be completed. With soaring gas prices the expressway would help in cutting the distance. We only see positive results with the completion.	Noted.
131	No 526. Extending 526 will ruin 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.	Refer to Chapter 5 of the DEIS.
132	No I-526. The completion of I-526 will only reduce the quality of life with more growth and more pollution.	Refer to Chapter 5 of the DEIS.
133	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 on Folly Road or Savannah Hwy.; will impact neighborhoods; construction will impact property values; will have a negative impact on water quality and natural resources, etc.	Refer to Chapter 2, Section 2.1, Chapter 5 DEIS.
134	Firmly in favor of extending I-526 to connect with the connector to Charleston Peninsula.	Noted.
135	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 funds are available. The opposition intends to make the project so expensive, it will be abandoned - please do not let this happen.	Noted.

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136	Complete I-526 for the betterment of Charleston traffic. This was the original plan and it must be completed.	Noted.
137	Complete I-526 - it is 15 years overdue. It is a regional need and will help relieve traffic congestion. All alternatives ignore the fact that you have to cross bridges to get anywhere in Charleston. Johns Island will be built regardless, the only thing stopping or slowing down development is sewage availability.	Noted.
138	77% of the Crescent Civic Association in favor of the completion of I-526 Mark Clark Expressway. Several suggestions: reduce speed from 40 mph to 35 mph on Folly Road; add a left turn signal to the traffic signal on Folly Road at Windermere Boulevard, etc.	Noted.
139	Cover letter for 138.	
140	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.	Refer to Chapter 5 Human Environment of the DEIS.
141	Big roads do not 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.	Refer to Chapter 3, Section 3.2 of the DEIS
142	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.	Refer to Chapter 3, Section 3.2 of the DEIS
143	Extension of I-526 is a gross waste of taxpayers money which will not relieve traffic congestion on Hwy 17, Main Road, Maybank Hwy or River Road. Money would be better spent on improving existing roads and linking them to that part of the island which is in the process of being urbanized now. The present new bridges from James Island and the mainland are sadly underutilized because potential lanes are not being used.	Refer to Chapter 3, Section 3.2 of the DEIS
144	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.	Refer to Chapter 3, Section 3.2 of the DEIS
145	Opposed to the 526 expansion because only serves to increase traffic and cause overdevelopment of Johns Island.	Noted.
146	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; let's not build new roads to provide more opportunities for a quick profit for the developers. Glatting-Jackson's plan is much preferable.	Refer to Chapter 3, Section 3.2 of the DEIS
147	Opposed to the completion of I-526. It will do the same for Johns Island that it did for North Mt. Pleasant and Cainhoy - rampant uncontrolled growth. Environmental costs are too high. The multiple avenue approach advocated by the City is much better.	Refer to Chapter 5 and Chapter 3, Section 3.2 of the DEIS
148	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 exit/entry point on the proposed extension of I-526 close to River Road where the extension first reaches Johns Island.	Noted.
149	Not convinced the proposed extension is necessary, will it solve traffic congestion or is it a wise expense of taxpayer money. Expand the scoping 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.	Refer to Chapter 3, Section 3.2 of the DEIS
150	Big roads do not solve our traffic problems, all they do is bring in unwanted growth and clog 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.	Refer to Chapter 3, Section 3.2 of the DEIS
151	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.	Refer to Chapter 3, Section 3.2 of the DEIS
152	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.	Refer to Chapter 2, Section 2.1. and Chapter 5 of the DEIS.
153	Favor of I-526 Extension. Alternative evacuation route off the Islands. Hope the extension happens sooner than later!	Noted.
154	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 joint the Betsy Kerrison Parkway.	Noted.
155	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.	Noted.
156	It is vital that this road is 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 526 will decrease the volume on St. Andrews Blvd. allowing residents the pleasure of walking and cycling again.	Noted.
157	Construction of the remainder of I-526 should help relieve traffic congestion on the existing roads. Build it!!	Noted.
158	Extension as planned is fine - get started!!	Noted.
159	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.	Noted.

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160	Finish the I-526 Mark Clark Expressway. This would reduce traffic along Folly Road, Central Park Road, Riverland Drive and Maybank Highway.	Noted.
161	Please build it - beneficial not only to Johns Island residents but beneficial to all in the Low Country.	Noted.
162	Shorten drive distances and reduce traffic by building the Mark Clark.	Noted.
163	Would 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.	Refer to Chapter 5 Human Environment of the DEIS.
164	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 Crossroads. 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 lower 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.	Refer to Chapter 3, Section 3.2
165	Lives on River Road - concerned that River Road between Maybank and Main Road 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.	Refer to Chapter 3, Section 3.2 of the DEIS
166	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. Lets start today!	Refer to Chapter 3, Section 3.2 of the DEIS
167	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 way 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.	Noted.
168	map accompanying Item 167	
169	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??	Noted.
170	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. Suggestion to alleviate traffic back up on Harborview 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 all cram in one lane.	Noted.
171	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.	Refer to Chapter 5 of the DEIS.
172	Expressway should have been completed as planned 5 or 6 years ago. Thinks you should four 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 towards the Wappoo 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.	Refer to Chapter 3, Section 3.2 of the DEIS
173	continuation of item 172	
174	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.	Refer to Chapter 3, Section 3.2 of the DEIS
175	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.	Refer to Chapter 3, Section 3.2 of the DEIS
176	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.	Noted.
177	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.	Noted.
178	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.	Refer to Chapter 2, Section 2.1 of the DEIS.
179	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.	Refer to Chapter 2, Section 2.1 of the DEIS.

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180	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.	Refer to Chapter 2, Section 2.1 of the DEIS.
181	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 impact and will still suffer long after construction is completed - may never recover.	Refer to Chapter 2, Section 2.1 and Chapter 5 Natural Environment of the DEIS.
182	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 population. 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.
183	The following environmental impact will occur if the Mark Clark is extended - all garbage will have to be taken by all municipalities to the Bee's 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.
184	The following environmental impact will occur if the Mark Clark is extended - all garbage will have to be taken by all municipalities to the Bee's 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.
185	This highway connection is long overdue. Hopefully this 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.
186	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 Limehouse Bridge on Main Road following the Glen McConnell Parkway towards South US 17. Create a bigger loop to incorporate future growth.	Refer to Chapter 5 of the DEIS.
	E-Mail	
1	Agrees 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 Chapter 3, 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.	Refer to Chapter 3, Section 3.12 of the DEIS
4	Bring it On!	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 advance of economics progress is incalculable.	Noted.
9	Fully supports completion of the Expressway loop. Sooner, not later.	Noted.
10	Oppose I-526 extension to Johns Island, keep it rural with oak trees covering Main Rd. Once the quaintness is gone, you can't get it back.	Noted.
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. Most 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 onto Folly that backs 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. 526 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.

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18	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 problem. Would like to see New Way to Work Alternative included in the EIS as a potential solution to traffic problems. Fix the traffic problems locally and at their source.	Refer to Chapter 3, Section 3.2 of the DEIS.
19	Please send a map of the proposed project.	Refer to project website www.scdot.org/i526.
20	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 Glatting 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.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.
21	New Way to Work Alternative must be included in the EIS study as an alternative plan for improving traffic conditions.	Refer to Chapter 3, Section 3.2 of the DEIS.
22	Fix traffic problems locally and at their source. Big roads do not solve traffic problems. Big 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.	Refer to Chapter 3, Section 3.2 of the DEIS.
23	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.	Noted.
24	Please send more information. This extension should be part of a comprehensive plan to manage the growth that is envisioned for our area.	Refer to Chapter 4 of the DEIS and the project website www.scdot.org/i526.
25	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.	Noted.
26	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.	Refer to Chapter 3, Section 3.2 of the DEIS.
27	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.	Refer to project website www.scdot.org/i526.
28	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.	Noted.
29	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.	Noted.
30	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.	Refer to Chapter 2, Section 2.1 of the DEIS.
31	Build it - let's not wait for "general gridlock."	Noted.
32	Supports the I-526 extension.	Noted.
33	Supports the I-526 extension.	Noted.
34	Agrees and encourages the completion of the Mark Clark Expressway.	Noted.
35	Supports the completion of 526. Survey of neighbors in the Crescent supports the completion of the Mark Clark.	Noted.
36	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 encourages 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.	Refer to Chapter 3, Section 3.2 of the DEIS.
37	Thought the half cent sales tax would keep CARTA running, provide monies for greenspace 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 you to restructure 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.	Refer to Chapter 1, Section 1.2
38	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.	Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.2 of the DEIS.
39	All for the proposed route.	Noted.
40	526 Extension should continue on schedule. This is an important piece of core infrastructure for the entire area.	Noted.
41	Money needs to be spent on perfecting the present infrastructure. We need some way 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 out all the expensive homes that will be displaced in West Ashley?	Refer to Chapter 1, Section 1.2 and Chapter 3, Section 3.2 and 3.12 of the DEIS
42	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 comes.	Noted.
43	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.	Refer to Chapter 3, Section 3.2 of the DEIS.
44	Look at proposed alternatives to expanding 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.	Refer to Chapter 3, Section 3.2 of the DEIS.

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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 beltway 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 in the EIS as a potential solution to the traffic problems in the areas. 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	The Mark Clark (I-526) is not a solution for current and future traffic problems. COG models for 2030 show that I-526 merely moves congestion around rather than providing a long term solution and will fail shortly after it is built. Superhighways induce development which creates more traffic and congestion on highways. New Way to Work Alternative provides far greater traffic relief. The high cost of the Mark Clark is disproportionate to its limited benefit. The Mark Clark will create significant environmental damage and will not serve as an effective hurricane evacuation route. It will disrupt the social and community fabric of Johns Island.	Refer to Chapter 3, Section 3.2 of the DEIS.
49	Fix the traffic problems locally and at their source. We have learned through examples that beltways 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.
50	Let's stick with the original plan and keep the expressway by the park!!!	Noted.
51	Opposes the project. This project along with other planned road developments will destroy this area - James and Johns Island.	Noted.
52	Please build the expressway, present traffic situation too heavy.	Noted.
53	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.
54	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 of the DEIS.
55	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 5 of the DEIS.
56	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. Also, 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.
57	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 reason that 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
58	Favors the I-56 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.
59	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.
60	Confused - how do we justify extending 526 when told 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.
61	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.
62	Traffic will be crippling without the 526 extension.	Noted.
63	Build the remaining 7 miles of the Expressway - it is very important and it will save gas, time and be much safer.	Noted.
64	The MCE will attract more cars and destroy Johns Island. Be smart.	Noted.
65	Please do not go over Riverbreeze Drive or any establish neighborhoods.	Refer to Chapter 5 Human Environment of the DEIS.
66	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.
67	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.

Mark Clark Expressway
Public Scoping Meeting

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 1.2
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	Noted.
72	I favor of the I-526 expansion. Growth on Johns Island will happen with or without the expansion. Makes sense to prepare for the increased traffic now rather than later. Current roads are inadequate.	Noted.
73	Is there really a problem? Fact 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 sheriffs officer unless there is an accident. There is a difference 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! Reality 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 prospective 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, creeks, 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 not do 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 526 extension, just wish it could be completed in a more timely fashion. Also suggests reworking Calhoun Street since the traffic will spill out onto it - it is already congested enough.	Noted.
84	Please help with congestion on James Island and Savannah Highway. Need to finish 526 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. Safety is a 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 Wesley Drive - the extension to 526 would seem to 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.

Mark Clark Expressway
Public Scoping Meeting

96	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.	Refer to Chapter 3, Sections 3.2 and 3.6 of the DEIS
97	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.	Refer to Chapter 3, Section 3.2 of the DEIS
98	Complete the Mark Clark - it is essential to the future of the Charleston County transportation improvements.	Noted.
99	Who designed JI Connector to have only 2 lanes, funneling into a single lane dumping onto Calhoun Street at a traffic light? From past history, build then deal with the effects, that's the South Carolina DOT way.	Noted.
100	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.	Noted.
101	Opposed to the completion of I-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.	Refer to Chapter 3, Section 3.2 and Chapter 5 Natural Environment of the DEIS
102	Complete the Mark Clark from West Ashley to James Island. We are being impacted by cars from Johns Island. We must all share the responsibility of traffic and traffic easing.	Noted.
103	Against the proposed extension of I-526. More money being spent on a third access bridge that will have an adverse impact on both environment and the people along the proposed path. Why not spend taxpayers dollars in upgrading the current highway system on Johns Island (convert Maybank to four lanes and install stoplights), address major congestion problem on Hwy 17 through the West Ashley region.	Refer to Chapter 3, Section 3.2 of the DEIS
104	This is total overkill - the way you do major projects does not work. The EIS must consider other alternatives such as 4 lanes on Maybank to River Road with a round-a-bout.	Refer to Chapter 1, Section 1.3 and Chapter 3, Section 3.2 of the DEIS
105	The 526 extension is needed for safety reasons.	Noted.
106	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.	Refer to Chapter 2, Section 2.1 of the DEIS.
107	Build the infrastructure, protect the environment through adequate zoning, fix Maybank Highway and Main Road into 4 lanes to decrease the danger of wrecks.	Noted.
108	Is there any information available concerning the proposed costs for the interchange with Maybank Highway?	Refer to project website www.scdot.org/i526 .
109	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 Arlington Road and 526; and, please ensure that a drainage system is built in the bridge for the portion of 526 that will cross Stono River.	Refer to Chapter 3, Section 3.2 and Chapter 5 Human Environment of the DEIS.
110	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!	Noted.
111	Blank.	
112	Blank.	
113	The Mark Clark is not a solution for current and future traffic problems. Traffic models show that I-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 a high cost that is disproportionate to its limited benefit. It will create significant environmental damage. Extension of Mark Clark will cause a loss of wildlife and negatively affect the environment. I-526 will disrupt the social and community fabric of Johns Island.	Refer to Chapter 3, Section 3.2 of the DEIS
114	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.	Refer to Chapter 2, Section 2.1 of the DEIS.
115	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 BCDCOG 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.	Refer to Chapter 3, Section 3.2 of the DEIS
116	Complete the connector as planned.	Noted.
117	The Mark Clark should go through the park as planned in 1972 and 1995, settle this and stop wasting tax dollars on the studies.	Noted.
118	Complete 526 ASAP - most definitely needed to help alleviate some of the traffic congestion in the area.	Noted.
119	Fully supports the project and glad it is finally moving forward.	Noted.
120	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.	Refer to Chapter 3, Section 3.2 of the DEIS
121	The I-526 extension should not be built. There are many better ways to solve traffic issues on John's Island.	Chapter 2, Section 2.1 of the DEIS.
122	Finish I-526 now! Too much time has been wasted by the stalling tactics of a small group of John's Island residents. Either finish it or rescind the sales tax increase!	Noted.

Mark Clark Expressway
Public Scoping Meeting

123	A bike/walking/running lane sure would be nice.	Refer to Chapter 3, Section 3.12 of the DEIS.
124	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.	Noted.
125	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.	Refer to Chapter 3, Section 3.2 of the DEIS
126	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 appear to 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 uninterrupted traffic flow. Cameras to prosecute red light violations.	Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.2 of the DEIS
127	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.	Noted.
128	Yes to the project.	Noted.
129	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 every be needed.	Noted.
130	Oppose extension of I-526 through Johns Island. Prime beneficiaries of all road and bridge projects are large landowners, developers, politicians and many who move here for the charm - now they must have the convenience of larger cities; appears that a disproportionate amount of the negative impact of such projects falls on the backs of the economically disadvantaged. Certain that some much smaller part of the dollars of this project could be used to maintain existing bridges and roads and eliminate choke points and other known traffic bottle-necks.	Refer to Chapter 5 Human Environment and Chapter 3, Section 3.2 of the DEIS
131	What happens to all that traffic once it is dumped onto the JI Connector and Calhoun 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.	Refer to Chapter 2, Section 2.1 of the DEIS
132	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.	Noted.
133	New roads without bike/ped lanes is still living in the past. We need to move forward, a change is needed for our state. More people with time on their hands and they want to connect to nature. Please make it happen.	Refer to Chapter 3, Section 3.12 of the DEIS.
134	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!!	Refer to Chapter 1, Section 1.3
135	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.	Refer to Chapter 3, Section 3.2 of the DEIS
136	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.	Noted.
137	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!	Noted.
138	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.	Noted.
139	The project should go forward and assist with reduction of traffic bottlenecks during rush hour traffic and evacuations.	Noted.
140	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.	Refer to Chapter 3, Section 3.12 of the DEIS.
141	Opposes the Mark Clark Extension. There is too much traffic as is.	Refer to Chapter 2, Section 2.1 of the DEIS.
142	The connection is urgently needed, very much favors the project.	Noted.
143	Please put the road through the park as was originally planned. Do not take peoples homes away.	Refer to Chapter 5, Section 5.5 of the DEIS.
144	It is long overdue and the objections must be overcome.	Noted.
145	It is imperative that the roads leading to Johns Island be improved - not only 526 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.	Noted.
146	Critical to carefully evaluate and compare alternative plans before moving forward with this decades old, 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 and wetlands 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.	Refer to Chapter 3, Section 3.2 and Chapter 4 of the DEIS.
147	Favor of completion of 526. Will shorten travel time and is needed for hurricane evacuation.	Noted.

Mark Clark Expressway
Public Scoping Meeting

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? Make the connector a toll road and let it pay for itself and 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.	Noted.
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 project website www.scdot.org/i526 and Chapter 5, Section 5.4 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.	Noted.
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 3, Section 3.2 of the DEIS
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 4 of the DEIS and the project website www.scdot.org/i526 .
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 2.1 and Chapter 5 Human Environment 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 congestion 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 experience proves that a beltway 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 sidelined 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.

Mark Clark Expressway
Public Scoping Meeting

172	Traffic solutions are needed but there are better ways to address the problems than by creating a beltway. Extending 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.	Refer to Chapter 3, Section 3.2 of the DEIS
173	Do Not waste money on the Mark Clark expansion. Spend taxpayers money more wisely on improving smaller local roadways instead.	Noted.
174	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 lie 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 which you provide no shoulder, apparently being your way of advocating suicidal behavior. To now remove one of the very few cycling options in the Charleston area is simply unacceptable.	Refer to Chapter 3, Section 3.12 of the DEIS.
175	Please consider the alternate proposal designed by Glatting Jackson. The completion of the Mark Clark is not the way to go.	Refer to Chapter 3, Section 3.2 of the DEIS
176	Improve Folly Road and other roadways instead of completing 526 from James Island to Hwy 17. New beltways bring major development along with them and that brings the same problems and more. Please improve mass transit, bike and walking trails, existing intersections, and timing of stop lights, etc. instead of completing 526. Completing this project will lose the character of Charleston.	Refer to Chapter 3, Section 3.2 of the DEIS
177	No Kiawah freeway that ruins Johns Island.	Noted.
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.	Refer to Chapter 3, Sections 3.2 and 3.12 of the DEIS
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.	Refer to Chapter 3, Section 3.2 of the DEIS
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 waiting to happen. Be very careful, there are better solutions.	Refer to Chapter 3, Section 3.2 of the DEIS
181	Full agreement that the project is necessary for implementation as quickly as possible.	Noted.
182	Charleston should look into other ways to decrease traffic, because expanding 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 road expansion often brings an increase in traffic.	Refer to Chapter 2, Section 2.1., Chapter 3, Section 3.2 of the DEIS.
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 extension. Alternatives provided by Glatting Jackson are much preferred from a costs-benefits 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.	Refer to Chapter 3, Section 3.2 of the DEIS
184	Keep me posted when the next meeting will be held.	Refer to project website www.scdot.org/i526 .
185	Strongly support 526 construction. Vital to safety, reduction of gas usage and emergency evacuation as well as improving traffic congestion.	Noted.
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.	Noted.
187	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 fact you are spending money again to do what has already been planned is pork barrel spending and the voters are taking notice!	Refer to Chapter 1, Section 1.3
188	Yes to the proposed I-526 extension. The extension is a much 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.	Noted.
189	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.	Refer to Chapter 3, Section 3.2 of the DEIS
190	Looking forward to the I-526 completion, what is a reasonable time estimate for the completion?	Refer to project website www.scdot.org/i526 .
191	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.	Refer to Chapter 1, Section 1.3 and Chapter 3, Section 3.2 of the DEIS.
192	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.	Noted.

Mark Clark Expressway
Public Scoping Meeting

193	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 new 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.
194	When will end 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
195	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. Also, to do an environmental study on this project at this time is just plain stupid. The project is 70% complete. Bottom line is this project is in and has been in dire 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
196	skipped number	
197	skipped number	
198	skipped number	
199	skipped number	
200	Please finish 526!	Noted.
201	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 3.2 of the DEIS
202	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.
203	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 new roads need 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 come up with other plans that do not include extending I-526 to Johns Island and certainly not to James Island.	Refer to Chapter 3, Section 3.2 of the DEIS
204	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.
205	Strongly opposed to I-526 expansion for numerous reasons. No plan to deal with the bottleneck created where the whole thing dumps off - at Calhoun Street. No easy way to get on the Crosstown from there and essentially it is a single lane. The volume of traffic will increase as Johns Island becomes developed - another negative aspect of completing the loop. The plan should incorporate mass transit - light rail, park and ride, MUSC shuttles, etc. Building roads worsens traffic rather than alleviating it. The plan is bad, destructive, wasteful, short-sighted and incomplete.	Refer to Chapter 3, Section 3.2 of the DEIS
206	Considering moving to the area. When is the 526 extension expected to begin and be complete?	Refer to project website www.scdot.org/i526 .
207	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.
208	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 3.2 of the DEIS
209	Does not see a traffic problem. The New Way to Work looks like a smart option to consider.	Refer to Chapter 3, Section 3.2 of the DEIS
210	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
211	Is there a plan or where will the new 526 cross James Island?	Refer to project website www.scdot.org/i526 .
212	The expressway is a bad idea and waste of the taxpayers money. These superhighways are destroying communities and a way of life.	Noted.
213	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
214	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.	Noted.
215	Is there anyway to see the actual footprint of the route?	Refer to project website www.scdot.org/i526 .
216	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 3.2 of the DEIS
217	Build it now. This is not an extension, the road has been promised for over 20 years.	Noted.
218	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.

Mark Clark Expressway
Public Scoping Meeting

219	Can I get a map or plat of exactly where the proposed 526 will be located?	Refer to project website www.scdot.org/i526.
220	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.
221	Go with the previous studies that were done in 1972 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 Human Environment of the DEIS.
222	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 allow growth and development without any expansion of roads. We desperately need to expand Maybank Highway and Main Road to 4 lanes.	Noted.
223	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 Roadwise Project website
224	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 Roadwise Project website
225	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.
226	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.
227	Believes in doing the most environmentally sensitive solution vs. convenience. Would give up greater convenience if known that the most environmentally sensitive solution to the problem was taken.	Refer to Chapter 5 of the DEIS.
228	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
229	Thanks.	Noted.
230	Does the facility need to be interstate standard? Build the facility as a limited access urban boulevard. I-26 divides the community--building something maintains, maybe even enhances, the fabric of the James Island community. Incorporate public space in the ROW, passive recreation areas, and public art in the facility design.	Refer to Chapter 3, Section 3.12 of the DEIS
231	Please put the highway where it was originally designed to go ... through the park property and NOT through existing home sites.	Noted.
232	This highway would be a big help for James and John's Island, as without it, traffic would worsen considerable. Even with the concerns, it is still a good idea to build this road.	Noted.
233	Please send information on a continuing basis about the Mark Clark Expressway Interstate project.	Noted.
234	There has been more than enough discussion and debate, the road is needed now (actually it was needed several years ago, please get construction started as quickly as possible.	Noted.
235	As nice as this extension might be, is it affordable? Who pays for it?	Refer to Chapter 1, Section 1.2 of the DEIS.
236	Main concern is that the beautiful lowland drive is ruined by a super highway - how will you ensure that as much beauty as possible remains?	Refer to Chapter 5 Natural Environment of the DEIS
237	Go ahead with the Original plans and route that were approved twice in the past, and quit wasting More of the taxpayers money on redundant issues as the route and impact issues. We need this project Finished as originally planned and promised.	Noted.
238	Very much in favor of completing the Mark Clark Expressway. It will be a vital link for disaster related evacuations and a catalyst for reasonable growth on Johns Island. This artery will also foster economic development by giving access to areas (where appropriate) that are better suited for commercial and mixed used properties.	Noted.
239	Please complete the last section of I-526 so that Johns Island can be properly served. The new section of I-526 Must have a bike lane (wider than on the Ravenel Bridge) so that there are alternative modes of transportation available.	Refer to Chapter 3, Section 3.12 of the DEIS.
240	Please reconsider extending I-526. It would destroy the peace and tranquility of Johns Island.	Refer to Chapter 5 of the DEIS.
241	There is little doubt of the need for a solution that the Mark Clark will provide. As proposed, the Mark Clark would shorten travel times to almost everywhere we travel. The Mark Clark will make life much more bearable. Get it going. 80 years old - would like to see it in my lifetime.	Noted.
242	Please consider bike commuter traffic in all your planning.	Refer to Chapter 3, Section 3.12 of the DEIS.
243	Please insure the right of your citizens by providing access for pedestrians and bikes on this highway. Especially considering the future cost of using middle east petroleum.	Refer to Chapter 3, Section 3.12 of the DEIS.
244	What is the status of consultation under Section 106 of the NHPA?	Refer to Chapter 5, Section 5.7
245	Refer to number 244.	
246	This has to be one of the least cost effective ways of improving traffic congestion in the Charleston area. Even if the extension achieves the fairly modest improvements in traffic flow that have been claimed for it, surely there are other serious bottlenecks that could be fixed. Despoiling of all that marshland along the Stono River seems a terrible environmental price to pay for modest traffic improvements that could be achieved elsewhere in the region at far less environmental cost. A responsible DOT evaluation of this road investment must take a region wide look at alternative uses of resources before concluding that this is or is not the most cost effective use of this huge sum of roadway dollars. The region has changed since the original plan in the 1970's.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 and Chapter 5 Natural Environment of the DEIS.

Mark Clark Expressway
Public Scoping Meeting

247	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 COG's projections that the extension will provide only temporary relief to a couple of road areas and will have no long term impact.	Refer to Chapter 3, Section 3.2 of the DEIS
248	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.	Noted.
249	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 hurricane escape 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.	Refer to Chapter 3, Section 3.2 of the DEIS
250	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 you in. Leave our homes out of the right of way.	Noted.
251	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.	Refer to Chapter 3, Section 3.2 of the DEIS
252	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.	Noted.
253	Charleston, James Island, Johns Island and West Ashley needs this final link in I-526 to relieve current traffic on local streets and particularly for what the traffic will increase to in the coming years.	Noted.
254	In favor of completing I-526 and encourage SCDOT to not be deterred by inevitable NIMBY or environmentalist-wacko opposition to it. Hurricane evacuation alone mandates the need for the completion of I-526. Relieving traffic and reducing accidents on US-17, Main Rd., Bohicket Rd., etc., are strong reasons in favor of it.	Noted.
255	Build it. It's the only real solution to traffic issues in the area.	Noted.
256	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 you 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.	Noted.
257	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.	Refer to Chapter 3, Section 3.2 of the DEIS
258	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!	Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.
259	Please consider an alternative to extending I-526. Please consider "A New Way to Work" in your studies of traffic alternatives.	Refer to Chapter 3, Section 3.2 of the DEIS
260	I do not support the extension. Green spaces are increasingly irreplaceable.	Noted.
261	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!	Noted.
262	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".	Refer to Chapter 3, Section 3.2 of the DEIS
263	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.	Refer to Chapter 3, Section 3.2 of the DEIS
264	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.	Refer to Chapter 5 Human Environment of the DEIS.
265	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.	Refer to Chapter 3, Section 3.2 of the DEIS
266	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 Bohicket & River Rd, crossing farm land and not destroying homes or our beautiful live oaks along Bohicket Rd.	Noted.
267	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 for Maybank Highway relief by the City of Charleston and support your current recommendation for improving Maybank Highway.	Noted.
268	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	Noted.
269	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.	Refer to Chapter 3, Section 3.2 of the DEIS

Mark Clark Expressway
Public Scoping Meeting

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 Camp and Folly 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 proposed 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 James 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 residents and tourists 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/i526 .
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.	Noted.
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 Interchange 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/i526 .
290	The Connector should be built as planned. SCDOT 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 3.2 of the DEIS
292	Before Hurricane Hugo, we left Charleston taking 10 hours to get to Clemson. 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.

Mark Clark Expressway
Public Scoping Meeting

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 benefit. 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 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 reason. 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 right 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.	Noted.
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 great 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 Human 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 completion of I-526. The impact on wetlands, plus the inevitable spread of sloppy development is just too much. For an "interstate" to end with one lane onto Calhoun Street in downtown Charleston is highly unreasonable.	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 John's 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	It is critical that DOT consider the New Way to Work Alternative, designed by Glatting Jackson Kercher Anglin, Inc., and include the EIS study as an alternative plan for improving traffic conditions.	Refer to Chapter 3, Section 3.2 of the DEIS

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325	It would be really dumb not to consider the New Way to Work Alternative, designed by Glatting Jackson Kercher Anglin, Inc., as an alternative in looking at this kind of an expenditure of public tax dollars.	Refer to Chapter 3, Section 3.2 of the DEIS
326	I do not think this project should go through our remaining rural areas. Let nature have some space.	Refer to Chapter 5 Natural Environment of the DEIS
327	Please do not build the last part of this beltway. The problems you hope to address with a new giant road that will only spur more development and more traffic and make it less safe for those who want to use some other means of transportation than the automobile.	Refer to Chapter 2, Section 2.1 of the DEIS.
328	Please put the Mark Clark Expressway through the James Island County Park and not through people's homes.	Noted.
329	My concern with this project is that the environmental study is provided by the bank, which funds the expansion and other agencies who will benefit most from this project. Put your time and money into fixing our roads, enhance our public transportation, create bike paths and keep our islands an oasis as God intended.	Refer to Chapter 1, Section 1.3, Chapter 2, Section 2.1 and Chapter 5 of the DEIS.
330	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.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 of the DEIS.
331	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.	Noted.
332	Finishing the 526 roadway will only part way solve any traffic problem on Johns Island. Still the County chooses to do nothing but approve more houses creating more traffic. Enough.	Noted.
333	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.	Noted.
334	I would like to add that traffic flowing into Calhoun Street following completion of the proposed 526 would be a nightmare. Morning traffic attempting to access Calhoun St 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.	Refer to Chapter 2, Section 2.1 of the DEIS.
335	The Mark Clark is not a solution for current and future traffic problems. The alternative plan "New Way to Work" designed by Glatting Jackson consultants makes much more sense. I totally endorse it and am totally against the I-526 Extension.	Refer to Chapter 3, Section 3.2 of the DEIS
336	This is a poor solution to traffic flow and a huge waste of money.	Noted.
337	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.	Refer to Chapter 3, Section 3.2 of the DEIS
338	I have seen the New Way to Work Alternative created by Glatting Jackson to fix traffic bottlenecks around Savannah Highway, Folly Road, Maybank Highway, and Main Road. I would like to see it included in this EIS .	Refer to Chapter 3, Section 3.2 of the DEIS
339	Put the road back through the park property and not through their homes.	Noted.
340	I am not in favor of this expansion. It is close to home and I feel it will devalue the homes that have been built at Battery Hague and nearby vicinity. Do you have a map that shows the proposed bridge with streets, etc.?	Refer to project website www.scdot.org/i526 .
341	I hope you will consider the alternative plan by the Concerned Citizens of the Sea Islands. I think I-526 is an outdated highway plan for this area. In my view it will create more problems than it solves.	Refer to Chapter 3, Section 3.2 of the DEIS
342	Everybody must realize that after all this time the only reason the extension is now being considered is for the wealthy area of Kiawah and Hilton Head. Once again nature and the people will be ignored to the elite can profit.	Refer to Chapter 2, Section 2.1 of the DEIS.
343	I am against the further extension of I-526 through the proposed Johns Island Corridor. I am in favor of the New Way to Work initiatives.	Refer to Chapter 3, Section 3.2 of the DEIS
344	I am opposed to the extension of I-526. This would only add to the traffic problems.	Noted.
345	Enough talk and review, let's just do it. Many lives will be saved by promptly proceeding with I-526 and Maybank Highway.	Noted.
346	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 development plan for Johns Island that the developers can't ignore. Increasing access with a new road will increase population and development. If the infrastructure can't support such growth (and it can't at present) it should be outlawed in an iron clad way. It seems that somehow, despite best intentions the developers always get their way.	Refer to Chapter 5, Section 5.1 of the DEIS.
347	Please reconsider the current plan for the extension of 526 and support a new updated version of the old plan. It is critical that we respect nature and our hometown environments, so as not to look like another super highway in the midst of such beauty.	Refer to Chapter 3, Section 3.2, and Chapter 5 of the DEIS.
348	Completing I-526 will merely increase animosity felt in the low country toward DOT. We'd rather be stuck in traffic than have 526 continued. We think it is complete enough and would love for you all to drop the matter.	Noted.
349	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
350	So much for our lifestyle in the Lowcountry. Is there any way we can stop this headlong dash towards generic urban sprawl? Enough is Enough.	Noted.
351	Sorry the above email address is correct.	
352	I oppose 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.	Refer to Chapter 1, Section 1.2 of the DEIS.
353	I am in hopes that if the connector is finished as proposed, it will alleviate the speeding cut-through traffic on our street. If the connector will help re-direct some of the traffic I am all for it. I do agree though that it will have a negative impact on John's Island.	Refer to Chapter 5 of the DEIS.
354	Is there a map of the proposed project so I could visually see where they all would connect?	Refer to project website www.scdot.org/i526 .
355	Please send me the summary of comments made at all public hearings held on this project.	Refer to Chapter 7 of the DEIS.
356	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.

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357	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.	Refer to Chapter 3, Section 3.2 of the DEIS
358	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.	Refer to Chapter 2, Section 2.1 of the DEIS.
359	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 sound barriers and trash barriers and divert the water run off so our water quality doesn't go down even more.	Refer to Chapter 5 Natural Environment of the DEIS
360	As a resident of the Crescent neighborhood off Folly 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.	Noted.
361	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.	Refer to Chapter 3, Section 3.2 of the DEIS
362	What is the start date of construction or is there one proposed yet?	Refer to project website www.scdot.org/i526 .
363	Please expand the scope of study to take a close look at alternatives to this Beltway. 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.	Refer to Chapter 3, Section 3.2 of the DEIS
364	Any additional information would be helpful. A map of the proposed route would be great.	Refer to project website www.scdot.org/i526 .
365	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.	Noted.
366	Charleston needs to finish its Beltway. To not do so is foolish. In addition, you need to begin planning for an outer belt as development is forced outward.	Noted.
367	It's about time. Get on with it.	Noted.
368	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 it should help the value I think would be wrong.	Refer to Chapter 5 Human Environment of the DEIS.
369	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.	Refer to Chapter 3, Section 3.2 of the DEIS
370	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.	Noted.
371	Use all due haste in getting this severely overdue project completed. Safety & well being of the citizenry is overdue!	Noted.
372	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.	Refer to Chapter 3, Section 3.2 of the DEIS
373	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.	Noted.
374	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.	Noted.
375	With the increased traffic to the areas this project is sorely needed.	Noted.
376	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!	Noted.
377	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?	Refer to project website www.scdot.org/i526 .
378	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.	Refer to Chapter 3, Section 3.2 of the DEIS
379	Completion of this project is long overdue and necessary since the roads on Johns Island are highly congested. Would like more information on this.	Refer to project website www.scdot.org/i526 .
380	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.	Refer to Chapter 3, Section 3.2 of the DEIS
381	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.	Noted.
382	No comment.	
383	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.	Refer to Chapter 1, Section 1.3
384	Proponents 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.	Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.

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385	Please, please DO the project. Why would we let any minority group stop this project. It is called progress.	Noted.
386	Insists that New Way to Work Alternative be included in the EIS study as an alternative plan for improving traffic conditions especially in re to the I-526 project.	Refer to Chapter 3, Section 3.2 of the DEIS
387	Very disappointing not to see the plans on the web site. It makes one wonder if you count on people not being able to attend the meeting, to lessen potentially negative comments?	Refer to project website www.scdot.org/i526.
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 to 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 visually pollute our view shed, Mark Clark will not serve as an effective hurricane evacuation route; Mark Clark will disrupt the social and community fabric of Johns Island; growth	continued
390 continued	follows infrastructure; property values on Johns Island can be expected to rise faster with the Mark Clark extension causing a loss of affordable housing and displacement of low income and minority populations; loss of Gullah culture can be expected due to displacement to families from Heirs' Property. Firmly believes the proposed 526 extension will adversely affect the unique culture and rural character of Johns and Wadmalw Island, encourage more growth in an area already under tremendous growth pressure, and denigrate the quality of life for those of us who live here - resident of Wadmalaw Island.	Refer to Chapters 3 and 5 of the DEIS
391	Mayor Riley has already destroyed James Island, so let him have a go at Johns Island as well. Finish the Mark Clark!	Noted.
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 year ago. Its a new age, with new ideals to protect our quality of life and lower automobile usage, not increase it.	Refer to Chapter 3, Section 3.2 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 Chapter 3, Section 3.2 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 on 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 those not take precedence 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.scdot.org/i526.
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 BCDCOG 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 Heirs' Property.	Refer to Chapter 3, Section 3.2 and Chapter 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.

Mark Clark Expressway
Public Scoping Meeting

404	Need better, safety access off and on both Johns and James Islands. Growth has already come and more is on the way. That is inevitable. Need the road infrastructure to support the increased population. Please go ahead with the I-526 - traffic is awful, especially getting on and off Johns Island.	Noted.
405	Need the Mark Clark completed. While some may want to delay progress for personal reasons, it usually gets done in the long run.	Noted.
406	Stop wasting our tax dollars rehashing the Mark Clark Expressway right of way issue on James Island. Put the expressway on the original proposed land at the James Island County Park. Stop the needless and unwarranted pursuit of land that belongs to the tax paying, private property owners of James Island.	Noted.
407	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. 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.	Refer to Chapter 3, Section 3.2 of the DEIS
408	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.	Refer to Chapter 3, Section 3.2 of the DEIS
409	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 interchanges. 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. Fueling the economy of Kiawah sounds disgusting if it infringes on the lives of an entire segment of the local population that perhaps does not have the resources of the transitory home owners. 526 will not help with evacuations.	Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.
410	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 to I-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.	Refer to Chapter 2, Section 2.1 of the DEIS.
411	Expanding the Mark Clark is Long overdue! 100% for expansion.	Noted.
412	Please keep bikers and pedestrians in mind. We Need bike and pedestrian lanes and we need safe ones.	Refer to Chapter 3, Section 3.12 of the DEIS.
413	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.	Refer to project website www.scdot.org/i526 .
414	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.	Noted.
415	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.	Refer to Chapter 1, Section 1.3
416	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. Please try to make the highway so far off the ground so that it does not affect Oakland neighborhood with its noise and ugliness.	Refer to Chapter 5 Human Environment of the DEIS.
417	Extension of I-526 only benefits those wanting to develop Johns Island to turn it into the next Mount Pleasant. Drive up Hwy 17 North and look at the uncontrolled development since the completion of I-526 to the Mt. Pleasant area.	Noted.
418	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.	Refer to Chapter 5 Natural Environment of the DEIS
419	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.	Refer to Chapter 2, Section 2.1 of the DEIS.
420	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.	Noted.
421	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.	Refer to Chapter 3, Section 3.2 of the DEIS

Mark Clark Expressway
Public Information Meeting #1

	Comment	Response	Community
Comment ID #			
Johns Island	November 20, 2008		
1.1	I-526 Extension. 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. Alts 3 & 4 would have to have bridges too high and Alts 16 & 17 start in the middle of nowhere. Route 15, 12, or 14 are best.	Refer to Chapter 3, Section 3.5	Drayton On The Ashley - West Ashley
1.2	Glenn McConnell Extension. Extend Glenn McConnell beyond Bees Ferry Road. Do not use roundabouts.	Refer to Chapter 3, Section 3.2	Drayton On The Ashley - West Ashley
1.3	Widen existing roads. Think about rail lines.	Refer to Chapter 3, Section 3.5 and 3.6	
1.4	Fix existing roads especially Main Road & 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 per City of Charleston. Do not build 526 - it will not fix the problem.	Refer to Chapter 3, Section 3.5 and 3.7	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	Save the Angel Oak Tree. Opposed to expansion of I-526. Do not need more homes built on John's Island.	Noted.	
1.7	Concerned about location of I-526 because of noise impacts - it will be elevated like the bridge. Please come put some noise collectors around my side to hear the noise now and what it would be like with increase in traffic.	Refer to Chapter 5, Section 5.3 of the DEIS.	Headquarters Island
1.8	Several concerns about project: Will the road improve traffic flow over 30-40 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 - light rail system.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.6 and Chapter 5 of the DEIS.	
1.9	No comment about project. Suggest meetings begin at 6:00 pm not 5:00 pm, announce meeting at least 4 weeks before meeting.	Noted.	Johns Island - Legareville area
1.10	Do not build bridge - horrible for the environment.	Refer to Chapter 5 Natural Environment of the DEIS.	James Island
1.11	Against I-526 extension to John's 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.	Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.5 of the DEIS.	Johns Island
1.12	Against expansion of Mark Clark Expressway because study found that expansion would induce 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.	Refer to Chapter 3 Section 3.2 of the DEIS	James Island
1.14	No to building of I-526 bridge. It is horrible for our economy and the effects of the bridge are more detrimental than beneficial. Hurts environment and increases car congestion tremendously.	Refer to Chapter 5 Natural Environment of the DEIS.	James 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 3.5	
1.16	No to Mark Clark Expressway - this project threatens communities and natural areas west of W. Ashley. Use money more efficiently such as redesign, fix and upgrade existing roads.	Refer to Chapter 3, Section 3.5 of the DEIS	Charleston, Downtown
1.17	No to Mark Clark Expressway. Expand road.	Refer to Chapter 3, Section 3.5	Johns Island
1.18	Yes to Mark Clark Expressway, build as soon as possible, include ped/bike access, alleviate congestion at 17 & Main, Maybank & River, Maybank & Folly. Educate public about inevitable and already approved growth and development.	Refer to Chapter 2, Section 2.1	Johns Island/Chisholm Road
1.19	Fix roads on John's 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 schools, impacts march with the longest route, negatively affects property values, drainage from cars, impacts Long Branch Creek, Bird Sanctuary, traffic noise, impacts wildlife, long elevated causeway over marsh.	Refer to Chapter 3, Section 3.5 of the DEIS.	Sylvan Shores
1.21	Totally for the project - complete 526. 1st choice #6 - impacts less population, but needs to consider more carefully exits on Johns Island. 2nd choice #5 - like deep dip onto Johns Island - beyond River Road - need exit(s) on River Road. #15 - okay, but not best. #17 Bad - impact to Folly Road bad. #16 - Bad. #3 & 4 - BAD - does not serve Johns Island enough, crosses too much marsh, impacts inland waterway negatively. #1 - bad negatively impacts Dill Sanctuary.	Refer to Chapter 3 Section 3.5 of the DEIS	James Island
1.22	Fix roads first. Don't build it & they won't come.	Refer to Chapter 3 Section 3.5 of the DEIS	Johns Island/Chisholm Road
1.23	Most practical to facilitate better traffic flow to continue straight across Hwy. 17 through Oakland & Air Harbor Route - shortest route, most cost effective with least environmental impacts.	Noted.	Sylvan Shores
1.24	Route 3 & 4 - No. Routes 16 & 17 - no sense, they do not connect. This project is based on old data, move further out. Do a different approach. This project will not help traffic congestion in West Ashley and the islands. Communities must be at the decision making table with equal voting. No to project. Fix roads and infrastructure first.	Refer to Chapter 3, Section 3.5, Chapter 4 of the DEIS	
1.25	I-526 Extension will benefit day-to-day people. Will provide little relief in case of emergency. Comprehensive evacuation plan needs to be provided.	Noted.	Headquarters Island
1.26	Find another route that does not affect homes. Very concerned about the proposed route.	Refer to Chapter 5, Section 5.5 of the DEIS.	James Island
1.27	Complete 526 now. Johns Island continues to grow and develop, with growth comes more people and their cars. Island roads are to capacity now. Need to widen to 4 lanes with a turn lane in the center. 526 needs to be completed to handle the traffic.	Refer to Chapter 3, Section 3.2 of the DEIS	Johns Island
1.28	First choice - take no action at this time. Project impacts too much wetland environment and serves no measurable purpose. That said, the 2 alternatives that make the most sense are #1 & #15. Both utilize public land and appear to displace the fewest residents.	Refer to Chapter 2, Section 2.1; Chapter 3, Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Johns Island
1.29	Alts 3, 4 & 16 waste of money and most harmful to environment. Alt. 16 makes little sense: most expensive, destroys the most, provides least benefit because it is only 1.5 miles from the Limehouse Bridge.	Refer to Chapter 3, Section 3.5 of the DEIS	West Ashley
1.30	Strongly objects to alts. 3, 4, 9 & 13. Thought Alt. 15 had been decided on.	Refer to Chapter 3, Section 3.5 of the DEIS	Terrabrook
1.31	Cancel I-526 - Johns Island and James Island will be dotted with horrible overpasses, changing views forever. Spend money more wisely, work out alternative smaller roads. Please consider Coastal Conservation League's views.	Refer to Chapter 3, Section 3.5 of the DEIS	Johns Island
1.32	Against project - economical and long-term effects should be taken into consideration and weighed appropriately.	Refer to Chapter 3, Section 3.3	
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	James Island
1.34	Against project - bridge will ruin our economy and environment.	Refer to Chapter 5 of the DEIS	West Ashley
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	Look at other measures such as improving existing roads. Will affect endangered species, horrible noise impacts. Against project - if decision has to be made - prefers Alt 1.	Refer to Chapter 3 Section 3.5 and Chapter 5, Section 5.3 and 5.22 of the DEIS.	James Island
1.37	Build I-526 as soon as possible. Since 2000 commute time has increased - thought 526 would be continued as planned.	Noted.	
1.38	Alt #18 - do nothing. Prefers to do nothing because the cons outweigh the pros. The improved access will only make problems at other places and create more problems on an already stranded environment. If decision has to be made - prefers Alts. 1, 2 or 8.	Refer to Chapter 5 Natural Environment of the DEIS.	James Island
1.39	Against I-526. You will ruin wetlands. Widening existing roads strategically.	Refer to Chapter 5, Section 5.20, Chapter 3, Section 3.5 of the DEIS	Johns Island

Mark Clark Expressway
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1.40	The areas of concern for me are the areas of River Road from Maybank down to Mt. Zion Elementary. Prefers no change, leave the island as is or the least effect of harming rural areas. We did not ask for change - change is being forced upon us.	Noted.	
1.41	Stay with the plan.	Noted.	Brickyard Road
1.42	Against project - will take up most of front yard.	Noted.	River Road/Johns Island
1.43	None of the proposed I-526 alignments are appealing; instead, improve existing routes, provide better & safer roads, add a lane to the last mile of Maybank as it enters Johns Island, establish alternative smaller scale routes on Johns Island, James Island, etc. Money better spent in the alternatives or perhaps turning the money over to other state programs that have experienced cuts such as education.	Refer 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. Urge reconsideration of this project - all the reasons to justify this project are no longer pertinent.	Refer to Chapter 3, Section 3.2, Chapter 2, Section 2.1 of the DEIS.	Johns Island
1.45	Irresponsible use of tax money. We need public transportation, not to make a profit, but to make the area fit to live in. Public transportation will not be used until it becomes more convenient than driving a car - building a new highway just delays that convenience and at great expense.	Refer to Chapter 3, Section 3.6 of the DEIS	Johns Island
1.46	Against project - will destroy rural character of Johns Island and would draw new development. At the end, more cars and more congestion on Johns Island. Look into other "modern" ways to improve traffic problems such as A New Way to Work proposed by CCL.	Refer to Chapter 3, Section 3.5 of the DEIS.	West Ashley
1.47	Consider the Alternative Modes of Transportation Plan. Charleston could be a leading example of sustainability for other seaports on the east coast and around the world if careful consideration for our resources and our future is taken right now.	Refer to Chapter 3, Sections 3.5-3.7 of the DEIS	
1.48	Consider ground level boulevard on original 526 instead of overpass.	Refer to Chapter 3, Section 3.12	Johns Island
1.49	More emphasis on the alternative transportation option rather than the expansion of 526. Alternate 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 3.5-3.7 of the DEIS	
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.	Seabrook/Johns Island/W. Ashley
1.51	Build 526 now. Progress will happen, make sure we can control it now before our property value decreases anymore because of poor/lack of initiative.	Noted.	
1.52	Complete I-526 to James Island Connector first (no toll road), then widen Maybank and River Roads.	Noted.	Summertrees
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 Glatting Jackson alternative in the EIS.	Refer to Chapter 3, Section 3.5 of the DEIS	James Island
1.54	Prefers Alts. #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 the way to go instead of 526. It 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 and Chapter 5 Natural Environment of the DEIS	Summertrees
1.55	Encourage businesses to adjust working hours and adopt a 4-day work week.	Noted.	
1.56	Consider alternative modes including improving existing roads, bike lane expansions and safe corridors, bus routes and traffic light synchronization. Introduce light rail to the area would be the best long term alternative. Very concerned that extending Mark Clark as planned would only provide temporary relief to traffic problems and may make them worse in some areas. Environmental impacts are also a major concern.	Refer to Chapter 3, Section 3.5-3.7, and Chapter 5 of the DEIS.	West Ashley, Byrnes Downs
1.57	Go with Mark Clark using the original line, include intersections at points where traffic can easily get on and off; a feeder road from River Road east toward Stono River could connect River Road to Mark Clark	Refer to Chapter 3 Sections 3.5 and 3.9 of the DEIS	Morris Acres
1.58	There is a need for alternative roads & repair - please consider them. To build 526 will create another gridlock.	Refer to Chapter 3, Section 3.5 of the DEIS	Johns Island
1.59	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	James Island
1.60	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
1.61	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 and Chapter 5 Natural Environment of the DEIS.	James Island
1.62	Fix existing roads. Extension of 526 through Johns Island will increase traffic, encourage more development which will bring more people, congestion and crime.	Refer to Chapter 3, Section 3.2 of the DEIS.	Johns Island
1.63	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
1.64	Prefers Alt. #5 with changes, interchanges should be included at both River Road crossings. Route 5 should swing further south to keep traffic off the northern part of River Road. Whichever alignment is chosen must tie into the existing Folly Road Expressway Terminus	Refer to Chapter 3, Section 3.5 of the DEIS	West Ashley
1.65	Build road ASAP.	Noted.	James Island
1.66	One interchange will not work on Maybank Highway - creates too much traffic. If limited access road, make loop larger into John's Island to include, at a minimum 3 interchanges.	Refer to Chapter 3 Section 3.2 of the DEIS	Johns Island
1.67	First concern is safety -how about more speed traps. The highway should only be built if increased highway safety is the first impact made.	Refer to Chapter 2, Section 2.1 of the DEIS.	Betsy Kerrison Parkway
1.68	Finish the Mark Clark of the proposed plan of 1949. Widen Maybank to 4 lanes. Stop any new development projects until roads are complete. Stop issuing building permits.	Noted.	Johns Island
1.69	Supports Mark Clark project. The project will alleviate congestion in West Ashley through James Island lower roadways. Prefers Alt. #16 along with #15.	Refer to Chapter 3, Section 3.5 of the DEIS	Hollywood
1.70	Plans show affected by Alternatives 3, 9, & 13 - oppose these alternatives and request they be removed immediately.	Refer to Chapter 3, Section 3.5 of the DEIS	Terrabrook
1.71	Alternatives 3, 9 & 13 - displacing too many families - other alternatives would be cheaper.	Refer to Chapter 3, Section 3.5 of the DEIS	
1.72	Opposed to project.	Noted.	Johns Island
1.73	Prefer Alternatives 3 & 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
1.74	Light rail using existing right of ways on Johns Island - no buses.	Refer to Chapter 3, Section 3.6 of the DEIS	Grimball Gates
1.75	Finish I-526 as soon as possible. Prefers Route 5, exits should be added on River Road each time it crosses it in addition to Maybank Highway. Widen Maybank to 4 lanes with turn lanes. Build bridge from Betsy Kerrison Parkway across the Bohicket River to Maybank Highway on Wadmalaw.	Refer to Chapter 3, Section 3.5 of the DEIS	Wadmalaw Island
1.76	Against 526 project - 526 connecting onto Maybank will cause more harm than good, will create more pain for the people on Johns Island..	Noted.	River Road & Plowground
1.77	Separate Johns Island and James Island trips on P&N. 526 plan that does not include Johns Island and goes near the municipal golf course is better. The pitchfork idea that the City proposed will handle the traffic that 526 would not capture.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 of the DEIS	Johns Island
1.78	What criteria and composite modeling was used to create the 2030 traffic levels. Provide historical data for trips to work each day. Including existing permits, land development plans may not provide consistent modeling accuracy.	Refer to Chapter 2, Section 2.1 and Chapter 3 of the DEIS.	Rushland
1.79	Opposed to project. Please list actual number of comments for each. Proposed roadway will impact over 3000 acres of land. Johns Island people are not represented in the decision making process.	Refer to Chapters 5 and 7 of the DEIS.	Johns Island - Stono Pointe
James Island	November 13, 2008		

Mark Clark Expressway
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2.1	Yes - do something to reduce traffic on Maybank & Riverland at Central Park - used as "cut through" to Johns Island. Options 3 & 4 no good - will worsen congestion. Alts. 9, 10, 13 - no good - will take people's land. Alts. 12, 14, 15, 5 & 1 - are best - burden will fall to County Park. This needs to go to/through Johns Island - congestion on James Island is Johns Island folks trying to get home. Include sidewalks & bike lanes.	Refer to Chapter 3, Section 3.6 and Chapter 6, Section 6.1 of the DEIS	Green Acres on Riverland
2.2	Considers it totally unfair that the Coastal Conservation League is just inside the door with their issues concerning non-completion of I-526.	CCL displays were moved to a more convenient location for subsequent meetings.	Moreland
2.3	a) please do not transfer traffic from one area of town to another area - increased congestion at the JI Connector/Calhoun is a major concern; b) consider lower tech. alternatives to improve traffic flow - red lights; c) I-526 will accelerate the destruction of Johns Island; d) attempting to alleviate congestion in Charleston will destroy the beauty of the area (I-526) perfect example; e) run a bus along Harbor View Road; f) rearrange Folly/Weston/Savannah Hwy/Hwy 61 to improve traffic flow; g) please say No. Prefers low tech improvements spread over a wide area.	Refer to Chapter 3, Section 3.2 of the DEIS	James Island/Parrot Creek
2.4	Prefers bike/pedestrian improvements, ability to network neighborhoods, emphasize quality of transport not quantity - no interchanges at Maybank.	Refer to Chapter 3 Section 3.12 of the DEIS.	Downtown
2.5	Yes to project - be considerate of property and homes. Environment is important, consider families and homes first.	Refer to Chapter 5 of the DEIS.	Ocean Neighbors
2.6	When project is fully approved - promote Charleston area. Weather, water & parks - Charleston needs to be made outdoor active.	Noted.	Johns Island Fenwick
2.7	Do not need large expressway. Road will increase traffic and lead to development of rural areas. Consider other alternatives such as New Way to Work Plan.	Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.2 of the DEIS	James Island - Whitehouse Plantation
2.8	Alternative No. 1 is best - disturbs least amount of residents on James Island. Residents should have priority. Need bike paths or sidewalks.	Refer to Chapter 5, Section 5.5 and Chapter 3, Section 3.12 of the DEIS.	James Island
2.9	Plan 5 seems to work best - solve the problem one time! Spend the money & build out the bridge - put as many interchanges on James & Johns Island so that areas are not congested.	Refer to Chapter 3, Section 3.5 of the DEIS	Citadel Woods
2.10	If Mark Clark must be built use Alts. 1 or 8 - this will show taxpayers that our government uses common sense. Land already owned by taxpayers and also homeowners will be impacted the least.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.11	Writers area will be impacted. Expensive houses may pose a problem. Next meeting will be a bit more clear.	Noted.	Laurel Park
2.12	Build I-526 as soon as possible. This will allow neighborhoods to regain a quality of life now impossible due to the amount of through traffic.	Noted.	Wappoo Heights
2.13	Preferred alternatives 3, 4 or 9. Increased traffic over 20 years - traffic becoming more dangerous. Any alternative from James Island connector to Johns Island would greatly improve the quality of life and safety in the area.	Refer to Chapter 3, Section 3.5 of the DEIS	
2.14	In favor of I-526 project. Unfair that 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.	CCL displays were moved to a more convenient location for subsequent meetings.	Moreland
2.15	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, preserve Charleston where needed, if at all possible. Do not give in to smaller more vocal groups.	Refer to Chapter 3, Section 3.5 of the DEIS	Mt. Pleasant
2.16	No to project - improvements need to be made to Maybank Highway, River Road and Main Road instead.	Refer to Chapter 3, Section 3.5 of the DEIS	Millwood in Mt. Pleasant
2.17	Light rail or mono rail.	Refer to Chapter 3, Section 3.6 of the DEIS	
2.18	No to project. It will destroy environment and promote mega development and pollution. Spend money for light rail from Charleston to Summerville.	Refer to Chapter 3, Section 3.6 of the DEIS	James Island
2.19	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.	Refer to Chapter 3, Section 3.5 and Chapter 5 Human Environment of the DEIS	Riverland Crossing
2.20	Alt. #1 is the best.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
2.21	Alt. #10 is preferred - keeps highway away from my home. Would like to have access to Central Park Road without going directly to Folly Road. Several families and businesses would benefit from access under I-526 to Central Park Road.	Refer to Chapter 6, Section 6.1 of the DEIS	Up On the Hill, James Island
2.22	Prefer Alt. #10 - concerned about noise to their home - will noise walls be built?	Refer to Chapter 5, Section 5.3 of the DEIS.	Up On the Hill, James Island
2.23	Alternatives #1 and 8 are superior to any choices offered. A backup to the alternative approved in 1972 and 1995, alt. #15 would suffice. James Island County Park was and still is the best property to cross over.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
2.24	Does not like any alignments going just north of James Island County Park - new homes there (get away from them or don't build it). Yes: 1,2,7,8, & 10. Alignments 1 & 10 look great. Improve alternatives, build bike/pedestrian friendly access.	Refer to Chapter 3, Section 3.12 and Chapter 6, Section 6.1 of the DEIS.	James Island
2.25	Advocate of the I-526 expansion project. Proposals have roads through my lot - new, expensive subdivision. Please take this into consideration. Project should interchange on Johns Island.	Noted.	Laurel Park/Ellis Creek Landing
2.26	Opposed to I-526. Effects wetlands, causes noise pollution. Some alignments removes significant tree canopies.	Refer to Chapter 5, Sections 5.3, 5.4 and 5.20 of the DEIS	Johns Island
2.27	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.	Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.5 of the DEIS.	Folly Beach
2.28	No logical need for 526 to be expanded. Growth is not always good or needed. Where is the needs analysis??	Refer to Chapter 2, Section 2.1 of the DEIS.	James Island
2.29	Against Johns Island Extension of Highway 526 to James Island - because of additional traffic.	Refer to Chapter 2, Section 2.1 of the DEIS.	Lawton Bluff
2.30	No justification for superhighway. A network of well planned roads must be studied.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 of the DEIS	Peninsula
2.31	Reviewed mapping for expressway on James Island - concerned about the homes that would be lost. Do not understand the impact that alignments 8, 5, 17 and 1 would have. How do I get feedback?	Refer to Chapter 5, Section 5.5, Chapter 6, Section 6.1 of the DEIS and project website www.scdot.org/i526 .	
2.32	Against project - would take 40 acres of county park and not improve traffic. Need more mass transit, repair of existing roads and sidewalks.	Refer to Chapter 3, Sections 3.5 and 3.6 of the DEIS	James Island
2.33	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.	Refer to Chapter 3, Section 3.5 of the DEIS	Johns Island
2.34	New bridge is needed from Hwy 61 over to N. Charleston. James Island - enlarge Riverland Drive from old Kmart area to Maybank Highway at golf course.	Noted.	
2.35	No to project. Will do nothing to help life style of James and Johns Island residents. Use taxpayers money somewhere else.	Noted.	Fort Johnson - James Island
2.36	Represents The Crescent - overwhelmingly in favor of the completion of I-526. Please assess the environmental impacts of not completing I-526.	Refer to Chapter 5 of the DEIS.	The Crescent - West Ashley
2.37	Concerned with the location of the bridge over the Stono River. Option 11 & 15 takes a more direct route over the river - will reduce the value of those houses. If we spend the money it should connect with both John & James Islands. Would like to see the Stono Bridge farther to the east. Also interested in Option 16 but it would only make sense if it was extended further north past 17 to a different terminus on 526.	Refer to Chapter 3, Section 3.5 of the DEIS	Mt. Pleasant
2.38	Best proposal - Location #1.	Refer to Chapter 6 Section 6.1 of the DEIS	Central Park Road
2.39	Would like to see alternative routes instead of major highways. These would help traffic and decrease accidents that cause major traffic.	Refer to Chapter 3, Section 3.2 of the DEIS.	Forest Lakes - West Ashley
2.40	100% for road.	Noted.	James Island
2.41	Provide bike routes, walking, running - promote the area.	Refer to Chapter 3, Section 3.12 of the DEIS.	

Mark Clark Expressway
Public Information Meeting #1

2.42	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 Heritage Property. Does not trust the City.	Noted.	James Island
2.43	Avoid the 526 Expressway! Need more sidewalks. The New Way to Work Alternative has great ideas! Save our Wetlands and protect the James Island County Park.	Refer to Chapter 3, Section 3.5 of the DEIS	Rivers Point Townhouses
2.44	Proposed Alternative: new location #5 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
2.45	Please do not build - misuse of taxpayers money. There are no bike lanes around James Island except at dangerous curves from Folly Beach.	Noted.	River Front
2.46	Build as soon as possible.	Noted.	
2.47	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 bridge to Johns' Island. Suggestion: improve Main and put in a parkway that would go at least 50 miles inland (before any more houses & businesses are built/approved). Need way to evacuate that does not involve I-26.	Refer to Chapter 3, Section 3.2 of the DEIS.	James Island
2.48	Consider a tunnel - connecting West Ashley with Johns Island. Practically no environmental impact, less maintenance. Might be more expensive but much more cost effective.	This became Alternative 24; Refer to Chapter 3, Section 3.2 of the DEIS	West Ashley
2.49	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 South Bound road (keep row of grand oaks in the center). Do not allow commercial use through zoning.	Refer to Alternative 30 in Chapter 3, Section 3.5 of the DEIS	Seaside Plantation (James Island)
2.50	In favor of the Mark Clark extension. To alleviate current traffic. Alternatives must include more access to downtown, more access to Harborview, 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 our area.	Refer to Chapter 3 Section 3.2 of the DEIS.	Seaside Plantation (James Island)
2.51	Improve existing roads - less negative environmental impacts. Build a better connection from I-26 to Bees Ferry.	Refer to Chapter 3, Section 3.2 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 28 in Chapter 3, Section 3.5 of the DEIS	West Ashley (Willow Place)
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/Pier Point
3.5	Alt. 15 has negative impacts on W. Ashley neighborhoods from Hwy 17 to Stono 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 Alternative 32 in 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	Stonecreek
3.9	Complete I-526 as planned in 1972.	Noted.	Villas of West Ashley
3.10	Noise barriers should be included. Do not destroy water or marsh front property. Suggest moratorium on population growth instead of building on every inch of property.	Refer to Section 5, Section 5.3 and 5.15 of the DEIS.	West Ashley - Forest Lakes
3.11	What will the buffer zone be between Arlington Drive and I-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 I-526. This will reduce traffic congestion along major roadways in the Ashley Bridge District. In addition to I-526 include alternative modes of transportation - bike routes and greenways.	Refer to Chapter 3 Section 3.12 of the DEIS	Byrnes Downs
3.14	The 1995 original plan is the best plan. Options #16 & 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.	Noted.	Moreland
3.16	Put list of alternative criteria on website.	Refer to project website www.scdot.org/i526 .	Sylvan Shores
3.17	Need improvements - build them.	Noted.	Marshall Creek
3.18	Suggestion: save this money and invest in a 21st century transportation system that will be more cost effective and environmentally better. Marry two existing prototypes.	Refer to Chapter 3, Section 3.5 of the DEIS	West Ashley/Forest Lakes
3.19	Prefers 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
3.20	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 and Chapter 3, Section 3.2 of the DEIS.	Shadowmoss
3.21	Table 1.8 does not show I-526 accident numbers.	Refer to Chapter 2, Section 2.1 of the DEIS.	
3.22	The draft failed 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 2, Section 2.1, Chapter 3, Section 3.3 of the DEIS.	N. Charleston
3.23	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
3.24	Focus on original 4 alignment options - changing will create chaos. James Island County Park and Dill Tract off limits. Consider at-grade "Main Street" section on John's Island.	Refer to Chapter 3 Sections 3.5 and 3.9 of the DEIS	Riverland Terrace
3.25	Complete project as soon as possible.	Noted.	Hickory Hill
3.26	Bridge over Capri Isle 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
3.27	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
3.28	Adopt 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
3.29	Construct most economically feasible route that least impacts our environment.	Refer to Chapter 5 of the DEIS	James Island
3.30	No to bridge - already has to look at one bridge.	Noted.	Capri Isle
3.31	Build the project now.	Noted.	West Ashley
3.32	Alt. 12 most feasible - Alt.16 and 17 would increase traffic congestion.	Refer to Chapter 3, Section 3.5 of the DEIS	Shady Acres
3.33	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.	Noted.	Sylvan Shores
3.34	Do Not Build I-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	West Ashley
3.35	Alternatives 3 & 4 should not be built. Too close to homes.	Refer to Chapter 3, Section 3.5 of the DEIS	West Ashley

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3.36	Favor of non-toll extension of I-526 through John's Island - not going around it as in proposal 3 & 4. Route 11 with exits 11A and 11B will best serve long term needs. If exits are not included Maybank will be overwhelmed and exits will have to be added later. Also, would like to see new bikeway extended from BI-LO at Bee's Ferry & Hwy 61 all the way to Maywood and Hwy 61.	Noted.	Magnolia Ranch
3.37	Complete I-526 as soon as possible. Prefer route 12, 13 or 14. Build roads not parks.	Refer to Chapter 3, Section 3.5 of the DEIS	Hickory Hills
3.38	Proceed with major freeway extension as soon as possible - be prudent of environment. Project must be designed to improve hurricane evacuation. Include moped and bike lanes at every realistic area. Why have a 2nd public info meeting - new info in 09?	Refer to Chapter 3, Section 3.12 of the DEIS.	James Island
3.39	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.	Refer to Chapter 3, Section 3.5 and Chapter 5 Human Environment of the DEIS	Stone Creek
3.40	1st choice: Fix existing roads - do not connect 526. Second choice: Alts. 3 & 4 for minimum impact on rural character, minimum hi fly roads. Highest priority - bike/walk paths, these maintain John's Island character & tourism.	Refer to Chapter 3, Sections 3.5 and 3.12 of the DEIS	Johns Island
3.41	Build I-526 - great form of responsible growth and will alleviate congestion on existing roads. Not building will affect Charleston economically.	Noted.	West Ashley
3.42	The 1972 route is best/1995 plan. Opposed to Alts. 3 & 4 - interrupts 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.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS	Capri Isle
3.43	Build Alt. 15 with or without Alt. 1 or 2. Get it built.	Refer to Chapter 3 Section 3.5 of the DEIS	West Ashley
3.44	Agree with building the road - do not agree with proposed routes 3 & 4. 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?	Refer to Chapter 3, Section 3.3 of the DEIS	Headquarters Island West Ashley/Willow Place
3.45	Not through James Island County Park. Blue or green is preferred.	Noted.	
3.46	Do not even consider alternatives 3 or 4 for 1.5 miles the bridge would be constructed directly across the view of the Capri Isles residents.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
3.47	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.	Noted.	Bay Front/James Island
3.48	Alt. 16 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.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
3.49	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 terminus on US 17 (Alt. 16) or Folly Road (Alt. 17) - cancels the need for a beltway.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores III
3.50	No to #16, this compounds traffic congestion. This route impacts wetlands, would have to install more traffic lights. Route 3 and 4 appear to be best overall.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
3.51	Option 16 is absurd. Not sure I-526 extension is needed. Logically, proceed in the way it is already headed.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
3.52	Against Alternative 16 - places too much traffic on Savannah Highway. Would have to be constructed over more wetlands.	Refer to Chapter 3, Section 3.5 of the DEIS	Charleston
3.53	Complete project with least impact on wetlands - I-526 needs to be completed.	Refer to Chapter 5, Section 5.20 of the DEIS	Parkdale
3.54	Finish 526 - it will help alleviate congestion. Route 12 looks least invasive on property.	Refer to Chapter 3, Section 3.5 of the DEIS	Hickory Hill
3.55	Agree with proposal #16. If #16 is not used - all members of the Stone Creek Home Owners Associates vote NO for 526 expansion.	Refer to Chapter 3, Section 3.5 of the DEIS	Stone Creek
3.56	Would like an alternative that is environmentally conscious to be constructed.	Refer to Chapter 5 of the DEIS.	West Ashley
3.57	Continue searching for the best possible solution to make sure this gets done. James Island needs at least one more route to exit if needed, also better/easier access to airport and other areas.	Refer to Chapter 3, Section 3.2 of the DEIS	Meridian Place
3.58	Opposed to I-526 extension - #16. Concerned with cost, environmental impacts on marsh lands and their eco systems. The extension should be short & direct as possible, minimally disturbing to the environment and homeowners.	Refer to Chapter 3, Section 3.5 of the DEIS	
3.59	Has real economical & ecological problems with the project. Give alternative development a chance. Invest in our current roads, improve public transportation, provide more pedestrian & bicycle accessible areas.	Refer to Chapter 2, Section 2.1, Chapter 3, Sections 3.2 and 3.12 of the DEIS.	James Island
3.60	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 thoroughfares, balance of funds could be used for road improvement not expansion.	Refer to Chapter 5 and Chapter 3, Section 3.2 of the DEIS	
3.61	Location #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 Johns' 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.	Refer to Chapter 3, Sections 3.5 and 3.7 of the DEIS	Sylvan Shores
3.62	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.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.6 and 3.7 of the DEIS	Sylvan Shores
Mail In			
4.1	Bad outweighs the good for this project. Options and information about this extension are too broad. Bad idea in general.	Noted.	James Island
4.2	No to the project - horrible impact on environment. Project will only help for 1 or 2 decades.	Refer to Chapter 3, Chapter 2, Section 2.1 of the DEIS.	
4.3	Consider other modes of transportation because of the negative effects of the bridge. Increased pollution could alter the environment.	Refer to Chapter 3, Section 3. and Chapter 5 of the DEIS.	James Island
4.4	Against I-526 expansion. Environmental and economical issues should be weighed before building this expressway. More knowledge is needed.	Refer to Chapter 5 of the DEIS.	West Ashley
4.5	Bridge is a bad idea. Population growth on John's Island will most likely over populate Charleston and clog the expressway. Bridge is very expensive, consider other options that are less expensive and environmentally better.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2	James Island
4.6	Great idea but other alternatives should be looked at. Bridge is very expensive and will cut through many areas.	Refer to Chapter 3, Section 3.2 of the DEIS	
4.7	Bridge is good but there could be better alternatives. Traffic congestion versus environmental impacts - is the bridge worth it. Concerned about runoff and pollution.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	James Island
4.8	Bridge is a bad idea because it destroys homes, property and animal habitats.	Refer to Chapter 5 of the DEIS	Johns Island
4.9	I-526 extension is a horrible idea. Very expensive, will increase traffic, will destroy marshes and the James Island County Park.	Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS	James Island
4.10	No to I-526 expansion routes #3 & #4. Will negatively impact neighborhoods, property values, wildlife, water flow, views of creeks and marshes. Consider routes with less negative impacts.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
4.11	Oppose routes 3 & 4 unless it is proven and can justify changing the plan. Insist on cost analysis of each option.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
4.12	Oppose routes 3 & 4 - environmental impact on the marsh and huge cost of building in the wetlands. Lives in Capri Isles - impact to area will be huge. Stick to the original plan.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
4.13	Opposed to connector. Do the lesser of the evils first, consider expanding (improving) the pre-existing infrastructure.	Refer to Chapter 3, Section 3.5 of the DEIS	Edenval Farms II
4.14	Consider other alternatives - traffic will worsen with the proposed I-526 ext. Need to protect water quality and beauty; maximize conservation of wetlands.	Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS	Downtown
4.15	No to routes 3 & 4 - has a negative impact on Capri Isle subdivision. Presents threats to wildlife, health, property values and destruction of marsh lands.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle

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4.16	Other routes have less impacts on neighborhoods & communities. Negative points: will impact wildlife, potential change in the navigability of the channel, noise impacts from day & night traffic.	Refer to Chapter 5 of the DEIS.	Capri Isle
4.17	Consider better alternatives to relieve traffic congestion, big roads do not solve this problem; redevelopment of commercial areas. Include New Way to Work Alternative as one of the alternatives analyzed in the EIS. This alternative costs \$207 million.	Refer to Chapter 3, Section 3.5 of the DEIS	
4.18	Oppose routes 3 & 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	Capri Isle
4.19	Other routes will have less impact on existing neighborhood. With this proposal area would get direct run off, negative impact on property values, noise impacts.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
4.20	Concerned about environmental impacts to Capri Isle. Other proposed routes would have less impact on neighborhoods. Route #16 looks the best.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
4.21	Suggest: construct 3-mile of tunnels under Stono River from Savannah Hwy to James Island Park (no property to buy) major I-526 interchanges should have electronic controlled traffic signals for merging at rush hour; use HOV and bus lanes; start inter County rail lines into Charleston.	Refer to Alternative 24 in Chapter 3, Sections 3.5 and 3.7 of the DEIS	Autumn Chase & Magnolia Lakes
4.22	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.	Refer to Alternatives 29 and 30 in Chapter 3, Section 3.2 of the DEIS.	
4.23	Against plan #16 - destroys the marsh, a graveyard, puts a multi-million dollar Clemson lab in jeopardy. Plan #15 was voted the best in 1972 - why change it?	Refer to Chapter 3, Sections 3.5 of the DEIS	Sylvan Shores
4.24	Develop transportation alternatives rather than extending I-526. Extending I-526 is not an efficient use of public money, will not solve existing or future traffic problems, encourages more development, and increases congestion. The Glattig Jackson approach solves traffic problems and provides quality-of-life benefits to the communities by relieving traffic.	Refer to Chapter 3, Section 3.5 of the DEIS	
4.25	Objects to Alt. #16 - adverse effects to the environment, brings traffic with its noise and air pollution, subjects water recreation to the same problems.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
4.26	Prefer Alt. #11 with 11A and 11B included.	Refer to Chapter 6, Section 6.1 of the DEIS	Ravens Bluff
4.27	Complete the Mark Clark. Alternative #15 is best but Alternatives #1 & 2 may be considered at little extra cost.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Sylvan Shores
4.28	Supports extending 526 to Folly Road.	Noted.	Old Town Acres
4.29	Supports extension from Hwy. 17 to Folly Road.	Noted.	North Charleston
4.30	Complete I-526 as planned.	Noted.	Parkwood
4.31	Savannah Hwy needs relief - building or extending 526 will help.	Noted.	Charlestown Estates I
4.32	Opposed to #16 - impractical for traffic flow on Savannah Hwy and I-526 when extended, adds mileage to the project by altering direction away from its intended destination, maximizes environmental problems, costs more to cross the marsh than crossing high ground.	Refer to Chapter 3, Section 3.5 of the DEIS	
4.33	Extend I-526 to meet the Crosstown at Folly Road, James Island, SC. Current roads cannot handle anticipated growth on James and John's Islands.	Noted.	Parkwood Estates
4.34	Yes to I-526. Needed because of the growth in West Ashley, Hollywood and James Island.	Noted.	Hickory Hills
4.35	Opposed to Route #16 - alters the direction of I-526 away from its destination, adds unnecessary and expensive mileage to the project, impractical for neighborhoods and businesses in the area, negative effect on environment, higher cost because of unnecessary distance of crossing the marsh.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
4.36	Alternative 15 is the most responsible in terms of cost and environment. Alts. 1 and 2 may be an improvement since it benefits the park and neighborhoods.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Sylvan Shores
4.37	I-526 expansion is not needed to serve Johns Island. Use funding for approaches to bridges and strategic thoroughfares. Balance of funds could be used for road improvements versus expansions. Also, major environmental concerns with extension of I-526; as well as negative impact to wetlands.	Refer to Chapter 2, Section 2.1, Chapter 5 Natural Environment of the DEIS.	
4.38	Route #16 would have less impact on neighbors & communities. Please remove routes 3 & 4 from alternative list.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
4.39	No to Mark Clark to John's Island - not needed and will destroy the island and not help Ashley.	Refer to Chapter 2, Section 2.1 of the DEIS.	Johns Island
4.40	No Mark Clark on Johns Island	Noted.	Johns Island
4.41	526 on Johns Island will create traffic congestion and ruin our way of life.	Refer to Chapter 2, Section 2.1, of the DEIS.	Johns Island
4.42	Believe the original I-526 plan is best, contains the least detrimental environmental impacts. Oppose alternate routes 3 & 4 - of all proposed routes these two are the worst and most destructive.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
4.43	Total agreement for the completion of I-526 as planned.	Noted.	Moreland
4.44	Agree to completion of I-526. It will greatly reduce traffic on Folly Rd., Johns Island and West Ashley (particularly Savannah Hwy); also, will have minimal effect on development on Johns Island. Please consider tunnels instead of bridges.	Refer to Alternative 24 in Chapter 3, Section 3.5 of the DEIS	Johns Island
4.45	Routes 3 & 4: cross the Stono River at its widest point - travel the greatest distance over marsh land - this adds price to the bridge construction.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
4.46	Please analyze the following in the EIS: commuter travel on Savannah Highway to Maybank Highway to River Road and Main Road to cross at Limehouse Bridge in order to get onto a major US highway away from congestion; also truck route patterns should be analyzed. With completion of I-526 Folly Road should be a safe road.	Refer to Chapter 2, Section 2.1 of the DEIS.	
4.47	No to I-526 extension - will not solve traffic problems and will destroy wetlands and parklands. Yes to New Way to Work Alternative.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
Comments by E-Mail			
5.1	Do not build 526 extension. Project offers no benefits to any involved areas.	Refer to Chapter 2, Section 2.1 of the DEIS.	
5.2	Logical choice would be #1 merging into #2 then merging into #15. Results would have least impact on James & John's Island.	Refer to Alternative 28 in Chapter 3, Section 3.5 of the DEIS	McCalls Corner
5.3	Preferred alternatives are #1, then #2 on James Island then back to the original alignment #15 on John's Island. These save homes and do not cut through the James Island County Park. These alternatives use mostly public vs. private lands.	Refer to Chapter 6 Section 6.1 of the DEIS	James Island
5.4	Against having Mark Clark extended to John's and James Islands - will ruin both islands. Least harm and cost to taxpayers would be to use #15 on Johns Island and #1 & #2 on James Island.	Refer to Alternative 28 in Chapter 3, Section 3.5 of the DEIS	James Island
5.5	Supports Alt. #1 combined with Alt. 2 then ties back into #15.	Refer to Alternative 28 in Chapter 3, Section 3.5 of the DEIS	James Island
5.6	Add one more alternative: take the northerly most route and route it across the new Stono River Bridge instead a building a new bridge. Would be half the cost of two bridges, then design interchanges with Maybank Road.	Refer to Alternatives 29 and 30 in Chapter 3, Section 3.5 of the DEIS.	Stiles Point Plantation
5.7	No to the alternate proposal submitted by the Coastal Carolina Conservation League. It is unrealistic, unproductive and not in the best interest of citizens. Please do not allow SCDOT to be part of this plan.	Refer to Chapter 3, Section 3.5 of the DEIS	Rick Hendrick Imports
5.8	Alts. 1 & 2 on James Island would benefit the James Island County Park and homes.	Refer to Chapter 6 Section 6.1 of the DEIS	Charleston County
5.9	Routes 1 and 2 have the least impacts and cost the least amount of taxpayers money.	Refer to Chapter 6 Section 6.1 of the DEIS	Meridian Place
5.10	Go with Alt. 1, Alt. 2 or Alt. 17.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Winnsboro Lakes
5.11	Alts. 1, 2 and 17 are cost effective solutions - save the park, wetlands and neighborhoods. Elevated bridges do not impact wildlife.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	James Island
5.12	Favor alts. 1 or 2 - goes straight across John's Island. Alts. 3 & 4 are disastrous and expensive.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Capri Isle

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5.13	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 Ravenal Bridge.	Refer to Chapter 3, Section 3.2 of the DEIS.	
5.14	Feels that if the people do not want the bridge - do not build it.	Noted.	Off I-526 Mount Pleasant
5.15	Alts. 1, 2 & 15 best for everyone.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Aqua Company
5.16	Yes to the project.	Noted.	
5.17	Proposed extension of I-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.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.18	Supports New Way to Work Alternative and would like it included as one of the alternatives analyzed in the EIS.	Refer to Chapter 3, Section 3.5 of the DEIS	Holy City Bike Co-op
5.19	Do what it takes to take care of traffic.	Noted.	Westland
5.20	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	Ashland Plantation
5.21	Build I-526 extension - end the delays.	Noted.	
5.22	No to project! Other solutions that deal with increased traffic, save money and help preserve quality of life. Supports the alternatives in the Coastal Carolina Conservation League and the New Way to Work.	Refer to Chapter 3, Section 3.5 of the DEIS	James Island/Houghton Drive
5.23	Logical choices are Alts. 1, 2 and the 15. Based on best solution to save the park, preserve the wetlands and minimally disrupt the neighborhoods.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Sangaree
5.24	Alt. 15 seems to be the most cost effective and publicly inline.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.25	Opposed to the Mark Clark Expressway - wastes a lot of money for such a small amount of decongestion.	Refer to Chapter 2, Section 2.1 of the DEIS.	Johns Island
5.26	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 #6 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.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
5.27	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 "greener" options.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
5.28	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.	Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS.	
5.29	Wetlands will be devastated and the cost is unnecessary - consider an alternative route.	Refer to Chapter 3, Section 3.2 and Chapter 5, Section 5.20 of the DEIS.	Capri Isle
5.30	Other alternatives need to be considered to save wetlands and cost. Plans 3 & 4 would negatively impact neighborhoods on Capri Isle - property values, wetlands and noise.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
5.31	Move on with 526 - eventually it will be needed.	Noted.	Brynes Downs
5.32	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.	Noted.	Wappoo Heights
5.33	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.	Refer to Chapter 3, Section 3.5 of the DEIS	New World Byzantine Design, Elliotborough
5.34	Suggest using Alternate 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.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	
5.35	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.	Refer to Chapter 3, Sections 3.5 and 3.7 of the DEIS	South Windermere
5.36	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.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	
5.37	In favor of the proposed I-526 extension, as long as it does not cut through the James Island Co. Park.	Noted.	Byrnes Downs
5.38	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.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	
5.39	Move forward with the completion of I-526 - using money & time by not moving ahead now.	Noted.	Downtown Charleston
5.40	Consider Alt. 1 then 2 and lastly 15.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	James Island
5.41	Old Windermere Neighborhood - in favor of the 526 project - good solution to current traffic problems.	Noted.	Old Windermere
5.42	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.	Refer to Chapter 3, Section 3.12 of the DEIS.	South Windermere
5.43	Complete the I-526 loop. In addition, please look at the alternatives.	Refer to Chapter 3, Section 3.2 of the DEIS.	Byrnes Downs
5.44	In favor of the 526 Expressway extension - it is the most viable plan for addressing the overall traffic flow concerns for Charleston.	Noted.	Baker and Baker Real Estate Developers
5.45	Do not impact Capri Isle in any way - encourage you to find other routes for the expansion of 526.	Refer to Chapter 3, Section 3.5 of the DEIS	Capri Isle
5.46	Do hope there are no plans to renege on the original promise to voters to complete I-526.	Noted.	
5.47	Prefer alternatives 1, 2 or 15.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	James Island
5.48	Project should be completed as originally deemed feasible - everything should be done to protect homes and choose to occupy public and/or state owned property as often as possible.	Noted.	
5.49	Alts. 1, 2 and 15 onto Johns Island are preferable.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	James Island
5.50	Improve the existing roads. Opposed to 526 extension. Would oppose any route going through Johns Island, near the Coastal Research and Education Center, Dill Sanctuary and James Island County Park. Concerned about conservation of wetlands, protected and public lands and rural areas.	Refer to Chapter 3, Section 3.5 and Chapter 5 of the DEIS	Wadmalaw Island
5.51	Request form for me to state the impact of I-526 on the environment.	Refer to project website www.scdot.org/i526 .	Water Way South
5.52	Improve the existing roads. Opposed to 526 extension. Would oppose any route going through Johns Island, near the Coastal Research and Education Center, Dill Sanctuary and James Island County Park. Concerned about conservation of wetlands, protected and public lands and rural areas.	Refer to Chapter 3, Section 3.5 and Chapter 5 of the DEIS	Wadmalaw Island
5.53	I-526 Extension is not the best alternative to solve Charleston's transportation challenges. Consider alternative models of development - redevelopment of suburban and commercial areas, create a functional street network that reduces congestion, comprehensive planning for economic development - these alternatives should cost less than interstate development. Please evaluate as part of the EIS. A new interstate will create new intersections with greater congestion. Protect water quality and beauty that maximizes wetlands.	Refer to Chapter 3, Section 3.2 of the DEIS.	West Ashley

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5.54	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, Section 6.1 of the DEIS	James Island
5.55	Favor Alts. 1, 2 and 15.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Summerville
5.56	Proceed with Alt. 1, 2 and 15 - Johns Island would be the best route.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Mark Clark
5.57	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, Section 6.1 of the DEIS	
5.58	Support Alts. 1, 2, & 15 onto Johns Island - minimizes property disruption and benefits residents near the park.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Folly Beach
5.59	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 6, Section 6.1 of the DEIS	
5.60	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 6, Section 6.1 of the DEIS	James Island
5.61	Please complete I-526.	Noted.	Downtown
5.62	Complete I-526 it will help with area traffic flow.	Noted.	Johns Island
5.63	Support the 526 extension - please complete as soon as possible.	Noted.	
5.64	Support completion of Hwy 526 from Hwy 17 in W. Ashley to Folly Road on James Island.	Noted.	
5.65	Favor completion of 526 and 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.	Noted.	
5.66	Prefer "no build" option. Completion of 526 will not benefit James Island. Instead of solving traffic problems, it will be moving problems from one area to another.	Refer to Chapter 2, Section 2.1 of the DEIS.	
5.67	Money better spent on improving existing roads, traffic and mass transportation options. A more sophisticated mass transit would be very popular.	Refer to Chapter 3, Section 3.6 of the DEIS	
5.68	Fix what we have by creating better public transportation, ride share opportunities, and safe bike lanes. New roads will create more traffic, chaos, development and destruction.	Refer to Chapter 3, Section 3.6 of the DEIS	
5.69	Believes that connection of Roue 30 is necessary and inevitable, current proposals are not as practical or prudent as they could be. Extend comment and planning period for one year - improve upon the existing alternatives. Consider less intrusive alternatives, with more long-term utility (tie-ins with 17, completion of the downtown section of the beltway, etc., alternatives that provide solutions to traffic at the Folly) Connector interchange rather than make it worse. Every alternative needs to include bike paths and allow for a future rail system. Of the existing proposals, options 12 through 15, all including option 11B, may be the best. There should be a minimum of 3 interchanges on Johns Island, there should be an interchange on Riverland Road - this would help alleviate pressure on Folly by providing an alternate route to southern James Island, etc. Folly needs improvements to help facilitate, protect, and encourage pedestrian and bike traffic.	Refer to Chapter 3 of the DEIS	
5.70	Oppose proposed extension of I-526. Preserve the rural nature of Johns Island. Family has been on Johns Island since 1887.	Noted.	
5.71	Do not build 526 extension - look at alternative means of improving traffic. Project would increase traffic on Folly Road. Does not want to see Park acreage removed not to mention gas fumes and noise drifting into the park.	Refer to Chapter 3, Section 3.2, Chapter 5, Section 5.3 of the DEIS.	
5.72	Support "No Build" option for 526. New road brings new development, more traffic. Waste of tax money. Johns Island needs to remain rural.	Refer to Chapter 2, Section 2.1 of the DEIS.	
5.73	Purpose and need of this project must be open to alternatives besides building an expressway. Please fairly analyze the New Way to Work Alternative as an alternative to building a new interstate segment.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 of the DEIS	
5.74	Do not build this highway! Arguments for 526 are based on current models of automobile use and growth patterns. Highways will become less crowded. Put Charleston ahead of the curve and be proactive in building roads for the future not the past.	Refer to Chapter 2, Section 2.1 of the DEIS.	
5.75	Opposed to extension of 526 - favors no-build option. All proposals will make traffic worse. Why spend that kind of money on a "solution" that makes matters worse on highways. Please explore alternate means of transportation - light rail.	Refer to Chapter 3, Section 3.6 of the DEIS	
5.76	Opposed to extension of 526 - favors no-build option. All proposals will make traffic worse. Why spend that kind of money on a "solution" that makes matters worse on highways. Please explore alternate means of transportation - light rail.	Refer to Chapter 3, Section 3.6 of the DEIS	
5.77	Oppose the 526 extension and alternatives currently presented that cross Maybank Hwy and Kerr land on Johns Island. There are better alternatives - development of transportation networks in high traffic areas. The design of the 526 Alternative addresses only through traffic while hindering local, intermodal and neighborhood transportation needs. Concerned about elevated sections.	Refer to Chapter 3, Section 3.2 of the DEIS	
5.78	Strongly opposed to project. Purpose and Need of this project must be open to alternatives besides building an expressway. Please include The New Way to Work Alternative as one of the alternatives analyzed in the EIS. Experience proves that interstates worsen traffic over the long term. Alternative methods need to be considered for relieving traffic congestion. Alternatives that emphasize redevelopment of existing suburban areas not only improve congestion will be serve as a tool for economic development and provide local jobs. Select the cheapest alternative to solve the traffic problems.	Refer to Chapter 3, Section 3.2 of the DEIS	
5.79	Please reconsider this project. Improve our infrastructure in a manner that respects our environment.	Refer to Chapter 3, Section 3.5 and Chapter 5 of the DEIS.	Riverland Woods Place
5.80	Opposed to 526 extension. Abandon the planned extension and explore The New Way to Work Alternative - this will enable a real change in traffic and livability for the area.	Refer to Chapter 3, Section 3.5 of the DEIS	North Charleston
5.81	What is the rationale behind the decision to direct the James Island Connector to Calhoun Street rather than the Crosstown? Request copy of traffic projections on Calhoun caused by the Connector - did SCDOT make projections during design phase.	Refer to Chapter 2, Section 2.1 of the DEIS.	Harleston Village Neighborhood
5.82	Request David to visit to Clemson in the near future to see students' work for the Stromboli Corridor site.	Noted.	
5.83	Opposed to extension of I-526 - this will not solve traffic problems. Suggest dropping the plans for the I-526 extension and pursuing less costly and more environmentally friendly approaches to solving traffic problems and congestion on James and John's Islands. There are better alternatives. Glatting Jackson solutions - avoids destruction of wetland and park lands that I-526 would require.	Refer to Chapter 3, Section 3.5 of the DEIS.	
5.84	Please complete the 526 loop - unreasonable amount of cars to use existing roads.	Noted.	Crescent
5.85	Do not support the continuation/completion of I-526.	Noted.	Barberry Woods
5.86	Oppose the extension of 526 through Johns Island. Disappointed that proposed maps of the 526 roadway options were not on the web site.	Refer to project website www.scdot.org/i526 .	Johns Island
5.87	Opposed to the continuation/completion of I-526.	Noted.	Barberry Woods
5.88	First preference is not to extend I-526 any further. It will be a waste of money and will accelerate urban development without solving traffic problems. In my opinion a New Way to Work Alternative with emphasis on redevelopment would be preferable and cheaper. If I-526 is extended: prefer Alt. 3 without any interchanges on Johns Island. If the expressway is built it should extend directly from northeastern Kiawah Island across the Stono and James Island to the southernmost potential alternate terminus on Folly Road. Objects to any Cross Island Road between Maybank and River Road - no matter how financed.	Refer to Chapter 3, Section 3.5 of the DEIS.	Johns Island
5.89	I-526 should not be built. We cannot keep up/maintain our existing roads.	Noted.	West Ashley
5.90	Complete the project - everyone will benefit.	Noted.	ADT
5.91	Consider alignments 1,2,9,10, 12-17 - these affect less residences.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Barberry Woods

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5.92	Barberry Woods resident - in favor of I-526 extension but the extension must stay on the other side of River Road. Please remove alignments 5, 6, 7, 8 and 11 from consideration - these alignments negatively impact the character of Johns Island and areas surrounding my neighborhood.	Refer to Chapter 3, Section 3.5 and Chapter 5 Human Environment of the DEIS.	Barberry Woods
5.93	The original path of 526 appears to offer the shortest route through the Oakland/Sylvan Shore area to reach FEMA V-zone areas. 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 will destroy a majestic vista. The straight shot off 526 has long been expected as the crossing corridor. Why disrupt other areas?	Refer to Chapter 3, Section 3.2 and Chapter 5, Section 5.16 of the DEIS.	Sylvan Shores
5.94	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.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
5.95	Barberry Woods - Prefer proposals 1, 2 or 12 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 completed. Suggest that the Limehouse, Stone, Wappoo Cut and Ashley River bridges be upgraded/modified as needed to provide ped/bike access because speed limit is lower than on the interstate. 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 sea islands.	Refer to Chapter 3, Sections 3.5 and 3.9 and Chapter 5 of the DEIS.	Barberry Woods
5.96	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.	Refer to Chapter 3 Section 3.5 and Chapter 6, Section 6.1 of the DEIS	Barberry Woods
5.97	Complete the Mark Clark - with expected growth in Charleston - it will benefit everyone.	Noted.	ADT
5.98	Questions: Have traffic counts been conducted on Stono Bridge, Limehouse Bridge, Wappoo Cut Bridge or on Savannah Hwy., St. Andrews Blvd., Ashley River Road, Folly Road between James Island Connector to Savannah Hwy? Has a random survey of the residents of the Islands been done to see what percentage leave the sea island area for work daily? I have asked the County these questions before and have never gotten answers. This info. would help provide a more realistic picture of the current situation.	Refer to Chapter 2, Section 2.1 of the DEIS.	Barberry Woods
5.99	Route 16 will do more harm to the salt marsh, cost more, impractical for traffic flow and alter the direction of I-526 from its intended destination.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
5.100	Opposed to route 16.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
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.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
5.102	Finish Mark Clark to include John's Island.	Noted.	
5.103	No need for expansion, there are other better alternatives.	Refer to Chapter 2, Section 2.1 of the DEIS.	South Windermere
5.104	Is there a plan for widening Maybank Hwy between River Road and Main Road?	Refer to 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 more long term solutions to growth needs. Need to enhance public transit and encourage smarter growth.	Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.6 of the DEIS.	James Island
5.106	Not 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 better suited to start on 17 South exactly where it now terminates.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
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 Alternate 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 city, if so, I need to know.	Refer to Chapter 2, Section 2.1, and Chapters 3, Section 3.2 of the DEIS.	James Island
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.	Cloudbreak Court
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.	Refer to 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.	Refer to 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.	Refer to Chapter 2, Section 2.1 of the DEIS	Sylvan Shores
5.114	Prefers the original plan since it has the least effect 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.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
5.115	Urge you to look at similar protected access for the Johns/James Island portion of 526 as is the pedestrian/bicycle lane on the Cooper River Bridge.	Refer to 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.	Refer to Chapter 3, Section 3.2 of the DEIS. Refer to project website www.scdot.org/i526 .	Sierra Club
5.117	"No" to extending I-526 and "Yes" to the New Way to Work Alternative.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.118	Would like to register a negative vote on moving the I-526 extension to the area just south of Sylvan Shores 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.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
5.119	Purpose and Need of this project must be open to alternatives besides building an expressway. Such alternatives that emphasize redevelopment of existing areas	Refer to Chapter 3, Section 3.2 of the DEIS	
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.	Refer to Chapter 3, Section 3.5 and Chapter 5 of the DEIS.	
5.121	Purpose and Need of this project must be open to alternatives besides building an expressway. Real experience proves that interstates worsen 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.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	
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.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	
5.123	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.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	
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.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	

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5.125	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 for Charleston it represents and would like it evaluated fairly. 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 with a solution 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.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	
5.126	Johns Island is in a position to grow - smart urban planning, improving existing roads and adding a new grade like system of roads is a better way to go than dumping an expensive, outmoded, 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 existing suburban areas congestion will be improved and jobs will be provided. Our areas' quality of life and beauty must be protected. Proposals that do not minimize destruction of wetlands should be considered the least viable alternatives.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	
5.127	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. Proposals that do not minimize destruction of wetlands should be considered the least viable alternatives.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	
5.128	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.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	
5.129	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.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	
5.130	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.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	
5.131	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. Proposals that do not minimize destruction of wetlands should be considered the least viable alternatives.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	
5.132	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.	Refer to Chapter 3, Sections 3.2 and 3.5 of the DEIS.	Sylvan Shores
5.133	At this time I-526 extension is not 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 is lacking with other cities and townships - consideration of their needs and priorities are not apparent. These cities and townships represent the people - this is the way their voices 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 sizeable 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.	Refer to Chapter 2, Section 2.1, and Chapter 3, Section 3.2 & Chapter 4 of the DEIS.	
5.134	Extension is not necessary. This money should be spent fixing our roads. To reduce traffic, more turning & access lanes could be made and the stoplight sequencing could be changed at appropriate times.	Refer to Chapter 3, Section 3.7 of the DEIS	
5.135	Look forward to the completion of this project - there are ways to both safe guard the environment and give Johns Island residents a connection to the rest of the area.	Noted.	
5.136	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 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 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.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.137	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 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 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.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.138	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 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 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.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.139	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 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 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.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	

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5.151	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.152	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.153	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
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 irreparably, will reduce quality of life by polluting our wetlands, rivers and forests, will destroy wildlife habitat.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.155	No to I-526 extension. We don't need it, don't want it & have NO ROOM FOR IT!	Noted.	
5.156	Oppose extension of 526. Once 526 extension is built, we will not be able to undo the damages caused by filling and polluting the wetlands, forests and rivers. More building will occur which means more traffic, more roads, more destruction of the natural habitat. Thoroughly study alternate modes of transportation such as increased public transportation. 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. Long term solutions are needed, extension of 526 is not a solution only a very costly band-aid.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.157	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.158	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.159	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 BCDCOG has shown that traffic will get worse for many major thoroughfares around the Low Country if the extension is built.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.160	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.161	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.162	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.163	Opposed to 526 extension through John's Island. Preserve the land - don't overbuild. Let's keep it simple, even if it is a little slow.	Noted.	

Mark Clark Expressway
Public Information Meeting #1

5.164	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.165	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.166	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 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 irreparably, will reduce quality of life by polluting our wetlands, rivers and forests, will destroy wildlife habitat. Building new roads brings new development. 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.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.167	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.168	Not in favor of bringing 526 to James Island. Research all viable alternatives. Mass transit should come to Charleston. I doubt if 526 would be helpful in the long run.	Refer to Chapter 3, Section 3.6 of the DEIS	
5.169	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.170	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 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 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. There are newer and better way to approach infrastructure and traffic problems in the greater Charleston area.	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	Riverland Crossing Homeowners Association - James Island
5.171	Vote for "no build" option. Look at other options for routing traffic in and out of James and John's Islands. Redesign of our area mass transit options would better serve the area. Need better hub system for busses and light rail routes - this would reduce the number of vehicles on the road and would eliminate the need for more intrusive interstate in the city.	Refer to Chapter 3, Sections 3.2 and 3.6 of the DEIS	
5.172	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.173	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.174	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	
5.175	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 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 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	Refer to Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	

Mark Clark Expressway
Public Information Meeting #2

	Comment	Response	Community
Comment ID #			
Johns Island	May 5, 2009		
1.1	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 3.6	
1.2	Overall supports the "No Build" agenda and would like to see money invested in mass transit. If "no build" is ruled out, alternatives 1 -20 disrupt so many homes/businesses. Concerned about wetland disturbance, please consider encouraging people to be more "green" and "economical"	Refer to Chapter 3, Section 3.6 and Chapter 5, Section 5.19 of the DEIS	
1.3	Does not support Alternative 10 because of the high number of relocations. Supports Alternative 25 "Mass Transit" as the best for our environment.	Refer to Chapter 3, Section 3.6	
1.4	Urge you to consider the New Way to Work alternative. None of the alternatives offered will improve quality of life in Charleston County	Refer to Chapter 3, Section 3.5	
1.5	The schedule needs to allow for early decisions regarding properties, common in all approved alternates, to plan for the impact of the extension. Several properties will be affected regardless of the alternative. Those property owners need to be negotiated with now so the impact to the business will be known as soon as possible.	Refer to Chapter 5, Section 5.5 of the DEIS	
1.6	Fifteen years ago the objection to 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.	Noted.	
1.7	Prefers Alternate 36 as 1st and Alternate 8 as 2nd.	Refer to Chapter 6, Section 6.1 of the DEIS	
1.8	Alt. 1 is a winner - save the neighborhood and the park. Alt. 8 is 2nd. Alt. 10 - terrible - 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	
1.9	Alternatives 1, 8, 10, 11 & 11a seem ok.	Refer to Chapter 6, Section 6.1 of the DEIS	
1.10	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 cross island parkway will be constructed to remove through traffic from our beautiful roads.	Refer to Chapter 2 Section 2.1 of the DEIS	
1.11	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 of the DEIS	
1.12	1. Bridges - any plan should incorporate existing bridges on Stono - if completed as proposed in 1, 8, 10, 11, 11A or 36 the Stono will have more bridges than the Mississippi at New Orleans and The Hudson at Manhattan. 2. Not in my back yard. 3. The Glenn McConnell is a planned road, separate 526 incorporate only a fraction of wetland 526 will use.	Noted.	
1.13	Regardless of which alternative is chosen the lack of on/off ramps for Calhoun Street (North) East side of King & Meeting Street to reduce traffic into the City of Charleston is a problem. Perhaps a new look with new objectives such as multiple egress/exit from downtown Charleston & West of the Ashley.	Noted.	
1.14	Not concerned with how the road runs through Johns Island. Concerned about the traffic on Bees Ferry and Glenn McConnell, adding an additional lane in each direction will do less than nothing when looking 25 years in the future. These "improvements" will make traffic much worse. What is needed: 1) a cloverleaf interchange at I-526 & Glen McConnell; 2) a bridge going from an area north of Bees Ferry to North Charleston but not through Village Green Subdivision. Terrible idea to put a "Hwy. 61 Alt." or "Bees Ferry Bypass" through Village Green. The idea of a left hand turn with 3 lanes merging to one before coming on to I-526 from Glen McConnell is just plain stupid! Alternatives 26 & 33 are very good ideas.	Refer to Chapter 3 Section 3.5 of the DEIS	
1.15	Not in favor of I-526 extension! If it must be built, would support Alternative #36 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 on to Folly Road, it is busy enough without us!	Refer to Chapter 6, Section 6.1 of the DEIS	
1.16	Live in West Ashley works in Mt. Pleasant - excited about extending 526. Anything that would improve the Ashley River Road traffic in the afternoon is a plus. Alternative 1 has the least impact on business and homes along with wetlands - I say let's get this project started.	Refer to Chapter 6, Section 6.1 of the DEIS	
1.17	The reason for this comment is first and foremost Alt. 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 and trucks in immediate area. Keep in mind the amount of wetlands impacted. The amount of interchanges to be constructed should be at a minimum. Lets try to build less and improve our existing roads. Sees 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 3.5 and Chapter 6, Section 6.1 of the DEIS	
1.18	After evaluating the alternatives presented on April 10 there is insufficient need for options 1, 8, 10, 11, 11A and 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. Most notable being the Park & Rides, it is also important to look at trends. Notable increase in CARTA use when gas prices jumped up in December 2008. This shows it can work, citizens do not feel the need yet. Not sitting in traffic is the need and it will reach that point. I would vote for Mass Transit or No Build.	Refer to Chapter 3 Section 3.6 of the DEIS	
1.19	Listen to the public. We are against this project as a whole. I find it unacceptable that this bridge/extension is proposed to go over the James Island County Park and/or the Dill Sanctuary. James Island voted to NOT have 526 extended. As a James Island citizen I am 100% against this project and against it going on to Johns Island and destroying this rural island with a highway.	Noted.	
1.20	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 and Johns Island will be ignored in this process. No comment sheets were provided at that meeting. The extension will attract more traffic and more development, will bring the hurricane evacuees to a standstill traffic jam at 26 and 61. Speed kills - Highways kill. We will get more pollution & produce more carbon dioxide at higher speeds and increase in traffic. Mass transit and rail make much more sense. Start now - Please!	Refer to Chapter 3, Section 3.6 of the DEIS	
1.21	Please keep on the elimination list the two alternatives that travel well south of the current I-526 terminus - #16 and #32. Neither of these make sense for an array of reasons.	Refer to Chapter 3 Section 3.5 of the DEIS	
1.22	Would like to see Alternative Mass Transit or No Build. Would like to see neighborhood like streetscapes instead of highways going through these rural areas. This should not be a flyover system near the James Island County Park.	Refer to Chapter 3 Sections 3.5 of the DEIS	
1.23	Believes that Alternative #10 would be the best choice since it involves the least wetlands and has fewest high impact interchanges. The tradeoff loss of savings in hours traveled is minimal considering the impact to areas involved with the other alternatives. The avoidance of cutting through the County Park and/or Dill Sanctuary is worth the high consideration of this route alone. We all know this road will come to exist at some point in the future, so it should be routed in a way that has the smallest footprint and environmental impact possible. Also, please consider keeping enough money continually available to ----- the existing roads and proposed sections of 526 in safe and sound conditions.	Refer to Chapter 6, Section 6.1 of the DEIS	
1.24	None of the I-526 plans will work to relieve congestion. Other city plans have proven that new highways/expressways just add to traffic and bottlenecks. Better idea is "Alternative 19" that will give multiple access to a network of smaller roads that will allow for safety and bike options.	Refer to Chapter 3 Section 3.5 of the DEIS	
1.25	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 only road that would destroy a neighborhood. Johns Island deserves to remain rural. They have chosen that life style and we as good neighbors should respect them.	Refer to Chapter 5 Human Environment of the DEIS	
1.26	number skipped		
1.27	Essentially against a focus on regional transportation (your first goal) at the expense of local transport, local trips & developing smaller more self-sufficient places. By not considering their values earlier in the process, you are preempting a real evaluation of improving the nature of the development associated with such highways. These highways detract from the quality of life long term and serve to perpetuate the "ever widening highway." As a fall back position here, I would expect, as a minimum, proposals to control land use considering potential for adverse traffic generation, cultural and environmental impacts as well as aesthetic considerations.	Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.2 of the DEIS	

Mark Clark Expressway
Public Information Meeting #2

1.28	Appreciated the clear color maps of the preferred alternatives. Here are a few quick observations: 1) mass transportation/public transportation 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 only spot improvements that does not address the terrible traffic problems on the main West Ashley corridors of G1, 17 & Folly Road; 3) The alternatives that touch the northern boundary of the James Island County Park is not the environmental threat portrayed by the Coastal Conservation League. It is part of the park compromised by SCE&G high voltage lines; 4) System management is not working as claimed by the City of Charleston on Folly especially. Highway engineers focus on "green time" without considering the variation of traffic & flow through an intersection throughout the day; 5) Alternative 10 will meet problems with Civic Rights legislation because it goes through an historically black neighborhood; 6) one dramatic reason to complete the Mark Clark soon is simply that if residents	cont.	
	on Kiawah, Seabrook and Johns Island choose to take Maybank Highway and Folly Road to access 17 to I526 by Citadel Mall they must traverse the Wappoo Bridge - this bridge cannot be replaced because there are residents on both ends of Folly Road Boulevard. Alternative 11 is good in giving two more access points on Rivers Road, this would help in hurricane evacuation.	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, John's Island will be another Mt. Pleasant. Environmentally, aesthetically, and quality of life-wise, there needs to be a green area somewhere close to the core of the Charleston urban/developed area. The last area like that is the area southwest 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: 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 3.5 of the DEIS	
1.32	Agrees with option 36. The multiple off ramps would definitely be a plus to Johns Island and relief on the West Ashley side. The Mark Clark Expressway needs to be completed.	Refer to Chapter 6, Section 6.1 of the DEIS	
1.33	Why not put this issue on the ballot-referendum for Charleston County residents to vote on?	Noted.	
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, 33 and 36 looks good. We need another way to get to Summerville besides 61. New roads are needed now. Couldn't the Greenway be used?	Refer to Chapter 3 Section 3.5 of the DEIS	
1.36	Alt. 8 is the best option. The interchange needs to be pulled past the River Road and Maybank intersection on John's Island. Although you impact more residences and businesses - it is worth it. Alt. 11 is the second best option, simple because it avoids the intersection at Maybank & River and it impacts less businesses.	Refer to Chapter 6, Section 6.1 of the DEIS	
1.37	Lives on Yorges Island - morning traffic backs up to Redtop. PM rush hour traffic backs up to the Viaduct. Most of the folks I talk to want & support the Extension. Works in real estate - folks buying homes want to live in the country (St. Paul's Parish) but want highways to get them safely to and from work.	Noted.	
1.38	36 seems reasonable for traffic flow & less impact to areas & leaves more rural & relieves traffic. 11 about the same seems reasonable also. About time to get this done. Beautiful live oak trees thankfully are still there & growing closer to the road - not for heavy traffic - best for scenic ways. 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 #32 & #16. Both of these would have the highest impact on marsh & wetlands. Alternative #16 would place too much traffic on Savannah Highway between Arlington Drive & Dobbins Road. Alternative #32 would be duplicating the I-526 between the Glen 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 PI 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 3 & 4 dollars a gallon. Most larger cities have commuter rail systems that take cars off the road. Rail systems connecting Charleston, Charleston Int'l, Savannah, Myrtle Beach along with Seabrook & Isle of Palms would go a long way to take cars off the roads. Rails down I26/526 and elevated routes down US 17 with buses connecting them will work; add rental cars at train stations; add wifi and cell services for long routes. Make using the rail & buses more affordable than cars and they will ride!	Refer to Chapter 3, Section 3.5 of the DEIS	
1.43	Believes that Alt. #1 would be the most feasible and less 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 6, Section 6.1 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 526 be completed. Traffic backs up from Hwy 17 down Main Road to Johns Island daily (this should have been four laned when the new bridge was built). We need more access for these people, more bridges, complete 526! St. Andrews Boulevard is gridlocked daily - some of this traffic would diffuse to 526. For all that remember the evacuation nightmare - let's get this done - 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.	Refer to Chapter 6, Section 6.1 of the DEIS	
1.47	Would like to help in anyway to get this done. Tired of waiting in traffic. Feels sorry for the people that have to move but it will be worth in the long run.	Noted.	
1.48	Sylvan Shores neighborhood bird sanctuary for wood storks (Susie Eades Bird Sanctuary). This sanctuary would be greatly disturbed by any bridge or road. It was our understanding that if the Mark Clark was expanded it would be through the Battery Haig (East Shore) neighborhood. Ask that the wildlife be kept where it is and not do anything further to destroy the area.	Refer to Chapter 3, Section 3.5 of the DEIS	
1.49	Alternative 11, alternative 25 (mass transit).	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS	
1.50	To City and County counsel: for future, please consider execution of Bees Ferry Road over Ashley River to I-526 and I-26 as was proposed in eliminated alternative #34. This will lighten the gridlock of I-26 x 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 "do nothing" as the choice, but that would not do the terrible damage that building an extension to 526 would do.Understand the purpose of this process, at this stage, is to assess environmental impacts.	cont.	

Mark Clark Expressway
Public Information Meeting #2

1.52	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 might be relocated by a particular plan. Does not think the benefits of any plan (except the "no build") merit the expense. All show a slight improvement in traffic conditions on Highway 17 (West Ashley) and a significant improvement on Maybank Hwy on James Island, as well as on	cont.	
1.53	River and Main Roads on Johns Island - but a equally dramatic worsening of traffic on Maybank on Johns Island. For the cost of any of the alternatives, I find it hard to believe greater traffic improvements on Hwy 17, equal improvements on James & Johns Island, and avoiding the worsening of traffic on Maybank on Johns Island cannot be accomplished some other way.	Refer to Chapter 3, Section 3.5 and Chapter 5 of the DEIS	
1.54	The longer the project is delayed, there will be no end to final costs. Just build it.	Noted.	
1.54	Please just do it right from the beginning. Make as many exits on and off James & Johns Island. Do not do mass transit. Improve roads. Build the bridge.	Noted.	
James Island	May 7, 2009		
2.1	Alternative #8 seems most feasible in helping the flow of traffic. It would help getting people on & off the island on a safer route. Alternative #36 seems to cater more to Seabrook and Kiawah - that's great, but others pay taxes. Concerned about leaving one side or the other open for customers & builders to get to the developing communities so that businesses do not lose customers from Mt. Pleasant, Summerville, etc. areas as this construction takes place. Wildlife impact is certainly a consideration. Also opposed to the old ones coming down on Maybank & River Road!	Refer to Chapter 6, Section 6.1 and Chapter 5, Section 5.22 of the DEIS	
2.2	Nice people who work here. Big space to have in. A lot of chairs. Very nice stage.	Noted.	
2.3	Love the walls. Hate the floor.	Noted.	
2.4	Nice. Place good home.	Noted.	
2.5	Quit spending the green! Just built it now, please.	Noted.	
2.6	Do not complete! I-526 by identification is a non circular roadway, at present it connects US 17N with US 17S and completely bypasses Charleston. It connects a major highway on the north with the same major highway on the south. Anything else leading to this road should be a feeder. Also, this way no one will lose their property. If you destroy any more James or Johns Island then there should be equal takeover of downtown property to connect with minimal access to I26 - no traffic lights or city streets - only interstate!	Refer to Chapter 2 Section 2.1 of the DEIS	
2.7	Your presentation does not state what your conclusions were based on. In 2035 there will be congestion with or without building this road so I say don't built it.	Refer to Chapter 2, Section 2.1, of the DEIS.	
2.8	11-A covers 26 on more acres of wetlands. All the plans really destroy James Island, goes over so much property, park and Dill Sanctuary. Improve the roads and widen what we have. Was not impressed with any plans.	Refer to Chapter 3 Section 3.5 of the DEIS	
2.9	Maximize highway 17. Suggest visit to Hwy 17 in Paramus, NJ. Original road is divided all the way. There are several limited access points that are managed with overpasses. This section of road probably carries 6 times the load our Hwy. 17 does. Traffic flows without stop and more commercially developed with minimal, if any, impact on retail.	Noted.	
2.10	Alternative 1 seems the best to alleviate traffic flow on existing highways. Relief is needed, especially when COG estimates of future traffic flows are projected on our present roads. We need these improvements as soon as possible. Alternative 36 is the worst choice of all - it will add congestion with local traffic and offer no help in evacuation routes in time of emergency. Alternative 8 is second to 1 and would help distribute traffic to Johns Island.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.11	Your presentation does not say what you derived	Refer to Chapter 2, Section 2.1, and Chapter 3, Section 3.12 of the DEIS.	
2.12	Keep the project away from the elementary school - not healthy for kids to inhale all that carbon monoxide all day; minimize wetland destruction; have an interchange on Maybank near Stono Bridge.	Refer to Chapter 3, Section 3.9 and Chapter 5, Section 5.20 of the DEIS	
2.13	Prefers Alternative 36 design. It has less impact on the residents of Johns Island and its coastal beauty.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.14	First and most important is to relieve congestion on Maybank Highway from River Road to the Stono Bridge. An improved intersection at River Road and Maybank in conjunction with an expansion of River Road to 4 lanes from River Road to the Stono Bridge.	Refer to Chapter 2 Section 2.1 of the DEIS	
2.15	This is an unnecessary expensive road that will encourage development; destroy wetlands, and add to development on Johns Island, Wadmalaw Island. Do Not Build.	Refer to Chapter 5 of the DEIS	
2.16	Not in favor of the project unless it connects all the way to Mt. Pleasant; where are proposed routes from current alternatives with future extensions to Mt. Pleasant; not in favor of Alternatives 11, 11A or 36; for Alternatives 1, 8 & 10 bridge/causeway on Johns Island to be as low to ground/marsh as possible; as an alternative to the project, would like to see SCDOT evaluate mass transit - at lots on Johns Island and buses into/out of town. Lot location near at current interchange at Maybank.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.6 of the DEIS	
2.17	Johns Island is continuing to increase in population - the roads need widening to relieve traffic. The proposed "pitch fork" roads are joke. They will cause traffic backups and congestion in neighborhoods and at intersections. I-526 needs to be completed. Appears that Alternative 1 is the best selection. The original plan for the Mark Clark was the best. Please complete the road.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.18	Opposes all the alternatives. The primary problem with all of the alternatives is that they do nothing to address access to and exit from I-526 and the roads that it serves. Who wants to live under a bridge? Also, this does not help evacuation - will be a parking lot during an emergency. The ↑ traffic on I-526 will prevent access and backup the secondary roads in all locations. It does not solve the problem - it only provides a "holding area" for several miles of cars. The interchanges will destroy Maybank at River as a scenic location and Folly at the JI Connector. This has been a bad idea from the beginning and no amount of manipulation will correct the fact that a beltway cannot function if it is not a completed circle (this is not). and has high speed access and exit capabilities. You are making a huge and expensive mistake. You must know this.	Refer to Chapter 2 Section 2.1 of the DEIS	
2.19	Would like to thank everyone at the DOT for their time - this meeting was very helpful and informative. This project will have a very negative impact on my family. Every alternative places this road within hundreds of feet of my house, the noise and pollution will be intolerable. Also the alternatives that place the interchange east of River Road do nothing to alleviate traffic between the Stono River Bridge and River Road. I am devastated by what I learned tonight.	Refer to Chapter 4 Human Environment and Chapter 2, Section 2.1 of the DEIS	
2.20	Alternatives 11 and 36 seem to be the best choices. For modest added cost, the add flexibility on Johns Island which will be vital as traffic flows increase.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.21	Great strides to improve traffic. However, it seems to have more congestion on the James Island side. Building through Johns Island is not necessary. If there is a concern for congestion to get to the resorts, please build a toll way because the toll will pay for upkeep. Guess this was not an option because we want to destroy marshlands and charge large taxes on the property owned or leased by residential and business owners. Most of the folks that still live on the island cannot read or write, can't get out of their homes but still pay taxes. They should have an opinion on what stays and goes. We need to respect each other and have integrity on accomplishing our goal. You would have better luck just widen the roads like Betsy Kerrison.	Refer to Chapter 3, Section 3.5 of the DEIS	
2.22	Don't do 526! Would like to see a right turn lane at River Road & Maybank and widen Maybank to a four lane road like it is on James Island. This would help 100%. Also, put a four lane highway from Savannah Highway on Main Road to Maybank.	Refer to Chapter 3, Section 3.5 of the DEIS	
2.23	Alternative 1 seems to be the most reasonable especially if an interchange is put on Maybank Highway.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.24	Prefers Alternative 36 because: ideas of 35-45 mph sections in Johns and James Island would keep the "country feeling". It seems to displace less people & businesses than most of the plans. The two interchanges will help disperse traffic onto River Road and onto Maybank. Would not be over as much of the marsh land as many of the plans.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.25	It is important to maintain the character of Johns Island and avoid super highways as much as possible. Alternative #36 seems to relieve the congestion of Maybank and River Road - which is important. Alternative #11 seems to relieve the congestion at Maybank and River Road & it provides separate Maybank & River Road access for Johns Island southern vs. northern residents - diverting before they cross. Good as long as its Parkway not Freeway on Johns Island. None of these deal with the congestion issue at Maybank and Main Road. No roads on Johns Island like Rte 17, Folly Road & Sam Rittenberg - use only 4 -lanes with grassy median and left turn lane.	Refer to Chapter 6, Section 6.1 of the DEIS	

Mark Clark Expressway
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2.26	It was not clear in the newspaper that No Build, TSM or Alternative ?? (mass transit) would still be considered. Even looking at what was on the posters # 1, 8, 10, 11 A & 11, & 36 are the Only ones left. That is a huge disservice 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 not allowed, then mass transit and TSM can be combined with the no build.	Refer to Chapter 3 of the DEIS	
2.27	Opposed to all the "reasonable alternatives" that were on display. We have an opportunity to do something very progressive and sustainable instead - the New Way to Work Alternative. 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	
2.28	Ranking of the presented options: Option 1 = #2; Option 8 = #6; Option 10 = #5; Option 11 = #4 (comparable improvement to 11A but more "damage"; Option 11A = #3; Option 36 = #1 (seems to provide the most improvement and the least "damage").	Refer to Chapter 6, Section 6.1 of the DEIS	
2.29	Alternatives 1, 10, 11, 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 likes the other two alternatives of no action to increase the traffic by my home. I hope you do not run the 526 by my home.	Refer to Chapter 3 Section 3.5 and Chapter 5, Section 5.3 of the DEIS	
2.30	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 invaluable rural landscape with irreplaceable ecological & cultural values. The alternative that should be considered is the New Way to Work - this offers 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 NWTW 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	
2.31	Prefer either option 1 or 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! It will also provide another evacuation route which is much needed.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.32	Alternative 8 completely 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	
2.33	Alternative 8 is not an acceptable option. It would be less than 200 feet from my property. Plan 8 disrupts far too many homes and businesses to be considered. The best plan would be Alternative 1 which follows the right of way.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.34	Prefers Alternative 1 or 8. Either of which could have 2 interchanges allowing 3 (possibly 4) exits off the island. We need to have more options for evacuation routes. Please plan bike and pedestrian paths during the design phase. Complete the loop! We need to get the tourism traffic from the airport to Historic Charleston and off of our local roads.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.35	Please reconsider your priorities: Alternative 22 is critically needed for local access and to relieve congestion in these areas; Alternative 26 is critically important access to the airport/north area; Alternative 33 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 & 18) because it give 2 exit ramps to Johns Island. Only idea not strong feeling: Alternative 30 has value because it gives alternative 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	
2.36	Of the "reasonable alternatives" offered, my preferred order is 10 (best), 1, 8, 11A, 11, 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	
2.37	Opposes the finishing of the 526 Expressway, realizes one of the plans will happen. Would be best served by changes to the existing infrastructure 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	
2.38	#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 6, Section 6.1 and Chapter 3, Sections 3.6 and 3.7 of the DEIS	
2.39	Against the completion of I-526. The alternatives given are terrible. Very much against Alt. 36 & 10 especially. Improving the roads we use already would be more helpful. No build!	Refer to Chapter 3, Section 3.5 of the DEIS	
2.40	Do not agree with 526 coming onto Johns Island. The CCL pitchfork plan was the best alternative that I have seen and I am concerned that it did not make the cut. There should not be any roadway through James Island County Park or the Dill Sanctuary!	Refer to Chapter 3, Section 3.5 of the DEIS	
2.41	Alternatives 1, 8 and 10 are essentially the same except for a minor variation in 526/Maybank intersection location. Yet 8 shows a 6-7X improvement in "fewer vehicle miles". This is non-sensical. Three of the project staff attempted to explain the variation, essentially basing it on mode/results. 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, minimal expenditures on traffic management (peak hour and other times) along with some minor construction improvements (turn lanes, feeders, etc.) could have significant improvements for 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 Inst.	continued	
2.41 continued	recommendations) have not been factored into the evaluation for 526. Fear that development and congestion will follow higher capacity roadways and that these issues will have to be confronted again in a few years after the work is done. The "first, do no harm alternative" is always the best to consider.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.7	
2.42	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 wetlands and quiet way of life. We have existing highways (Maybank) and parkways (Folly Road) - improve existing intersections (roundabouts) and smart exits will serve a better purpose than adding faster commuting to congested areas. Please help make a decision for now and the future to stop the needless overdevelopment and high density this would bring. Growth will come but controlled development is smart planning.	Refer to Chapter 3, Section 3.5	
2.43	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 my affect my neighborhood? How will property prices be affected?	Refer to Chapter 5 Human Environment of the DEIS	
2.44	Prefer it not to come on Johns Island. Would prefer 11A as most tourists now come to Kiawah/Seabrook from 17. Things to do immediately: 1) put up signing to merge alternatively with lanes coming on Island; 2) Have a right turn lane from Maybank to South River Road; 2A) Put a left turn lane at Maybank & Riverland Drive to prevent hold up of traffic. At least a left turn signal. 3) Extend left turn lane from Maybank to River Rd. to allow more cars to get out of traffic quicker. 4) Put another lane from Stono Bridge to River Rd. to help afternoon traffic coming on J.I.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS	
2.45	#36 is crazy - this is supposed to be a continuation of an Interstate not a road with intersections. #1 or #8 seem to offer the best combinations.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.46	Alternative 1 seems to have the least impact on existing businesses & residences.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.47	I do not want 526 on Johns Island; however, if it comes it should be at grade; and, incorporate the spur concept of 11a.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.48	Supports Alternative "10" as the least intrusive and best proposal for Johns Island residents. Not in favor of proposal "1" which impacts James Island County Park and Dill Sanctuary. Hopes that the DOT will keep the design simple while protecting wetlands/marsh & the vital ecosystems & wildlife surrounding our islands.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.49	Alternatives provided (6) are excellent. Must have one 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	

Mark Clark Expressway
Public Information Meeting #2

2.50	Thanks for the opportunity to review the alternatives and communicate with those involved. Comments/Considerations: resident of Headquarters Island, has a vested interest in the interchanges that are proposed in Alternatives 36, 11 and 11A.; all alternatives seem to have adverse impact on 526 interchange; is on of the main purposes to move people off Maybank & Main Rds - how many folks are indeed anticipated?; Alternative 10 - interchange at the bridge on Maybank; these alternatives assume Maybank as 4 lane - Why?	Refer to Chapter 3, Section 3.5 and Chapter 2, Section 2.1 of the DEIS	
2.51	Likes #1 & #10 the most - these have the least impact on Johns Islands current roads but do bring highway access. Preferably none, though.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.52	I support. Alt.1 and 10 are optimal along with Alt. 35 to service southern Johns Island, Seabrook and Kiawah. With 35 the (2030) 60,000 vehicles coming off Stono/I-526 cannot be handled on Maybank/River (even if Maybank is widened). Alt. 35 needs to tie into I-526 (elevated on and grade).	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS	
2.53	Thank you for Alternative 1. We asked for it in 1991 and it has appeared. Save our neighborhoods. Alts. 10 & 36 are not good options, too many homes displaced. 36 doesn't work. It only makes matters worse on Island. Alts. 11 or 11A would work as a backup to Alt. 1.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.54	Alt. 11 is my choice. Understands the need for improvements and emphasize that we stop postponing these improvements and begin them now. One additional point to address is the southern end of Johns Island need not be ignored during this process - combine alternative 11 with alternative 35 and let us move forward with a clear vision for the future of the roads on Johns Island.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS	
2.55	Either #1 or #10 seem to be the best proposal. My choice would be the one that would have the least impact on dislocation of people. This projects needs to move ahead as scheduled without any further delay.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.56	Would prefer Alt. 36 route, but feel bike & walking lane is mandatory!	Refer to Chapter 6, Section 6.1 of the DEIS	
2.57	Prefers Alt. 1 - the people of West Ashley and James Island deserve major traffic relief. Alt. 1 would provide the most relief with the least disruption to everyone. Alt. 11 & 11A are viable - but the roadbed through the County Park should be elevated. I do not think the No Build Option is a realistic option at all.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.58	Alt. 8 is the best solution. Allows access to River Road on both sides of Maybank Highway. Only concern is what neighborhoods will be affected. Do not feel that too many families should be displaced. Like the idea that the County Park is not affected. Would like Alt. 11A better if it did not affect the County Park.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.59	First and foremost I would suggest completing I-526. Alt. # 1 seems the most appropriate to me. Those that oppose the completion do not have the best interest of the community in mind. Preserve the character of Johns Island, but do not isolate it by eliminating the connectivity to the rest of Charleston. Oppose alternates that suggest a parkway. Low speeds cannot be enforced, besides, it's called an expressway.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.60	It would be foolish not to complete I-526. The relief on traffic on James and Johns Islands is over due. Suggest Alt. 10 - it is simple, direct and avoids James Island Park. Do not see much value in a slow speed parkway.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.61	Believes Alt. 1 to be the best route for both Johns & James Island. The road should be as far and unintrusive from the County Park as possible. Also, traffic should be kept away from any schools. Believes a really concentrated study should be done on the No Build & Public Transit alt. If public schools on Johns Island were improved, more people would stay on the island, thereby relieving many traffic problems.	Refer to Chapter 3, Sections 3.6 and 3.9 and Chapter 6, Section 6.1 of the DEIS	
2.62	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 & fast. For our poorer & our older citizens and for our future, sensible mass transit needs to be part of the mix.	Refer to Chapter 3, Section 3.6	
2.63	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 on Johns Island by any of the proposed alternatives is not a good long term solution. A system of roads parallel to Maybank, Bohicket and Main - along with a parkway for those 3 is a much better solution. Just because the SCDOT has the money and likes to build roads - rather than listen to the people who live on these Islands - this is not a reason to desecrate the low country.	Refer to Chapter 2, Section 2.1 and Chapter 3, Section 3.5 of the DEIS	
2.64	I am most opposed to 11A which would chop out the County Park - lose campground, change what is now quiet, peaceful area into a loud polluted area.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.65	My preferences would be Alternatives #1, #10, but my primary chose is the simple idea: Build it!	Refer to Chapter 6, Section 6.1 of the DEIS	
2.66	Does not like any of the proposals & will hope that DOT will reconsider the Coastal Conservation League's idea. Failing that, please do not continue I-526.	Refer to Chapter 3, Section 3.5	
2.67	Alternative 1 seems to impact less neighborhoods and a moderate amount of wetlands. Interested in the TSM alternative as an option. Alternative #36 is absolutely wrong.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.7 of the DEIS	
2.68	Alternatives 8, 11, 11A and 36 and possibly others appear to cross the eastern portion of my property.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.69	Prefers 1 & 10 as long as there is an exit there. Does not care for the exchange crossing River Road 1 or 2 times. Don't even think about a toll road. Does not like the grid idea at all. Lots of trees on River Road, as well as other roads, need to be cut down because they are rotten and a hurricane will make them fall and all of the new roads would be in vain. Hurry and get something done before I die.	Refer to Chapter 6, Section 6.1 of the DEIS	
2.70	Since all the alternatives shown in this very impressive (and expensive) display show a new superhighway crossing Johns Island, in spite of Folly Beach, James Island, Wadmalaw Island and most of Johns Island is pleading for a more practical solution (no expressway - fix our roads first). It is obvious that politics (City of Charleston) and money (Seabrook & Kiawah) are once again outweighing the needs of the people. This is to be expected from outsiders with a "project-oriented" approach (SCDOT & FAA) but shame on county council for letting this unwanted, unneeded expensive boondoggle get this far.	Refer to Chapter 3, Section 3.5 of the DEIS	
2.71	Believes that the alternatives with sustained positive effects are #25 and no action. All the other alternatives continue the pattern of channeling all traffic into arteries that will eventually become overburdened as the islands are developed. That being said, of the other options, Alternatives 11 & 36 seem to do the best job at distributing future traffic rather than funneling it all onto Maybank Highway.	Refer to Chapter 3 Section 3.6 and Chapter 6, Section 6.1 of the DEIS	
2.72	I-526 alternatives are not needed or wanted by the people of Johns and Wadmalaw Islands. All the proposed alternatives will dump traffic, increase pollution, and threaten the rural, agricultural and cultural aspects of a part of the low country that is too fragile for this. The money should be better spent on port access, improving I-26, and other projects. The answer should be "pitchfork plan" for Johns Island parallel to Maybank Highway, and improving and widening with a parkway effect, Maybank, Main and Bohicket Roads. No need to cut down trees, not an issue on Maybank, but a green median, turn lanes, proper marking and signage would solve the congestion.	Refer to Chapter 3, Section 3.5, Chapter 5 of the DEIS	
2.73	Alt. #11 appears to be the best plan for John's Island and the lower islands of Seabrook & Kiawah. It addresses traffic from Maybank, North & South River Road. Could help in controlling traffic during hurricane evacuation. Alt. #25 and other road improvements on Johns Island would complement Alt. #11. Bike ways to mass transmit parking lots (hubs) would truly improve the quality of life.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.6 of the DEIS	
2.74	Build I-526 completely! First choice - Alternative 8; second choice - Alternative 11. We are already 25 years behind - let's complete what was begun so many years ago!	Refer to Chapter 6, Section 6.1 of the DEIS	
2.75	Alternative 10 appears to be the most reasonable choice!	Refer to Chapter 6, Section 6.1 of the DEIS	
2.76	Some of the alternates were absolutely ridiculous! Appreciates the "Tier 1 Alternative Analysis" board - helped to understand the process of elimination. The study should have given us 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.	Noted.	
2.77	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.	Refer to Chapter 6, Section 6.1 of the DEIS	

Mark Clark Expressway
Public Information Meeting #2

2.78	1) Transportation: include commuter bus availability transports in higher numbers requires less EI to air establish from each of the Islands. If not curbs due to \$\$ at least 4 ft wide paths for bike commuters due to economy & health, highly possible in a warm climate. Huge safety issue! 2) Safety: Bikers need to be off unlit roads; major lack of signs, major intersections should have a readable green street sign hanging down from lights; nice stone sign welcome to John's Island, James Island noticed over a 3 year period - so it is real clear for those here & tourists to reduce confusion possible accidents backups. 3) Mobility: above along with taking a look at all intersections an additional turn lane improves flow. Folly Road to West Ashley repair entrance to shopping center pot holes, gets more cars off backup. 4) Establish ride share - commuter parks as another alternative. 5) Connector ramps if feasible with winds; reflectors on roads, speed bumps as needed.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS	
West Ashley	April 30, 2009		
3.1	Newspaper article - Mark Clark Extension to Johns Island is justified and not wasteful by J. Palmer Gaillard, Jr.	Noted.	
3.2	Prefers #36 - makes most sense with least impact.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.3	Completely supports I-526 as an interstate. A parkway is not the answer. Using the CCL solution would not solve the traffic problems. Traffic would only go into neighborhoods - they would insist on traffic calming devices.	Noted.	
3.4	Supports a route from Savannah Highway across the Stono to the N.W. lip of Johns Island with an interchange at Maybank between the bridge & River Road, continuing across the Stono and 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.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.5	Alt. 1 is my preference. Don't build At. 36 - will make traffic worse.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.6	Prefers Alt. 1 south of the J.I. County Park.	Refer to Chapter 6, Section 6.1 of the DEIS	
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.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.8	This is not a public meeting. I prefer the no build alternative. At this time and in the future innovative community planners should work with traffic planners and engineers to develop infill projects that provide satisfactory and more convenient commuting to work & recreation while preserving agricultural lands and 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.	Noted.	
3.9	First, disappointed this is not a meeting and that no comments will actually be heard. Second, I am in favor of the No-Build Alternative. Johns Island would lose its rural charm as the 526-initiated sprawl took hold and expanded. Charleston County Park on James Island would be ruined with any of the alternatives. Do not believe this project, with its inevitable cost and the overruns will offer anything but damage to the areas impacted and that it will not alleviate traffic as it is being billed to do.	Refer to Chapter 2, Section 2.1 and Chapter 5 of the DEIS	
3.10	Collective homeowners of West Woodland 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 in and around the county park. People made real estate decisions based on that vision. The new options through multiple residential neighborhoods comes across as wreckless planning and appears to shown 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. Alts. 10 and 36 appears to purposefully blaze a destructive oath through what is currently a quiet and peaceful environment; 4) major highway going through or right	continued	
3.10 continued	behind our neighborhoods will only add to the congestion and chaos of traffic on Riverland Drive; 5) alternatives 10 and 36 are not the only options. We prefer alternative #1. We hope that you will take our quality of life as a primary consideration when making this decision.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.11	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	
3.12	Alt. #1 most closely follows the long term plan - this route would have the least impact on James and John's Island. 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 John's Islands.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.13	#36 best option, slower speed, bike/ped 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 a high speed interstate. These are islands - they are supposed to be hard to get to.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.14	Would like to see the Mark Clark Expressway finished from James Island to Hwy. 7 & 17. Likes proposals #1 & 11 but prefers #36 because of the way the off & on ramps are laid out.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.15	Prefers 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	
3.16	Please! Stay off James Island. If Johns Island wants this - fine, but end it there. I do not want the expressway on James Island.	Noted.	
3.17	My opinion - Alternative #10 would be the best option.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.18	Please do not consider Alt. 10 & 36 as reasonable alternatives. These alternatives would be very negative for our community - depreciation, safety, health, everything. We love our peaceful environment & safe habitat for our kids. Remove 10 & 36 please!	Refer to Chapter 6, Section 6.1 of the DEIS	
3.19	Barberry Woods resident, Concerned about the affects that options 8, 11 & 11A will have on neighborhood and property values. Feels the interchanges around the subdivision will increase noise and be a visual eye sore - would cause a potential buyer to look in a different area. Feels the best option would be the one that affects businesses and residential areas in the least amount.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.20	Barberry Wood resident. Alternatives 8, 11 & 11A will directly impact neighborhood. Concerned about the noise and close proximity of congestion. Thinks the plan with the fewest "disturbed" residents should be the way to go. Does not want property values to decline because of this whether now or later. 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	
3.21	No build/TSM seem the best options with the least impact to wetlands/residents/businesses. Residents of James Island overwhelmingly do not want the I-526 on the Island. It will bring more congestion to the area, not relieve it. Do no want my 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.	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 Tract locations are the softest impact with the best route opportunity to Folly Road interchange. Park area has always been known 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 Pitchfork design proposed near Maybank can still be built as an additional route. Option 10 will butcher Maybank Highway and the ---- to Johns Island.	Refer to Chapter 6, Section 6.1 of the DEIS	
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 Woodland Shores neighborhood area. Option 11 seems to be the best option to off load 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	

Mark Clark Expressway
Public Information Meeting #2

3.24	Barberry 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 pedestrian friendly area. Each of these alternatives would fail to alleviate traffic at the ingress/egress driveway 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, either Alternative 1, 10 or 36 would be acceptable as they are presented.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.25	The expressway must be built! Reasons are many and include; removing through traffic from already overburdened roads, facilitating hurricane evacuation, getting heavy truck 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 #10 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.	Refer to Chapter 6, Section 6.1 of the DEIS	
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" trying to leave Charleston and head inland. 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).	Noted.	
3.27	All of these alternatives are going to have a negative effect in one way or another on the environment and people living in the surrounding areas. The pollution from traffic would be detrimental to the marshland - not to even mention the effect on wildlife during the construction process. The increase of traffic would increase people entering the area and eventually put the area back in the same predicament. Another negative factor is the loss of peoples land and homes.	Refer to Chapter 5 of the DEIS	
3.28	Preferred alternatives: No Build; Mass Transit; 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 I26/Summerville to I95. Building 526 will only open up James Island to more development and more traffic. Mass transit/system mgmt are the only reasonable ideas and it is clear they are not being represented equally! Mass transit helps people who do not own cars; makes driving unstressful and is intensely more beneficial for the environment. Let's actually pick the best alternative and not divide our island.	Refer to Chapter 3 Sections 3.6 and 3.7 and Chapter 2, Section 2.1 of the DEIS	
3.29	Strongly in favor of completing I-526 and think option 11A is the best choice. This option provides the best reduction hours of vehicle congestion, avoids the Dill Sanctuary, reduces the vehicle miles the most and impacts the portion of the park that is not all that attractive to use. It also provides better access to Johns Island residents and reduces impacts to Maybank Highway.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.30	Property owner on Stono on Johns Island that will be directly affected. Plan is stupid - will bring pollution and more people and worse traffic. Why ruin Johns & James Islands - traffic will still be bad on 17S, Hwy 61 & Folly Road - it will be worse. If this is approved, paradise will be lost. Spend the money on fixing our roads. It is dumb to have an expressway end on Calhoun Street. If people do not like the traffic - move closer - plenty of houses available.	Refer to Chapter 3, Section 3.5 of the DEIS	
3.31	Property owner (waterfront property) on Johns Island directly affected by plans 1 & 8. However, we feel 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 more people. It is time our leaders and SCDOT stood up and recognized this is 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.	Refer to Chapter 5 of the DEIS	
3.32	Alt. #1 is my choice - least impact to family & property.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.33	Against the 526 expansion. Put it to a vote and let the people who live, work and will use the road decide if we want it. There is so little green space already that we cannot afford to loose the only Park on the island. Perplexed as to why so many plans to improve existing roads and intersections were scrapped. We need good public transportation, a functional light rail & busing system, more bike paths to minimize the number of vehicles on the road. Why was the same model for future development applied to the plans with and without building 526? Wouldn't adding change the zoning and only then allow for development at an increased rate? Perplexed as to why most of the "reasonable alternatives" seem to decrease mobility on existing roads when the future growth models are used - don't we want to improve mobility? We want traffic solutions not more congestion along with an environmental & aesthetic monster in our own backyard.	Refer to Chapter 3, Sections 3.5-3.7 and Chapter 2, Section 2.1	
3.34	Alt #1 best choice - least impact to family property.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.35	Alt #1 best choice - least impact to family property.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.36	#1 is the very best one. Saves the park and the least number of houses.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.37	Alt. #1 is the favorite - needs no explanation - just common sense.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.38	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, indigenous locals out and moving more part-time residents with big houses in. Development will cause infrastructure problems - water, sewer, electricity & traffic on the roads.	Refer to Chapter 3, Section 3.5 of the DEIS	
3.39	Alt. 1 is by far the best route - less impact on home owners!	Refer to Chapter 6, Section 6.1 of the DEIS	
3.40	Alt. #1 is the best choice - goes around the park and does very little to displace families.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.41	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 - would consider this explicitly as a feedback loop within the model, with each alternative generating its own traffic volumes. Such a model would be extremely sensitive to assumptions about traffic growth. Failing to account for this feedback immediately throws suspicion on all projections of congestion relief. Highway proximity degrades immensely the park environment & visitor experience. Will oppose any alternative that results in an interstate 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 boulevard approach is followed.	Refer to Chapter 2, Section 2.1, Chapter 3 Section 9 of the DEIS	
3.42	Alternative #36 would be a shorter and most feasible route to use and a closer route to the Mark Clark Connector.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.43	In favor of Alt. #1 - looks like least impact on homeowners & business relocation. Need more info on exits from West Ashley to Folly Road - cloverleaf? If Johns Island does not want access why not leapfrog Maybank Highway and go directly to Highway 17?	Refer to Chapter 3 Sections 3.2 and 3.10 of the DEIS	
3.44	Agrees most with Alt. 1. Alt. 36 would be bad - causing so many traffic headaches - it would back up each day. Mass transit, like light rail, would be a great idea. Thinks the best would be Alt 1 with the bridges over the river and perhaps a commuter bus would be a great idea to revitalize the Citadel Mall area.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.45	Currently supports Alt. 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.	Refer to Chapter 6, Section 6.1 and Chapter 5 of the DEIS	
3.46	No wonder the roads are such a mess - even the people in your org. do not know what is going on. The best alternate is improve existing roads and a moratorium on building.	Refer to Chapter 3, Section 3.5 of the DEIS	
3.47	1st choice: Do not build (should have been built 20 years ago before parks & homes were built. 2nd choice: light-rail transit. 3rd choice: None of the possibilities work - they 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 built. It will not be an asset but a desecration.	Refer to Chapter 3 Section 3.6 of the DEIS	

Mark Clark Expressway
Public Information Meeting #2

3.48	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-LaSaine Elementary). For years, James Island residents have made important life decisions based on the published fact that the I-526 extension would be built along the north edge of James Island County Park.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.49	Highly against the extension. Does not want it on Johns Island or James Island. I oppose 100%.	Noted.	
3.50	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 significant 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 a long way toward funding mass transit alternatives. Please no I-526 extension.	Refer to Chapter 3, Section 3.5 of the DEIS	
3.51	No build alternative - best option based on concerns. Alt. #25 much better option than 1-11A & 36, Alt's. #1, #8 #11 & #11A impact the Dill Sanctuary and the County Park. Alt's. 10 & 36 - impacts James & Johns Island too much. These alternatives do not address most resident concerns. Most of the alternatives bring the expressway through our islands - we have expressed, multiple times, that we do not want any major expressways! They will increase traffic, pollution, noise and more development. why were the alternatives that improve existing roads removed?	Refer to Chapter 3 Sections 3.5 and 3.6 of the DEIS	
3.52	Property owners in the subdivision of Bay Front do not want the completion of the I-526 Mark Clark Expressway. 1) run-off of road contaminates; 2) 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) obsolete project plan (est. 1970); 9) health problem issues; 10) damage to wildlife habitats; 11) cutting of trees. In summary: 1) if something must be built, let it follow Highway 17 (Savannah Highway) and connect with the I-26; 2) I 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.	Refer to Chapter 1, Section 1.3, Chapter 3, Section 3.6 and 3.7, and Chapter 5 of the DEIS	
3.53	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 our Charleston neighbor. Over development can & should be opposed - but not by removing a 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.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.54	Supports completing this project. At present, I have no favorite among the six alternatives but will look them over & let you know.	Noted.	
3.55	I moved to James Island for peace & quiet. I realize our interstate construction is necessary. Do not want I-526 near the Park/Dill Plant. or near James or Johns Island. Semi-tractor trailers rumble & shake the road - the road is suppose to convene into Calhoun, 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 James Island anymore than it is and destroy the beautiful wetlands and wildlife.	Refer to Chapter 5 of the DEIS	
3.56	Built Alt. 1 south of the Park and out of our neighborhood.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.57	I would like to see the Mark Clark Expressway completed in accordance with Alternative 8.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.58	For the safety of the people of James Island it is necessary to have another means of exiting the Island in case of emergency. Human life is the most important consideration. We need the 526 Connector to be completed. I vote for Alternative #1.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.59	None of this is good. Many established neighborhoods will be destroyed. Construction is not an antiseptic process - its ugly.	Noted.	
3.60	I am totally against I-526.	Noted.	
3.61	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, 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 Headquarters Plantation Drive;	continued	
3.61 continued	marsh that lies north of Maybank Highway and east of Headquarters Plantation Drive; 3) Stormwater runoff from roads and bridges causes petroleum residue and other pollutants to enter marshes and waterways. This harms marsh-dwelling wildlife, commercial seafood and shellfish industries, recreational fishermen & shellfish gatherers and marine and estuarine ecosystems. Therefore: a minimum amount of stormwater runoff entering local waterways should result requiring storm water from bridges to be piped or routed back to the mainland, into retention ponds for temporarily storing and then filtering storm water.	Refer to Chapter 5 Natural Environment of the DEIS	
3.62	Best 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!	Refer to Chapter 6, Section 6.1 of the DEIS	
3.63	Petition against 10 & 36 from homeowners of West Woodland Shores Road: these two alternatives are extremely harmful to our neighborhood and the quality of life of our residents. 1) negative impact on property values 2) for many years maps of Charleston with "proposed extension" cutting through James Island in and around the county park. People made real estate decisions based on that vision. 3) quiet environment and aesthetic nature of our area, a quiet and peaceful environment; 4) destroys the natural environment 5) adds to the congestion and chaos of traffic on Riverland Drive; 6) We prefer alternative #1.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.64	We are lifelong residents of Charleston and have always understood that the completion of the Mark Clark was a reality that would one day manifest itself, but also realized that certain parameters and plans of this project would be abided to by SCDOT. Now years later to spring these various alternatives (10 and 36) on residents seems quite unreasonable. Would urge that the original plan be adhered to in order to protect the families and quiet lifestyles of those residing in the area where this major highway is planned.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.65	Concerned over the new 526 alternatives especially #10 and #36 which propose either building an elevated highway very close to my community or creating new through streets in my neighborhood. Both choices severely affect the quality of life that we have here on Woodland Shores. The noise and pollution that would be created by alternative #10 would introduce its own set of health concerns. Please do not take away the peace and quiet and amazing nature that is in our backyards and share a wonderful feeling of community and safety. We all realize the magnitude of this project and the need for increasing the transportation system. We just hope that you will choose the original proposal, and one that impacts the least amount of people and communities.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.66	Please consider the plan developed by Coastal Conservation League, it saves marshland; does not promote development; moves traffic safely. The proposals under consideration are old approaches to the traffic problem. 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. JI Town voted No.	Refer to Chapter 3, Section 3.5 of the DEIS	

Mark Clark Expressway
Public Information Meeting #2

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 JI populace 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 communities! People who live on James/Johns Islands will actually experience more traffic coming from N. Charleston. If people feel that traffic is to 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	It appears that the overriding objective of completing this segment of I526 is to establish a beltway 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 beltway 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 damaging or leading to damage of air & water quality, wetlands, at least one endangered species (wood stork) and the general quality of life by encouraging suburban sprawl. The New Way to Work Alternative 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 I-526: 1) it would open up Johns Island to more development - more cars - more traffic; 2) harm wetlands and destroy wildlife habitats; 3) "circle" 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	Prefers 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 bridges on marsh areas are detrimental (JICHS students have had two trash pickups over the last four months and picked up over 1000 pounds of trash); 4) the effects on wetlands and animals will be extremely harmful. Please no!	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.5 and Chapter 5 of the DEIS	
3.76	Preferred recommendations: 1) no build; 2) mass transit; 3) what is "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 easier, 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 other alternatives; plus 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 relieve traffic but may have the opposite effect because of increased 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.	Refer to Chapter 2, Section 2.1	
3.79	The 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 at 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.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.80	Believes the expressway should be completed. Initially liked #1 because it impacted the least number of residences/businesses. Still likes that it crosses between the Park and the Dill Property. But now thinks that Alt. #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 Islands 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 not driving, we would see less traffic on the roads. More roads = More development = More Traffic! Please do not extend I-526.	Refer to Chapter 5 of the DEIS	
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.	Refer to Chapter 3, Section 3.2	
3.83	JICHS Students are stewards for the environment. JI Connector Marsh Sweep: April 19, 2009. 418 items of litter picked up in April since October's Marsh Sweep!! We care ...do you? Styrofoam - 32%; Glass - 7%; Aluminum - 16%; Plastic - 21%; Other - 24%.	Noted.	
3.84	No bridge & ramps over J.I. County Park and marsh. Take Betsy Kerrison through to Highway 17. Then look at Coastal Council plans for Maybank - will work well - go to Vienna Austria and see their great plan. Leave Stono alone!	Refer to Chapter 3, Section 3.5 of the DEIS	
3.85	I live at 1804 Central Park Road and was told that it will be made four lane. My question or comment - why allow apartment houses to be built on the left whereas they are already close to the road - built around 2 or 3 years ago. To be two lanes will be taken off my property and my home will be nearly in the street. I know you all knew about the progress and still allowed those apartments to be built close to the road.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.86	We are at the crossroads of the future. Mass transit is the way of the future. I say do nothing and try to catch up with our European and Asian counterparts who have left us far behind. An expressway connecting the Islands as planned will create more traffic and environmental pollution. This should be about long term plans not short term plans. In the event of hurricane deployment, everything will bottleneck at Lockwood Boulevard, no one will be able to leave Folly Beach and the east end of James Island. Expressways are designed to move traffic more effectively not create havoc.	Refer to Chapter 3, Section 3.6	
3.87	Build it Already! Silent majority wants it!	Noted.	
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 6, Section 6.1 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 studied & well executed plan or at least more on the right track than anything considered here this evening. Have some foresight and not just a point A to point B 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 community" in the U.S. - it worked great until the area was overrun 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	

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3.90	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, brutal 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.	Refer to Chapter 3, Section 3.5 of the DEIS	
3.91	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 not only affect the people that are here and the animals - it will also affect future generations to come.	Refer to Chapter 5 of the DEIS	
3.92	Why not build backwards from 26 where it comes into 17 & build out from there with flyovers or whatever through downtown - Lockwood and branching out to both Rt. 17 & James Island (use hubs-cloverleaf's, 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.	
3.93	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 526 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.	Refer to Chapter 3, Section 3.5 of the DEIS	
3.94	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.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.6 of the DEIS	
3.95	All responses except for the 3 without explanations include extending I-526 to ultimately dump into Folly Road. These designs aid Johns Island but effect James Island negatively. Folly Road currently is impossible to enter/exit 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 would 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.	Refer to Chapter 3, Section 3.5 and 3.7 of the DEIS	
3.96	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: lose-lose both ways. Should be eliminated. 3) Option 10 has fewest environmental acres affected, but second most residents. Option 36 has only .5 an acre more affected but half the residents displaced. Option 10 should be eliminated. 4) My preference is #36 - half the environmental impact as remaining options (1, 11, 11A, 25) as well as minimal relocations more than the remaining options (1, 11, 11A, 25). Good Luck! I am available and willing to help.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.97	My first preference is not to build 526. I do not see the improvements that justify the cost. However, since it 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 JI Park 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 6, Section 6.1 of the DEIS	
3.98	Prefers Alt. #1. This alt. appears to provide more traffic relief for the residents of James & Johns Islands. Let's get it built. Alt. 11 with a connector road between the townhouses and Maybank Highway and River Road would also be an excellent alt.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.99	I recommend Charleston County make a special effort to integrate the new 526 roadway with a comprehensive transportation plan - including interfaces with mass transit and a network of bike and pedestrian pathways on James and Johns Islands and West Ashley.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.6 of the DEIS	
3.100	If the modeling tools we use to assess mobility do not take into account how people move/or can move in and around their own neighborhoods, then regional scale transportation models are flawed. SC is asking for some 500 million dollars to build a highway, which will encourage more driving, sprawl and urbanization. Instead we need to use that money to encourage people to travel in different ways, which truly reduces the environmental impact of travel. This includes mass transit & building interconnected networks of streets which encourage people to get out of their cars and walk or ride bikes. If you are truly going to do an environmental impact assessment, you need to assess the environmental impact of encouraging more people to drive, not just how much congestion or driving miles are reduced by building a road which keeps people driving to begin with! None of the 6 alternatives is acceptable! Complete streets (#19) is the best!	Refer to Chapter 3, Section 3.5 of the DEIS	
3.101	Homeowner in Cloudbreak Court on James Island 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. Alternatives 10 and 36 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-LaSaine Elementary). Urge you to eliminate alternatives 10 and 36 from consideration. For years, James Island residents have made important life decisions based on the published fact that the I-526 extension would be built along the north edge of James Island County Park.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.102	We support the no build option or the mass transit option. We do not believe adequate attention has been given to using the West Ashley greenway as an alternative path. I use the greenway regularly and I believe any of us would be more than happy to share our path with a light rail system if it meant no 526.	Refer to Chapter 3, Section 3.6 of the DEIS	
3.103	Resident of James Island - chose here because of its proximity to downtown, lack of traffic, environment supportive to children and beauty. We chose our home with the understanding that I-526 was going in south of JICP if at all. Anything north of JICP will impact our home. Alternatives 3,9,10,13,18,24, 27 and 36 will directly and negatively impact our neighborhood by: 1) decreasing our quality of life by increased noise and pollution; 2) destroying the natural environment; 3) exposing our children to pollution putting them at risk for lung disease; 4) exposing our children to dangerous traffic; 5) exposing our homes to easier access for crime; 6) decreasing our land value. Please no to 10 or 36. Alternative #1 or not at all.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.104	There are too many people affected by any of these 5 options. To relocate is bad but the amount of people that will be negatively affected in their home values and quality of life are too many and not being published. I would like to know how many homes and businesses are within 250' of the proposed highway....too many. Why not bring 526 but utilize the Stono Bridge, or more pointedly use the bones that are established right now. No 526.	Refer to Chapter 5, Section 5.5 of the DEIS	
3.105	The implication to myself and my neighbors in regards to our quality of life and financial stability is greatly disturbed and possibly ruined by a few of the options. Most notably offensive is Alt. #10 and 36. I prefer plan #1, but #'s 11 and 8 are okay. #1 has the least impact for marsh and relocation wise, but probably has the most cost. My point is that the cost cannot be the main factor. Too many people have their quality of life and financial stability tied into their homes. I would say that no 526 is the answer but I know that is naive to think the state will give back the money.	Refer to Chapter 6, Section 6.1 of the DEIS	

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3.106	After reviewing the remaining alternatives I have to believe that engineers and design personnel and all others interested do not understand the way traffic flows from James Island into downtown. The James Island Connector 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 peninsula. I think the best alternative is #1. But I would rather not have this project progress any further. Stop this project it solves one or two problems and creates many more and ruins peoples lives and destroys communities and our fragile environment.	Refer to Chapter 2, Section 2.1	
3.107	Affects my neighborhood/my children's neighborhoods/many newly built neighborhoods - all will be impacted. Wetlands and ponds will be adversely impacted. We would like to have someone from SCDOT come and talk to us. A neighborhood meeting would be very helpful. Alt. #1 is the best! But, how is it going to relieve the traffic? No on or off ramps.	Refer to Chapters 4 and 5 of the DEIS; Neighborhood meeting held June 9, 2009.	
3.108	1) No for any connector or parkway across James Island. 2) Yes for Alt. 25, TSM and No Build. 3) No for any new roads on James Island, especially any roads through/over James Island County Park or Dill Sanctuary. 4) No to any plan that requires destruction of "grand trees." 5) in the event of hurricane evacuation, those 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 3, Section 3.5 of the DEIS	
3.109	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.	Attempts were made by project team to arrange meeting.	
3.110	Spending millions to build new highways through James & Johns Islands is not the way to improve our problems in this part of our state. James Island does not have a traffic problem. 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. With this new highway, cars will not be able to get off the Ft. Johnson side 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 homes will be built and thousands of additional automobiles added to our 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 2.1, of the DEIS.	
3.111	Build #1 with an interchange at Camp & Riverland Drive.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.112	I like #1. Would suggest exploring an interchange near Camp & Riverland Drive. This would further reduce traffic on Folly Road.	Refer to Chapter 6, Section 6.1 of the DEIS	
3.113	The Charleston area has so much potential and needs to look at innovative solutions to problems such as increasing traffic rather than taking the same old approach that we know does not lead to sustainable solutions. Let's try building & developing smaller, less intrusive and interconnected roads to deal with traffic solution.	Refer to Chapter 3, Section 3.5 of the DEIS	
3.114	We would like to see our current roads/highways improved. We do not want 526 to cut through our islands, our county park and use up valuable wetlands.	Refer to Chapter 3, Section 3.5 of the DEIS	
3.115	It a bad idea! Calhoun Street will be so backed up with additional traffic from West Ashley and Johns Island. Creates too much runoff; destroys communities & business; noise pollution; air pollution; and wetland destruction. Think about a grid system of traffic management as opposed to this ludicrous idea!	Refer to Chapter 3, Section 3.7 and Chapter 5 of the DEIS	
3.116	Comments pertain to quality of life. I know you have heard it before but the 526 Expressway will affect so many people in a negative way. I believe there is a handful of people who will benefit from this project and that is why it is being built. If it was really about the people you would look at bike paths, transit systems, controlled development, etc. One day, when you have cut down most of the oak trees, built your road, developed more land you will no longer have the Charleston we know and love - it will be just another paved area with car noise.	Refer to Chapter 3, Section 3.5 and Chapter 5 Human Environment of the DEIS	
Mail In			
4.1	Not a good idea to extend 526 because it will cause more congestion and pollution and destroy the beauty of the area. It will also hurt tourism.	Refer to Chapter 5 of the DEIS	
4.2	Due to high traffic density in the AM & PM traffic hours, we need entrances to I-526 on both sides of the intersection of Maybank and River Roads. I, therefore, prefer options 11 or 36. Conditions will only get worse. Also, we need to get Maybank extended to four lanes as quickly as possible. We also need to stop Mayor Riley from opposing projects once they are approved. The whole Charleston area transportation system is 10 years behind its needs.	Refer to Chapter 3 Section 3.9 of the DEIS	
4.3	We must have improved traffic capacity and safety improvements from Johns. Seabrook. Kiawah and Wadmalaw Islands. Extending I-526 to and across Johns Island is the only feasible method to achieve these objectives. I favor Alternative 36. It eliminates the horrible congestion which presently exists on Maybank Highway from the Stono River Bridge to River Road and the intersection of River Road and Maybank. Another major advantage is that it does so without major modification of either Maybank or River Road. Second choice is Alternative 11 - provides the best intersection interfaces on Johns Island, specifically it relieves more congestion at the Maybank-River Road intersection. Would be my first choice except it encroaches on James Island County Park. Combine the Johns Island feature of Alt. 11 with the James Island Park of Alt. 36.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.4	I am in favor of an I-526 Extension similar to Alternative 36.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.5	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 and Chapter 3, Section 3.5 of the DEIS	
4.6	The mass transit system should not be overlooked in the EIS. Not only will this alternative fix the current traffic problems instead of prolong 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	
4.7	The alternative for increase mass transit should be considered strongly in the EIS. Not only would this alternative provide a long term answer to the issue rather than a temporary fix until traffic re-increased, it would also decrease oil dependence and pollution in the Charleston area. An overpass will not only add noise but also an unsightly interstate structure. An at grade alignment would be best for all the alternatives considered as it will better match the current community feel in this area. Locating the I-526 extension through the area near the Clemson Extension lab would avoid impacting residents of West Ashley living in and around the proposed alignment. While you provide multiple alignment alternatives in your presentation, for West Ashley these are all the same alignment, running through an existing developed residential zone. Your EIS should not only consider relocations, but also the potential for property value decrease in nearby areas.	Refer to Chapter 3 Sections 3.2, 3.5 and 3.6 of the DEIS	
4.8	I vote no-build. The Mark Clark Extension is an outdated idea that should be replaced with more innovative options that are both reasonable and environmentally responsible. The current alternatives send the message that Johns Island residents and community are less important than Kiawah & Seabrook who seek convenient ways to "cut across" or "bypass" our island. Other alternatives will be more conducive to the development of a true community and will help preserve at least some of the rural features of our island.	Noted.	
4.9	My wife and I support Alternative 11 for completion of I-526. The project needs to be completed as soon as possible. Opposition to this project comes from a small but well organized group that is never for any road project (unless in another state). Please do not let chronic malcontents upset this long needed project.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.10	I find alternative #1 to be best because it effects the lowest number of homes & businesses; and is fairest to those of us who have studied the plans for the project over 20 years and made important decisions like where to buy land. Those who paid no attention to those plans now stand to gain by pushing for other alternatives - not fair! 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 6, Section 6.1 of the DEIS	

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4.11	The full list of Alternatives includes a number that provide no benefit and you have "short listed" several that are of marginal value. Alternative 1 has merit, the other five provide much lower benefit than Alternatives 2, 12, 13, 14, 15 and 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 a completed 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 the level of 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 where	continued	
4.11 continued	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 1. Alternative 10 - inferior to Alternative 1 in that it provides less space to provide an interchange for a Cross Island Parkway, south of Maybank Highway. Alternative 11 - compared to Alternative 1, this alternative is highly restrictive in terms of entering 526 to go north or exiting 526 to go south. Alternative 11A - even more deficient than Alternative 11. Alternative 36 - completing 526 with a road that has signaled intersections does little to reduce congestion while still being costly.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS	
4.12	I think SCDOT needs to examine other ideas, such as the Coastal Conservation League's New Way to Work. SCDOT should improve existing roads rather than destroy communities with this highway. Studies have been shown it will not alleviate traffic, instead promoting development of rural areas. I do not approve of destroying James Island's parks and vistas to extend the highway. Do not use my tax dollars for this project.	Refer to Chapter 3, Section 3.5 of the DEIS	
4.13	I vote for Alternative 1.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.14	Option 29 accomplishes everything I think the project should do with minimal environmental impact and minimal cost. With access on Maybank Highway, Johns Islanders will have smooth sailing to Charleston. 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 opening the Kiawah roads to the public and building a bridge to Folly Beach. This will save serious minutes and reduce Johns Island traffic.	Refer to Chapter 3, Section 3.5 of the DEIS	
4.15	I believe Alternative 10 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.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.16	The Mark Clark (526) Extension 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 many on John's Island - Do not build it!	Noted.	
4.17	Don't build 526! We need to fix our roads on James Island, Johns Island & West Ashley. The only alternative I would support is the New Way to Work alternative and it is my belief that that alternative should have been modeled differently than the other alternatives. I also believe that the wetland impacts on the maps shown at the meeting at James Island were incorrect. I read the 1995 EIS & the wetlands impacts ranged between 90-120 acres. So how can the wetlands impacts now be less than 20 acres and some beltway alternatives show less than 10 acres of impact? I feel this is wrong and extremely misleading.	Refer to Chapter 3, Section 3.5 and Chapter 5, Section 5.20 of the DEIS	
4.18	Alternative 11B connecting at flyover of River Road with Alternative 35. Alternative 35 is shovel ready along existing Coastal REA high tension line, which could be buried with Farm Bureau financing as part of improvements "Beautiful Johns Island Parkway."	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS	
4.19	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 "logical" solutions. My preference is Alternative #1 - it follows closely the original proposal of which this part of Charleston has been aware for several decades. It will have an impact on the fewest people and will include Johns Island which needs another entrance and exit. So many more people will benefit from Alternative #1 than the few who will not. The no-build alternative is irresponsible. The money has been appropriated and the project should be completed as soon as possible.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.20	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 into the Florida Keys). If necessary have timed draw bridges and let the boater wait on selected boat crossing times.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS	
4.21	Petition from Parkwood-Farmfield Homeowners Association. These members support the extension and completion of Interstate 526.	Noted.	
4.22	We do not need this part of the expressway. We must improve the existing road and mass transit. Whatever happened to the monorail idea? Improvements should be completed before any other needless roads are constructed. There must be a standard traffic light at the corner of Secessionville and Fort Johnson Roads. Then the intersecting of Folly Road and Maybank Highway needs to be redone in a manner that make more sense. None of these things should be too terribly expensive and can be completed at night not during rush hour. Many other roads could use a repaving. How about a transportation hub in a safe, centrally located area? This hub would connect buses, trains, rental cars, taxis, link to the airport and yes a monorail. With better mass transit there would be less cars on the roads and everyone could benefit from that.	Refer to Chapter 3, Section 3.6	
4.23	Please build I-526 to connect Johns Island to James Island and West Ashley as soon as possible. We desperately need efficient and safe access to I-526. I prefer 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 James Island County Park which will likely cause more opposition. We must get I-526 built as soon as possible. During high traffic periods, traffic congestion impedes accident/illness victims from having quick access to area hospitals. River and Bohicket Roads are potentially unsafe so we also need Alternative 35 along with either Alternative 11 or 36.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS	
4.24	Please count my vote for Alternative 11 for the 526 extension.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.25	Please count my vote for Alternative 11 for the 526 extension.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.26	Please count my vote for Alternative 11 for the 526 extension.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.27	We are in favor of immediate construction of I-526 option 11. It appears to provide the best relief of rush hour congestion as well as improved evacuation routes for the Johns Island community.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.28	Go with Alternatives 8 or 1. Alternatives 10 and 36 would bring this road either right by our home or right by Oak Elementary School. Why don't we stick with the original plan and go through the Park.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.29	Please do not approve Alternatives 10 and 36. These would bring noise pollution and unwanted traffic extremely close to one of the oldest and quietest neighborhoods on James Island. Alternatives 1 and 8 would be a much better option. No one lives in the County Park.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.30	Of all the reasonable alternatives, I prefer number 10. It is the only one that does not cut through the County Park or the Dill Sanctuary. I think an additional interchange at Riverland Drive would be beneficial. It would take some of the traffic off the congested area of Folly Road. It would provide an alternative route for those going to Folly Beach and other areas of James Island and other areas of James Island. The current reasonable alternatives do not help the congested area of Folly Rd. (between Central Park Rd. and Camp Rd.). All of your projected traffic flow charts still show "red" in this area. Please consider an interchange at Riverland Drive. I think number 10 is also the most direct route (less miles) and less of an impact on wetlands.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.31	I support moving forward with the completion of I-526 across Johns Island. My selection would be "Alternative 11."	Refer to Chapter 6, Section 6.1 of the DEIS	

Mark Clark Expressway
Public Information Meeting #2

4.32	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 these two access ramps simply falls short of what's needed to disperse traffic and it also falls short of enhancing mobility for John's Island. Many 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	
4.32	The following environmental impact will occur as an unintended consequence if the Mark Clark is extended. Charleston County has a landfill located on Bee's Ferry Road. Municipality garbage is taken to the county's burn incinerator in a different location. Currently three municipalities truck their trash and travel via the Stono Bridge and use John's Island roads as their thorough-fare to reach the Bee's Ferry Landfill. These trucks because of the design of the truck bed cover, have a 12 inch opening on both sides of the truck's bed that allows debris to escape and become airborne. Especially when these trucks start to cross the Stone Bridge then this	continued	
4.32 continued	problem increases due to prevailing wind gusts and the elevation of the bridge height. Sadly a lot of this debris ends up in the Stono River and driver's occasionally have to dodge this trash. Recently, Charleston County Government announced that it will no longer take garbage at its burn incinerator and this means that all garbage will have to be taken by all municipalities to the Bee's ferry landfill. This now meant that there will be an increase in the number of trucks traveling this same route making the litter problem worse. While the subject is the extension of the Mark Clark, I'm 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 as these trucks will now use this route to reach Bee's Ferry landfill and the fact that it will be elevated and subject to high wind gusts that will impact trucks hauling trash, garbage, etc. Sadly much of this airborne litter will find it's way into our waterways. If one wants to see examples of littered roads and highways that comes from waste	continued	
4.32 continued	haulers just visit the Don Holt Bridge, I-526, Stono Bridge, the trash under the James Island expressway, or Bee's Ferry Road. To mitigate this on going problem will take a lot of measures and that hasn't happened to-date. I predict that this seven miles of the Mark Clark of which all will be over water will be the most dangerous section of I-526 because of the fact that the low country has many mornings of heavy fog and the ever increasing carelessness driving habits of drivers. Recently adopt-a-highway volunteers picked up 26 bags of litter from the foot of the Stone Bridge on John's Island to Riverland Drive. If the Mark Clark is built then these trucks will use the extension as their route to reach Bee's Ferry Road emitting more litter along I-526 because of the elevated road and winds along the entire route.	Noted.	
4.33	I am in favor of building 526. I am in favor of an overpass at Folly with interchanges that do not require lights. Also interchange at Maybank. I am for free flowing traffic. No light or slow downs on the thorough fare. No. 10 seems to be a good route.	Refer to Chapter 6, Section 6.1 of the DEIS	
4.34	I am in favor of the Mark Clark expressway because it will reduce a lot of traffic congestion. That will save energy and fuel, and it will be better for the environment because less carbon will be released from moving cars than stopped cars. Stopped traffic just wastes gas. Moving traffic is more efficient in so many ways. And, personally, I like to get to school on time.	Noted.	
4.35	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 long term solutions, and those same maps show that the proposed extension will fail soon after it is built. In addition, there are other roads (e.g., Folly Road and Savannah Highway, i.e., US 17) that would still have failing levels of service with the completion of the I-526 extension. I should mention that extending I-526 will not speed up the evacuation of either island during storms because there has been no increase in traffic capacity on the roads leading away from I-526. Extension 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 in the vicinity of the proposed extension. Extending I-526 is a poor	continued	
4.35 continued	use of public money. It is a huge project that will cost taxpayers over 420 million dollars (in 1995 dollars). It is wasteful to spend so much money for uncertain (probably bad) results. The New Way to Work 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. I strongly urge dropping	continued	
4.35 continued	the plans for the I-526 extension and pursuing less costly and more environmentally friendly approaches to solving the problems of traffic congestion on Johns and James Islands. Specifically I recommend that the New Way to Work Alternative to be given a fair and proper evaluation.	Refer to Chapter 2 Section 2.1, Chapter 3 Section 3.5, and Chapter 5 of the DEIS	
Comments by E-Mail			
5.1	Will the Glenn McConnell and/or Bees Ferry Rd extension be included in the Thursday, April 30, meeting?	See Roadwise website	Grand Oaks (Moss Creek)
5.2	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 not be swayed by the very vocal and highly influential special interests who oppose this project.	Noted.	Farmfield
5.3	526 connector big trouble for James and John's Island; increased air pollution and noise pollution; the JI conn is already a noise problem; JI County Park will lose its peace and quiet; I believe that the Park Comm head was man enough to say it was going to effect the Park; lot of trucks heading south; big mistake; we will pay for this in many ways in the future;	Refer to Chapter 5 of the DEIS	Country Club II
5.4	The I-526 project needs to be complete as soon as possible. The failure to complete this project which has been on the books for years is way overdue. I travel Hwy 17 from the Hollywood area every day. I would estimate that 30-40 percent of its traffic is traveling to Main Road in an effort to get on and off John's Island. With the future growth that can be expected to occur in the what is now called rural West Ashley, it is time to put forward the infrastructure that long overdue to eliminate a good portion of this traffic.	Noted.	Stono Ferry
5.5	We were informed that your I526 project has a proposal for a route running on or alongside our facility property. If you can please provide any proposal to us, so we review it and provide suggestion to you.	Refer to project website www.scdot.org/i526 .	
5.6	Highway 61 north is killing us.	Noted.	Schieveling Plantation
5.7	Please do not put I-526 near or on top of George Griffith Boulevard on James Island. This is a residential neighborhood. No one here wants a big noisy, polluting interstate running through our backyards. My property backs up to George Griffith Blvd., with just a small grass buffer to separate me. I am very close to Riverland Drive. If I am forced to move, because of eminent domain or because of more stinky noise and traffic right in my backyard, I will not be able to afford to live on James Island or near Folly Beach. I don't want to be forced out and have to live far away from my beautiful neighborhood and the kayaking and fishing sports I love. This is a quiet residential neighborhood back in here. Please don't ruin James Island County Park either, or Riverland Drive. Please do not destroy our quality of life.	Refer to Chapter 3, Section 3.5 of the DEIS	Meridian Place
5.8	It is time to get the job done. You are giving us way too much information for the layman to use. Take what you have learned, give it to the best professionals and get started building. Waiting until 2010 is an unacceptable delay.	Noted.	
5.9	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.	Noted.	
5.10	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 526 proposal. The "network" ideas do not accomplish either goal. The completion of 526 and a cross island route through Johns Island are the most logical solutions.	Noted.	

Mark Clark Expressway
Public Information Meeting #2

5.11	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 previous poor planning of highways that serve the metropolitan area. The Glatting Jackson alternative is worthy of consideration.	Refer to Chapter 3, Section 3.5 of the DEIS	MUSC
5.12	Congestion. Impossible evacuation routes. Authorized new developments without road improvements. Johns 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.	Noted.	
5.13	When I was purchasing my house in 1996, I asked repeatedly about the path of I-526 and was assured its projected route was 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 negatively impacted by noise and an unsightly raised highway that is unnecessary. I also find it distasteful that the DOT didn't seem to consider the CCL and City of Charleston proposals for their shortlist. It seems insane that while we are in an economic "crisis" and a state of flux with energy/gas that the DOT is determined to ruin the very thing that makes Charleston desirable and at a premium price tag. If the connection has to be made, the City of Charleston made a good compromise with its proposal, although the need to connect has not been clearly made.	Refer to Chapter 3, Section 3.5 of the DEIS	Riverland Crossing
5.14	I have been a resident of James Island for over 25 years and I don't see how the Mark Clark is going to benefit anyone on our island. If you take the time to notice the stop and go traffic starts at rush hour and only occurs with traffic heading towards Folly Beach. If anything the extension will bring more traffic our way because of people would have a shorter rout to the beach. It will only make our travel problems worse.	Refer to Chapter 2, Section 2.1 of the DEIS.	Creek Point
5.15	No I-526 on Johns Island. There is no version of the 6 alternatives printed in the Post and Courier today that is acceptable! We want no interstate or large roads on Johns Island. Keep it rural!	Noted.	
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.	Noted.	
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 I-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 I-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 that 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.	Refer to Chapter 3, Section 3.6 of the DEIS	Wappoo Shores
5.18	I do not think that I-526 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.	Refer to Chapter 3, Section 3.5 of the DEIS	
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 savage report 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 expansion a great deal of light rail could be accomplished.	Refer to Draft Section 4(f) Evaluation in the DEIS	
5.20	We don't want another highway. We want a network for the new way to travel.	Noted.	
5.21	ALT 1 would be the best choice. It would be a pretty drive and it would least impact the park & homes.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.22	For me, a native islander born and raised here, 526 was already finished when it linked to West Ashley. James Island has a hard enough time dealing with the explosion of city driven overdevelopment, with traffic rivaling that of West Ashley. We do not want the extra traffic 526 would provide. Also, please do not ignore the environmental impact of the 526 extension which would cause irreparable damage to our fragile marshes and their ecosystems. Please stop ignoring the more cost-effective, more environmentally friendly, and locally preferred alternative if improving existing road and neighborhood accesses. Let's add some bike paths and sidewalks, link up neighborhoods so	continued	Ft. Johnson Estates
5.22 continued	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?	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.5 of the DEIS	
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 existing society and much improved planning of our society in the future.	Refer to Chapter 3, Section 3.6 of the DEIS	MUSC
5.24	I like Alt #1. It is the least disruptive to homes and businesses.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.25	My wife and I completely support the proposal of completing I-526 from the current "ends" at Savannah Highway and Folly Road. I would suggest that strong consideration be given to not build it through the James Island County Park. I realize this option may require additional relocation for some families, but for the betterment of the entire community, I support leaving the park "as is".	Refer to Chapter 6, Section 6.1 of the DEIS	Sylvan Shores
5.26	This road is not really being planned for traffic solutions. Neither is I-73, or neither was the Palmetto 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	continued	
5.26 continued	alternatives - like the Coastal Conservation League alternatives. However, the existing highway planning models do not recognize the benefits of the CCL alternatives. Change the models! Lets 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.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.27	I oppose the extension of an interstate highway onto James and John's Islands. What we need is improvements in the roads we already have. Please consider new alternative that are compatible with the character of these islands.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.28	Looking forward to the Community Impact Study and ongoing opportunities to address the Reasonable Alternatives presented.	Refer to Chapter 5 Human Environment of the DEIS	Headquarters Island HOA
5.29	I support the completion of the I-526. There are a lot of folks out here that support the 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.	Noted.	Country Club II
5.30	Please do not extend 526 across Johns and James Islands. It will be terrible to those communities, and it's a terrible waste of money. The intersections of 526 with other roads are always congested. 526 just adds congestion. It will worsen traffic problems.	Noted.	Hampton Park Terrace
5.31	I am opposed to I-526. It will not solve the traffic problems on James Island. Instead, it will bring more congestion, impose on our neighborhoods, parks, and marshes, and damage the environment. Plus, what consideration has been made for when this connection links with Calhoun and I-26 - both areas cannot handle increased traffic. Other proposals have been made and were not presented by the DOT - why not?	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.2 and Chapter 5 of the DEIS.	

Mark Clark Expressway
Public Information Meeting #2

5.32	Alternative 10 must be stopped! The families that live in the many neighborhoods along Woodland Shores south of Riverland Dr 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 Alt 10 is put in place. We have received legal advice that there are avenues recouping losses associated with such impacts and that will certainly be explored if Alt 10 comes to pass. As many others have likely brought up, the fact that there is non-residential properties included in Alts 1, 8, 11 and 11A, there appears to be no good reason for Alts 10 and 36 that so severely impact multiple residential neighborhoods. Alt 1 appears to be the simplest and least destructive alt. Not to mention it is where the highway was always suppose 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	Cloudbreak Court
5.33	I am a grandfather of 3 children who live in Cloudbreak Court and the father of two sons who live there. I also own property on Cloudbreak Court. Alt 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 Cloudbreak Court neighborhood and the 80+ homes along Woodland Shores Rd that would be directly affected by Alt 10 (not removed, but directly affected). Please remove Alt 10 from consideration. Alts 1 and 8 are the best alternatives as they impact the least amount of residents in regard to James Islands impact.	Refer to Chapter 6, Section 6.1 of the DEIS	Cloudbreak Court
5.34	DOT members, please do not build an interstate highway to James and Johns Islands. We need to improve the streets we have instead.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.35	I am writing against the expansion of 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 of 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 ran out of house and home. This expansion is horrible 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 36 to even occur without a nasty fight, it would lower my property values.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.36	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 Windemere
5.37	I wanted to let you know my preferred alternative to the Mark Clark extension. I think Alt 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 nearby 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	Planters Point
5.38	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 SCDOT 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	continued	
5.38 continued	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 Chapter 5 of the DEIS	
5.39	I am absolutely opposed to the 526 extension. It is an unnecessary waste of taxpayers money. Highway money could be better spend repairing existing crumbling roads. The rural nature of this region needs to be preserved and the 526 extension would further destroy the natural beauty of this area.	Noted.	Edisto Island Historic Preservation
5.40	Please do not extend 526 to James or Johns Islands, please instead improve the roads we have.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.41	I vote for ALT 1.	Refer to Chapter 6, Section 6.1 of the DEIS	LCPHC
5.42	I am opposed to the building of I-526 extension and all alternative routes in the proposal. Having relocated here from NJ where HOV lanes, building roads and widening existing ones are strategies I saw over many years, in my opinion, none of them worked. Making our existing communities more livable and offering better local transportation is the real answer to traffic woes. In addition, empowering locals to more easily travel within their community will encourage small business growth, make our neighborhoods safe and improve quality of life. Adding roads and lanes only encourages growth and sprawl. We do not need more people, we need more "community."	Noted.	Edgewater Park
5.43	None of the building alternatives for I-526 are considerate of residents of James Island and the environment. Frankly, 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	Lawton Bluff
5.44	Alt 1 is the best choice.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.45	Put it where it does the least damage. I think that is Alt. # 1. Would you want your home uprooted?	Refer to Chapter 6, Section 6.1 of the DEIS	
5.46	Sadly, positive change only succeeds hardship. In the case of traffic congestion, this means that motorists must be stressed sufficiently to alter their driving behavior (routes, schedules, carpooling, etc.) before real traffic congestion is achieved. Use highways funds to repair roads that are unsafe, not to build new (and larger) ones that will only add to the problem and not alleviate it.	Noted.	
5.47	I want to express my opposition to the extension of 526 onto James or 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, Section 2.1, of the DEIS.	Riverland Terrace
5.48	Just complete the project with a 4 lane limited access highway as originally planned. The current opposition would never have allowed I-26 to be built past St. George into Charleston, nor I-26 to DI and MP!	Noted.	
5.49	Please build the new roads on Johns Island that we need now and in the future. Please stop the delaying tactics of the Coastal Conservation League.	Noted.	
5.50	Do not displace families and businesses. Go the ALT 1!	Refer to Chapter 6, Section 6.1 of the DEIS	
5.51	I went to the Johns Island presentation and was not impressed by the 6 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.	Noted.	
5.52	The Crescent neighborhood located on Folly Blvd has voted FOR completion of the 526 highway. This will help alleviate traffic congestion on Folly Blvd and make it safer for pedestrian traffic to the South Windemere shopping and reduce vehicle trips. We also request that the speed limit be lowered to 35 as it has on Rte 17	Noted.	Crescent
5.53	Please consider Alt 1.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.54	I am totally against this proposed project!	Noted.	
5.55	After looking carefully at the alternatives for I-526 extension it is apparent that alternative 8 or 11A are the most reasonable choices and will effect negatively the least number of people. These two would probably be the most economical.	Refer to Chapter 6, Section 6.1 of the DEIS	Woodland Shores
5.56	Regarding the Mark Clark Exp. Project: ALT 1 is the preferred choice since it will be the best choice for all of the property owners and for the environment.	Refer to Chapter 6, Section 6.1 of the DEIS	

Mark Clark Expressway
Public Information Meeting #2

5.57	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 25, the mass transit alternative. This alternative, though presented at the public meeting as a "poor stepchild" alongside the glossy, colorful aerial photographs and 'impressive' statistics shown for all the build alternatives, must receive equal consideration during the detailed analysis for the draft environmental statement. This alternative, combined with Transportation System management, is not given equal consideration during the analysis. The no build, mass-transit and transpiration system management options should not be separated and picked apart in opposition to the build alternatives, as these can and	continued	
5.57 continued	should be combined. Together, these approaches will have the least negative impacts (none) 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 the build options will be on the road to being just as congested as the current situation as soon as construction begins.	Refer to Chapter 3, Section 3.6 and 3.7 of the DEIS	
5.58	Please, if you are going to go through with this 526 project, could you include bike/pedestrian lane such as 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 park from the extension.	Refer to Chapter 3 Section 3.12 of the DEIS	
5.59	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 Maybank Hwy near the Stono bridge will alleviate that problem. All this 1970's era project will do is lead to more traffic on Savannah Hwy, James Island and Johns Island, as well as disrupt the sensitive marsh systems around the Stono River. My suggestion is to use the funding to improve our existing roadways: this 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.	Wadmalaw Island
5.60	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 moor 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 environmental impact of the completion of that highway. Encouraging shortsighted major public works project at this point is, in my opinion, downright reckless. 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 3, Section 3.6 of the DEIS	
5.61	Alt 1 is the best bet.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.62	I support the 526 and think it should be completed before prices get any higher.	Noted.	
5.63	Despite benefiteres 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.	
5.64	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 have reviewed all of the alternatives and I 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 congestion rather than solving the problem.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.65	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.	Noted.	South Carolina Realtors
5.66	Please do not extend this highway towards James and Johns Islands. I am in favor of alternative modes of transportation that do not include extending this highway system.	Refer to Chapter 3, Section 3.6 of the DEIS	
5.67	The news reports indicate that SCDOT has once again ignored the hard work and input of the SCCCL 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 3.2 of the DEIS	
5.68	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 beltway without destroying the beauty of the low country.	Noted.	Seabrook Island
5.69	Fix the existing roads before you do anything else. Extending 526 is extremely short sighted and solves no traffic problems.	Refer to Chapter 3, Section 3.5 of the DEIS	Summertrees
5.70	Please do not build the overpass. Have you seen the traffic lately on James Island?	Noted.	
5.71	I don't want SCDOT to build an interstate highway to James and Johns Islands. 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 3, Section 3.5 of the DEIS	Waterway South
5.72	This discussion has been going on for a quarter of a century. Time to complete this project now. The special interest groups that are so against everything should remember that they are not the only voters in this area. I-526 should have been completed years ago now the price has escalated and will continue to do so. This does not help the citizens that live on Johns Island, Wadamalaw, Kiawah, and Seabrook. Time to go forward and protect the lives of the people that live on the islands. If the special interest groups don't like it they can move.	Noted.	
5.73	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	
5.74	I am in favor of Alternative 1. ALT 1 has the least impacts to the neighborhoods and the James Island County Park.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.75	No to 526 extension.	Noted.	
5.76	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 accessible coastal islands. However, it will undoubtedly make such regions exponentially more desirable for development. No only will we lose the rural character of Johns Island, but we'll end up with several times more residents in difficult to evacuate areas. It is going to be a nightmare of the first magnitude if we extend 526. The best solution is to mitigate surface streets to reduce congestion in certain spots while helping local businesses. Such a move would keep the rural areas sparse while improving commute times for existing residents. We cannot afford to be short-sighted with this very expensive proposal. Not only from a funding standpoint but from a life-protection position when tropical season rolls around.	Noted.	
5.77	Please stop the extension of I-526. Johns Island is one of the most beautiful places we have in the low country. People living too fast to slow down and enjoy the fact that they are alive. Why mutilate this wonderful wooded island and destroy the best of what is left in Charleston County. It is terrifying to see the wild life scurrying around trying to find a habitat for them and their young because of all the growth suburban areas have been experiencing for years. I-526 will only add to the confusion for man and beast.	Refer to Chapter 5 Natural Environmenta of the DEIS	Park West
5.78	I would like 526 extension to be completed ASAP. I feel we need more than two ways to get on and off Johns Island. We had an accident on Limehouse Bridge a number of months ago. When that happened traffic was so backed up at the Stono Bridge, no one was able to get off the island. Also the traffic coming to and off the Island during the commuting hours is unbelievable.	Noted.	Chisolm Green Subdivision
5.79	Please do not build interstate highways on James Island or Johns Island. Improve the existing street transportation access instead. We need to preserve our low country environment for the future of our counties.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.80	Please do us a big favor if it goes between Rushland and Headquarters Island after crossing the Stono River the first time, push it back behind the Island the DOT owns so we don't have to look at it. Also a noise barrier please!	Refer to Chapter 5, Section 5.3 of the DEIS	Headquarters Island

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5.81	I am 100% in favor of alt. 1.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.82	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 James Island, and on the JI Connector/Cross-town. I truly believe that these funds would be better spend on alternatives that reduce the bumper of drivers on our road systems-- walk/bike paths or public transit.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.6	
5.83	More roads will just bring more traffic. Roads mainly benefit developers, and although Riley says that 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 improving the existing roads, don't cut James and Johns Island in half. Look at the neighborhoods near the elevated parts of I-26 approaching Charleston, that's how I view the ultimate result of a connector completion.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.84	I'm not a big fan of any of the SCDOT proposed alternatives. It would be nice if there were a way to incorporate existing roadways, perhaps widening them or expanding them.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.85	Please don't build the Mark Clark Extension. It's much too expensive and too damaging to the environment and the people on Johns Island. Instead, let's increase existing connectivity in our neighborhoods using newer two lane streets. It's cheaper, and more in keeping with Johns Island's rural character. If increasing connectivity doesn't resolve traffic problems, then and only then should we consider building the Mark Clark extension.	Refer to Chapter 3, Section 3.5 of the DEIS	Winnsboro Lakes
5.86	This project will have a massive effect on us downtowners, 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?	Refer to Chapter 4, and Chapter 3, Section 3.12	Downtown
5.87	The idyllic 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 where the city erred in not recognizing growth and preparing for it with expressways as well as (not an alternative to) surface roads. I am less concerned about specific plans as I am about meeting these goals.	Noted.	Seabrook Island
5.88	I would like to lend my support for the completion of I-526 with a connection access to a new cross island parkway on Johns Island. We are in desperate need of a safe road to traverse our Island. Reducing traffic on Bohicket and River roads is the best alternative and the parkway accomplishes this with minimum disruption to our beautiful island. It will provide us with a safe and environmentally friendly access and egress during emergency evacuations and regular travel to and from Seabrook.	Refer to Chapter 3, Section 3.5 of the DEIS	Seabrook Island
5.89	Please continue to move the completion of I-526 ahead with all speed. The project is past due and will provide needed traffic relief for the entire area. The road should be a higher speed freeway, with limited access to John's Island to protect the concerns of overdevelopment on the island. But, those concerns do not warrant further delay of the project.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.90	It is pretty obvious that finishing I-526 will not solve the traffic problem: More and more cars will be on the road leaving John's Island, Wadmalaw, Kiawah, Seabrook, James Island and they all have to go to one of four bridges. Tell me how having big expressways that feed into 4 bridges will help evacuation? It looks to me that I-526 is a handout to developers that want to build more and more homes/apts and harm more wetlands. This is a very bad idea. Slow traffic down by making alternatives like side roads, better intersections, etc. Much more appropriate use of these funds.	Noted.	Tidal View
5.91	I understand that a Resolution passed by the town of Seabrook Island supports the I-526 Extension. Never-the-less, as a resident of Seabrook Island I wish to state that I do not support the extension of I-526!	Noted.	Seabrook Island
5.92	Only acceptable alternative to the proposed I-526 extension is-- not to build! Please review the experiences of Atlanta, GA (which by the way, has nowhere near the creeks, rivers, and marshes as here locally) and see where Georgia DOT's endless grading and paving have gotten them. The era of "endless, exponential growth" appears to be coming to an end-- why waste a half-billion dollars and a couple hundred acres of marsh?	Noted.	
5.93	I want this project completed as proposed many years ago. Please do not let loud voices deter the wishes of many.	Noted.	Rotherwood Estates
5.94	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 approaches to road development and everyone was highly engaged during his presentation. I must say my eyes were opened and I was very excited about their approach to the 526 extension. I know they are discussing some fundamental changes to the way we have though about road development and land use for the last 40 years but what they are proposing makes sense and I feel that their proposal deserves further consideration from SCDOT.	Refer to Chapter 3, Section 3.5 of the DEIS	Blackbaud
5.95	I absolutely agree with the Coastal Conservation League's proposal to NOT build this highway and instead improve infrastructure already in place! This is outrageous and I think it should be put up to a majority vote, since it will affect the majority of the Charleston population and even the greater South Carolina community.	Refer to Chapter 3, Section 3.5 of the DEIS	Blackbaud/Parish Place
5.96	ALT 1-- This is a no brainer for everyone, every group involved!!!	Refer to Chapter 6, Section 6.1 of the DEIS	
5.97	In favor of Alternative 1.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.98	I am in favor of Reasonable Alternative 1.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.99	The only possible route is alt 1.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.100	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.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.101	I am in favor of Alternative 1. It has the least impact on the neighborhoods and James Island County Park.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.102	ALT 1 has the least impact to the neighborhoods and the James Island County Park.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.103	Thanks for making ALT 1 a feasible alternative. I support this alternative. This option is in line with our request from 1995 to save our neighborhoods and the James Island County Park. A win-win option.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.104	I lived on James Island for 15 years and watched the connector lead to explosive growth and choking Harborview Rd and Folly Rd. I drive from Johns Island to Daniel Island via Main/HWY27/526. That is the corridor Glenn McConnell/ Bee's Ferry that needs \$\$'s-- not 526 ext. Calhoun/ JI connector chokes James IS. Extension will choke 526 unless DOT widens first.	Noted.	
5.105	I am vehemently opposed to any further development of this highway especially if it dumps anywhere on James Island, i.e. the plans for Maybank Highway or Folly Road interchanges. I also hate the idea of it cutting through James Island County Park and destroying the beautiful views and peacefulness there.	Noted.	Harbor Woods III
5.106	I own a 20 acre parcel TMS 280 00 00 067 on Brownswood Rd, Johns Island. Do any of the proposed plans on completing 526 include or encumber Brownswood Rd?	Refer to Chapter 3, Section 3.12 of the DEIS	
5.107	Barberry Woods has kept a close eye on the updates and alternatives being considered for the extension of I-526. It greatly concerns me that the state would even consider alternatives 8,11, or 11a. The proximity to Barberry Woods would negatively impact not only our home values, but it would also impact our quality of living. My family and I love where we live and we as well as the rest of my neighbors feel the sanctity of our neighborhood would be destroyed. I do agree that something needs to be done to alleviate the traffic congestion going on and off of Johns Island but I do not believe the three alternatives I mentioned below are the answers. I do not believe a grid system on the island is the answer either. I do however support the widening of Maybank Highway and if absolutely necessary the extension of I-526 crossing Maybank Highway at the end of the Paul Gelogotis Bridge. I believe that will be the best resolution for all concerned.	Refer to Chapter 6, Section 6.1 of the DEIS	Barberry Woods
5.108	I would like to see Alternative 36 built. It's the best alternative to accommodate travel demand and to achieve community goals.	Refer to Chapter 6, Section 6.1 of the DEIS	Whitehouse Plantation

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5.109	One thing we must do is to provide sound barriers for neighborhoods. The Db 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 5.3 of the DEIS	Ashley Harbor
5.110	Regarding the extension of I-526 to connect the two ends of 526, I prefer no extension of 526. We need to keep some parts of South Carolina beautiful and rural. But, of the many alternatives, I prefer the Coastal Conservation League's #19 and after that, if worse comes to worse # 3.	Refer to Chapter 3, Section 3.5 of the DEIS	
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 Arlington Drive in the Stonecreek 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 5.4 of the DEIS	Stonecreek
5.113	The existing roads could be widened. It is wrong, wrong, wrong to ruin peoples property values and their dreams, and more wrong to despoil John's Island's natural beauty!	Refer to Chapter 3, Section 3.5 of the DEIS	
5.114	Help get the cars off Main Rd at Old Main Rd. It is getting bad. Anything would help just build it and get it done. It would have been cheaper to finish it when it was started years ago.	Noted.	
5.115	Please do not allow 526 to go through or touch down on rural Johns Island, SC. This island is rural, still agricultural, and has a heritage that will be destroyed by an interstate dumping cars off 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	Wadmalaw Island
5.116	Can you explain why you are planning to build two more 4-lane bridges to an island that has no 4-lane roads? Why not widen Maybank and Main Road so that the two 4-lane bridges that SCDOT just finished building can be properly utilized instead of funneling into one small 2-lane road?	Refer to Chapter 2, Section 2.1, of the DEIS.	
5.117	Why was the New Way to Work plan rejected out of hand and not evaluated along with their other 36 alternatives?	Refer to Chapter 3, Section 3.5 of the DEIS	
5.118	I would like to reiterate our apprehension over alternatives 10 and 36 (because of the thru roads that were laid 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 halt in growth (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	
5.119	Growth in this area is inevitable! While we respect the wishes of many to "keep Johns Island rural," the normal growth of this area prohibits that and contributes to increased danger as we travel 2-lane Bohicket/Main Road. We support the concept of a new limited access road to Johns Island, while keeping what remains rural on this island as rural. This change in the community is inevitable; if not now, then soon, and at much greater cost. Please continue with this project soon.	Noted.	
5.120	As a resident of Seabrook Island I wanted to offer my support for the construction of an I-526 extension. I would particularly be in favor of a route which provides for on/off access on Johns Island. I believe there is material benefit in improving access and traffic flow.	Noted.	Seabrook Island
5.121	I heard recently that if 526 is connected to the James Island Connector we won't be able to bike across the connector. Can you please clarify whether or not this is true. If you take away a cyclists way to work you're doing the community a disservice not a service! Please keep the multitude of cyclist 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 bicyclists crossing the connector. Please keep cyclists in mind if you build this.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.122	I wish to go on record as opposed to any future consideration of routes 16 and for the completion of i-526. 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
5.123	I hope that options # 16 and #32 never come up again.	Refer to Chapter 3, Section 3.5 of the DEIS	Sylvan Shores
5.124	I urge you to NOT continue the I-526 expressway through to Johns Island. This would add stress to the community there, 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	
5.125	Please note that 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 Costal Conservation League.	Refer to Chapter 3, Section 3.5 of the DEIS	Ravens Bluff
5.126	I am against the completion of I-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 that pollutes Charleston's waterways and air, reduces our transportation options, cuts through our green spaces, displaces 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 5, Section 5.4 of the DEIS	Stone Edge
5.127	My wife prefers option 10 and I prefer option 11, but we both strongly support just getting the Mark Clark Extension built!	Refer to Chapter 6, Section 6.1 of the DEIS	
5.128	Is there any data to back what the estimated job growth percentage will be in the next 20 or so years in downtown Charleston alone? It seems to me that the peninsula is already maxed out-- new growth will be along the I-26 corridor and in North Charleston. Why are we bringing a highway through the island to the peninsula? Shouldn't we be focusing out time and money on where the real problems are going to be?	Refer to Chapter 2, Section 2.1	Whitehouse Plantation
5.129	The most significant impacts of alt 36, 11 and 11A are that they do the most damage to Johns Island by having the greatest amount of paving. Not shown is the widening to River Road that will be required to provide the right and left turn lanes at the touch down points for access onto/from 526. The lanes would extent about 600 feet or more in each direction from the new intersection. That would require pavement widening of at least 24 feet that would destroy the tree canopy of River Road at all the touch down points. With these three alternatives there will be 4 intersections on River Rd within 500 +/- of Rushland Mews. This violates SCDOT standards for spacing of streets and driveways. When the city was conducting its assessment of development on Johns Island the canopy trees along River Rd and Maybank Hwy as you leave the bridge were determined to be untouchable. Why are they now apparently exempt from that? When Whitney Lakes, that had development of 800 or so home sites was being planned, they	cont.	Marshes at Rushland Landing
5.129 continued	were directed to develop a traffic pattern that put the traffic onto Maybank Hwy because River Rd does not have the capacity to withstand that volume of traffic. The planned I-526 exists onto Johns Island are very disturbing, 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 alt 1.	Refer to Chapter 3, Section 3.12 of the DEIS	
5.130	Please send contractor information.	Noted.	Perini/Cherry Hill Construction, Inc.
5.131	I would like to voice my opposition to the extension of I-526. I am in favor of improving existing roads and creating a network, not a highway. In terms of the alternatives presented in the brochure and on the web site, 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	Riverland 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 3 Section 3.12 of the DEIS	Riverland Terrace
5.134	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 each trip. We would be thrilled to see the completion of the expressway so that we can explore all the beautiful parts of Charleston without the stress!	Noted.	Seabrook Island
5.135	I attended the James Island Town hall meeting and was told that this website is updated regularly. However, I can not find the maps that Mr. Kindard showed to the council nor 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.	Noted.	Linville Subdivision
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.	Stiles Point Plantation

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5.137	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 ample opposition has been expressed and should be adhered to.	Refer to Chapter 3, Section 3.5 and 3.6 of the DEIS	
5.138	Does my input matter or is this futile? Have you driven on Folly Rd lately and noted the traffic, especially on the weekend? How long do you wait in traffic to enter Folly Rd at 5 PM? Do you ever stop to look at the beautiful pines in front of you while waiting at the 526/Folly Rd exit? Have you even considered another alternative?	Refer to Chapter 3 Section 3.2 of the DEIS	
5.139	Please do not spend the money on completion of the Mark Clark Expressway. Charleston does not need it and James Island, especially, does not need it. Use the money to fix Folly Rd. The Mark Clark will only make Folly Rd 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 West Ashley any faster and certainly don't care about using it for hurricane evacuation. Look at any other ring highway in the nation and you will see that they are disasters when it comes to traffic. The car should be a dinosaur anyway. Get light rail and be done with it.	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.6	
5.140	Going anywhere on Folly Rd on James Island has become more and more difficult on weekends, with the Fly Beach traffic, makes it close to impossible. All of us who live here, live here for the same reason...extending the Mark Clark Expressway is not the answer...my family is totally against it.	Noted.	Lynwood Subdivision
5.141	James Island is busy enough with the existing population and infrastructure so adding another way for development to move into our island is unneeded. In addition, I don't want an interstate running through my backyard literally. I have seen what interstates do to communities and we do not want nor need that in James Island.	Noted.	
5.142	Please do not extend 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 habitat, which has already been severely altered. It is now time to come up with alternatives such as improving the very limited and difficult to ride mass transit system.	Refer to Chapter 3, Section 3.6 of the DEIS	Peninsula Condominiums
5.143	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.	Refer to Chapter 3, Section 3.6 of the DEIS	
5.144	Downloading 526 on Calhoun St is not the answer. It would only create another traffic jam. And worse people would be stuck on a bridge with no exit.	Noted.	
5.145	I am very much opposed to the 526 expressway extension onto James Island. In my experience, every new large road encourages extensive development which in turn creates the need 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 or other organizations can be used instead. I do not want to experience even more traffic, fumes, pollution, development and loss of green areas. We already have this problem.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.146	The proposal by DOT is totally inappropriate to attempting to keep John's 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.	Refer to Chapter 3, Section 3.5 of the DEIS	Clearview
5.147	Please find alternatives to extending I-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 I-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 u-turns. It is only 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. Please use resources to solve those issues instead.	Refer to Chapter 5, Section 5.8	Little Oak Island
5.148	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 1950s 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.	Refer to Chapter 3, Section 3.5 of the DEIS	Johns Island Rural Transportation Alliance, Inc.
5.149	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.	Noted.	
5.150	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.	Refer to Chapter 5 of the DEIS	Headquarters Island
5.151	As a resident of Folly Beach who frequently drives to West Ashley, I do not feel the need for a completion of I-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 road is built, we will 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 interstate's completion. I'm not a 'not in my backyard' or 'leave it like it is' fundamentalist, but believe we will all regret the change that occurs if the road is built.	Noted.	
5.152	Why are all of the specific alternatives listed "Reasonable Alternatives" while 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. (Note as one prime example...the extremely damaged section between the Glenn McConnell and Leeds Avenue exits.) I know that officials will say that it is a different source of funding, etc. However, if we cannot afford to maintain what we already have then how can we possibly think that we can build something new to maintain?! We need to look at what other cities have done and not do something that was an idea from more than 30 years ago. (The 70's was not a good time for building in so many ways.)	continued	South Windemere
5.152 continued	The website does not provide any information on the Mass Transit or TSM 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 multi-modal transportation options (including bike/ped) must be eliminated. Please seriously consider the "No-Build" alternative and focus on repairing the current Mark Clark Expressway. Please also provide better maintenance and signage of our current state roads; evaluate the need for proper left lanes and signals; provide crosswalks, and provide ADA ramps where they are not present on all current sidewalks along our state roads.	Refer to Chapter 3, Chapter 5, Section 5.4	
5.153	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 noise pollution. River Rd is not major artery and cannot support the traffic dump of on/off ramps. There are roads every 300 feet or so in both directions, thus making these other alternatives extremely dangerous and an illegal design. River Rd also has protected wetlands and live oaks that cannot be cut down for construction purposes.	Refer to Chapter 6, Section 6.1 of the DEIS	River & Maybank area

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5.154	I am strongly against all the 526 alternatives except the original plan...alternative 1. This original first plan was designed to connect the bypass freeway with the connector using major arteries only giving Charleston a more 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.	Refer to Chapter 6, Section 6.1 and chapter 5, Sections 5.3 and 5.4 of the DEIS	Rushland Mews
5.155	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.	Refer to Chapter 3, Section 3.5 of the DEIS	Waterway South
5.156	I am sending this in support of the "no-build" alternative to the 526 extension. I believe there are too many negative impacts for neighborhoods, home values, the environment, and wild life. I support the alternative to improve existing roads and enhance our mass transit system.	Refer to Chapter 3, Section 3.5 and 3.6 of the DEIS	Waterway South
5.157	My husband and I moved to Waterway South from Chicago 5 years ago because we fell in love with the 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 get congested as Mt. Pleasant.	Refer to Chapter 5, Section 5.4 of the DEIS	Waterway South
5.158	Money and/or practicality outweighs aesthetics, It certainly begins to feel like the agenda of the government is ram-rodged down the throat of the citizens-- why do we not put this decision off and put it to popular vote? It is hard for me to justify spending millions of dollars on a new highway to primarily service the future growth that may or may not occur in the next ten years. Simply put, it is just irresponsible to spend this much of the tax payer's money to build a new highway, when the existing system could be upgraded to meet the needs (presented in the no build alternatives). Building a new bridge right now is not fiscally responsible, when there are cheaper options. Additionally; I am disappointed in the lack of media converge on this subject, which further suggests conspiracy. Some of us are willing to tolerate traffic to salvage what's left of our views, marshes etc.	Noted.	
5.159	The six "build" alternatives for the Mark Clark Ext. all take the highway out of West Ashley at the exact same location, right in my neighborhood where I and 86 other owners at Waterway South and hundreds of homeowners in the Arlington and Air Harbor neighborhoods have invested their money, time, energy and lives. We residents of West Ashley deserve the same considerations that those who live on the Peninsula received. The same situation exists now as did with the James Island Connector. The moneyed, political, large tax base of residents mostly from Kiawah, Seabrook and the Windemere area are driving the political bull dozer for	continued	Waterway South
5.159 continued	the extension of I-526 at the expense of the residents of this part of West Ashley. It would not provide anywhere near the traffic relief expected, nor provide future traffic improvements due to anticipated growth. Just looking at the traffic reduction percentages on the six build alternatives from 4% to 7%, proves this. There are viable alternatives that would protect these long established West Ashley neighborhoods, the "no build" alternative. Surely the TSM and Mass Transit alternatives would provide more immediate traffic relief at key spots than the Extension, provide effective and efficient future traffic movement, even less future traffic with the implementation of a mass transit plan and protect established and valuable West Ashley communities.	Refer to Chapter 5, Section 5.4 and Chapter 3, Section 3.6 of the DEIS	
5.160	I cannot believe that Johns Island is so important that it needs 3 separate bridges for access. What originally drew 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!	Noted.	Waterway South
5.161	I continue to be amazed at the continuation of a project that is over 30 years old! Where will all of the traffic go? Does anyone not realize that our traffic situation is a result of poor planning? The current road structures on Johns Island cannot accommodate the increase in traffic that the extension would "dump" in it's area. It will only bottleneck in different areas. Our tax dollars continue to be wasted. What about the impact on wildlife, wetlands, and water? What about the "green" effect? Have you not been listening to the world news? I continue to be saddened by the lack of insight into planning of roads in the Charleston area. I only hope you could live long enough to see the negative impact this extension would have on our beautiful areas.	Refer to Chapter 2 Section 2.1 and Chapter 5 of the DEIS	
5.162	Waterway South Homeowners Association. Please accept this message as my disapproval of the present build route planned for the 526 extension. My property enjoys the view and tranquility of the marsh environment and Inter-coastal waterway which could be severely and permanently impaired by the roadway construction. The value of a home is in its use and its reflection of the owners aspirations. Practically, the roadway affects my desire to reside at the location I sought, and simultaneously impairs my ability to convey it at its present market value. The damage for the property is tragic. If you could visit and enjoy it, as you are welcome to do, you could envision the devastating result.	Refer to Chapter 5 Section 5.4 of the DEIS	Waterway South HOA
5.163	I am a homeowner in Waterway South. I am against the extension of I-526 between Waterway South and Battery Haig. The extension will ruin the peacefulness of those neighborhoods as well as the marshland. There must be other alternatives that would be much less disruptive to people, wildlife and environmentally fragile areas.	Refer to Chapter 5, Section 5.4 of the DEIS	Waterway South
5.164	I meant to speak with you last night, but several people verbally commented that it was difficult to read the maps in the newsletter that was mailed out. They said it was a lot easier to read the maps with the aerial photos (the ones used for the six reasonable alternatives display boards) because they could find locations on the maps easier. What I'm getting to is 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?	Noted.	
5.165	I sent you an e-mail a week or so ago enquiring on whether or not a light rail system was one of the 38 alternatives being considered in lieu 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?	Refer to Chapter 3, Section 3.6 of the DEIS	
5.166	Please do not allow 526 to go through James Island. It will be a larger nuisance than help and will destroy the small town preciousness that is James Island. It will not aid in hurricane evacuation, nor will it fix 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 526 elsewhere. We are content with the way things are.	Noted.	
5.167	You must include the New Way to Work as an alternative to 526 extension. Save beautiful Johns Island and Charleston from more concrete!	Refer to Chapter 3, Section 3.5 of the DEIS	Headquarters Island
5.168	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 their "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 thru-put.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.169	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 45-60 acres from the James Island County Park. 526 will go right through the park destroying the campground area, which will result in a loss of over 4 million dollars each year for island businesses.	Refer to Chapter 5, Section 5.8	
5.170	I think it is extremely foolish in these tough economic times to commit to building a highway where there is so much evidence showing minimal benefits from its construction. You reference models going 20 or so 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 clogging the roadways? Why is it that more progressive thinking states and cities are actually deconstructing beltway type highways and replacing with series of interconnected streets. Granted the source of the funds to build the 526 extension may be targeted toward new construction-- but you have to admit that the condition of this state's roads, highways and bridges are 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.	Noted.	South Windemere

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5.171	The "New Way to Work" should be included in the EIS analysis. Extending 526 is a massive waste of taxpayer's money.	Refer to Chapter 3, Section 3.5 of the DEIS	Summertrees
5.172	Please don't allow James Island to be overdeveloped and have even more traffic. Please find an alternative to the 526 expansion.	Refer to Chapter 3, Section 3.2 of the DEIS	
5.173	I respectfully request that the SCDOT forgo it's plans to build an I-526 extension through James Island. I believe that the completion of the original and outdated plan will be extremely detrimental to the same communities it purports to help.	Noted.	Westchester
5.174	Please do not extend 526 through James Island. I can't believe it will improve anything-- just bring more traffic and hasten more development. We love our island and do not want it ruined.	Noted.	Lawton Bluff
5.175	We do not need the I-526 extension out here. The only thing you are going to be do is increase the population density and in 10 years what you have accomplished will be for naught. Build a mass transit system in the Charleston area, leave the undeveloped areas the way the people want it (as is-- undisturbed) and let us maintain the quality of life we have. I do not want to live an environment like Florida!	Refer to Chapter 3, Section 3.6 of the DEIS	
5.176	As a nature lover, I beg you to stop plans to take away the beauty and tranquility of James Island Park with an extension of the #526. Once it is ruined, this gift from God will never be restored.	Refer to Chapter 5 Natural Environment of the DEIS	
5.177	Our neighborhood association has carefully reviewed all "reasonable alternatives" identified in the SCDOT's recent public information handouts, and we are opposed to each of them. All share a serious defect which SCDOT has failed to address: 526/James Island Connector traffic coming into the downtown historic district will flow into Calhoun St, which is already highly congested. The increased congestion will naturally divert traffic into our neighborhood streets. SCDOT's assertions that completion of 526 will decrease traffic on the James Island Connector are based on speculative assumptions that are highly counterintuitive. Once it is built, the lure of greater speed and no traffic lights will inevitably encourage many drivers who now enter the peninsula via U 17 to use the James Island Connector instead. SCDOT's failure to connect the east end of the James Island Connector with 17 (the Cross-town)	continued	Harleston Village Neighborhood Assoc.
5.177 continued	increased congestion on Calhoun St and in our neighborhood. The result is that all motorists who want to continue to Mt. Pleasant or to I-26 will find themselves directed from the James Island connector into congested downtown traffic. We do concur with SCDOT's assertion that some of these drivers will take 526 directly from US17 to I-26, bypassing downtown altogether. The existence of this serious design flaw I raises a major, unsolvable problem for every "build" alternative that SCDOT is considering. Harleston Village Neighborhood Association will continue to insist that a completed 526 will create more problems than it solves for the Charleston peninsula's residents and property owners.	Noted.	
5.178	I strongly oppose the extension of the 526 to James and Johns Islands. I have recently traveled throughout during all times of the day and evening and it is apparent that the infrastructure in place is inadequate and in disrepair. The millions of dollars that would be spent on the extension would only alleviate some of the congestion during peak rush hour 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 researching alternative routes that could be enhanced would be a better investment. I also anticipate that as soon as the extension is approved, an	continued	Sylvan Shores
5.178 continued	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 law suit to block such a project which will only cause more delays in actually accomplishing a positive outcome for our congestion.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.179	I resided on the Isle of Palms before and after the IOP connector was constructed. The IOP Connector was the impetus for uncontrolled 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. It is my belief 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. JICP 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 80-90% 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.	Refer to Chapter 5, Section 5.8	Linville Subdivision
5.180	Love the plan. Any thoughts of putting a new boat ramp under the proposed bridge over the Stono. Could easily have access from Riverland Drive. Great use of the 'dead' space under the bridge.	Noted.	McCalls Corner
5.181	I am vehemently opposed to the I-526 Expansion. Our current roads badly need repair, and I do not agree to intruding on wetlands to build an interstate that will not solve our congestion problem in the West Ashley area.	Refer to Chapter 5, Section 5.20	Stone Creek HOA
5.182	Completion of I-526 will destroy the peace and beauty of my neighborhood. Please investigate alternative options.	Refer to Chapter 3, Section 3.2 and Chapter 5, Section 5.4 of the DEIS	Oakland
5.183	I just wanted to let you know that I am opposed to the interstate being built to connect James and Johns Island. We should consider fixing the roads here on JI first and not with the extension of 526.	Refer to Chapter 3, Section 3.5 of the DEIS	Parrot Creek
5.184	526 will not help hurricane evacuation. . 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 45-60 acres from the James Island County Park. 526 will go right through the park destroying the campground area, which will result in a loss of over 4 million dollars each year for island businesses.	Refer to Chapter 5, Section 5.8	Whitehouse Plantation
5.185	\$420 million in public funding for on a highway system informed by an outdated energy/transportation approach in a city with a rising poverty/crime rate and a disintegrating school system? If this is a real question then clearly our faculties of reason and common sense are failing us more than our highway system.	Noted.	
5.186	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.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.187	The New Way to Work proposed by the CCL consultants should be an alternative included in the EIS analysis. The current "Freeway" Proposals are old technology that will not facilitate traffic movement.	Refer to Chapter 3, Section 3.2 of the DEIS	Bayfront
5.188	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	
5.189	This project should be shelved-- not a good plan-- look at using a network of smaller roads-- our infrastructure is already stretched dangerously thin-- the roads and bridges we have now are in sad state of disrepair-- why ruin large parts of Johns and James Islands to help traffic for maybe a couple of years before more people come traffic is worse than ever-- this sucker ends on Calhoun St a dangerous place that can't handle the traffic it has now.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.190	I 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 DEIS. I was greatly dismayed 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 DEIS.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.191	Please consider the alternative that the Coastal Conservation League has submitted for the extension of I-526. I live on James Island and I am very concerned about the negative environmental impact of the extension of the highway. Please look at the alternatives that are more environmentally friendly.	Refer to Chapter 3, Section 3.5 of the DEIS	
5.192	Please consider routing change on proposed 526 to at least center in marsh area as opposed to running across the end of our subdivision.	Refer to Chapter 3, Section 3.2 of the DEIS	Battery Haig
5.193	Please include the "New Way to Work" alternative in your EIS analysis as it is very viable option for the community.	Refer to Chapter 3, Section 3.2 of the DEIS	
5.194	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 busses, they have made cars and highways much less needed. We need to consider all of the possibilities for transportation, not just the 1970's model of highways. And mass transit is much less harmful to the environment and will save fuel.	Refer to Chapter 3, Section 3.6 of the DEIS	
5.195	Please stop the I-526 project through the islands.	Noted.	FLCC

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5.196	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 traffic many places on 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 highway will increase accidents and make things less safe for people. 526 is a terrible idea. It will hurt much more than it will help. It is a waste of taxpayer money.	Refer to Chapter 3, Section 3.2 of the DEIS	
5.197	I am vehemently opposed to 526 going through James Island, and expanding through West Ashley because it will harm wetlands, pollute the environment and reduce house values and quality of life for residents. I am not convinced that this will improve traffic in the long run, it will only encourage more residents to move small islands-and bottleneck on small roads within the islands. There should be no raised highway on Johns Island, and no highway going through James Island county park. I would at least like to see other opinions, like from the CCL, that offer other alternatives to the traffic problem besides 526. I do not believe that public transportation has been adequately explored. CARTA is not the only solution, and with the amount of money to be spent on expanding 526- many other public transportation options could be explored and created.	Refer to Chapter 3, Section 3.5 and 3.6 and Chapter 5 of the DEIS	Air Harbor
5.198	I would prefer Alternative 24. A tunnel, if it is cost effective, would eliminate a lot of opposition to the road being built. It would also preserve the beauty of the Stono.	Refer to Chapter 3, Section 3.5 of the DEIS	Waterway South
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 eyesore that this bridge will cause, will take that all away. Families and their 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 exit/entry adjacent the only roadway onto the island. Why can't this project stay over the waterway, possibly staying 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.	Refer to Chapter 5, Section 5.4 of the DEIS	Rushland Plantation
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 to offload/on load while avoiding this intersection and the rest of Johns Island, including Kiawah and Seabrook need to on 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	Refer to Chapter 3 Section 3.12 of the DEIS	Seabrook Island
5.201	Reviewing the final proposals for the I-526 project, I am disappointed. It seems we're still looking at alternatives designed according to decades old concepts of moving traffic and people. I think combining pieces of the remaining alternatives will generate an improved option. I think there are two important criteria for any solution. (1) Provide access from Johns Island without compounding congestion problems at the Stono River Bridge and without opening up the interior or the island. Alternatives 11 and 36 seem to address that criterion best. (2) Preserve open space on James Island while minimizing the immediate impact on homeowners and keeping through traffic off already overcrowded roads (Folly). Alternatives 1 and 8 best address that goal. Given the waterways and wetlands any of these alternatives cross-- and without consideration to the personal property taken for the roadway, I think the negative impact of this project will far outweigh any benefits that will occur from completion of I-526.	Refer to Chapter 6, Section 6.1 and Chapter 5 of the DEIS	Kiawah Island
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 spend elsewhere. The studies provided regarding traffic relief and redirection do not seem to benefit anyone. It seems traffic will increase at Calhoun St downtown and at River Rd in Johns Island instead of decrease. Finally, the area when 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 progress, but the research for this project is from 20 years ago and there does not seem to be any proof that I have seen that justifies this expressway or that it will benefit more than it will hinder.	Refer to Chapter 5 and Chapter 2, Section 2.1 of the DEIS	Rushland Plantation
5.203	I am writing to express my strong opposition to the I-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 Calhoun St when traffic that would have otherwise traveled on US17 is 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).	Refer to Chapter 5 and Chapter 2, Section 2.1 of the DEIS	Rushland Plantation
5.204	I am writing to express my strong opposition to the I-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. It appears these alternatives are not solving a traffic problem, but instead shifting a burden to other areas. What is the impact on Calhoun St when traffic that would have otherwise traveled on US17 is 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).	Refer to Chapter 5 and Chapter 2, Section 2.1 of the DEIS	Rushland Plantation
5.205	I am writing to express my strong opposition to the I-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. It appears these alternatives are not solving a traffic problem, but instead shifting a burden to other areas. What is the impact on Calhoun St when traffic that would have otherwise traveled on US17 is 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).	Refer to Chapter 5 and Chapter 2, Section 2.1 of the DEIS	Rushland Plantation
5.206	If terminating 526 at Hwy 17 is not an option, plan 8 is the least offensive to my community and causes the least amount of environmental impact to the wetland marshes. My first choice is to stop 526 at Hwy 17.	Refer to Chapter 6, Section 6.1 of the DEIS	Headquarters Island
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 impacting my sedan. The completion of I526 is needed to allow trucks to access it at Savannah Highway to make deliveries on 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 Folly Blvd passes our suburban neighborhoods lined with houses. It needs relief through the completed I526. I also do not consider Alternative 25 to be viable, because we do not have adequate density to support real	continued	The Crescent

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5.207 continued	"mass transit." The completion of I 526 would, however, allow daily workers from North Charleston and peninsula Charleston to get to jobs on the islands. It would also allow better fuel efficiency for all vehicles and replace some of the stop-and-go current traffic patterns. I favor Alternative 11. Having experienced Hurricane Hugo, I consider it essential to have more than one access point in the event of a full evacuation of the barrier islands. For this reason I do not favor the at-ground on James Island alternative. Alternative 11 also impacts only the northern tip of the James Island County Park, which is already compromised by the high-voltage SCE&G lines. It is not "pristine" park land. Civil rights legislation would not permit a route farther north around the established minority neighborhoods by Murray-LaSaine Elementary. Completion of I526 addresses the needs of the entire region. Protecting the environment in one part of the region to be served by I526 should not be at the expense of other parts. Finish I526 so that we can regain our livability, walk ability and accessibility in the entire Ashley Bridge District!	Refer to Chapter 6, Section 6.1 of the DEIS	
5.208	I attended the meeting at JIChS, 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 intersection of the current JI Connector (30) with Calhoun and Lockwood streets. At rush hour it will back 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 alternatives, such as mass transit, which seems to be an afterthought to SCDOT, 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 SCDOT. At this point, I highly prefer doing nothing rather than extending 526 through Johns and James Islands.	Refer to Chapter 3, Section 3.6 of the DEIS	
5.209	I hereby register my preference for "Reasonable Alternative 8" for the placement of the new section of the Mark Clark Expressway. My preference for Alternative 8 is based on: (1) impact on wetlands (2) centrality of access to John's Island (3) impact on the existing scenic nature of the island and its wetlands (4) impact of traffic on the existing JI connector (5) miscellaneous other concerns. I believe that alternative 8 represents the best balance of these concerns, having the least negative impact on the existing wetlands and scenic landscape, while providing for more centralized access for JI residents, and possibly providing for less congestion on the existing JI connector. 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.	Refer to Chapter 6, Section 6.1 of the DEIS	Headquarters Island
5.210	We are opposed to the extension of 526 in every way. We chose to live in a secluded 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 a thing of 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.	Noted.	Headquarters Island
5.211	I think 1 and 10 are the best if we have to do it at all. They cross onto less property and should have less impact on people's homes on Johns Island.	Refer to Chapter 6, Section 6.1 of the DEIS	Rushland Plantation
5.212	526 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 human residents in the area. Do not build a road that will only make existing problems worse.	Refer to Chapter 5 of the DEIS	
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 extended through these areas is going to decrease the quality of life on James Island and Johns Island and create the exact scenario/way of getting around many of us are living here to avoid.	Refer to Chapter 3, Section 3.5 of the DEIS	Laurel Park
5.214	I don't want to build an interstate 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.	Refer to Chapter 3, Section 3.5 of the DEIS	Ashley Forest
5.215	Of the choices offered, alternative 36 is my choice.	Refer to Chapter 6, Section 6.1 of the DEIS	Headquarters Island
5.216	Of all the alternatives presented I prefer #36, as it has the lowest impact on wetlands and fewer businesses relocated 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.	Refer to Chapter 6, Section 6.1 and Chapter 3, Section 3.2 and 3.6 of the DEIS	Headquarters Island
5.217	As an alternative to extending 526, please consider expanding existing roads significantly to meet the traffic needs in our area.	Refer to Chapter 3, Section 3.5 of the DEIS	Rushland Plantation
5.218	I would like to improve some of the roads we have now. Plus we need 526 to finish.	Noted.	Meggett
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 parties 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 just unacceptable. Alternatives have been proposed as nobody takes them seriously. How about listen to the people who are going to be affected by this. This is not how we want our tax payer money spent. We are not only the ones who will be affected, we are also the ones you are claiming will be benefitted. We don't want the negative affects which we know will accompany the "benefits."	Refer to Chapter 5 and Chapter 3, Section 3.2 of the DEIS	
5.220	I am opposed to extending the connector across Johns Island and James Island. I have attempted repeatedly to submit my objection in more detail but your system rejects it.	Noted.	
5.221	I find all of the alternatives the SCDOT deems "viable" to be unacceptable. I would prefer that the DOT consider the network 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.	Refer to Chapter 3, Section 3.5 of the DEIS	Avondale
5.222	I want to see the "New Way to Work" Alternative proposed by the Coastal Conservation League to be included in your EIS analysis.	Refer to Chapter 3, Section 3.2 of the DEIS	Drayton on the Ashley
5.223	I am upset of the location of the I526 which will ruin 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 rushland and Johns Island.	Refer to Chapter 5, Section 5.4 of the DEIS	Rushland Plantation
5.224	Can we just build it? We 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.	Noted.	Parrot Creek
5.225	I have reviewed online the final set of alternative routes and am struck by the fact that they have very little impact/improvement 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. Please consider 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 it).	Refer to Chapter 3, Section 3.2 of the DEIS	Headquarters Island
5.226	Why was no consideration given to plans that far exceed the current plans for extending I526? The proposed solutions do nothing to solve the problem.	Refer to Chapter 3, Section 3.2 of the DEIS	Fenwick Commons
5.227	Please do not ruin the James Island environment and community with the development of 526. We enjoy our island the way it is, and don't need the additional traffic that 526 will surely bring. Additionally, the environmental damage the development will cause is unacceptable and unwanted.	Refer to Chapter 5 of the DEIS	
5.228	I believe that building another concrete structure across James Island 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.	continued	
5.228 continued	The noise and light 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 majority of Charleston 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 capacity to maintain its current roadways, much less try to handle more traffic. I work in North Charleston, but probably wouldn't even 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.	Refer to Chapter 5 Natural Environment of the DEIS	

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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 6.1 of the DEIS	Rushland Plantation
5.230	Get it done. Please.	Noted.	Parrot Creek
5.231	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 in hurricane evacuation, just another access to the bottleneck up the road. It will result of a loss of a huge section of the James Island County Park. It's not worth it!	Refer to Chapter 5, Section 5.8	Lighthouse Point
5.232	Please don't mess with River Rd. The interchanges/access roads you have planned there on several designs will be a developer's dream, and the locals' 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 current 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 road, and will lead to destruction of the peace we have on this Scenic Highway.	Refer to Chapter 6, Section 6.1 of the DEIS	
5.233	Please build the 526 Connector to James Island. Traffic is a nightmare, we need more ways to get off of the Island.	Noted.	
5.234	Build it as originally planned.	Noted.	Parrot Creek
5.235	I believe option 3 or 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
Voice Mail Transcriptions			
6.1	"----- you and your road."	Noted.	
6.2	Johns Island resident. Reviewed the website but never can 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 do 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.scdot.org/i526 .	
6.3	How do you go about one of the upcoming meetings?	Refer to Section 6 of the DEIS and project website www.scdot.org/i526 .	
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	
6.5	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.	
6.6	Alternative 35 on Johns Island from Betsy Kerrison Parkway is absolutely necessary. The roots of the trees stick out on this road and you cannot get by the trucks. Complete that section - Alternate 35 and it exits near the Stono River Bridge. This would eliminate a lot of deaths that are happening now.	Refer to Chapter 3, Section 3.5 of the DEIS	
6.7	Alternative 35 which proposes to go straight along the Betsy Kerrison Parkway to Maybank exiting 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	
6.8	In favor of whichever Mark Clark completion best connects Johns Island Parkway forming controlled access from Stono Bridge area to Betsy Kerrison Parkway - which would be first priority right immediately after 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	
6.9	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	
6.10	Oppose the extension of 526, we feel that the money can be better spent on the intersection developed. The traffic is backed up now. More of a networking situation, we would like to see that done rather than the completion of Mark Clark.	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 in horrible, horrible condition. You have done nothing to repair the current stretch of I-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 plan up close. There was no definition of where exactly these come.	Refer to project website www.scdot.org/i526 .	
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 thinks it's time you people started listening to the people whose homes and family are going to bear the results 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	Opposed to the 526 extension 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.	Noted.	
6.18	I 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, stop, 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 6.1 of the DEIS	
6.20	Wanted 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.	Noted.	
6.21	I want to see the New Way to Work Alternative included in the EIS Analysis. I am not at all pleased. In fact, I am displeased that alternative was left out of consideration. I think it is a major mistake.	Refer to Chapter 3, Section 3.2 of the DEIS	

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	Comment	Response	City/Community
Comment ID #			
1	It would relieve traffic congestion.	Noted	James Island
2	It would keep traffic moving	Noted	James Island
3	It would reduce local traffic.	Noted	James Island
4	It would alleviate some of the traffic-especially, Folly Rd. area don't say it wont. It's obviously the cause of deadlocks	Noted	James Island
5	Project is beneficial-Unfortunatly we live in a world of convenience	Noted	James Island
6	Hopefully a new road will help with traffic control.	Noted	James Island
7	It would make the North area much more accessible.	Noted	James Island
8	Heavy traffic , I feel that finishing the 526 would help ease the busy smaller roads.	Noted	James Island
9	It would be beneficial because the roads might not have to be so (?)	Noted	James Island
10	The traffic is very bad. We need 526 to come our way.	Noted	James Island
11	It would ease off ramp and general traffic on Folly Rd.	Noted	James Island
12	Beneficial for traveling to St. Francis Hospital each week with 526 complete. I would be able to exit almost at St. Francis.	Noted	James Island
13	It will ease traffic flow, better connected to other areas. Let's just do it!	Noted	James Island
14	It would be less traffic & faster and easier route to W. Ashley	Noted	James Island
15	It will relieve traffic congestion.	Noted	James Island
17	It would relieve traffic congestion, improves economy- brings more business to the area and more tourists who spend money.	Noted	James Island
18	It would help with evacuation during hurricanes & faster way off island for pleasure	Noted	James Island
19	Beneficial to stop traffic jams, to keep traffic moving	Noted	James Island
20	Complete Mark Clark to reduce much traffic	Noted	James Island
21	It would provide quicker access to airport	Noted	James Island
22	It would provide hurricane access to I-526 and beyond. Use common sense for construction!	Noted	James Island
23	It would relieve traffic on existing roads and assist in evacuation from natural disaster	Noted	James Island
24	Complete loop around Charleston so you won't have to sit in traffic.	Noted	James Island
25	It would help with traffic back up.	Noted	James Island
26	With all the interchanges #11 seems best to me & 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.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
27	Project would be beneficial. Traffic is terrible on Maybank Hwy. Backed up all day long!	Noted	James Island
28	Alternative 10 or 36 makes since to me. Direct access to West Ashley (526) and Kiawah daily	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
29	Harbor View Rd. is our only outlet. Traffic heavy at 5am & 4pm. Alt #10 might help.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
30	It will reduce traffic on Maybank Rd.	Noted	James Island
31	Folly Road needs relief. Complete 526 and build new road to Folly Beach, extend Riverland Dr. to Folly Beach.	Noted	James Island
33	Alt 1 and Alt 2 7 #10	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
34	Beneficial for access to West Ashley, N. Chas. keep out commercial areas!	Noted	James Island
35	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	Noted	James Island
36	If done right, it could help traffic flow for a long period.	Noted	James Island
38	Improves evacuation during storms	Noted	James Island
39	Alt #10 looks good to me. Traffic tie-ups relieved. (Don't study it forever.)	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
40	Provides movement of Traffic. Safety!!	Noted	James Island
41	Some folks on JI have no clue about our urgent needs for roads! Any new roads or improvements to roads is desperately needed!!	Noted	James Island
42	Traffic congestion will continue to grow! It must be addressed with proper design (of the project).	Noted	James Island
44	Traffic congestion must be alleviated. Please complete 526!	Noted	James Island
45	Provides better traffic flow, easier commutes.	Noted	James Island
46	Lets go with Alt # 1, when it is finished we can look for new ways to improve traffic. Would relieve traffic on Central Park Rd. & Riverland Dr.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
47	It will stop with traffic	Noted	James Island
48	It will be easier to get around Town. We need this new road! Don't let a few ruin this for the majority!	Noted	James Island
49	It shortens the time to Citadel Mall, I-526, Johns Island, Kiawah, Seabrook Island.	Noted	James Island
50	Harbor View has heavy traffic. 526 around Johns Island eliminates extra miles and slow traffic.	Noted	James Island
51	It would relieve traffic on Folly Rd., Central Park Rd. and Riverland Dr. We need to complete the 526 expressway to relieve traffic as #6 Alt. and also at South Windermere, Savannah Hwy. completing 526 will help traffic in the entire W. Ashley and Johns Island area	Noted	James Island
52	It would clear up traffic; safer roads	Noted	James Island
53	It would mean not as much traffic.	Noted	James Island
54	I like Alt # 10	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
55	Beneficial if it provides a bike/ped. facility and does not cross over James Island Park	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
56	It would relieve congestion & safer for pedestrians	Noted	James Island
57	Hopefully it would mean less traffic on Harbor View. Fix Harbor View! Tearing up area Maybank & Folly which worked fine the way it was- is wasteful incredibly unnecessary.	Noted	James Island
58	It would ease traffic and easier access for other communities	Noted	James Island
59	I favor Alt. #1 for evacuation, accessibility to North Charleston, quicker time to destinations.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island
60	Provides fast access to I-526	Noted	James Island
61	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.	Noted	James Island
62	Makes access to interstate highways easier or traveling across town. Relieves Folly Rd. traffic.	Noted	James Island
63	It would provide better access to W. Ashley, Airport, North Charleston and Johns Island	Noted	James Island
64	Reduces traffic on Folly & Savannah. Just do it - Build the darn road before I die of old age	Noted	James Island
65	It would improve transportation ability, especially with West Ashley.	Noted	James Island/Battery Point
66	It would allow for flow of traffic/quality of life. County Park will not be affected by extending road. Use Alt 11	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Bayfront
67	It would save several miles drive to work	Noted	James Island/Bayfront
68	It would be a better way to get to work, reduce Folly Rd. traffic.	Noted	James Island/Camp Rd.
69	If 526 was completed - it would help with the traffic -bumper to bumper almost every day.	Noted	James Island/Centerville

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70	It would solve transportation problems	Noted	James Island/Centerville
71	It would ease traffic congestion	Noted	James Island/Charleston City
72	It will alleviate traffic on Folly Rd. & Maybank Hwy. going to Johns Island.	Noted	James Island/Chesterfield Subdivision
73	It would provide shopping access, evacuation, medical appointments, airport access.	Noted	James Island/Clarks Point
75	We need roads to deal with growth that is already here and coming. I don't consider I-526 a new road though but continuation of an existing road.	Noted	James Island/Clearview
76	Would no longer have to drive the cross-town to get to North Charleston.	Noted	James Island/Clearview
77	It would improve my commute to N. Charleston & outer area of 17S beyond I-526. Also would be asset during evacuation and reduce US 17S traffic because I would no longer use it inside the 526 Corridor.	Noted	James Island/Clearview
78	It would greatly improve transportation to and from work.	Noted	James Island/Clearview
79	It helps relieve traffic on Folly Rd., also other north-south traffic on streets such as Savannah Hwy. This is desperately needed! Why is it taking so long? Impossible to please everybody. This has been studied for years. It's time for action now!	Noted	James Island/Clearview
80	It would provide easier and faster flow of traffic such as to Citadel Mall & Airport	Noted	James Island/Clearview
81	Traffic and growth create new 4-6 lane road demands, will ease US 17 South traffic at Wesley Dr. Planned since 1962 where is the road to 17 S? It would stop James Island rush hour bottle neck. The environmentalists are crazy-they do not walk to work either.	Noted	James Island/Country Club II
82	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
83	It would relieve Folly Road of traffic congestion	Noted	James Island/Country club of Charleston
84	Relieves overall traffic and provides alternate routings to West Ashley.	Noted	James Island/Creekpoint
85	Alt # 10 looks to be easy to build and less costly. It would ease traffic on Folly Rd. and Maybank Hwy.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Creekpoint
86	It would be much safer, save time and gasoline	Noted	James Island/Crosscreek
87	It would be a different way to get to West of the Ashley & I-526	Noted	James Island/Dills Bluff
88	It would mean safety, faster, easier transport	Noted	James Island/Dogwood Park
89	Use plan #10	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Farmington
90	James Island roads were outdated in the 80s, I-526 completion can do nothing but help in the flow of traffic. Mary 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 526 completion was pushed for a yes vote. Yes vote came but where is 526?	Noted	James Island/Farmington
91	It would ease congestion. (I support Alt 10)	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Harbor Woods
92	It would help traffic flow, save gas, aid progress & development-which will happen regardless of a new road. We suffered on James Island for 30 years waiting for the James Island Expressway and it was the best thing that ever happened to us! Lets move forward with this new road!	Noted	James Island/Harbor Woods
93	It would reduce time, gas and congestion off and on James Island, Johns Island and hurricane evacuation would be improved a great deal.	Noted	James Island/Harborview
94	Alt# 10 would be the best. It would ease traffic on Folly Rd. Travel around James Island would be easier.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/James Town Estates
95	It would provide easier access to West Ashley; better traffic flow	Noted	James Island/Lakeside Townhomes
96	It would help traffic flow on Folly Rd. & maybe Central Park Rd./Riverland Drive	Noted	James Island/Laurel Park
97	It would provide better/safer way to get to West Ashley. Alt#8	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Laurel Park
98	Need for evacuation of a large amount of people.	Noted	James Island/Laurel Park
99	It would reduce traffic on Maybank Hwy., Central Park Rd. and through subdivisions; faster access to downtown medical facilities; better storm evacuation.	Noted	James Island/Laurel Park
100	It would provide less traffic on Folly Rd. Finish I-526! Thank you, just move to finish is my wish. I support I prefer #1 and # 8, they seem like the cost would be less.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Laurel Park
101	It would help traffic congestion	Noted	James Island/Lawton Bluff
102	It would connect James Island to Citadel mall/Hwy. 17/Airport etc.	Noted	James Island/Lawton bluff
103	It would help with evacuation.	Noted	James Island/Lawton Bluff
104	It would help with traffic in the morning and afternoon	Noted	James Island/Lawton Bluff
105	It would eliminate traffic problems; also widen Harborview road	Noted	James Island/Lawton Bluff
106	I like proposed Alternatives 10,11 and 11A. Going to W. Ashley now is torture. Also Harborview Rd. needs to be widened, improved and roundabouts-something!	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Lawton Harbor
107	It would be time efficient, evacuation fuel efficient. Finish the Connector!	Noted	James Island/Lynwood
108	It would facilitate travel to & from West Ashley save time, gasoline & traffic congestion.	Noted	James Island/Lynwood
109	Folly Road is unable to successfully handle all the traffic-many accidents as a result.	Noted	James Island/Lynwood
110	It would help traffic from Johns Island into the City of Charleston. I-526 is already 25 years late!	Noted	James Island/Lynwood
111	Residents would have safe, quick access to all areas of Charleston & Mt. Pleasant. (Not to mention saving on gas and travel time)	Noted	James Island/Marlborough Subdivision
112	It would provide better evacuation route and quicker access to Folly Beach and Johns Island from Savannah Hwy.	Noted	James Island/McCalls Corner
113	It would help with traffic flow.	Noted	James Island/McCalls Corner
114	There are many cars on the road	Noted	James Island/McCalls Corner
115	Heavy traffic on Folly Rd. and Riverland	Noted	James Island/Meridian Place
117	Beneficial if Alt # 8 was used.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/near JI Rec. Center
118	Relieves auto congestion	Noted	James Island/Old Orange/Teal Acres
119	It would be beneficial because you have more people moving to James Island who may have to walk, ride bicycles. Also, the buses should run every 15-20 min. not every 2hrs.	Noted	James Island/Queensborough
120	Relieve traffic congestion! Removal of abandoned houses on Central Park Rd. which is used as a thru way from SC30 to the Islands & traffic is unpleasant.	Noted	James Island/The Regatta
121	It would provide faster, safer commute	Noted	James Island/Riverland Terrace
122	Traffic is at a standstill & getting worse-It would provide evacuation routes	Noted	James Island/Riverland Terrace

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123	It would take traffic off Riverland Dr.	Noted	James Island/Riverland Terrace
124	It would ease traffic on Central Park Rd. and Riverland Drive; access to other areas of Charleston	Noted	James Island/Riverland Terrace
125	It would improve ability for James & Johns Islanders to get to W. Ashley & beyond. Avoid the South Windermere and Hwy 17s area.	Noted	James Island/Riverland Terrace
126	My drive from James Island to Citadel Mall area will be shorter and have less traffic	Noted	James Island/Riverland Terrace
127	Too congested at this time. Complete the James Island Connector! Roads are too narrow.	Noted	James Island/Riverland Terrace
128	Beneficial to relieve traffic congestion	Noted	James Island/Riverland Terrace
129	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	Noted	James Island/Rivers Point
130	(1) Hopefully it will relieve horrific traffic on Folly Road, (2) Evacuations	Noted	James Island/Riverspoint Plantation
131	We need another road we only have Harbor View & Fort Johnson Roads. Help get transportation out here!	Noted	James Island/St. James Place
132	It opens another avenue of escape during hurricane season. (The Buxton Bridge over James Island Creek should be widened.)	Noted	James Island/Stiles Point
133	It would relieve traffic and provide better safety.	Noted	James Island/Stiles Point
134	It would relieve traffic, provide evacuation. Please complete I-526. I prefer Alt. 10, followed by Alt 1 & 2. (James Island County park has known of Mark Clark option since it opened in 1990. I have worked and retired. The open meetings of the Town of James Island are a travesty. No following of rules or order of procedures.)	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Stiles Point Plantation
135	There is too much traffic on Folly Rd. and Savannah Hwy. "Slow down on new development"	Noted	James Island/Stiles Point Plantation
136	Access to Kiawah/Seabrook is important to enjoy and appreciate the best of the low country.	Noted	James Island/Stiles Point Plantation
137	The improved traffic flow and safety of our roads outweigh the negative impact too our area.	Noted	James Island/Stono Ferry
138	It would help alleviate traffic on the James Island Connector & Folly Rd.	Noted	James Island/The Island Apts
139	If done correctly and no harm to environment it would be beneficial.	Noted	James Island/The Regatta
140	My order of preference: Alt # 1, #10 and #8 I travel to Trident hospital several times a month. It is important to four lane Maybank Hwy. to the I-526 interchange on Johns Island. (I'm afraid City of Charleston will force Maybank to remain two lanes.)	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Wappoo Hall
141	It would help traffic flow-time and save fuel.	Noted	James Island/West Ashley
142	It will make it faster/safer to get on I-26 and relieve congestion on Folly Rd.	Noted	James Island/White House Plantation
144	It would provide easier access to West Ashley and North Charleston. Need more bike lanes	Noted	James Island/Whitehouse Plantation
145	We need I-526 Now!	Noted	James Island/Woodland Shores
146	It would decrease traffic in my neighborhood (Woodland Shores/Riverland Terrace. It would also help with evacuation potential needs of the Island).	Noted	James Island/Woodland Shores
147	It would ease traffic, make it easier to get to I-26, (Reduce time to evacuate in a storm.)	Noted	James Island/Woodward Pointe
148	More traffic congestion means more building	Noted	James Island
149	Over populated in the last 5 years	Noted	Johns Island/Morris Acres
150	I-526 should be completed also a toll road should be built from 526 at Maybank to Betsy Kerrison at River Road with no outlets in between.	Refer to Chapter 3, Section 3.5 of the DEIS	Johns Island
151	It takes me forever to get on/off James Island to go to work in North Charleston every day!	Noted	Johns Island
152	Johns Island will develop, we must have infrastructure.	Noted	Johns Island
153	It connects us with rest of metro area especially North Charleston for school and work.	Noted	Johns Island
154	We need 526	Noted	Johns Island
155	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 now there are backed up stop signs.	Noted	Johns Island
156	We have only two ways to get off the island and they are crowded. There is no direct route to West Ashley or 526.	Noted	Johns Island
157	It would ease the congestion coming on and off Johns Island	Noted	Johns Island
158	Beneficial to relieve traffic on Main Rd. & Maybank Hwy.	Noted	Johns Island
159	Beneficial to relieve the traffic from Main Rd. and Maybank Hwy.	Noted	Johns Island
160	Please finish the I-526 as soon as possible; Alt #1	Refer to Chapter 6, Section 6.1 of the DEIS	Johns Island
161	The infrastructure of Johns Island cannot accommodate all of the new development!	Noted	Johns Island/Cedar Springs
162	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 11A would serve the most people but no other forks or small roads	Refer to Chapter 6, Section 6.1 of the DEIS	Johns Island/Cedar Springs
163	Only if it reduces traffic on Maybank enabling residents less wait time going on to Maybank.	Refer to Chapter 2, Section 2.1 of the DEIS	Johns Island/Dunmaxin Sub.
164	It would be a quicker, less restricted exit from Johns Island to W. Ashley and City Hospitals	Noted	Johns Island/Fenwick Hills
165	It would be beneficial because the traffic backs up and causes delays	Noted	Johns Island/Headquarters Island
166	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.	Noted	Johns Island/Headquarters Island
167	Quicker route to get to W. Ashley and other areas. Safety, alternate route to exit in the event of disaster, flood, etc.	Noted	Johns Island/Headquarters Island
168	Relieve growing traffic congestion!	Noted	Johns Island/Headquarters Island
169	It will help to reduce the traffic a great deal.	Noted	Johns Island/Island Estates Dr.
170	We like Alternative #1	Refer to Chapter 6, Section 6.1 of the DEIS	Johns Island
171	Need more roads out here, more people living here now. Please build the Mark Clark to Johns Island, we need it!	Noted	Johns Island/Maybank

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172	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 issuing 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
173	It would eliminate traffic back up and allow traffic flow in orderly way. Help evacuate during hurricane.	Noted	Johns Island/Morris Acres
174	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 beginning at the southern intersection with River Rd. and going to Betsy Kerrison Dr. is needed to get the Kiawah-Seabrook traffic off the Johns Island roads.	Refer to Chapter 6, Section 6.1 of the DEIS	Johns Island/River Rd. near main Rd
175	It would improve ingress & egress; safety	Noted	Johns Island/Seabrook Island
176	Beneficial- Traffic jam coming home at 5pm. Detrimental- noise, appearance, view of highway, traffic past our neighborhood with options that bring the road or intersections close to us.	Refer to Chapter 5, Human Environment of the DEIS	Johns Island/Shoreline Farms
177	Use Alternative 11. Traffic is already bad and is only going to get worse without 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
178	Relieve traffic. Save time getting around Charleston.	Noted	Johns Island/Tremont
179	It would help during hurricane evacuation-Roads overcrowded, too much traffic, much easier to get to Downtown, West Ashley and N. Charleston.	Noted	Johns Island/Winnsboro
180	Traffic on 61 is horrible & two lane highways are miserable	Noted	West Ashley
181	Traffic, Traffic and more Traffic! Finish the Mark Clark! Traffic on the roads are more important to me. Charleston is beautiful & provides enough sites for now...We need roads and highways!	Noted	West Ashley
182	It would use less gas, easier to access to other parts of the county, expedite travel	Noted	West Ashley
183	It would provide easy access to James Island County park, West Ashley, Greenway, Johns Island. Provide green nature environment.	Noted	West Ashley
184	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
185	Beneficial because Sam Rittenburg does not have space for emergency parking.	Noted	West Ashley
186	Bottlenecks 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.	Noted	West Ashley
187	Alternate traffic on 17, North & South. Better Hurricane evacuation routes. Congestion of traffic on 17. I think need more than one interchange on Johns Island	Refer to Chapter 6, Section 6.1 of the DEIS	West Ashley
188	Would help with traffic on Savannah Hwy. going downtown.	Noted	West Ashley
189	It would relieve traffic on 17. Improve access to Johns Island, James Island and Downtown.	Noted	West Ashley
190	Needed to finish I-526 a long, long time ago.	Noted	West Ashley
191	It would ease traffic	Noted	West Ashley
193	It would lessen traffic on Hwy. 17 S	Noted	West Ashley
194	It will help with congestion	Noted	West Ashley/ Orange Grove Estates
195	It would relieve Savannah Hwy. traffic.	Noted	West Ashley/Air Harbor
196	Traffic congestion, traffic congestion. I've been waiting 20 years for the completion of I-526!	Noted	West Ashley/Air Harbor
197	It would decrease driving time to Folly, James Island. ..Improve evacuation!	Noted	West Ashley/Ashley Harbor
198	It would mean less traffic on 17 S., Main Road and Bees Ferry Rd.	Noted	West Ashley/Ashley Harbor
200	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.	Noted	West Ashley/Edgewater Park
201	It would help with traffic. I like Alternative #10	Refer to Chapter 6, Section 6.1 of the DEIS	West Ashley/Geddes hall
202	It would help traffic on Hwy 17 S.	Noted	West Ashley/Harrison Acres
203	It would mean easier access to Johns Island, Kiawah & Seabrook Island	Noted	West Ashley/Marsh Cove
204	We would be able to drive on Hwy. 17 again! I often loop around 17 via 61	Noted	West Ashley/Marsh side
205	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.)	Noted	West Ashley/Parkwood Estates
206	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 is too long.	Noted	West Ashley/Stono Park
207	Would help with Savannah Hwy. traffic.	Noted	West Ashley/Stono Park
208	It would lessen traffic on US 17 & Hwy 61	Noted	West Ashley/Westwood
209	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
210	It would redirect traffic from other areas.	Noted	West Ashley/Westwood
211	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.	Noted	James Island/Lawton Bluff
212	Beneficial because you could go from US-17, to the Connector on James Island. Children are in school downtown and doctors on James Island.	Noted	James Island/Ashley Harbor
213	You can't stop expansion in Charleston. Let's accommodate it. James Island has too much traffic & people need to be able to easily access Johns Island for further growth.	Noted	James Island
214	Alt #8 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 effect 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
215	Beneficial given the pace of growth. Of course, the pace of growth itself is detrimental. It would be better to manage growth than to accommodate un-managed growth.	Noted	James Island/Stiles Point Plantation
216	It would be detrimental to traffic and the disruption of marsh ecosystem.	Refer to Chapter 5, Natural Environment, of the DEIS.	James Island/Riverland Terrace
217	Will disperse traffic flow from the current roads; safer/more efficient egress from islands. Traffic volume will increase whether or not the road is built!	Noted	Johns Island
218	Alt # 10 would be the cheapest and fastest to build. Gets people to their homes and off James Island faster. Safer. Better access to North Charleston/West Ashley	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Jamestown Estates
219	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

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220	It would improve traffic	Noted	James Island
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
222	It would improve safety	Noted	Johns Island
223	East access to medical care and emergency care when minutes are crucial.	Noted	Johns Island/Seabrook Island
224	It would benefit safety, congestion, time	Noted	Johns Island/Seabrook Island
226	It would reduce traffic congestion	Noted	Johns Island/Seabrook Island
227	It would benefit safety, evacuation, reduce congestion	Noted	Johns Island/Seabrook Island
228	It would cut many miles off trips to North Charleston. It would decrease traffic up/down Rt. 17. It would complete the beltway route around Charleston, giving alternatives in case of bad weather or hurricanes.	Noted	Johns Island/Seabrook Island
229	Beneficial to traffic flow, access	Noted	Johns Island/Seabrook Island
230	It would cut travel time to W. Ashley and downtown significantly. Very important to get traffic off Johns Island in an emergency. Hurricane evacuation.	Noted	Johns Island/Kiawah River Estates
231	It would be easier access to James Island and less traffic on Hwy. 17	Noted	West Ashley
232	It would eliminate traffic delays	Noted	James Island/Woodland Pointe
233	It would relieve Maybank Hwy. traffic, however the road should make as minimum impact on the environment as possible & future erosion should be made to return vegetation & habitats well after construction.	Refer to Chapter 5, Natural Environment, of the DEIS.	James Island/Riverland Terrace
234	It would open up Johns Island up to unwanted/unneeded development	Noted	Johns Island/Seabrook/Bohicket Marina Village
235	It would encourage development and spoil River channel of Johns Island.	Noted	Johns Island/Seabrook
236	I believe you could widen Maybank and tie into existing road. Start along marsh. Leave peoples properties' alone.	Noted	Johns Island
237	Additional traffic from West Ashley side would further constrict 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
238	More roads means more traffic. Detrimental because it encourages more development.	Noted	West Ashley/Air Harbor
239	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 views of marsh; disrupt established homes.	Refer to Chapter 5 of the DEIS.	Johns Island
240	Personally, I don't know that I would use it much. Therefore, I'd have to say detrimental.	Noted	West Ashley/Carolina Terrace
241	The best thing about James Island is the abundance of marsh and wildlife. This project would seriously detract from that. TSM improvements would be great, 526 extension would be a disaster.	Refer to Chapter 5, Natural Environment, and Chapter 3, Section 3.7 of the DEIS.	James Island/The Regatta
242	Terrible traffic getting worse each year, save highway if possible, as well as Folly Road. Over 20 years waiting for I-526 is enough. Alt #1 Quite wasting time and money and deliver what was promised over & over you will never get a consensus!	Refer to Chapter 6, Section 6.1 of the DEIS	West Ashley
243	#36 would be detrimental. We have enough trouble already with people cutting through neighborhood to reach Central Park Road	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Laurel Park
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 tons 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 these beautiful area. Don't ruin it just so people can get from A to B faster!	Refer to Chapter 5 of the DEIS.	James 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. What is your plan for Calhoun St?	Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.	Johns Island/Stono Pointe
248	Laurel Park would become a drive through- It would be unsafe for grandchildren.	Refer to Chapter 5, Section 5.4 of the DEIS	James Island/Laurel Park
249	Not needed; it goes right through my backyard at Johns Island, except perhaps Alternate 8; destroys our property values & marsh land for no valid purpose. Please work with us (Headquarters Island HOA).	Refer to Chapter 5, Human Environment of the DEIS.	Johns Island/Headquarters Island
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/Ashley Harbor
251	Do not 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/Meridian Place
253	It would cause more development and overload 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; hurt wetlands.	Refer to Chapter 5 of the DEIS.	James Island/Stoneboro Ct.
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	James 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 condos
260	River Rd. in the north is not able to handle the traffic this project will create. The need is for the traffic to be moved further out 17S 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
261	I have answered this in great detail at previous forums. Are you reading?	Noted	James Island/Laurel Park
262	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
263	Destruction of wetlands tops the long list of reasons project is detrimental	Refer to Chapter 5, Natural Environment, of the DEIS.	James Island/Riverland Terrace
264	Detrimental because of noise pollution	Refer to Chapter 5, Section 5.3 of the DEIS.	West Ashley/Waterway South
265	Too much traffic already; new office condos being surveyed next to Nativity Church, ugh! More accidents and big billboards to come, too many speeders. 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.	Noted	James Island/Riverland Terrace

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266	It would lead to increased traffic, more accidents, harder to get to Connector; not enough interchange 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 & Harborview are already over used; need more interchanges for Johns Island; four lanes will not be wide enough for your alternative; and 6-8 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
267	Will lead to unwanted further development.	Refer to Chapter 5, Section 5.2 of the DEIS.	James Island/ Riverland Terrace
268	It will bring noise on I-526 with added traffic.	Refer to Chapter 5, Section 5.3 of the DEIS.	James Island/Ashley Harbor
269	It would be detrimental to home and property.	Refer to Chapter 5, Human Environment, of the DEIS.	James Island
270	It would have a negative impact on James Island Park or 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
271	Johns Island cannot handle this kind of traffic. Alt#10 if any. I would chose none if I had a choice.	Refer to Chapter 6, Section 6.1 of the DEIS	Johns Island/Cane Island
272	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
273	Detrimental to vista, Environmental changes, Quality of Life	Refer to Chapter 5 of the DEIS.	Johns Island/Shoreline Farms
274	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 on Maybank live in Charleston
275	Detrimental-Environmental impacts and more connector traffic.	Refer to Chapter 5 of the DEIS.	James Island/ The Peninsula on James Island
277	This depends on the Alternative route that is chosen. Hopefully it will be beneficial	Noted	James Island
279	Depends on where you put the new road	Noted	James Island/Stono Shores/Woodland Shores Dr.
280	Will not improve traffic. Too costly; too close to my home/neighborhood.	Refer to Chapter 2, Section 2.1, and Chapter 5, Human Environment, of the DEIS.	James Island/ Woodland Shores
281	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
282	Kills the environment and creates new bottlenecks.	Refer to Chapter 5, Natural Environment, and Chapter 2, Section 2.1, of the DEIS.	Johns Island
283	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
284	I believe that Alt #10 would be the least detrimental.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Bishop Gadsden Retirement
285	As long as it would be minimal impact to traffic and include bicycle paths.	Refer to Chapter 3, Section 3.12 of the DEIS.	James Island/Clearview
286	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
287	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
288	If building new highway, please make sidewalk for pedestrian walking.	Refer to Chapter 3, Section 3.12 of the DEIS	West Ashley
289	Depends where you build it!	Noted	West Ashley
290	Increase in traffic on James Island and increase residents to Johns Island. More Traffic, More Congestion, more noise.	Refer to Chapter 2, Section 2.1 of the DEIS.	James Island/Battery Point
291	Detrimental because of noise; wild life disturbance; view disturbance.	Refer to Chapter 5 of the DEIS.	West Ashley
292	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
293	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
294	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/Air Harbor
295	Damage to wetlands & bald eagle habitat, destruction of view, creation of massive traffic problem at the foot of James Island connector and Calhoun St.	Refer to Chapter 5, Natural Environment of the DEIS.	Johns Island/Headquarters Island
296	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 2, Section 2.1, and Chapter 5, Human Environment, of the DEIS.	James Island/Clarks Point
297	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? No! Deny the permit. Beach congestion driving to Folly Beach.	Refer to Chapter 5 of the DEIS.	James Island/River Point Plantation
298	Too much traffic, pollution, crime & environmental damage.	Refer to Chapter 5 of the DEIS.	James Island/ Cross Creek
299	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
300	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
301	Increased noise, traffic, air pollution fewer trees, substantially lower aesthetic appeal-the further it is located from my neighborhood the better.	Refer to Chapter 5, Human Environment of the DEIS.	West Ashley/Wildwood Townhomes
302	Traffic; Damage to Ecosystem; Property values. Any new roadway should have tolls to reduce use & public	Refer to Chapter 5, Natural Environment, and Chapter 2, Section 2.1 of the DEIS.	James Island
303	I have already witnessed the destruction of my community neighborhood. You can no longer walk safely (including a dog, trash everywhere-road crews are the worse, breathing diesel is the norm. Please no more! No to I-526 and more destruction to the Islands! Have you ever considered bike lanes? Even listen, ever get creative?	Refer to Chapter 5 and Chapter 3, Section 3.12, of the DEIS.	Johns Island
304	Traffic on James Island Connector would have too many cars. It can not handle more traffic.	Refer to Chapter 2, Sections 2.1 of the DEIS.	James Island/Old Orchard
305	Detrimental because it will bring development and mostly allow traffic to pass thru James Island instead of W. Ashley.	Noted	James Island
306	Don't need one.	Noted	West Ashley/Ashley Harbor
307	Too much traffic, increased pollution, more sitting at lights.	Refer to Chapter 2, Section 2.1 of the DEIS.	James Island
308	Detrimental because it will encourage development.	Refer to Chapter 5, Section 5.2, of the DEIS.	Johns Island
309	Detrimental because of overload of traffic with further development of Johns Island also environmental impact is too much	Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.	Charleston/Riverland Terrace

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310	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. Noise and light, view from our home would dramatically be effected. The list goes on.	Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.	Johns Island/The Point at Headquarters
311	Don't know I'm too old to care, I don't get out that much anymore	Noted	James Island/
312	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 include changes to traffic on the connector & how one connects to 17, cross town, or Calhoun 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
313	Destroys view, causes noise, light, air pollution, destroys habitat, over developed, not the right way to improve transportation, too expensive and not needed if other roads & bridges are improved. The new alternative of adding an interchange in the marsh land is even less appealing.	Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.	Johns Island/Headquarters Island
314	Environmental Impact will be negative-It will change the character of the Island. If you have to put a new road in then widen Bohicket to the Betsy Kerrison Parkway or widen River Road to the Parkway. If people would slow down, the roads at present are perfect	Refer to Chapter 3, Section 3.5, and Chapter 5, Natural Environment, of the DEIS.	Johns Island/Winnsboro
315	Depends on the road and its development	Noted	West Ashley/Ashley River Road
316	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
317	Detrimental-Too much growth.	Noted	James Island
318	It will increase traffic on already crowded arteries.	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island/Riverland Terrace
319	It is 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.
320	Detrimental because it will bring traffic and speeding on side streets	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island/Bayfront Sub.
321	It will bring increased traffic preventing exit from side roads.	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island
322	Noise, pollution, property values. If you have to have an extension then Alt# 2 is my pick.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Stono Terrace
323	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.	Johns Island/Marshes at Rushland Landing
324	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
325	It would ruin 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
326	It would allow even more development which would make all the roads more crowded.	Refer to Chapter 2, Section 2.1, of the DEIS.	West Ashley
327	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
328	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
329	Depending on where it goes. It should not encroach on park.	Noted	James Island/Riverland Crossing
330	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
331	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
332	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
333	Noise concern if route goes too close to Central Park Rd	Refer to Chapter 5, Section 5.3 of the DEIS.	James Island
334	More congestion on Folly Rd. Further destruction of our green environment, No benefit except to a handful on Kiawah & Edisto	Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.	James Island
335	It will just attract more development which will make matters worse.	Refer to Chapter 5, Section 5.2 of the DEIS.	James Island/Stiles Point
336	It would encourage inappropriate traffic & development. New road not necessary for peak traffic times-not worth spending my tax dollars. Just keep existing roads safe and working.	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island/St. Michaels Place
337	" In wildness lies the salvation of man." H.D. Thoreau	Noted	James Island/Lawton Bluff
338	Unbearable traffic would result on Folly Rd.	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island/Old Orchard
339	Detrimental-Wetlands impact, view, quality of life impact (Noise).	Refer to Chapter 5 of the DEIS.	Johns Island/Headquarters Plantation
340	It would increase traffic	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island
341	It would uproot homes and James Island County park	Refer to Chapter 5, Human Environment, of the DEIS.	James Island
342	Pollution, it's not needed, better options, noise. Widen existing roads if needed.	Refer to Chapter 3, Section 3.5 of the DEIS.	Johns Island/Shoreline Farms
343	Too many cars, noise. All this would destroy our Islands and just look at Folly Rd.	Refer to Chapter 5 of the DEIS.	James Island
344	Detrimental-Uncontrolled growth to Johns Island.	Refer to Chapter 5, Section 5.2 of the DEIS.	Johns Island/ The Preserve at Fenwick Plantation
345	I can't even imagine seeing or hearing traffic from James Island County park, Riverland Drive or existing neighborhoods currently without.	Noted	James Island
346	Detrimental-loss of wildlife habitat; increased traffic more paved roads and loss of natural areas.	Refer to Chapter 5, Natural Environment of the DEIS.	James Island
347	Will bring too much traffic/development to area limited in size.	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island
348	Outside traffic is heavy enough; most speed (and are surprised by the humps!)	Noted	West Ashley/Ashley Hall Plantation
349	Detrimental because things would become more congested	Refer to Chapter 2, Section 2.1, of the DEIS.	Johns Island
350	"If you build it, they will come." Bigger roads just encourage more development. We are apposed to any I-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
351	Detrimental because it affects too many residential/ business properties.	Refer to Chapter 5, Section 5.5 of the DEIS.	Johns Island
352	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

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353	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.	Noted	Johns Island/Cedar Springs
354	Detrimental-Too much congestion/traffic	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island/Teal Acres
355	View from front door would be the elevated access to Stono River Bridge about 600 feet away.	Refer to Chapter 5, Section 5.4 of the DEIS.	West Ashley
356	We have enough roads. Repair them, then finish I-526 to Savannah Hwy. for another (Hurricane) evacuation route. Do not widen Harborview Rd. I don't care what anyone says, it's a mistake!	Noted	James Island/Lawton Bluff
357	Traffic will not be solved. More public transportation!	Refer to Chapter 2, Section 2.1, Chapter 3, Section 3.6 of the DEIS.	James Island
358	Roads always encourage further development, hence more, and ever increasing traffic.	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island/Ocean View (Lebby Sub.)
359	Just finish roads.	Noted	James Island
360	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.	Refer to Chapter 3, Section 3.5, and Chapter 5, Natural Environment, of the DEIS.	West Ashley
361	The proposed road is too disruptive to the natural habitat and would invite more traffic. Thank you for soliciting input.	Refer to Chapter 2, Section 2.1, and Chapter 5, Natural Environment of the DEIS.	James Island/Centerville
362	Road improvements provide short term relief but encourage higher density.	Refer to Chapter 5, Section 5.2 of the DEIS.	James Island/ Whitehouse Plantation
363	Have not upgraded roads. Will not support expressway. It will just make more problems. Upgrade Bohicket, Main Rd., Maybank Hwy. then build expressway	Refer to Chapter 3, Section 3.5 of the DEIS.	Johns Island/Winnsboro Lakes
364	Alternatives 1,8,11 & 11A would destroy scenic areas of James Island and the revenue they bring to the CCPRC. Take my home but not my parks!	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Crosscreek Rd.
365	It would bring too much non-needed traffic.	Refer to Chapter 2, Section 2.1, of the DEIS.	Johns Island/Fenwick Commons
366	Detrimental-noise pollution, destruction of biotope. We will end up looking like Mt. Unpleasant.	Refer to Chapter 5 of the DEIS.	Johns Island/Headquarters Island
367	Detrimental-Too much traffic.	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island
368	Area already overdeveloped	Noted	James Island/Bayfield
369	Rather have nature than more roads.	Refer to Chapter 5, Natural Environment, of the DEIS.	Johns Island
370	It would encourage more building.	Noted	James Island/Bayfield
371	Very Opposed!! It will increase traffic, impact wildlife & the environment.	Refer to Chapter 2, Section 2.1, and Chapter 5, Natural Environment, of the DEIS.	James Island/Meridian Place
372	Johns Island & James Island already have too much traffic flow. Beach 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.	James Island/Camp Rd.
373	Leave it as it is. People in every part of the world have to live with traffic. Once you start ruining natural habitat it is like cancer and the spread will continue.	Refer to Chapter 5, Natural Environment, of the DEIS.	James Island
374	Alternative 1 & 8 would most certainly be detrimental. Any construction that would separate the County Park & Dill property would be horrible. Otherwise I would be in support of the project.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Riverland Dr.
375	Completing I-526 would be a disaster for James Island County Park and the James Island Connector. Driving the connector would be a horrible experience instead of pleasant, as it is now all that traffic feeding onto downtown would also be a disaster. Wake up!	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island/Riverland Terrace
376	Because it does not help anyone but Kiawah/Seabrook property development people. (Ex. Councilman Darby). The other regions that it would effect: James, Johns, Wadmalaw, West Ashley receive no benefits as stated multiple times. Stop the over development of our Island	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island
377	Road selections that impact Park & Dill Sanctuary as well as Camp Rd. would be very detrimental. Concerned that construction will impact all access to connector as well as trips across Johns Island to 17S. Alternatives #10 & #36 preferred.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/ Bishop Gadsden Retirement Community
379	No I-526 on James Island, Johns Island	Noted	James Island/
380	Do you mean the I-526 exit? Detrimental to noise pollution, the environment, potential flooding, debris, traffic which James Island cannot absorb, etc.	Refer to Chapter 5 of the DEIS.	James Island/Lawton Harbor
381	As I look at the various proposals, I question: "what is being connected" and "what good does this road do for the community?" Not sure it helps the community or the environment and seems like a sign that big business is ready to take over. Johns Island roadways will be turned into highway interchanges, only benefits Kiawah and Seabrook. Have you taken the good of the community into account with complying with your EIS Process?	Refer to Chapter 2, Section 2.1, and Chapter 5, Human Environment of the DEIS.	James Island/Riverland Terrace
382	Alt # 10 & 36 Will run through the marsh right behind my house, creating incredible noise and destroying the environment. The extension of I-526 will greatly diminish the quality of life-the beauty of the marsh and perhaps even more importantly the peaceful of the neighborhood. Alt.'s 10 & 36 will be practically on top of our homes. 526 will destroy our quality of life and diminish our property value, making it impossible for us to afford comparably priced homes if we choose to sell and leave.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/Stono Edge off of Woodland Shores facing Marsh
383	Traffic problems will not be solved, just moved. Permanent damage to Dill properties and James Island county Park. I-526 was conceived in the 1970s and is based on principles & planning that are 30+ years old. Connecting I-526 through Johns Island will not solve any traffic problems. It will only move the congestion to other areas. I-526 will be a relic in 20 years, is a waste of money, and will permanently impact pristine areas on the Stono River. It is not a valid solution. The freeway terminates in one lane at Calhoun St. Bike riding at Folly and the Connector is to dangerous.	Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.	James Island
384	An interstate road across James and Johns Island would destroy ancient trees, wetlands, James Island County Park and worsen an already congested traffic condition due to increased development. We have 3 exits from James Island. That is quite enough for any evacuation.	Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.	James Island/Lynwood
385	"If you build it they will come" We have enough roads. Major roads, such as this, tend to distract from existing communities and just provide a means for people to travel through, without concern. Highway noise and loss of property values will be worse.	Refer to Chapter 5 Human Environment, of the DEIS.	West Ashley/Air Harbor Subdivision
386	Please don't listen to Mary Clark! She doesn't speak for the majority. Safety for kids. Less traffic accidents and near collisions. Impossible to quantify how many misses there are.	Noted	James Island/Battery Point
387	It would depend on not increasing traffic on existing roads. A bypass might help. Stoplight may be needed at already busy intersections. I-526 could join Connector with a bypass farther down the Connector or by small overpass to connector. Alt. #10 or #36 seem good. Need more info about 526 extension to have clear opinion. Need public bus service.	Refer to Chapter 6, Section 6.1 of the DEIS	James Island/St. James Place Apts. off of Harborview Rd.

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388	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
389	Besides the negative impact of the highway itself, it will only encourage rapid development.	Refer to Chapter 5 of the DEIS.	James Island
390	We live in a developed area with no space for a new road. I-526 continuation would not benefit me.	Noted	James Island
391	Beneficial because it would be safer, better evacuation route, reduce congestion on 17, 61, Main and Maybank	Noted	Johns Island/Seabrook Island
392	Both roads, Bohicket and River, are too crowded and dangerous they need to be replaced and connected to I-526.	Refer to Chapter 3, Section 3.2 of the DEIS.	Johns Island/Seabrook Island
393	Prevent traffic problems on Kerrison Parkway from bridge.	Noted	Johns Island/Seabrook Island
394	Detrimental-More traffic, too much construction, destruction of natural areas	Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.	James Island
395	Detrimental-noise, and it takes away privacy and quietness.	Refer to Chapter 5, Human Environment, of the DEIS.	West Ashley/Citadel Woods
396	But need a stoplight at Citadel Mall entrance	Noted	West Ashley/Orleans Woods
397	Beneficial because it would bring safety for the workers on Kiawah/Seabrook. Enhance capability for Seabrook to have full time residents that work in Charleston.	Noted	Johns Island/Seabrook Island
398	Beneficial because the roads on and leading off of Johns Island are dangerous and too crowded.	Noted	Johns Island/Seabrook Island
399	Beneficial because it would enhance safety, more cost effective than widening existing roads.	Noted	Johns Island/Seabrook Island
400	Travel safety. These are not as important as lives. Road changes should have started years ago.	Noted	Johns Island/Fenwick Commons
401	It would both improve mobility, traffic flow and impact the natural resources.	Refer to Chapter 5, Natural Environment, of the DEIS.	West Ashley
402	Detrimental-Environmental impact, increased development in natural areas, more traffic.	Refer to Chapter 2, Section 2.1, and Chapter 5 of the DEIS.	James Island/Pecan Grove Extension
403	Beneficial because it would reduce traffic congestion.	Noted	West Ashley/ Northbridge Terrace
405	Detrimental-Traffic, Joe Riley, City of Charleston, exiting onto Calhoun St.	Noted	James Island/Lawton
406	Beneficial for safety, evacuation, relieve congestion.	Noted	Johns Island/Seabrook Island
407	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.	James Island/Bay View
408	Detrimental-More traffic	Refer to Chapter 2, Section 2.1, of the DEIS.	James Island/Lake Frances
409	It would ruin marsh and vista views.	Refer to Chapter 5 of the DEIS.	Johns Island
410	Detrimental: Maybank Rd- Yes, Wappoo Drive-No	Noted	James Island
412	Beneficial because current roads are too dangerous and not adequate to accommodate the current traffic levels.	Noted	Johns Island/Seabrook Island
413	Reduce Savannah Hwy Traffic.	Noted	West Ashley/Capri Drive
414	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
415	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
416	It would help relieve traffic on Hwy. 17 S. & Maybank Hwy., assist in & out of town during rush hour.	Noted	West Ashley
417	It would ruin views; destroy green space and add noise and traffic.	Refer to Chapter 5 of the DEIS.	West Ashley
418	Traffic is becoming unbearable. I-526 needs to be completed	Noted	James Island
420	It will help cut down traffic on Bohicket Road.	Noted	Johns Island/Seabrook Island
421	It would provide improved access to James and Johns Island	Noted	Johns Island
424	Beneficial-Safe Access	Noted	Johns Island/Seabrook Island
425	It would reduce congestion on James and Johns Island	Noted	Johns Island/Seabrook Island
427	It would increase safety; would protect and preserve beauty of Bohicket & River Roads	Noted	Johns Island/Seabrook Island
428	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 2.1, of the DEIS.	James Island/Harborwoods
429	It would lower traffic density in West Ashley & also provide rapid route to James Island	Noted	Ashley Harbor
430	We are always driving 3 sides of a triangle to get around Charleston. It will save on gas, pollution and time=faster travel times and less cars on the road.	Noted	Johns Island/Seabrook Island
431	Property values could decrease, bring noise and more pollution.	Refer to Chapter 5, Human Environment, of the DEIS.	West Ashley
432	Beneficial-Safety, less road congestion.	Noted	Johns Island/Seabrook Island
433	Safe travel from the city on a daily basis to Kiawah & Seabrook Island.	Noted	Johns Island/Seabrook Island
434	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. Widen Camp at Folly	Noted	James Island/Whitehouse Plantation